



# C&TS Dispatch

Vol. 6 No. 1

February 1993

## Double-Headed Freight Train Special

On Saturday, May 22, 1993, the Friends will sponsor a special freight train over the Cumbres & Toltec Scenic Railroad. The train will depart Chama early in the morning and go forty-five miles, almost all the way across the Railroad, to the Big Horn wye. There the train will be turned, and it will then return to Chama. The Friends is pleased to announce that this special train will offer many of the benefits and experiences of the very expensive fan trips at only a fraction of the cost.

The train will consist of a representative number of historic freight cars behind the lead locomotive, and will feature a midtrain second engine as a helper. As was done historically, the caboose will follow the second engine. The train will run the Saturday before the opening of the regular season on May 29, and this should allow many photographs to be taken of the remaining snow pack. Persons who participated in the preseason train last year will recall how beautiful the Railroad was at that time of year. There will be numerous, carefully planned photo runbys, including some at locations not normally photographed.

The ticket price will be \$75.00 to members, and like the Moonlight Train, a portion of the price will be tax deductible. Because the Osier dining facility will not yet be open, a box lunch on the train is included in the

price of the ticket. There will be plenty of seats on this double-headed train; however, tickets will be sold on a first-come, first-serve basis. A brochure will be mailed to you in February so that you can conveniently send in your reservation.

We can be especially proud that these historic freight cars are available for a trip like this because of the efforts of the Friends in preserving and maintaining the unequalled rolling stock collection on the Cumbres & Toltec Scenic Railroad. We hope that you will be on this special freight train—while having a wonderful day

on the Railroad, you will also be contributing to the historical preservation work of the Friends. ■



On Sunday, October 18, 1992, K-37 locomotive no. 497 is on the point as a charter freight with 27 empties and 6 loaded cars comes around the curve at Los Pinos, Colorado. K-36 no. 484 is the midtrain helper engine. The Friends special freight train on May 22, 1993, will also have a midtrain helper. For a complete account of the charter freights on the C&TS in October 1992, see John Craft's article "The 'Ultimate' Photo Freight" in the February 1993 *Railfan & Railroad*. In the same issue see Earl Knoob's "At the Throttle of the Helper." Photograph by John Craft; used with permission.

### In This Issue...

The Windy Point.....	page 2
Winter Locomotive Work.....	page 4
Triad Agreement.....	page 6
Board Report.....	page 9
Commission Report.....	page 10
Meet Director William Lock.....	page 10
Letters to the Friends.....	page 11

# C&TS Dispatch

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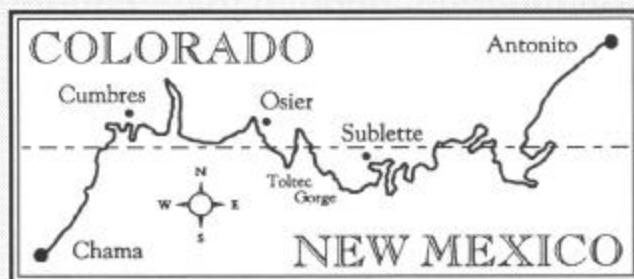
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The **C&TS Dispatch** is published by the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, P.O. Box 222, Chama, NM 87520. The **Friends of the Cumbres & Toltec Scenic Railroad** is a New Mexico nonprofit corporation.

The **Friends** is dedicated to the preservation and interpretation of 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. Volunteers from the **Friends** have been especially active in restoring and preserving equipment and structures on the line.

Family membership in the **Friends** is \$20.00 per year. All contributions are fully tax deductible and will be gratefully accepted. Please write to us in Chama 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 1921  
Denver & Rio Grande Western Railroad — 1921 to 1970  
Cumbres & Toltec Scenic Railroad — 1970 to present

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## PRESIDENT'S COLUMN

# The Windy Point

I always look forward to this time of the year as winter is drawing to a close and spring is just around the corner. I especially enjoy looking forward to what the new year will bring. Unquestionably, 1993 will be a great year for the **Friends**.

Contributions for 1993 are coming in very well. Thank you so much for your support. If you have not made your 1993 contribution, please do so at your earliest opportunity so that we can plan our expenses for the year. I am so thankful for the large number of members who have sent in extra money, which will really help with our program of restoration and interpretation of the Cumbres & Toltec Scenic Railroad.

Our Board of Directors met in late January and approved the projects for the year. Among the most exciting projects for 1993 will be the **Friends** coming in force to Osier. I am pleased to report that the Board has approved our going ahead with major work on the Osier Section House, including the demolition of the porch that was added during the 1970s (as part of the dining facilities) and extensive work on the roof. Our goal will be to restore this building to its original condition and, of course, to enable it to withstand the harsh winters out there in the mountains. Other major projects include the Section House and the Snowshed at Cumbres, the "new" stock cars at Chama, and finishing the work that we started last year at Antonito.

As I look forward to 1993, I am challenged by several new aspects of our upcoming work sessions. Certainly, one of the greatest challenges will be the logistics posed by having the back-to-back sessions, one right after the other. All our materials must be anticipated and purchased in advance (we do not get a second chance this year if we forget something). I appreciate the long hours put in by the Projects Committee and the Procurement Subcommittee in order to accomplish this feat. These work sessions also offer a challenge to see how our volunteers will react to this new format. I have always admired the flexibility of our people, and I actually anticipate a large turnout because of these work sessions.

Finally, 1993 should also be a great year for the Cumbres & Toltec Scenic Railroad. Ridership will undoubtedly increase again, and there is very likely to be three additional passenger cars. As you will read elsewhere in this issue, employees are hard at work on the engines this winter. 1992 was the first year that the C&TS had five engines under steam at one time, and with the hoped for addition of engine no. 463, 1993 should find six engines available for service. After seeing the little K-27 in pieces for so many years, I am really excited and looking forward to seeing it run this year for its ninetieth birthday. I certainly congratulate Kyle Railways for the outstanding job that they are doing in maintaining and restoring this equipment.

I trust that 1993 will be an excellent year for you as well as for the **Friends**. Thank you again and best wishes for 1993.

— BILL LOCK

## Fifth Annual Moonlight Train

Saturday, July 31, is the date for the **Fifth Annual Moonlight Train**. As in past years, the train will leave Chama, New Mexico, at approximately 3:15 p.m. for Osier, Colorado. Again this year at least one photo runby is planned. A steak dinner will be served at the Osier dining facility, and after dinner the gift shop will be open. The train will return to Chama in the moonlight, arriving at about 11:00 p.m.

The fare will again be discounted for members of the **Friends**—\$50.00 for members and \$55.00 for nonmembers. Part of the ticket price will be tax deductible, and profits from this annual event have been of great assistance in meeting our expenses for restoration and preservation of historic railroad equipment and structures.

The Annual Meeting of the **Friends** will be held in Chama on Friday evening, July 30. A program will be presented, open to members and nonmembers at no charge.

Watch for the Moonlight Train brochure, which will be mailed to all members in the near future. The brochure contains a form for ordering tickets from the **Friends** Albuquerque office. ■

## 1993 Back-to-Back Work Sessions

For Work Session 93 the Board of Directors has adopted a back-to-back schedule. Work will begin on Wednesday, July 28, and run through Friday, July 30. We will recess on Saturday, July 31, and Sunday, August 1, for the **Fifth Annual Moonlight Train** and to recharge our batteries. Monday, August 2, we will gather again and work through Wednesday, August 4.

There are several advantages to this restructuring: (1) fragile historic artifacts will not be subjected to five or six weeks of exposure to the elements with only temporary covering; (2) scaffolding will not be dismantled and then reconstructed; (3) equipment and material will be checked out and in only once; and (4) volunteers wishing to attend both work sessions may find it easier to schedule time off. The time saved by this restructuring should also result in greater productivity and familiarity with the job.

These are the projects adopted by the Board of Directors on January 23 during their telephone Board meeting, subject to approval from the State Historic Preservation Offices.

### Chama

Stock Pen — cleaning up and repairing  
Outfit Car — flooring and painting  
30-foot Reefer — working on suspension  
Stock Cars — cleaning and linseed oiling  
Coal Tipple House — finishing siding and priming  
Tank Cars — lettering

Food Preparation Car — finish remodeling  
Osier

Section House — replacing roof

Spur Track — moving

### Antonito

Rolling Stock — carpentry and sheet metal work; painting and lettering

### Cumbres

Snow Shed — completing roof

Section House — replacing roof

Car Inspector's House — surveying

### Sublette

Section House — installing trim and painting

Log Bunk House — painting

Shingle Bunk House — painting

### All Work Sites

Windows — building secure closures

New Projects — surveying potential new projects

Two new jobs have been added to the scope of the **Friends'** work. This summer each major work site will have a person whose sole responsibility will be to photograph and write descriptions of the work in progress. These persons will be called the

## Leone Knee Goulding

Mrs. Leone Knee "Mike" Goulding died Thanksgiving Day 1992 at her home in Monument Valley, Utah. She was 87. Members of the **Friends** will remember Mike as the speaker at the 1991 Annual Meeting, where she talked of her life growing up in Chama.

Leone married Harry Goulding of Aztec, New Mexico, in 1922. They moved to Monument Valley, where they built a lodge and trading post. The Gouldings were instrumental in getting director John Ford to film "Stagecoach," and then eleven other films at Monument Valley, thus bringing much-needed employment and income to the local Navajo people.

Mike's nephew, Michael Duggan of Albuquerque, recalls that Harry could never cope with her name, always misspelling or mispronouncing it; finally, in exasperation, he said, "Well, I guess I'll call you Mike from now on!" And Mike it was.

Mike and Harry were proudest of the fact that they were able to get a hospital and a clinic established at Monument Valley. Built in 1950, it was the only hospital on the Utah part of the Navajo Nation for many years. The first buildings were made of lumber salvaged from the "Fort Apache" movie set.

Her father, Lurton J. Knee, was a boomer fireman for the Rio Grande, firing both freight and passenger locomotives. He was killed on September 29, 1922, in the head-on collision at milepost 310, near Toltec Siding. He was firing locomotive no. 169, which today is on display at Alamosa, Colorado.

chroniclers. The other new job will be surveying and planning new projects; a full-time crew will be assigned to this task.

The Projects Committee would like to hear from anyone interested in these two activities or any other aspect of the 1993 work sessions. Please write to

Glenden Casteel

Projects Committee

12029 Brentwood Hills NE

Albuquerque, NM 87112

Registration forms for the work sessions will be mailed in April. ■

## Work Session Tape Ready

The video tape of the 1992 work session is now ready for distribution. This fantastic tape, produced by Railway Productions for the **Friends**, shows the volunteers working on the projects along the line, from Antonito to Chama. Other special scenes are included that will make this tape a real keepsake, including the operation of the coal tipple, the arrival in Chama of one of our "new" stock cars, and scenes from the October 1992 freight trains.

You can order this tape through the **Friends** office in Albuquerque, New Mexico, for \$22.00, postage included.

For those volunteers who attended the 1992 work sessions, the report of the sessions, the list of names and addresses of the volunteers, and pictures of the volunteers will be mailed to you shortly.

Please support the hard work of Railway Productions in video taping our work session by purchasing one of these excellent tapes for just \$22.00. ■

## New Election Procedures

At its November 7, 1992, meeting the Board of Directors approved amendments to the Bylaws of the **Friends**, including a change in the procedure for electing Directors. Balloting will now take place by mail prior to the Annual Meeting. Nominations can be made by the Nominating Committee or by petition. The Nominating Committee will begin its work soon on the seven seats up for election this year. Members wishing to initiate a nomination must submit the name of the nominee, the nominee's consent to serve, the seconding signatures of three voting members, a brief biography of the nominee, and the nominee's statement of candidacy to the Nominating Committee no later than May 1, 1993. Petitions and inquiries should be directed to

Friends of the Cumbres & Toltec

Scenic Railroad

5732 Osuna Road NE

Albuquerque, NM 87109

(505) 880-1200 ■





The Chama depot during a blizzard. [The Rio Grande Sun newspaper for January 28, 1993, reported that "the heavy snowfall this winter has the back streets of Chama looking more like tunnels; some residents say there hasn't been a snow year like this for 30 years." -the Editor]

# Locomotive Work, Winter 1992-1993

**Text and photos by EARL KNOOB**

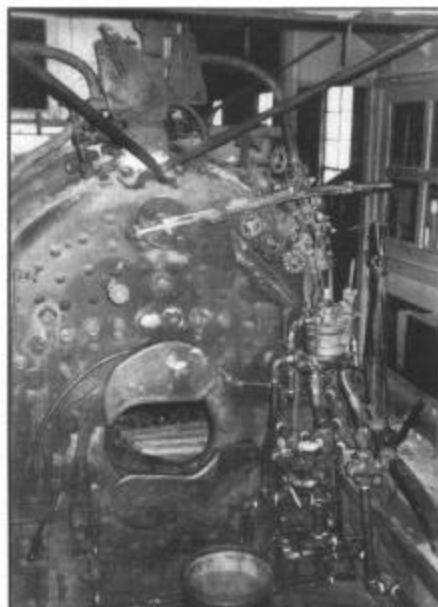
During the winter months preventive maintenance, boiler inspections, and major mechanical work are carried out to prepare for the upcoming season. The status of the locomotive work being done in Chama is presented here; it is up to date as of January 11, 1993. In Antonito work will begin shortly on three passenger coaches. The steel frame work is being done in Pueblo, Colorado, and the first frame and body is scheduled for delivery at the end of January.

## No. 463 (K-27)

This is one of three major projects going on in the Chama shop this winter. Rehabilitation of locomotive no. 463 is probably one of the most ambitious projects that the Cumbres & Toltec Scenic Railroad has ever undertaken. This K-27 has not run since 1954 or 1955 (does any reader have a photo-

graph of no. 463 in service at that time?).

An entire new water tank has been built using the original for hardware and as a pattern. The steel was cut and formed in



Left: Cab interior of no. 463, showing new air-brake piping and hardware.

Right: No. 463, piston and rod.

Albuquerque, and the tank was assembled by riveting in the Chama shop. New oak end sills were installed on the tender frame. Yet to be done are rebuilding the tender trucks, replacing a couple of wheel sets, and painting the tender tank.

Boiler work to be done is quite extensive. Several old patches in the boiler barrel that were incorrectly installed are being reapplied; this will be done by riveting the new patch on to the outside of the boiler shell. After removing an old exterior patch, it was discovered that at one time a spring hanger had rubbed on the boiler and had left a gash in the boiler almost one-half-inch deep—it's a good thing that the boiler shell is five-eighths-inch thick! After the patches are applied, the tubes will be installed. The firebox on no. 463 appears to be in good condition.

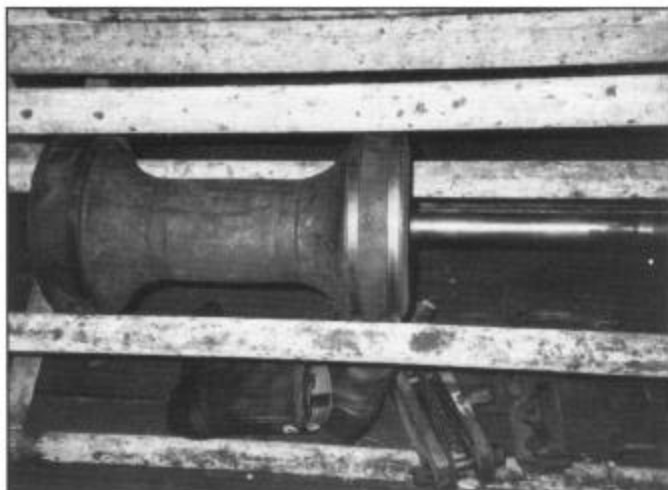
The running gear is in relatively good shape. The driving boxes and crown brasses are good. New wedge and shoe castings have been acquired. The driving wheels have had their tires turned and journals and crankpins trued. The spring rigging looks good, with only a little work needed. Both the pilot truck and trailing truck wheel sets will be replaced. The valve cages and cylinders are being bored; the right side has been finished and the left side is being done. A mechanical lubricator is being installed to oil the valves and cylinders.

The brake system is being modernized to 1920-era equipment (similar to that of the other locomotives of the C&TS). No. 463's original brake system dated from 1903, when the locomotive was built, and the technology of the original air brakes dated from the 1890s.

Part of the wooden cab will be replaced.

With some luck (everyone pray to the steam gods), K-27 no. 463 will run sometime this summer.





*No. 463, valve and rod.*

#### **No. 484 (K-36)**

The second major project at the Chama shop is retubing no. 484's boiler. The locomotive has been running since 1985 on the current boiler tubes. Also, a portion of the rear (firebox end) tube sheet will be replaced. No. 484 is torn down for staybolt cap inspection: the plumbing, jacket, and lagging have been removed. There will be some minor running gear work.

#### **No. 489 (K-36)**

This locomotive is the third major project at Chama. The running gear is being rebuilt. The drive wheels have been sent to Durango (D&S Railroad) for tire turning and journal truing. Seven new crown brasses will be fitted to the driving boxes, and the pins and bushings in the spring rigging rebuilt.

#### **No. 487 (K-36)**

Only routine annual work and minor repairs are needed; the locomotive had a major running gear overhaul last winter.



*No. 463, driving wheels.*

#### **No. 488 (K-36)**

Smokebox appliances have been removed, as well as the two bottom tubes from the boiler. The Federal Railroad Administration has done its inspection, and when the one-year extension has been granted, the locomotive can be reassembled. Like no. 484, plumbing, jacket, and lagging have been removed from the firebox end of the boiler for staybolt cap inspection. And like no. 487, the running gear is in good condition—only a couple of rod bushings need replacement. Because no. 488's front end has to be opened every fall from this year on for flue extension, the snowplow has been replaced by a standard pilot.

#### **No. 497 (K-37)**

Several staybolts will need replacement in the firebox, and other minor boiler work will be done. One driver will be dropped out to be rebabbited because there is excessive lateral motion in one of the driving boxes. ■



*No. 463 right-side cylinder and valve cage after boring.*



*Right rear view of no. 463 in the Chama shop.*



*No. 489, left in the cold.*

# Triad Agreement and Memorandum of Donation Signed

*The Friends of the Cumbres & Toltec Scenic Railroad is now the official museum support group for the Railroad. At the Cumbres & Toltec Scenic Railroad Commission meeting in Socorro, New Mexico, on December 4, 1992, the Agreement designating the Friends as the support group was signed by Lewis H. Entz for the Commission, Lynn T. Cecil for Kyle Railways, and William J. Lock for the Friends. At the meeting the Friends also presented the Commission with a Memorandum of Donation for fifteen historic freight cars—a short refrigerator car, six oil tank cars, six sheep stock cars, and two standard-gauge boxcars. The complete text of the Agreement and the Memorandum are presented here. - the Editor*

## "Triad Agreement"

MEMORANDUM OF AGREEMENT  
BETWEEN  
CUMBRES & TOLTEC SCENIC  
RAILROAD COMMISSION,  
ST. LOUIS CAR COMPANY, d/b/a  
CUMBRES & TOLTEC  
SCENIC RAILROAD,  
AND  
FRIENDS OF THE CUMBRES &  
TOLTEC SCENIC RAILROAD, INC.

THIS MEMORANDUM OF AGREEMENT [hereinafter referred to as "Agreement"] is made and entered into this 4th day of December, 1992, by and between Cumbres & Toltec Scenic Railroad Commission, created by virtue of an Interstate Compact [hereinafter referred to as "Commission"], St. Louis Car Company, a Kansas Corporation, d/b/a Cumbres & Toltec Scenic Railroad [hereinafter referred to as "Operator"], and Friends of the Cumbres & Toltec Scenic Railroad, Inc., a New Mexico non-profit Corporation [hereinafter referred to as "Friends"].

### WITNESSETH:

WHEREAS, the States of Colorado and New Mexico acting through the Commission have acquired the 64-mile long portion of the former mainline of the Denver & Rio Grande Western narrow gauge railroad between Antonito, Colorado and Chama, New Mexico, now called the Cumbres & Toltec Scenic Railroad [hereinafter sometimes alternately referred to as "C&TSRR" or "Railroad"] and the Commission has been empowered to operate, preserve, and improve the C&TSRR; and

WHEREAS, the Commission has leased the operation of the C&TSRR to the Operator, for the purpose of operating the Railroad as a tourist attraction and maintaining such Railroad; and

WHEREAS, the Friends has been formed to assist in the preservation and interpretation of the Cumbres & Toltec Scenic Railroad and as a part of that purpose the Friends desires to come onto the Cumbres & Toltec Scenic Railroad for the purpose of interpreting and preserving historical aspects of the Railroad and improving the physical property and appearance of the Railroad; and

WHEREAS, the Commission, the Operator, and the Friends, share the goal of preserving, operating, and interpreting the Railroad as a national historic site for the benefit of the citizens of Colorado and New Mexico, both current and future generations, and for the public; and

WHEREAS, for the purpose of fulfilling such goal the Commission and Operator are both desirous of having the Friends assist in the preservation and interpretation of the Railroad.

NOW, THEREFORE, FOR AND IN CONSIDERATION of the above recitals and for good and valuable consideration, THE PARTIES HERETO AGREE AS FOLLOWS:

1. Recognition. The Commission and Operator hereby recognize the Friends as the museum support group for the Railroad and hereby allow the Friends to engage in its mission of preserving and interpreting the Railroad to the public, pursuant to the terms and provisions of this Agreement.

2. Authority. Pursuant to the terms and conditions of this Agreement, the Commission and Operator hereby grant Friends the authority to enter onto the C&TSRR and to undertake preservation and improvement projects, subject to the hereinafter contained terms and conditions. The parties specifically agree that any persons performing physical volunteer work on Railroad property must be members of the Friends and have Friends' authorization to perform such work. In undertaking such work, the Friends specifically agrees to follow the directions and requirements of the Operator and the Commission while on the Railroad.

3. Independent Status. The Commission, the Operator, and the Friends agree that at all times and for all purposes under this Agreement, each entity hereto shall act in an independent, separate legal capacity and no party hereto shall act as an agent of any other party.

4. Liability. Concerning liability, the parties agree:

A. The Friends and its members are performing their activities on their own behalf. As members of the Friends, members coming onto the Railroad are volunteers and are acting on behalf of the Friends in that capacity. When a member of the Friends is acting in a capacity as a volunteer, such

member is not an employee of the Operator, the Commission, or the States of Colorado and New Mexico, and no such member shall accrue any of the benefits of employment with such entities.

B. Within the limits and restrictions of the New Mexico Tort Claims Act, Section 41-4-1 et seq., N.M.S.A., 1978 Comp., each party agrees to be responsible for its own negligent acts or omissions which may occur during the performance of this Agreement and which results in claims by individuals or entities not a party to this Agreement. The parties and insurance carriers for the parties hereto shall be prohibited from seeking subrogation from any other party. If feasible the Commission and the Operator shall be named insureds on the Friends' liability policy. This Agreement shall not, however, be in any manner construed as a waiver of sovereign immunity or other privileges or protection provided under federal or state law.

C. In addition to the provisions of paragraph 4.B. immediately above, the Friends agrees to secure a public liability insurance policy with a minimum limit of \$1,000,000.00 for each occurrence (or such other lower limit approved in writing by the Operator and the Commission).

D. The services to be performed by Friends are those of an independent contractor and as set forth in this paragraph, the Friends or any of its members is not an agent or employee of either the Commission or the Operator and shall not represent otherwise to third parties.

5. Hold Harmless. The Friends will hold the Commission and the Operator harmless from any and all claims, loss, damage, or liability, from any and all claims for damages on account of or by reason of bodily injury, including death, which may be sustained or claimed to be sustained by any person, including employees and agents of the Friends and any subcontractor of the Friends, and from and against any and all damages to property, including loss of use caused by or arising out of or claimed to have been caused by or to have arisen out of any act or omission of the Friends or its agents, employees, volunteers, or subcontractors in connection with the performance of this Agreement. The Friends shall pay any and all judgments which may be recovered in any such action, claim, proceeding, or suit and defray any and all expenses, including costs and attorney fees, which may be incurred in or by reason of such actions, claims, proceedings, or suits. Nothing contained herein shall be construed or operate to impose on the Friends any obligation or duty to indemnify, hold harmless, or defend when such action, claim, proceeding, or suit shall arise out of the liability or alleged liability of the Commission, its



agents, employees, or subcontractors, or the Operator, or its agents, employees or subcontractors. Each of the parties hereto agrees to notify each other promptly of any such claim being made.

6. Planning and Projects. The parties stipulate and recognize the need for cooperation and frequent communication in the development, undertaking, and accomplishment of any project or activity on the C&TSRR. Specifically, the Friends, the Operator, and the Commission shall endeavor to communicate and cooperate fully in the selection, implementation, and accomplishment of all projects.

A. Approval of Projects. Projects to be undertaken during the ensuing year shall be proposed by the Friends or the Triad Committee established hereinafter in paragraph 7 to the Operator and the Commission in writing in advance. The Operator and the Commission shall review such projects and shall respond to such proposals in writing. Any objections by the Commission or the Operator shall also be made in writing and shall be precise and detailed and shall suggest modifications which would eliminate the objection. If objection is made, the parties will in good faith attempt to resolve the matter by mutual agreement. Absent good cause, neither the Commission nor the Operator shall unreasonably withhold permission for any project proposed by the Friends. In no case will the Friends undertake a project which has been disapproved by the Commission.

B. Timing of Planning. The Friends agree to submit an annual schedule of projects and planning to the Triad Committee for distribution to the Commission and the Operator.

C. Historic Review. The Commission agrees to promptly submit copies of all proposed work to both New Mexico and Colorado Historic Preservation Offices for their review and suggestions. The Friends will furnish any additional information subsequently requested by the Commission and will reasonably assist the Commission in submitting plans for the proposed work to the State Historic Preservation Offices.

7. Triad Committee. The parties agree and hereby establish a committee [hereinafter referred to as "Triad Committee"] composed of one member from the Commission, one member from the Operator, and one member from the Friends. The Triad Committee shall make recommendations to the Commission, the Operator, and the Friends regarding the Railroad, historic restoration projects, and historic interpretation of the Railroad. The Triad Committee shall also study and make recommendations to the parties concerning acquisitions of any rolling stock, historical artifacts, or other property. The Triad Committee shall meet as often as necessary in order to fulfill its function and shall be available to implement good communication

between the parties to this Agreement.

8. Acquisitions and Property.

A. Acquisitions. The acquisition of historic equipment, artifacts, or other property previously unowned by the Commission has an impact on the C&TSRR. The Commission must approve in writing any such acquisitions before any such equipment, artifact, or property is allowed to be placed onto the C&TSRR.

B. Title to Property. Any such piece of historic equipment, artifact, or previously unowned property, which is to become a permanent part of the C&TSRR, shall eventually have title to such property vested in the Commission. Prior to transfer of title to the Commission, the Friends may lease such equipment, artifact, or property to the Commission for short periods of time, normally not exceeding one year in length; provided, however, the Commission and the Friends may extend such lease. Under no circumstances shall such equipment, artifact, or property be brought on to the C&TSRR without it being owned by or leased to the Commission, except as provided in subparagraph D. hereinafter.

C. Memorandum of Donation. The parties hereto agree that when title to property is to be vested in the Commission, the Friends and Commission shall utilize the form of Memorandum of Donation attached hereto, marked Exhibit A, and made a part of this Agreement.

D. Tools and Materials. Nothing contained in this paragraph shall be construed to prevent the Friends from acquiring and storing in locations assigned by the Commission and the Operator tools, materials, and objects utilized by the Friends in the performance of their restoration projects and functions under this Agreement. Specifically, the Commission and the Operator hereby allow the Friends to store such tools, materials, and objects on the Railroad; provided, however, neither the Commission nor the Operator shall be responsible for such items in the event of loss.

E. Operator's Property. Nothing contained in this Agreement shall be construed to govern the agreement between the Commission and the Operator for the operation of the Railroad and the provisions in this Agreement shall not apply to the operation of the Railroad or the Operator's property.

9. Financial Responsibility. All projects undertaken by the Friends are the sole responsibility of the Friends and any financial obligations incurred in their undertaking are the responsibility of the Friends, unless other arrangements are made in writing in advance prior to any such projects being undertaken. No party will invoice any other party without the advance approval of the party to be invoiced. However, nothing contained herein shall preclude a party from reimbursing another party once detailed accounting for such expenditures has been

completed, which necessarily will occur after the project has been completed. When possible, upon request by the Friends, the Commission will endeavor to assist in the purchase of materials incorporated in projects undertaken by the Friends on the Commission property.

10. Projects.

A. Certificate of Preservation.

The Friends may petition the Operator and the Commission, during the planning process as provided hereinabove in paragraph 6, to take certain property or equipment out of service. Such historic property or equipment shall be returned to service as soon as reasonably practical by the Friends. The Friends shall certify as soon as possible that such preservation or restoration project has been completed. The Operator shall have the sole authority to permit the operation of pieces of rolling stock on the Railroad.

B. Recognition for Work.

Wherever possible, the Commission and the Operator agree to give recognition and credit to the Friends for its donations and restoration activities, especially in the utilization of a particular piece of equipment, building, or project. The Operator agrees to recommend to its customers that they include in publicity for special trains the fact that equipment to be utilized in such trains has been restored and/or donated by the Friends.

11. Dissolution. The Friends agrees to use its best effort to operate in such a manner that will retain the Friend's legal status as a tax exempt, non-profit organization pursuant to Section 501(c)(3) of the Internal Revenue Code or any successor statute. Except as provided hereinafter, upon dissolution of the Friends for any reason, all remaining assets and property of the Friends, subject to the discharge of valid obligations of the Friends and to applicable provisions of law, shall be distributed to the Commission, or its successor, provided the same is an institution described in Section 170(c)(1) of the Internal Revenue Code or any successor provision, or if said Commission or its successor is no longer in existence, then such property shall be distributed among any one or more corporations, historical societies, trusts, community chests, funds or foundations described in Section 501(c)(3) of the Internal Revenue Code, or any successor provision, as determined by the Board of Directors of the Friends.

12. Default. Each and every term and condition of this Agreement shall be deemed to be material. Time is of the essence. In the event any party hereto should materially fail or refuse to perform according to the terms of this Agreement, the defaulting party shall be allowed a period of thirty (30) days after written notification within which time to cure such default. In the event that the Friends fails to cure such default, the Commission and the Operator, acting jointly for such pur-

*Please turn to page 8*

## Triad Agreement

*Continued from page 7*

poses, shall have the right to terminate this Agreement.

13. **Termination.** This Agreement, and the relationship created hereby, may be terminated by the Commission without cause at any time upon one year's written notice given to the Friends. Upon termination of this Agreement, all of the outstanding obligations and responsibilities by and between the parties to this Agreement shall be completed as provided in this Agreement. However, in the event of termination by the Commission without cause, all of the assets of the Friends shall remain with the Friends notwithstanding the terms of paragraph 11 herein above.

14. **Additional Conditions.** The parties further agree to the following terms and conditions:

A. The Friends shall neither assign any of its rights or delegate any of its duties imposed pursuant to the provisions of this Agreement without obtaining the prior written consent of the Commission.

B. This Agreement may not be enlarged, modified, or altered except in writing and such amendments must be signed by the parties hereto prior to their taking effect.

C. No waiver or breach of this Agreement shall be held or construed to be a waiver of any subsequent breach thereof.

D. Any notice required or desired to be given under the provisions of this Agreement shall be considered given if properly deposited in the United States mail, postage pre-paid, to the parties at the following addresses:

Commission, P. O. Box 561, Antonito, CO 81120

Operator, P. O. Box 789, Chama, NM 87520

Friends, P. O. Box 222, Chama, NM 87520

E. This Agreement shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties

hereto have executed this Memorandum of Agreement the date and year first above written.

### COMMISSION:

### CUMBRES & TOLTEC SCENIC RAILROAD COMMISSION

By: Signed by Lewis H. Entz  
LEWIS H. ENTZ, Chairman

### OPERATOR:

### ST. LOUIS CAR COMPANY, a Kansas Corporation, d/b/a CUMBRES & TOLTEC SCENIC RAILROAD

By: Signed by Lynn T. Cecil  
LYNN T. CECIL, President

### FRIENDS:

### FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC., a New Mexico non-profit Corporation

By: Signed by William J. Lock  
WILLIAM J. LOCK, President

## MEMORANDUM OF DONATION

KNOW ALL MEN BY THESE PRESENTS: That for good and valuable consideration, the receipt of which is hereby acknowledged, the FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC., a New Mexico non-profit corporation [hereinafter referred to as "Donor"] hereby donates, grants and conveys to THE CUMBRES & TOLTEC SCENIC RAILROAD COMMISSION, created by Interstate Compact [hereinafter referred to as "Donee"] that certain property described as:

#	Description	Mfg.	Model #
1	Standard Gauge Box Car #66306	D&RGW	40 foot
2	Standard Gauge Box Car #66977	D&RGW	40 foot
3	"short" refrigerator body #55	D&RGW	30 foot
4	Narrow Gauge Tank Car WP# 50	UTLX	5,000 gal.

5	Narrow Gauge Tank Car WP# 51	UTLX	5,000 gal.
6	Narrow Gauge Tank Car WP# 62	UTLX	5,000 gal.
7	Narrow Gauge Tank Car WP# 63	UTLX	5,000 gal.
8	Narrow Gauge Tank Car WP# 64	UTLX	5,000 gal.
9	Narrow Gauge Tank Car WP# 65	UTLX	5,000 gal.
10	Double Deck Stock Car #5553	D&RGW	30 foot
11	Double Deck Stock Car #5674	D&RGW	30 foot
12	Double Deck Stock Car #5649	D&RGW	30 foot
13	Double Deck Stock Car #5600	D&RGW	30 foot
14	Double Deck Stock Car #5633	D&RGW	30 foot
15	Double Deck Stock Car #5841	D&RGW	30 foot

[hereinafter referred to as "Historic Railroad Equipment"]

This Memorandum of Donation is executed and delivered subject to the following express conditions and understandings:

1. That Donee will retain the above-described Historic Railroad Equipment on public grounds belonging to the Cumbres & Toltec Scenic Railroad Commission, or on such other site upon the express written approval of Donor.

2. Donor specifically represents that it has good and sufficient title to the above-described Historic Railroad Equipment and that such property is free and clear of any liens or encumbrances whatsoever.

IN WITNESS WHEREOF, the undersigned Donor acting through its President and by direction of its Board of Directors has set its hand this 4th day of December, 1992.

FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC., a New Mexico non-profit Corporation,

By: Signed by William J. Lock  
WILLIAM J. LOCK, President

This Memorandum of Donation is hereby accepted this 4th day of December, 1992.

CUMBRES & TOLTEC SCENIC RAILROAD COMMISSION

By: Signed by Lewis H. Entz  
LEWIS H. ENTZ, Chairman

## Cumbres Pass Snow Conditions

Although the San Juan Mountains of Southern Colorado have received a tremendous amount of snow this winter, Cumbres Pass has not gotten nearly as much. At the time of publication, it is reported that there is approximately 6 feet of snow on the level at the Pass. The Friends office has received many calls concerning whether Rotary Snowplow OY will be needed to open the line this spring.

The Friends will not run a special train in conjunction with the Rotary Snowplow, even if the snowplow is needed. As you will read on page 1, we are running a photographer's freight train on Saturday, May 22, 1993, and we are concentrating on this project. Every effort will be made, however, to send out a special mailing to notify our members of a running of Rotary Snowplow OY, so that persons who are interested can come to observe this impressive spectacle. At this writing the employees of the Railroad are unsure whether the snowplow will be needed.

## RPO Cars to Run

As reported elsewhere in this issue of the Dispatch, the Friends will sponsor opening day runs of the Railway Post Office cars from both ends of the Railroad on Saturday, May 29, 1993. Look for a special mailing in March for how you can have your mail carried by the United States Postal Service over the C&TS and how you can obtain unique cachet envelopes commemorating the event.



# Highlights of the November 1992 Board of Directors Meeting

by ART NICHOLS — Editor

Pursuant to a call by the President, a Special Board of Directors meeting of the Friends of the Cumbres & Toltec Scenic Railroad, Inc., was held on November 7, 1992, at the office of Steven Schroeder (6301 Indian School Road, NE) in Albuquerque, New Mexico. Directors present were Roger Breeding, Howard Bunte, Glenden Casteel, Wayne Freeark, Wade Hall, William Kepner, Fred Knight, Earl Knoob, William Lock, Richard Mathews, John Rupley, Tina Tebbens, and Spencer Wilson. Also attending were Consulting Directors Frank Burton and Theresa Shaw, Carmen Knoob, and Publications Committee members Arthur Nichols and Steven Schroeder. A quorum was present.

The minutes of the Annual Meeting of the Membership on August 1, 1992, were approved, and the minutes of the Annual Meeting of the Board of Directors on August 2, 1992, were approved as amended.

The report of the treasurer, Wayne Freeark, was approved. Concerning the Friends' financial affairs, the Board approved the adoption of a purchase order system, the details of which will be worked out by the Executive Committee. The operator, Kyle Railways, will not be billing the Friends for any unloading fees for the stock cars acquired from Carl Helfin of Alamosa, Colorado; the cars are on their trucks in the Chama yard. President William Lock mentioned that there is the possibility the Railroad Commission will reimburse the Friends for some of the materials used during the 1992 work sessions.

On other matters, President Lock reported on membership data. By the end of the calendar year, membership should total approximately 890.

Regarding the final adoption of the Triad Agreement and the Memorandum of Donation among the Railroad Commission, Kyle Railways as operator, and the Friends [see page 6], there had been some revisions to the agreements that the Board had approved in August 1992, but none of the revisions were substantive, rather they clarified the document. The Board approved the final draft of the Triad Agreement and the Memorandum of Donation, and the Directors will receive copies of the final version in advance of the Commission's December 4 meeting.

The Board was informed that two narrow-gauge boxcars without trucks may be available for purchase in the Espanola area. It was the consensus of the Board that additional boxcars are not needed at this time for the historical collection of the Railroad.

Glenden Casteel reported that the Projects Committee met for a full day at Osier in

October to evaluate projects there. The committee's recommendation is that the number of projects be limited because they would be large, with high manpower requirements. A major project at Osier would be repairs to the section house roof. Another major project would be repairs to the roof of the Cumbres section house. These two projects would probably be spread over both work sessions. Although it does not need to be finished at this time, the Cumbres snowshed project could be completed during both 1993 work sessions. Other ongoing projects include work on the stockyards and outfit cars in Chama and various smaller painting projects.

There was an extended discussion concerning the timing and structuring of the work sessions. The consensus was to pursue Osier and Cumbres as the priority sites for 1993. Back-to-back sessions would be most practical. The Directors approved the 1993 work sessions to run from Wednesday, July 28, through Friday, July 30, and from Monday, August 2, through Wednesday, August 4; the sessions to be designated as the A and B sessions. Volunteers will have the option of attending either one or both of the sessions. The Moonlight Train will be Saturday, July 31.

The Board then turned its attention to the organization of the work sessions. A two-legged organization, shown in the chart, was approved for the sessions. Fred Knight volunteered to be the 1993 Safety Officer (the safety booklet will be revised in time for the work sessions).

John Rupley reported on the activities of the Historical Committee. He noted that the Colorado State Historical Preservation Office (SHPO) was "very pleased" with the Friends' work. The Colorado SHPO officer is planning a presentation in conjunction with the March 1993 Board of Directors meeting in Denver.

William Kepner reviewed the activities of the Railfan Committee. Because it will not be possible to run the Moonlight Train out of Antonito, the 1993 train will be run, as in previous years, from Chama. The Directors approved a May 1993 railfan trip before the season opens [see page 1].

Howard Bunte presented the Membership Committee report. The goal of the committee is to maintain a 10

percent annual gain in membership, along with at least an 80 percent retention rate for current members. An important function of the committee is to work vigorously on retaining inactive members. A four-page supplement to the C&TS Dispatch was presented to the Directors; it will be included in the November 1992 issue and will also be used for membership recruitment.

William Lock reported on the work of the Fund Raising Committee. The Directors authorized the committee to pursue a commercial sponsorship for the Moonlight Train, as well as grant applications in coordination with the Railroad Commission.

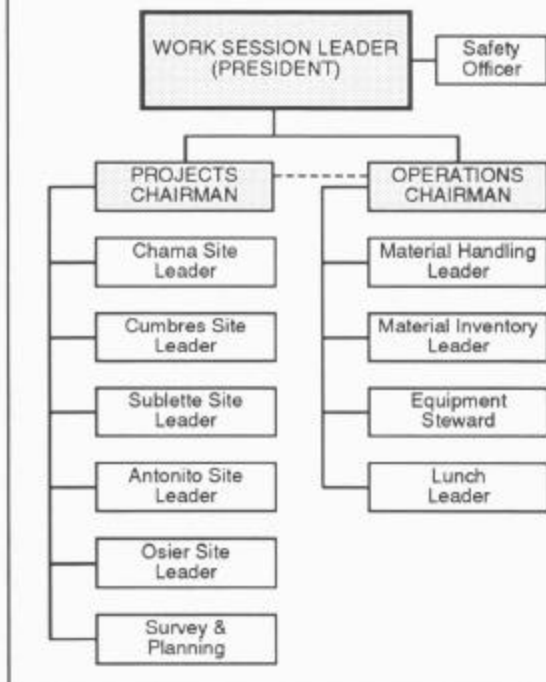
Roger Breeding distributed a list of goals for the Long-Range Planning Committee. The Directors approved a car restoration facility as a first priority long-range goal.

The Friends will operate the opening day Railway Post Office (RPO) cars. This operation is not a "money maker," and the cars will be carried by the Railroad at no charge. The Friends will be responsible for producing the cachet and envelopes. Non-Post Office material cannot be sold in the RPOs.

The Directors approved several changes to the Bylaws of the Friends.

A telephone Board meeting will be held on January 23, 1993; the next regular Board meeting will be in Denver, Colorado, on March 12 and 13, 1993.

SUMMER WORK SESSION  
ORGANIZATIONAL CHART  
As adopted November 7, 1992



## MEET DIRECTOR...

### William Lock

Albuquerque, New Mexico

*This profile of Friends President Bill Lock is a little bit of history. Twelve years ago this June, Bill took one of the steps that eventually led to the creation of the Friends of the Cumbres & Toltec Scenic Railroad. We present a historical trace of that step—Bill's letter to Spencer Wilson.*

*At the time of Bill's letter, Spencer, Professor of History at New Mexico Institute of Mining and Technology and currently the Vice Chairman of the Cumbres & Toltec Scenic Railroad Commission, was the Commission's historian. He had coauthored The Cumbres & Toltec Scenic Railroad: The Historic Preservation Study, The University of New Mexico Press, 1980. —the Editor*

June 17, 1981

Dear Professor Wilson:

Thank you very much for the fine study and book which you have written concerning the Cumbres & Toltec Scenic Railroad, in which I have been and continue to be most interested. Our paths have almost crossed on several occasions, but I have not had the opportunity to meet you, and I am looking forward to doing so in the future.

In addition to being an attorney at law, I am a graduate of the College of William and Mary in Virginia, with a major in early American History. Since I moved to New Mexico some eight years ago, I have become very interested in New Mexico railroad and military history and with the Cloudcroft and Chama railroads, in particular, as my primary interest.

Your book is a milestone for future work that needs to be done on the Chama railroad. I have been in contact all last year with Mr. Vigil, up at the railroad, in the hopes that some volunteer work . . . could be done. Finally, this spring Mr. Vigil basically told me that there had been very few volunteers in approximately two years and that he was hesitant to use volunteer help for any purpose. Finally though, I did convince him to give me an opportunity, and last week a friend of mine here in Albuquerque [Glenden Casteel] and I painted the car-body house in the Chama yard, identified as photograph number 54 on page 54 of your book . . .

I remain anxious to do any work which needs to be done on the railroad and, in fact, am interested in helping to coordinate such work if that is needed. My friend and I would be willing to consider working on the telegraph line project or doing any other work which cannot or will not be done by the operator.

I would certainly like to get together with you, so that we may discuss these ideas and perhaps do some planning for the future. In the meantime, I have asked Clif Palmer to speak to the Kiwanis Club, of which I was president last year, and he has accepted an invitation to speak at the Four Seasons on Wednesday, July 15, 1981, at 12:00. I would be pleased if you would be my guest at that time. . . .

Thank you again for your work, and I will be looking forward to meeting you.

Sincerely,

William J. Lock  
Attorney at Law



Bill Lock, August 11, 1991, Chama, New Mexico. Photograph by Art Nichols.

## COMMISSION REPORT

### By LEO SCHMITZ — EXECUTIVE DIRECTOR, CUMBRES & TOLTEC RAILROAD COMMISSION

**DECEMBER 4, 1992, SOCORRO, NEW MEXICO.** Commissioners present were Rep. Lewis H. Entz, Chairman; Spencer Wilson, Vice Chairman; Wayne Quinlan, Secretary; and Carl Turner, Treasurer. Also present were Leo Schmitz; Lynn Cecil, President, Kyle Railways, Inc.; Joe Vigil, General Manager, C&TS; John Bush; Steve Hannon; Earl Knoob; Carmen Knoob; William Lock; and Dan Pyzel.

Joe Vigil reported that the total patronage for the 1992 season was 58,855—a 5 percent increase over the 1991 figure of 56,014. He also noted that engine no. 497 derailed once in 1992—John Bush found the problem and corrected it and there were no further problems with the K-37; three new spur tracks were added in the Chama yards, from the north end of the engine house and from the new lean-to structure on the engine house; Kyle Railways is purchasing new computer equipment and installing it in the depots to handle all reservations and bookkeeping—the practice of allowing a 10 percent discount for persons riding in the old boxcar passenger cars markedly reduced complaints.

John Bush reported that during his trip to Columbia, South America, he inspected the car-body trucks, but found that the center plates were 33 inches above the rail; the C&TS requires a 19 and 1/2-inch height. There is no way to modify the trucks in Columbia to lower them to the required height. John is now concentrating his search in the United States for either Bettendorf or Andrews trucks. He looked at two sets of Bettendorf trucks in Hill City, South Dakota; however, they had cracked side frames that are not repairable. There are Andrews truck sets for two cars in Grand Island, Nebraska, and for three cars in Orbisonia, Pennsylvania, which John will inspect. There are also Estado truck sets for six cars in Mount Pleasant, Iowa. The Estado trucks are less desirable than the others for C&TS operation.

The supply of used trucks is very small, and the possibility of building trucks is being examined. John displayed his design of a new passenger-car truck that would provide a smooth ride with less friction through the use of roller bearings and swing motion. The trucks could be retrofitted under the existing passenger cars. The estimated cost is \$10,000 to \$15,000 per truck.

In regard to other equipment, seats for three passenger cars have been purchased. There are four cars with walkover seats coming up for sale in Pennsylvania. Two axles on engine no. 489 need to be replaced. The current axles were installed in 1935 and 1938. Work is also needed on 489's air compressor.

The Chama River bridge project is progressing very well, according to Leo Schmitz. The concrete on the bridge is now in good condition. The pins were inspected by ultrasonic testing and were also found to be in good condition. Some additional concrete work and painting remain to be done.

A report on a waste-water treatment system was reviewed by the Commissioners, who will continue to study the matter.

The Commissioners received draft copies of an agreement among the U.S. Forest Service, the Commission, and Kyle Railways that would allow a volunteer on each train during the season to answer questions and provide information. (Forest Service employees had been on trains at the end of the season to prepare for the types of questions they could expect.) Joe Vigil and Leo Schmitz will meet with Forest Service personnel and report back to the Commission.

Bill Lock presented the final version of the Triad Agreement. Bill signed the Agreement for the Friends, Lewis Entz for the Commission, and Lynn Cecil for Kyle Railways. The Commission was also presented with a Memorandum of Donation for the fifteen historic cars that the Friends have acquired over the past two years:

Please turn to page 11

## LETTERS TO THE FRIENDS

Readers are encouraged to write on any topic pertinent to the work of the *Friends* and the history, preservation, and interpretation of the Cumbres & Toltec Scenic Railroad. Send your letters to the Editor at: 1307 45<sup>th</sup> Street, Los Alamos, NM 87544. All letters will be acknowledged and some editing may be done to conserve space.

The *Friends* new policy of using bulk-rate postage to save postage costs is not good. I appreciate receiving materials from the *Friends* and other railroad organizations in a timely manner. A year or two ago the Rocky Mountain Railroad Club . . . surveyed its members and asked them to reply as to when they received their mailings of the club's newsletter. As a result the club "abandoned" its use of bulk-rate mailing. . . . I suggest the *Friends* survey the membership on how long it takes to receive the Dispatch. . . . Let's hear from the members on this topic.

Craig B. Story  
Napa, California

For the past three years the *Friends* has had a two-tiered mailing system and, as Craig points out, some members do receive the Dispatch later than other members. Time-urgent materials are sent by first-class mail. Two years ago the Publications Committee decided to improve the physical appearance of the Dispatch through a new format, a high grade of paper, and good photographic reproduction, and in doing so, some compromises were necessary in order to keep our budget in line. If a regular 12-page issue of the Dispatch were to be sent by first class, the mailing cost would be, from the Editor's point of view, unreasonably higher (over four times) than by nonprofit rate. Our two-tiered mailing system appears to be the most reasonable approach considering the number and geographic distribution of our members. Readers comments are certainly welcome. - the Editor

In August 1991 we trundled our RV through New Mexico towards Colorado. Of course, we were diverting to see the Cumbres & Toltec Scenic Railroad. We have many

preserved lines in England, but it was hard for us to envisage a line 64 miles long! We were amazed to find a hive of activity at Antonito, with restoration of freight wagons taking place.

We stayed overnight at a local RV park, where we were told with enthusiasm of the benefits the railway has brought to the area. The following day we travelled the full length of the line. What an amazing experience! Truly a journey back in time: it was not hard to imagine the "frontier days" of American railways—Butch Cassidy and the Sundance Kid were always a possibility. This was a wonderful experience that no visitor should miss.

Whilst the C&TS is not unique, there are very few such enterprises. We do hope that funding does not "dry up." The States of Colorado and New Mexico are contributing to the preservation of their history, as well as providing local employment.

We also hope that the C&TS has increasing numbers of visitors—you may be hard to reach, but what an experience for so few dollars!

John and Dorothy Powell  
Lincolnshire, England

Sorry I didn't get a chance to ride the C&TS in 1992 (first miss since 1987) or get to help with the work sessions. But I spent nearly two weeks on the NRHS [National Railway Historical Society] convention, including Southern Pacific no. 4449 from Portland to San Jose and Union Pacific no. 3985 from the convention to Salt Lake City . . .

The main reason I didn't get back to the C&TS was that I was doing volunteer work on the Adirondack Centennial Railroad, which started running July 4th from

Thendara to Minnehaha (a real place) on the Utica to Lake Placid line of the New York Central.

By the end of the trips, we had carried 62,733 passengers. It is operated by the Utica & Mohawk Valley chapter of the NRHS and is all volunteer labor except for the general manager and his wife, who handles much of the business affairs. The eventual goal is to get the whole line to Lake Placid reopened, probably by a private operator. . . . We don't have steam power, but we did have an Alco S-1 (no. 5) that had been the factory switcher at Alco in Schenectady. Next year we will have an Alco RS-3 painted NEW YORK CENTRAL with zebra stripes.

. . . Our mountains may be a bit lower than yours, but because of restrictions on development in the Adirondack Park, it is a beautiful natural environment.

Charles W. Rowlee  
Cayuga, New York

Another excellent Dispatch!

I would like to suggest a story idea. How about a piece, with photographs, of C&TS signs: whistle, water, station, miles, whatever? I am sure that there are modelers, amateur craftsmen, historians, and memorabilia collectors/copiers who would enjoy and could use such an article.

Riding the C&TS twice in the past three years and, I hope, again this September, and joining the *Friends* has assured me that I am not the only fan/buff/nut. . . .

John G. Schisler  
Towson, Maryland

Thanks for the idea; it's a good one. - the Editor

## Commission Report

Continued from page 10

- 1 short refrigerator car
- 6 oil tank cars
- 6 sheep stock cars
- 2 standard-gauge boxcars.

A proposal by the *Friends* to operate the RPO cars on opening day of the 1993 season, as Mel Koven had done for the previous five years, was accepted. The Commissioners

also approved a reimbursement of \$5,100 to the *Friends* for expenses involved in the 1992 volunteer work sessions. The Commissioners committed \$5,100 toward the 1993 work sessions, with the understanding that it is subject to the Commission receiving appropriations from the two states.

Steve Hannon, a water lawyer and mechanical engineer from Georgetown, Colorado, presented a proposal to rebuild the railway track from Chama to Durango. He would like to see the 107 miles of right-of-way between Chama and Durango acquired to provide for the possible rebuilding of the

line. Seventy-one miles of right-of-way are on Southern Ute land, and nine miles are on Jicarilla Apache land. The Southern Utes have obtained a grant to study building a highway on the right-of-way from Arboles to Ignacio in Colorado. Many of the structures, such as bridges, are still in place on Southern Ute and Jicarilla Apache lands. Steve's estimate to rebuild the line is \$200,000 per mile. He will meet with the Southern Ute tribe and propose the idea; he asked the Commission to keep an open mind about this proposal. ■



## 1993 SCHEDULE OF EVENTS

May 22, Saturday  
**Friends Special Freight Train**

May 29, Saturday  
Opening Day on the C&TS  
Run of RPO cars

July 28-30, Wednesday-Friday  
Volunteer Work Session "A"

July 30, Friday  
Annual Meeting and Program

July 31, Saturday  
Fifth Annual Moonlight Train

August 2-4, Monday-Wednesday  
Volunteer Work Session "B"

October 17, Sunday  
End of Season on C&TS



*Charter freight midtrain helper, K-37 locomotive no. 497, taking on water at Los Pinos, Colorado, Tuesday, October 13, 1992. Earl Knoob is in the cab. The train had 26 empties. K-36 no. 487 was on the point. There will be a midtrain helper engine on the **Friends** special freight train, May 22, 1993. Photograph by John Craft; used with permission.*



**Friends of the Cumbres & Toltec  
Scenic Railroad, Inc.**  
5732 Osuna Road NE  
Albuquerque, New Mexico 87109

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