



C&TS Dispatch

Vol. 4 No. 5

November 1991

Engine 497 Arrives on C&TS!

On Thursday, October 10, 1991, K-37 engine no. 497 arrived by low-boy truck in Chama, New Mexico. The arrival of this engine represented the completion of an engine trade with the Durango & Silverton Narrow Gauge Railroad (D&S). Moreover, the arrival of the 497 fulfilled a dream of many people to have an operating K-37 class engine on the Cumbres & Toltec.

Please turn to Page 4



D&RGW 497, Bondad Tank, Colorado (Farmington Branch). September 25, 1967. Photograph by E.W. Robart. Collection of J.P. Hereford, Jr.

C&TS Dispatch

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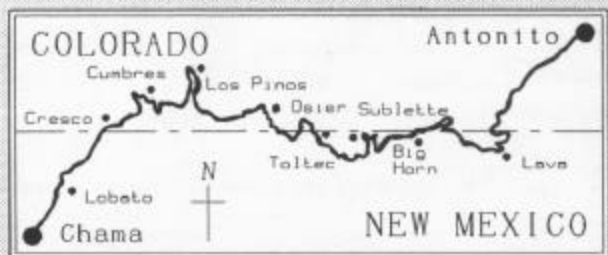
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The C&TS Dispatch is published by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., P.O. Box 222, Chama, New Mexico 87520. The Friends of the Cumbres & Toltec Scenic Railroad is a New Mexico nonprofit corporation.

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 operated by Kyle Railways, Inc. Volunteers from the Friends have been especially active in restoring and preserving equipment and buildings 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

1991 has been a momentous year for this organization. I am proud to report to you at the close of the year that we are in good shape financially and have been very successful during this year in fulfilling our mission - the preservation and interpretation of the Cumbres & Toltec Scenic Railroad.

1991 has been a time of continued growth. Our membership has increased by 50% from approximately the 500 members we had at the close of 1990 to 762 members at this writing. Our growth parallels the growth of the railroad, and I am extremely pleased to announce that the ridership on the railroad tentatively increased 6,000 riders to over 56,000 riders during 1991.

Membership recruitment is every member's job, and with the support of so many of our members, we have been able to realize this tremendous growth. We obtained many new members as a result of the publicity associated with and the running of the Rotary Snowplow at the beginning of the season in May. Another tremendous source of new members is the Walking Tour Brochure. These activities help to fulfill our educational and interpretational mission towards the railroad.

Our other major thrust is the preservation of the property. We do this in a number of ways, but some of the most exciting events that took place during 1991 were the moving and restoration of the standard-gauge boxcars and the idler car in Antonito to nearly complete our dual-gauge display there. The purchase of a short refrigerator car for the railroad was also a major step forward. In addition, work on the snowshed at Cumbres and the section house at Sublette was critical to the long-term preservation of the property.

Our preservation work was done with your support - not only those almost 200 individual members who came to the railroad to give of their time and talent to physically help in the restoration, but all of the members who gave of their treasure to support our mission financially. I am extremely proud that with your support this organization has spent during 1991 almost \$25,000 in expenses strictly for the benefit of this property, including primarily the purchase of construction materials. We are able to obtain tremendous mileage from your donations because almost all of our labor is donated.

1992 is going to be an exciting year for the Friends. Many more projects that have been on the drawing boards for years will be realized with your support. Much more remains to be done. Next month, you will be asked to contribute to our work for 1992. I personally hope that this organization has warranted your strong support. If there is anything that we can do better, please do not hesitate to bring that to our attention. I do thank you again for making 1991 such a successful year, and I look forward to the great prospects ahead of us. Best wishes for a wonderful Thanksgiving.

— Bill Lock

WILLIS B. KYLE

Long-time businessman of Fresno, California, and President of Kyle Railways, Inc., Willis B. Kyle, died on September 2, 1991. He was 77 years old.

Mr. Kyle was born in Berkeley, California, March 13, 1914. He graduated from the University of California at Los Angeles in 1936 with a degree in business administration and engineering.

He moved to Fresno in 1936, where he started his business career with Kyle & Company, a steel distributor and fabricator, with plants in Fresno and Stockton, California. The company was involved in extensive shipbuilding activities during World War II in Stockton. Kyle and Company was sold to Pittsburg Des Moines Steel in 1951.

In 1956 Mr. Kyle bought and operated Federal Steel and Supply in Fresno. It was during this time, in 1956, by coincidence, that he became a short line railroad operator. He happened to be in a bank in San Francisco that was auctioning an eight-mile link as part of an estate sale. After placing a conservative bid and being rejected, he was surprised a week later when the bank called to negotiate a deal, as he had been the only bidder. Thus, he found himself the owner of the Yreka Western Railroad in Siskiyou County, California. In 1986 the Nation's first Christmas Tree from a forest west of the Mississippi River was

proudly shipped to the White House from Yreka on the Yreka Western Railroad.



Willis B. Kyle

March 13, 1944 - September 2, 1991

After 1956 he acquired ten other rail lines across the country, and Kyle Railways, Inc., is the operator of the Cumbres & Toltec Scenic Railroad. Among his colleagues he earned the title of "Mr. Short Lines, USA."

Mr. Kyle was active in many service organizations. He served as the Pacific Regional Vice President of the American Short Line Railroad Association from 1969 to 1979, served as Chairman of the Board's Executive Committee from 1969 to 1971, and was currently serving on the Board of Directors. He was selected as Man of the Year by *Modern Railroads* magazine in 1987. Mr. Kyle served as President of the Fresno Builders Exchange in 1954-1955. He was involved in Scouting, Rotary, and the Fresno Zoo.

Surviving are his wife, Lois Kyle; two daughters, Caroline Parrish of Florida and Laurie Snell of Australia; a son, Stuart Kyle, of Burbank, California; seven grandchildren; and one great-grandchild.

Memorial donations can be made to St. Agnes Hospital, 1303 E. Herndon Ave., Fresno, California 93710 and the Fresno Zoological Society, 891 W. Belmont Ave., Fresno, California 93701

Enclosures

There are two extra enclosures in this issue of the Dispatch, which may be of interest and benefit to our readers.

First, enclosed is an order form for ordering Friends merchandise. Except in the event of the depletion of our supplies, merchandise orders received by December 10, 1991 will be delivered in time for Christmas.

Second, a letter from publisher Mark Smith of *Locomotive & Railway Preservation* magazine

invites our members to be subscribers to L&RP under their "Common Interest Program" that offers a discount to our members for subscribing and renewing to that magazine. In addition, the Friends will receive financial support from the magazine for each subscription.

These enclosures are being sent to you for your consideration. We want you to know that all profits from merchandise sales and subscriptions to L&RP magazine will assist the Friends in our work to help preserve and restore the railroad.

In Memoriam

The Friends of the Cumbres & Toltec Scenic Railroad gratefully acknowledges contributions that have been made to our organization in memory of family members or friends who have passed away.

In memory of Melvin Story, father of Craig Story, by Malcolm and Martha Mackay.

In memory of Kip, foster son of Paul Flint, by James Bulkeley.

497 Arrives!

Continued from Page 1

Although the C&TS had previously owned 3 examples of the K-37 class of locomotives (nos. 492, 494, 495), none of these engines has operated since before the abandonment of the narrow gauge by the Denver & Rio Grande Western Railroad. Since the 497 is in fully operating condition, the C&TS should have a K-37 operating on its tracks in 1992.

The K-37 class is a unique and interesting class of engines. The 497 and the other 9 engines of its class were rebuilt at the Denver & Rio Grande Western's Burnham shops in Denver from C-41 class standard-gauge 2-8-0 Baldwin engines built in 1902. The rebuilding took place in 1928 and 1930 after the success of the K-36 engines had become evident. Engine no. 497 was originally built by Baldwin as serial number 20521, pulled with a tractive effort of 40,893 pounds, weighed 182,000 pounds without its tender, and operated at 200 pounds of boiler pressure. 497

Below: Engine no. 497 on the low-boy truck in the Chama yard, near the west end of the line. October 10, 1991. Photograph by Earl Knoob.



was originally numbered 1103 and was subsequently renumbered 1003 before being converted to narrow gauge. At the time of rebuilding, the Rio Grande purchased from Baldwin 2-8-2 running gear, very similar to the outside frame running gear of the K-36 locomotives built by Baldwin in 1925. After its conversion to narrow gauge in 1930 the 497 pulled with a tractive effort of 37,100 pounds, and weighed 187,250 pounds (without its tender).

Locomotives of the Rio Grande, published by the Colorado Railroad Museum in 1980, discussed both the K-36s and the K-37s. The book states that the 10 K-36s and the 10 K-37s "were the mainstay of freight service on the Gunnison and Alamosa-Farmington lines for the remaining years of operation. Initially, the K-37s were used on the Gunnison lines and the K-36s west of Alamosa, but in later years, as traffic patterns shifted, 5 of the K-37s were exchanged with K-36s for service over Cumbres, where they could handle 1 more additional car." Engine 497 was last shopped by the Rio Grande in Alamosa in the spring of 1967 and only was operated by the Rio Grande through the fall of 1967. Thereafter it was stored serviceable in Durango. Hence, when the Durango & Silverton took over the Silverton line in 1981, this was the first K-37 engine that the D&S considered for service on the



branch, and it entered their service during the summer of 1984.

The presence of engine 497 in Chama came as the result of a trade negotiated between the Durango & Silverton and the Cumbres & Toltec Scenic Railroad Commission. There was previous precedent for such a trade. In 1982 the D&S needed additional passenger equipment, and a trade was negotiated between the C&TS and the D&S in which we transferred two 9600 class pipe gondolas to the D&S in exchange for a piece of track equipment called a ballast tamper. The particular piece of equipment that the C&TS received was the only narrow-gauge ballast tamper ever owned by the D&RGW. The pipe gondolas traded to the D&S were rebuilt as open-sided gondola passenger cars.

In mid-summer 1991 the D&S proposed that the C&TS Commission consider exchanging the operable K-37 engine 497 for one of our inoperable K-36 engines (either 482 or 483 at their choice). After 6 years of operation of no. 497, the D&S had determined that the slightly increased size and weight of the K-37 class locomotive was considerably harder on their track than was the K-36 class. The Silverton branch has considerably sharper curves than exist on our narrow-gauge mainline, where the K-37 class engines were intended to be operated. In 1970 the States

Above: Engine no. 497 on the low-boy truck. October 10, 1991. Photograph by Earl Knoob.

of Colorado and New Mexico purchased for the C&TS a total of 6 K-36 engines from the D&RGW, including the 2 presently inoperable engines and the 4 engines that are now operating (nos. 484, 487, 488, 489). Major amounts of time and money would have been necessary to restore either 482 or 483 to operating condition. The 482 had not run since approximately 1958; and 483 has been out of service since 1977. No. 483 was the only engine operable at the time of purchase of the railroad in 1970.

Following receipt of the proposal, both sides undertook extensive inspections in order to determine if the proposal was feasible and desirable. Representatives of Kyle Railways on behalf of the C&TS Commission traveled to Durango, rode Engine 497 to Silverton and back, and subsequently inspected the interior of its boiler. The engine was found to be in sound condition. Checks with the necessary regulatory authorities assured the Commission that the engine would be able to operate on our interstate route. By the same token, by mid-September, 1991, the jacketing had been removed from engine 482 to reveal its boiler, and representatives of the D&S came to Chama from

Durango to carefully inspect 482. After a thorough inspection of both locomotives, representatives of the D&S determined that the 482 would require less boiler work. We were pleased with their decision to select 482 rather than 483, because engine 483 holds a special sentimental attachment to the many people who worked so hard to ensure the success of the new railroad in the early 1970s. We are looking forward to someday restoring engine 483 to operating condition, which now remains in the Chama yard.

Once the inspections were complete, the C&TS Commission as well as D&S President Charles Bradshaw approved the exchange and the moving process began. The trucking was chartered, and on Tuesday, October 8, 1991, the 497's tender came to Chama from Durango. Engine 482 was then pushed to the west end of the C&TS near the old sawmill (the old main line to Durango, which of course had been severed in 1970), where it was loaded on a low-boy truck for its journey to Durango. On Wednesday, October 9, 1991, personnel from the C&TS supervised the loading of engine 497 in Durango. The next morning 497 left Durango and traveled through Pagosa Springs to Chama, where it arrived at 3:30

p.m. There it was offloaded from the low-boy truck on to the track using diesel no. 19 as motive power and a flat car for separation. Because of height clearance requirements, the cab ventilator and the smoke stack of engine 497 were removed prior to highway transportation. Late Thursday afternoon the tender from the 482 was loaded and subsequently went to Durango.

The Cumbres & Toltec Scenic Railroad is delighted to have engine 497 in its locomotive stable as an example of the largest and most powerful motive power ever used on the Rio Grande narrow gauge. C&TS General Manager Joe Vigil stated that "with this larger engine, at least one additional car can be hauled up the mountain without the necessity to doublehead, which should cut down on costs and also save wear and tear on other locomotives." Superintendent Earl Knoob stated that:

"The acquisition of the 497 is significant both historically and operationally. From an operational standpoint the C&TS is in need of a 5th locomotive to allow eventual expansion of our passenger service as well as to allow us to doublehead trains on days when special trains are run.

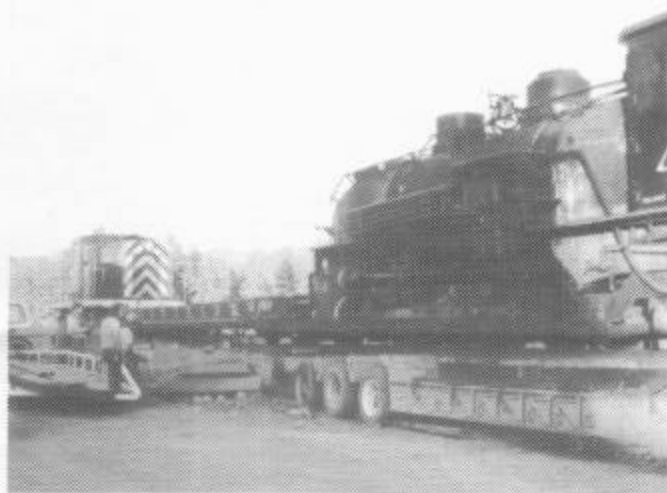
From a historical standpoint the 497 is the only one of its class in operation today, and will probably remain so for the foreseeable future. The K-37 class was the largest nonarticulated 3-foot gauge steam locomotive ever built, and 497 probably remains as the largest 3-foot gauge steam locomotive in service today."

Thus, one of the most exciting events for many years on the C&TS took place at the end of a very successful season. Not only is 1992 expected to be a year of continued growth for the railroad,

but K-37 class engine no. 497 will be back hauling cars up Cumbres Pass for the first time since 1968—almost 25 years!

Editor's Note: Thanks to William Lock, Earl Knoob, and Joe Hereford for contributing to and preparing this article. Also, a chart of comparison ratings and statistics for the K-37 engines is presented below.

Below: Off-loading no. 497. Diesel no. 19 is in the background. October 10, 1991. Photograph by Earl Knoob.



The Heaviest D&RGW Narrow-Gauge Motive Power

Comparative Data	C-41 Standard Gauge	K-37 Narrow Gauge	K-36 Narrow Gauge
Numbers Original: Renumbered:	1101-1130 1000-1029	490-499	480-489
Builder	Baldwin	Baldwin/D&RCW	Baldwin
Wheel Arrangement	2-8-0	2-8-2	2-8-2
Tractive Effort	40,893	37,100	36,200
Boiler Pressure	200 psi	200 psi	195 psi
Weight of Engine Only	182,000	187,250	187,100
Weight with Loaded Tender	302,000	307,250	286,300
Water Capacity of Tender	6,000 gal	6,000 gal	5,000 gal
Coal Capacity of Tender	9.0 tons	9.0 tons	9.5 tons

Scenes from the Early 1900s

Photographs from the Enos J. Strawn Collection

We thank Kay Carson Strawn Lewis of Santa Fe, a long-time member of the *Friends*, for giving us permission to reproduce photographs from the collection of her grandfather, Enos J. Strawn. Kay has also served as a car attendant on our Moonlight Train.

Kay documented her family's involvement with the Denver & Rio Grande Railway in a paper written at the University of New Mexico in Professor Donald Cutter's class on the History of New Mexico. Passages from the paper are given below to provide the context for the photographs.

"One hundred years ago, in 1882, Samuel Stauffer McBride, my father's maternal grandfather, came to Espanola, New Mexico, employed by the Denver & Rio Grande Railway as station agent. In 1884, James Carson Strawn, my father's paternal grandfather,

moved to Pagosa Springs, Colorado, to become the D&RG station agent. These two men began a family tradition of railroading lasting for the next sixty years....

The Strawn side of the family worked on different branches of

the D&RG. James Carson Strawn ...served as agent at Pagosa Springs for ten years, moving then to Del Norte, Monte Vista, and finally to Farmington as agent in 1905. The Strawn sons, Enos, James, and Jesse Lee were hired by the D&RG also. Jesse was a

boomer, moving from one railroad to the next. At age nineteen, Enos, my grandfather, began as ticket agent in Durango. He learned braking and eventually became a conductor working the Durango-Alamosa run, among others. That run over Cumbres Pass was a terror to him: deep snow drifts often blocked the way and a rotary snowplow would have to be called to clear the tracks.

Enos Strawn also worked the Chili line, and while so doing met and married Sara Genevieve (Gene) McBride, my grandmother, in 1913. Gene's sister, Ethel, married Jack Law, who was an engineer, in 1889.

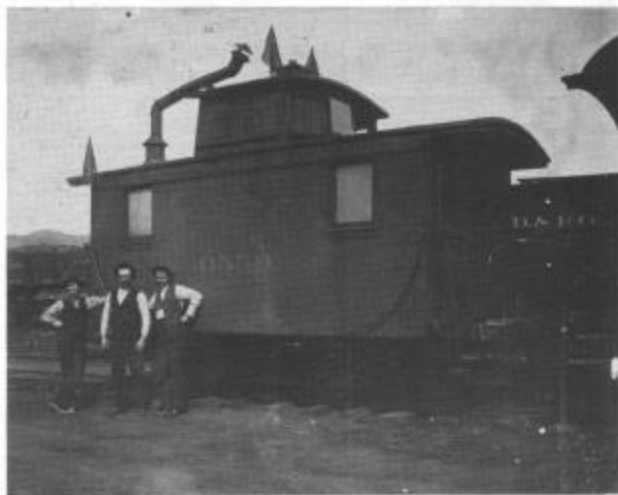
The McBride boys, Rollo, Frank, and Fred, all hired on with the



LEFT: The McBride family and others on the platform of the Espanola station.

BELOW LEFT: Caboose no. 0559 in the Chama yard, 1905. Enos Strawn is at the left.

BELOW RIGHT: Winter 1906 on Cumbres Pass. The lead locomotive is blocked by a snow slide below Windy Point.





High Water Sept 6, 1911



Pagosa Springs, Colo.

D&RG. Rollo worked for a few years before moving to Seattle. Frank was a ticket agent at Santa Fe and several of the small Colorado towns. Fred was also a ticket agent at Santa Fe....

Samuel McBride retired at the mandatory age of 70 years....Son-in-law Jack Law was for many years on the run between Antonito and Santa Fe. Enos James Strawn, Jr., my father, recalls riding the Chili line as a child. He remembers the slowness, the scarcity of passengers, and the small size of the trains, which were rarely on time and made stops when even passengers were required to help clear the tracks of debris after a heavy rain.

In 1940 my parents made the trip so my mother could see what it had been like to ride from Santa Fe to Espanola. The engineer let her ride in the cab. It was the last chance because in 1941 the Chili line was dismantled."

TOP LEFT: Wreck at bridge no. 396a, a few miles north of Santa Fe, about 1910. The pile driver OB is on the ground.

TOP RIGHT: Pagosa Springs, date unknown. Compare to the photograph at high water.

RIGHT: High water at Pagosa Springs, October 6, 1911.



Wreck at Bridge 396a on Santa Fe Branch



RIGHT: The McBride family in the parlor of the Espanola station, about 1900. Samuel Stauffer McBride is at the left, and his wife, Ella, is next to him. Sara Genevieve is also seated at the table.

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 45th Street, Los Alamos, NM 87544. All letters will be acknowledged and some editing may be done to conserve space.

Recently I have become a member of the *Friends of the Cumbres & Toltec Scenic Railroad* and have received the new member material and the newsletter within the past several weeks.

In retrospect I don't know why it has taken me so long to get into the organization, considering I have been a dyed-in-the-wool narrow gauger since August 1940, when I made my first trip to "Mecca" from Chicago. I have made many trips since then, even to abandoned lines as well as to Alamosa, Antonito, Chama, and Durango.

At this time I would like to take out another membership for a faithful narrow gauger who used to travel with me when the Rocky Mountain Railroad Club ran the

three-day trips until the mid 1960s. He now lives in an out-of-the-way place and is unable to get away from there even overnight, let alone on a trip to Colorado and New Mexico. The C&TS Dispatch will be of great interest and benefit to him....

Can't make the work session this August, but when next year rolls around I hope to be out there for both of them....

Russell F. Treptow
Springfield, MO

We welcome the new member to the Friends and value his interest and support, just as we appreciate the contribution of every member, whether he or she participates or doesn't participate in the volunteer work sessions.

Each contribution, whatever form it takes, is important to the preservation and restoration of the railroad.

In June 1991 I attended my first work session, and I got hooked on the *Friends*. (That seems to be a problem with newcomers.) I came as a tag-along with my father, Ted, and my brother, Kyle. Along with Mark Yates, Bill Nimon, Chuck and Celeste Curran, and Greg Roberts, we worked on the Car Inspector's House at Cumbres. What an experience!

I have never met more dedicated people than this group. I enjoyed every minute of my time in Chama and can only express disappointment in not being able to return in August. Looking at

all the pictures in the *Dispatch* brought back many great memories. It was wonderful to see that most of the work was finished.

I would like to thank everyone for making me feel so welcome. I am so proud to be a part of this organization. I look forward to seeing everyone next year.

Stacia Norcross
Miami, Florida

Mark your calendar...
**The
Moonlight Train**
June 13, 1992

What I Did Last Summer

In the last issue we reported on the work of the Right-of-Way crew during the summer work sessions. In order to set the record straight about the crew's accomplishments, we are happy to present a communication recently received from Cal Smith, the crew leader.

Dear Teacher,

You told us last June that we should write about our summer vacation, so here it is.

At Sublette there was a man who had a really funny car and trailer which ran on the railroad tracks. We put all our paint and tools and lunches and stuff on the trailer. There were some big black and white pieces of wood on the trailer. The man said we had to crank the engine to start his car. We cranked it and it popped and

banged and we all got on the car and the man pushed some levers and things and with lots more popping and banging we went off down the railroad track.

We came to a white sign which didn't say anything and a couple of the *Friends* got off with paint and stuff and pretty soon one side of the sign said ENTER COLORADO and the other side said ENTER NEW MEXICO.

While those guys were fixing the sign the other *Friends* popped off down the track until they came to a place where a big white piece of wood had fallen down. It looked all rotten. We threw one of the new pieces of wood off the trailer and they took out shovels and stuff and began to dig in the rocks and dirt. After a lot of digging and puffing we took the new post and stuck it in the hole and painted it using pieces of tin with hollow numbers in them. The numbers said 295.

Then the man with the car came back and said it was time to meet the train. I had never met a

train before so I was pretty excited about that. The man said I would be even more excited if we didn't meet the train at what he called the siding. We went to where the tracks divided. We went onto one of them. There was a sign that said BIG HORN. While we waited for the train we painted the sign. Each time we waited for the train at the BIG HORN siding we painted that sign some more. It looks pretty good now.

We heard the whistle and a lot of puffing. The steam engine came around the curve with its light on and lots of black smoke reaching up into the sky. I see why all these *Friends* think that old trains and railroads are pretty neat.

Someone told me that in three work days we put in five new mileposts and one whistle board. We lettered four state line signs and painted another one. And we fixed two mileposts that were not in the ground straight. We also painted these two mileposts. I got lots of paint on me too.

C&TS Receives Federal Funds

The Cumbres & Toltec Scenic Railroad will receive \$550,000 from the 1992 Commerce, Justice, State, and Judiciary Appropriations Bill signed by President Bush a few days before this issue of the *C&TS Dispatch* went to the printer.

The money will be used to restore locomotive no. 463 and to build three new passenger cars. No. 463, a K-27, 2-8-2, was built by the Baldwin Locomotive Works in 1903. Gene Autry bought it from the D&RCW in 1955, and he donated it to the town of Antonito in 1972. Later, Antonito sold it to the C&TS for one dollar.

No. 463 is one of two locomotives of its class in existence. The other, no. 464, is on the Huckleberry Railroad in Michigan.

"Merry Christmas to the Friends" from Hank Ketcham



December 27, 1987.

DENNIS THE MENACE[®] used by permission of Hank Ketcham and © by North America Syndicate.

MEET DIRECTOR...

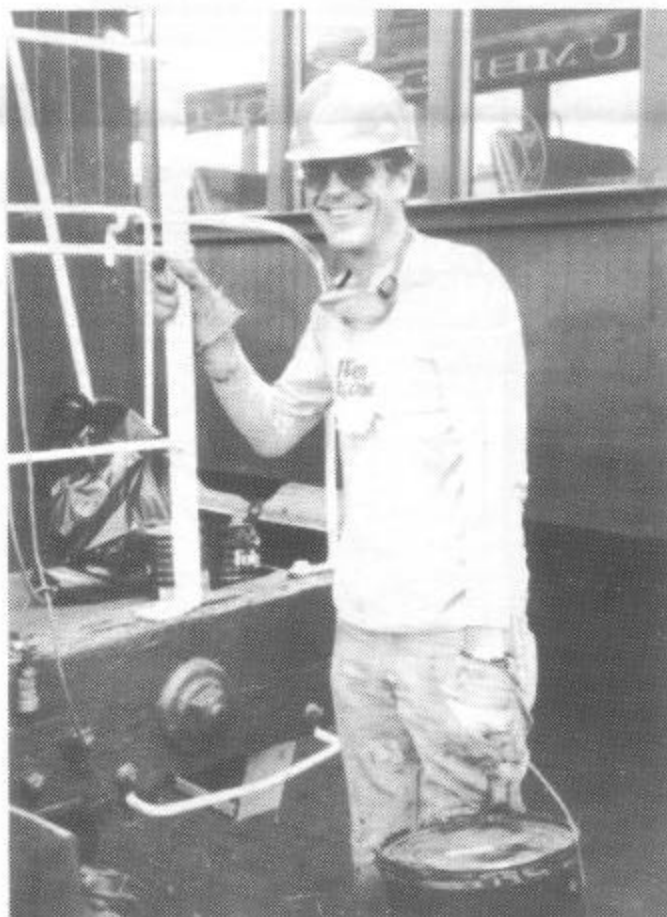
HOWARD BUNTE

Claremont, California

If you see me at work, you would say, "typical junior-high teacher of American history." In addition to working with early adolescents, I have also served as my local teachers' association president and have helped the state teachers' organization with its curriculum committees. Most of my adult life has been spent in California, but even now I think of Illinois as my home state. Husband, father of three, rider of the C&TS in 1971 the first time, and pilot, I am a person who tries to pass over the earth and leave only a few footprints and as few scars as possible.

I was born in Kankakee, Illinois, a short distance from the Illinois Central mainline, and was an early-on watcher of the big, beautiful 4-8-2s stomping across the flatlands. Remember how you thought things would never change—and then the Brooklyn Dodgers moved to Los Angeles? I remember thinking that I should take photographs to record the comings and goings of the big IC Mountains—and then they were gone. Within a six-week period the IC shifted to diesels. Gone. And the nostalgia, the regret one hears in certain hill music, I came to

Continued on Page 11



Director Howard Bunte.

VIDEO REVIEW

Rotary Snowplow Through the Rockies

Produced by Railway Productions, 8081 South Madison, Suite 243, Indianapolis, IN 46227; 800-248-9670. VISA and MasterCard accepted. VHS or BETA, 60 minutes, \$29.95 postpaid.

It's been nine years since the Cumbres & Toltec Scenic Railroad has had to fire up a rotary snowplow to clear the famed and treacherous Cumbres Pass. But heavy snows during the winter and the need to open the line for the 1991 tourist season forced the C&TS to spruce up authentic steam rotary OY to do battle against the drifted snow on May 4 and 5, 1991, as it had done for the Rio Grande so many times. The **Friends of the C&TS** ran a special train on Sunday to allow photographers to record this spectacular event, and the images were right out of a stack of Phil Hastings prints. The crew of Railway Productions was on hand for both days, plus a few days previous, and they have put together a television-quality documentary of that magic weekend in May 1991 and about the history of snowfighting on Cumbres. Not only is this tape of lasting significance, Railway Productions will give \$5.00 from each one sold to the **Friends of the C&TS** to be put toward historic preservation.

To illustrate the history of Cumbres snowfighting, interviews with former Chama-dispatched crew members, a former track-side resident of Cumbres (yes, Cumbres actually had a resident) and a former telegraph operator who was stranded for three weeks during one blizzard are intermixed with still photos and newspaper accounts from the old days. Down at Chama, the OY is seen being spray painted before the trip, and Earl Knoob, a C&TS fixture who is as much a part of today's narrow gauge as any Rio Grande man ever was to the old D&RGW, gives a complete tour of the workings of a rotary from the wheel-man's cab to the cylinders to the fireman's scoop. I didn't realize how many people it requires to operate a rotary, or that the two cylinders aren't directly connected to the blade—or to each other!

The action up on the hill is impressive, and the photography is dramatic. The rotary has its own distinct exhaust which can be heard along with the two locomotives pushing it. The camera angles are varied with views looking up, down and across at the plow in weather ranging from near blizzard conditions to crystal clear blue skies. Views from within the OY show what it takes to really run a rotary in the heat of battle. Some of the drifts required more than one "shove" to get through them. Just like the old days? One old timer recalls that while riding in the caboose he and others would merely reach out the window and make a mark in the snow drift. On the next shove, sometimes he would see the mark go by, sometimes he wouldn't see it at all.

Once over the top, the two 2-8-2s split so one could power Sunday's photographers special, which stalled at Windy Point, requiring the plow train to assist it and then finish clearing the line. Not a bad bit of action and drama, and all of this occurred, as the narrator points out, 30 years after the first space walk.

In my opinion, Railway Productions is one of the best "editors" in the railfan video field. This program combines the right combination of action, interviews, anecdotes, background music and information to keep the tape moving comfortably while teaching the viewer something. This

Continued on Page 11

Governor Appoints Turner and Wilson to Commission

New Mexico Governor Bruce King has appointed Carl Turner of Santa Fe to a three-year term on the Cumbres & Toltec Scenic Railroad Commission. Turner,

who replaces Wayne Smith, was elected chairman of the Commission for this year. Carl has previously served on the Commission. He is executive

manager of the New Mexico Rural Electric Coop Association.

Governor King has also reappointed Spencer Wilson of Socorro to the Commission.

Spencer is professor of history at New Mexico Institute of Mining and Technology in Socorro. He is a Director of the Friends of the Cumbres & Toltec Scenic Railroad.

1992 Work Sessions Announced

At its recent meeting, the Board of Directors has approved the 1992 Summer Work Sessions on the C&TS. In order to give three full days of work and still allow volunteers to participate in the Moonlight Train, the first work session will be based in Chama on Wednesday, June 10, 1992, Thursday, June 11, and Friday, June 12. The Moonlight Train will be Saturday, June 13, leaving Chama at the usual time in the

mid-afternoon for its round trip journey to Osier for a steak dinner and moonlight return.

New in 1992 will be a work session headquartered in Antonito, Colorado. The second 1992 work session will be based in Antonito on Thursday, July 30, 1992, Friday, July 31, and Saturday, August 1. Our Annual Meeting will be Saturday, August 1, in Antonito. This is the first time that a volunteer session has been

headquartered in Antonito since 1984, when volunteers scraped and painted engine 494 on static display in Antonito. This should give our volunteers a chance to become more familiar with this side of the C&TS and at first hand observe some of the dynamics there that have propelled ridership out of Antonito to a new record in 1991.

Registration packets for both work sessions will be mailed to all

members in approximately April 1992. It is important to send in your registration promptly; this last year we were forced to turn down volunteers because the size of the volunteer force had grown so large. Volunteering to help on the railroad is a tremendously rewarding and fun experience that you will not soon forget. See you next summer!

Meet Director...

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feel toward those lost locos.

Twenty years ago I was passing through New Mexico, returning to California from Illinois with the family. I had read in a fan magazine that something was afoot in Chama. So I went, rode, gloried in it, and went home with some incredible slides.

Time passed, life changed, and I returned to Chama in 1986 because a friend had given my wife, Terri, and me a wedding present of lodging at the Rio Chama Campground. While walking the yard that August weekend before riding the train next day, we saw the people with little badges and big smiles working on the nonrevenue cars. Inquiring, we heard about the meeting that evening at the American Legion hall.

I listened hard to the people that evening doing a kind of

participatory democracy whilst trying to run an organization of rebuilders and preservationists; I thought they were doing pretty well. I also thought that I could help by coming back with my hammer and tools.

I joined the Railroad Club of New Mexico, and then the Friends when it came into existence. Later, I felt that I could help a bit more by accepting a nomination and election as a Director. Particularly, as I am so far away, I hope that my distance can help give perspective to the deliberations which go on among those living in the Rocky Mountain West.

Terri thinks that the Volunteers are a wonderful, self-selected group. The people who come to the summer work sessions must not only be true believers in 36" > 56 1/2", but they must be handy with tools, quick learners, cooperative, willing to put the interests of the railroad first, and pretty intelligent at figuring out how to do things correctly that are

never covered in their home job descriptions.

But as the Volunteers do these things, they are always aware of the entire membership of the Friends, whose dues and contributions have made possible the ongoing historic preservation work on the C&TS.

I feel strongly a debt to the next generation, and I agree absolutely with John Muir to "leave it better than we found it"—(on the farm in Illinois my father always preached the idea of the proper husbandry of the soil). Expanding that concept, I feel that we are the trustees of the future and must strive to do as Muir said. We strive to achieve the common goal of leaving the C&TS more natural appearing, more restored, and more strengthened, while honoring that light and lovely quality which only the slim rails have.

But it is not only hardware that we labor to restore and preserve. We strive to keep faith with the spirit of the men and women of

past times who honorably labored to simultaneously feed their families, work at a complex and often dangerous craft, stand together with honor for the dignity of their work, and receive just compensation for that work.

Howard Bunte has been a Director since 1989.

Video Review

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is a fine program worthy of archival status at a modest price, and the proceeds are going to a good cause--M.D.

Railfan & Railroad, October 1991, reprinted with permission.

Les Jarrett, producer of Rotary Snowplow Through the Rockies and owner of Railway Productions, is a member of the Friends.



D&RGW 497, Durango, Colorado. September 26, 1967. Photograph by E.W. Robart. Collection of J.P. Hereford, Jr.



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