



C & TS Dispatch

Vol. 3 No. 3

August 1990

The July Work Session

Fifty tireless volunteers from eleven states worked on the Cumbres and Toltec Scenic Railroad from July 5th through the 7th. The eleven states represented were Alaska, Arizona, Arkansas, California, Colorado, Missouri, New Mexico, North Carolina, Texas, Utah, and Wisconsin. This issue of the **C&TS Dispatch** presents a report on the work of the teams.

The photographs in this issue show many of the crew members and the work done at Cumbres Pass, of preparing the Moonlight Train, of repairing derrick OP and the boom tender car, of lettering rolling stock, and of repairing roofs of historic cars. In addition, the maintenance of way crew - Leo Schmitz, team leader; Jason Rupley; Dave Scales; Con Slaviero; and Richard

Sons - were also busy. They set four new mileposts and five new whistle boards, painted five mileposts and one whistle board, lettered seven mileposts, and painted the targets on five switch stands. New mileposts were installed at 311, 315, 316, and 327.

Please Turn to Page 3



Derrick OP and boom tender car shown in the Chama yard at the end of the July 1990 volunteer work session. Work at the July session included finishing the roof on the derrick house, replacing the many parts removed during the restoration, re-decking the boom tender car and reconstructing the cradle for the boom. The derrick and the boom tender car are ready for painting and lettering. Photograph by William Lock.

The C&TS Dispatch

DIRECTORS

Roger Breeding	William Lock
Howard Bunte	Claude Morelli
Frank Burton	Roger Siverson
John Carson	Calvert Smith
Glenden Casteel	Christina Tebbens
William Kepner	Joe Vigil
Fred Knight	Hugh Wilson
Earl Knoob	Spencer Wilson

OFFICERS

President	William Lock
Vice President	Christina Tebbens
Treasurer	Frank Burton
Secretary	Glenden Casteel

Editor Arthur Nichols
Layout Steven Schroeder

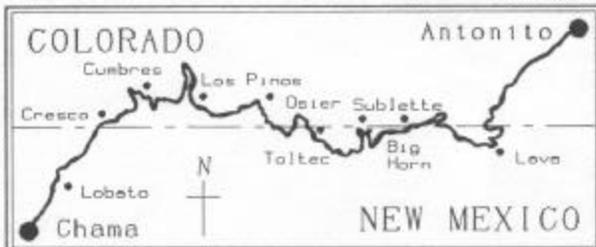
Please write the Editor at 689 Quartz, Los Alamos,
New Mexico 87544

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, Inc., 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 \$15.00 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

PRESIDENT'S COLUMN

The Windy Point

We had an outstanding work session last month! Featured in this issue of the C&TS Dispatch you will find many details about the work session that took place last month. Fifty volunteers from all over the United States, from as far away as Alaska and North Carolina, participated in the first of two work sessions scheduled for this year. It was exciting to have a number of new people participate, and a great deal of historic preservation was accomplished.

Equally successful was the Second Annual Moonlight Train ride, illustrated in this issue. A capacity crowd of over 300 people rode the thirteen-car train and were treated to a fantastic run-by, a good steak dinner at the new Osier dining facility, and a fascinating display of the full moon peeking out behind the clouds. Many of the passengers have already requested that we have a repeat next year -- the third annual trip -- and we will keep you posted about the details.

Our Annual Meeting, and especially our speaker, should be very exciting. Remember that not only all members but the general public is invited to hear Mark Smith's talk on Saturday evening, August 18, in the Chama Valley School gymnasium. Be sure to come out, and bring a friend, to what may prove to be one of the most interesting talks that we have ever had.

It is election time again. Service on our Board of Directors represents a major contribution to our efforts. Our Directors work very hard and normally attend two or three board meetings in New Mexico and Colorado. Directors receive no reimbursement for any of their expenses, yet alone the time that they put in. In spite of this, we have been able to attract Directors of tremendous caliber and ability from throughout the United States.

Two of our present Directors have decided not to run for re-election. Both John Carson of Grand Junction, Colorado, and Claude Morelli of San Francisco, California, were among the original Directors of our organization and have served with great dedication. Both of them have been featured in our director's profile: John in July 1988 (Vol. 1, No. 2) and Claude in our first issue in May 1988 (Vol. 1, No. 1). John and Claude have personally contacted me to explain their good reasons for not running for re-election and to assure me that they will continue to make an active contribution to the work of the Friends. We will greatly miss them on the Board but thank them so much for their service.

- Bill Lock

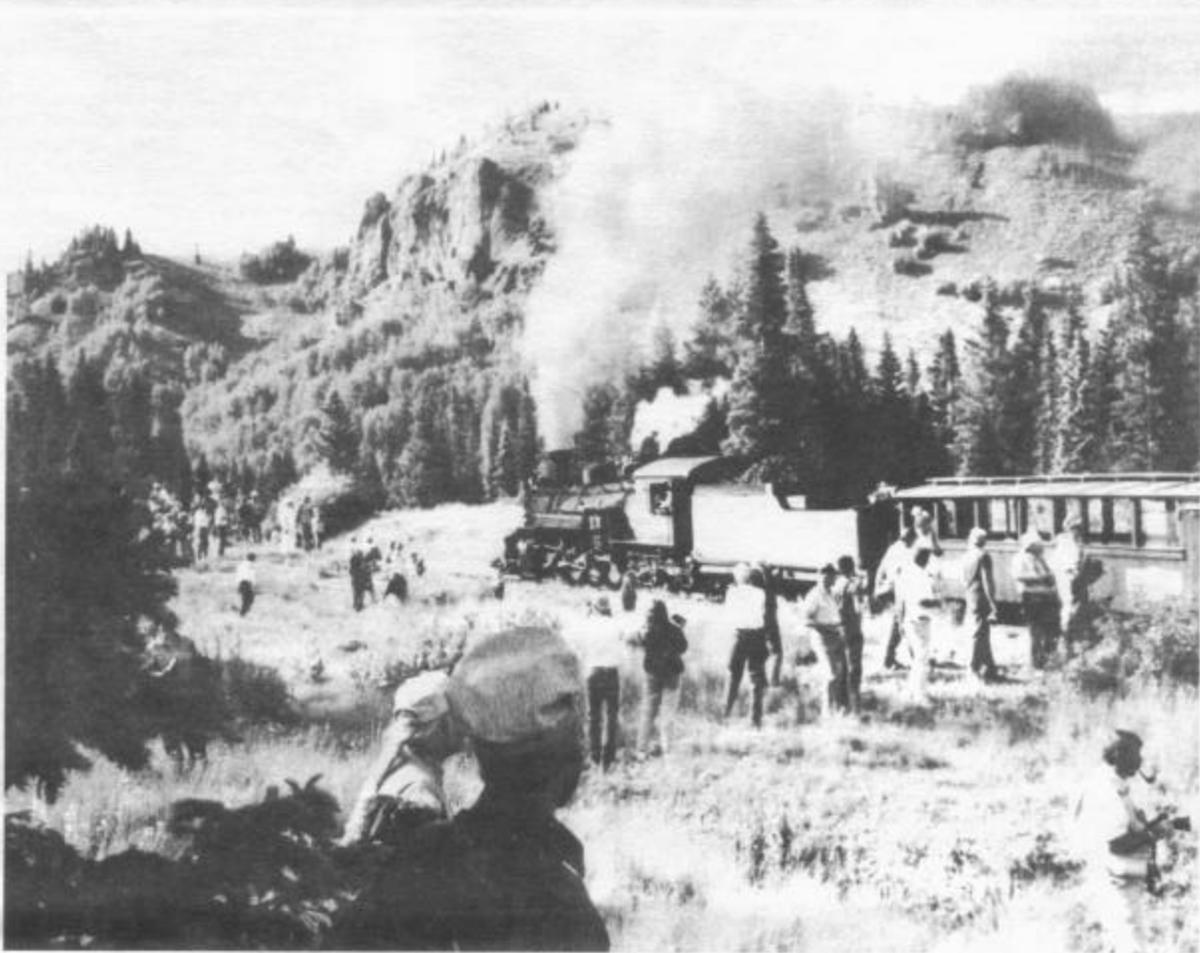


Photo run-by of the Moonlight Train at Coxo, milepost 332.2. Photograph by William Lock.

July Work Session

Continued from First Page

We also want to acknowledge the contributions of people who worked as one- or two-person teams: Anne Burton - registration, Frank Burton - team coordinator, Glenden Casteel - team coordinator, Charles Emery - tool car, Howard Lock - tool car, William Lock - Friends president, Malcolm Mackey - safety officer, Betty Schuh - food preparation, Renee Story - registration, Joe Vigil - general manager of the C&TS, Spencer Wilson - historian and consultant.

More Pictures on Following Pages

CORRECTION

Because of an editing error here at the C&TS Dispatch, Spencer Wilson should have been identified on page nine of the June 1990 issue as the representative in 1974 of the New Mexico Historic Preservation Agency to the New Mexico Railroad Authority. The Chair of the Authority in 1974 was Joe Vigil, who currently is General Manager of the Cumbres & Toltec Scenic Railroad.



ABOVE: End view of derrick OP showing new braces for roof walk, steam pipe, and reinstalled brake wheel and staff with ratchet and pawl. The edges of the new roof are tacked to the fascia board with nails and roofing washers. The roofing crew for the derrick was Howard Bunte, team leader; Dennis Chiles; Jack Schuh; and Craig Story. The crew also began work on historic cabooses No. 0503, built in 1886. Old roofing material on the cupola was removed, a few boards were replaced, and new canvas and tar compound (Indukril) were applied. Photograph by Arthur Nichols.



LEFT: Crew members inspecting the north side of the car inspector's house at Cumbres Pass. The stabilization of the house was started by installing two walls that were removed several years ago. John Rupley was the team leader at Cumbres. Crew members were Samuel Bjorkman, Thomas Bjorkman, Kyle Norcross, Ted Norcross, Jack Ryan, Casey Rupley, and Janet Rupley. Photograph by Arthur Nichols.

RIGHT: Robert Dike, lettering team leader, with the Friends new stencil showing date of painting (box car No. 3073). Photograph by Arthur Nichols.



LEFT: Car repair crew. Passenger coach No. 203 was readied for service as the Moonlight Train snack car by removing the seats in the car, stripping the old and damaged flooring, and installing and painting a new plywood floor. New baseboard molding was installed, and several panels of sheathing below the windows were strengthened. Also, new Plexiglass windows were installed where needed. Standing in the snack car are Bill Kepner, team leader, and Theresa Shaw. Front row left to right are Martha Mackey, Ray Parks, Ben Fly, and Al Kilminster. Not shown are Marty Katcher; Shirley Russom; and the snack car crew for the Moonlight Train ride -- Tracy Griffin, Lori Hall, and Jill Saberhagen. Photograph by Arthur Nichols.



LEFT: Boom tender car with new planking and boom cradle in the Chama yard. The roundhouse and machine shop are to the left. To the right and in the distance is the Chama depot, built in 1899. Photograph by Arthur Nichols.



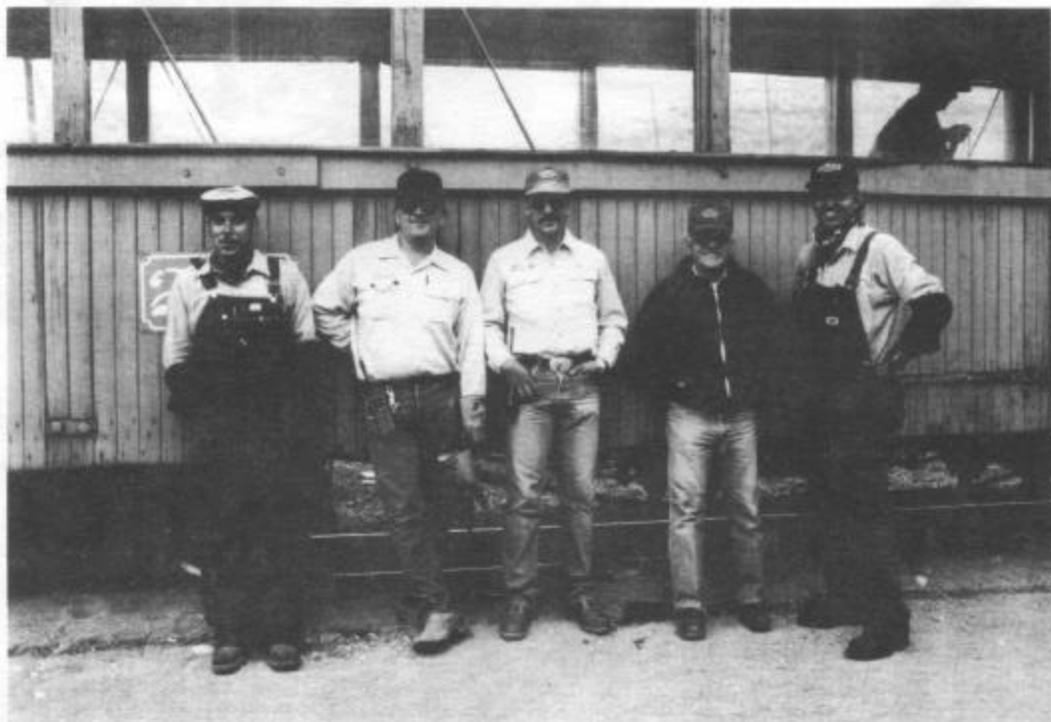
RIGHT: Three members of the boom tender car crew -- left to right Jack Dillahunt, Richard Hollis, and David Gillio -- working in the Chama yard. Other members of the team, not shown, were Roger Breeding, team leader; Alan Hollis, Ronald Hollis, and Warren Ringer. Photograph by Arthur Nichols.



LEFT: Derrick OP crew in front of the car. Left to right are Bob Scott, Wayne Freeark, B.J. Samora, Roger Siverson - team leader, and Peter Barkmann. Not shown is Paul Flint. Photograph by Arthur Nichols.



ABOVE: Young people play an important part in the restoration of the railroad. Here, Kyle Norcross, left, and Casey Rupley renailing siding on the section house at Cumbres Pass. Photograph by William Lock.



ABOVE: Operating crew of the Moonlight Train at Osier. Left to right are Marvin Casias, engineer; Donald Duran, brakeman; Ray Martinez, brakeman; Henry Gallegos, conductor; and Gerald Blea, fireman. Photograph by Marty Katcher.

**NOTICE OF ANNUAL MEETING:
AUGUST 18, 1990, 7:30 P.M.**

The third Annual Meeting of the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, a New Mexico nonprofit corporation, will be held on Saturday, August 18, 1990, at 7:30 p.m. in the gymnasium of the Chama Valley Schools, located at the corner of Pine and First Streets in Chama, New Mexico.

The meeting should be a fun event, and all members as well as the general public are invited. The official purpose of the meeting is to elect eight Directors -- see the Report of Nominations at right. In addition, we will have a raffle and an auction. As announced in the June 1990 issue of the **C&TS Dispatch**, our speaker will be Mark Smith, editor/publisher of the nationally renowned *Locomotive & Railway Preservation* magazine. His topic will be "The Future is a Funny Place." Although Smith, who is from Vermont, has previously toured the Cumbres & Toltec Scenic Railroad, he will have an opportunity before his talk to see over ninety volunteers hard at work all across the 64-mile property between Antonito, Colorado, and Chama, New Mexico.

AGENDA

1. Call to order
2. Introduction of Directors and special guests
3. Report of Nominations
4. Election of eight Directors for two-year terms
5. Other business
6. Auction
7. Program
8. Raffle drawing

REPORT OF NOMINATIONS

The Board of Directors has nominated a slate of candidates pursuant to the By-Laws for election as Directors. The By-Laws provide that at the Annual Meeting the members elect eight Directors to serve a two-year term, this term being from August 1990 through August 1992. In addition to the nominations from the Board of Directors, additional nominations may be made from the floor at the Annual Meeting. The nominees of the Board of Directors for this two-year term are:

- Harry Babcock (Grand Junction, Colorado)
- Roger Breeding (Albuquerque, New Mexico)
- Frank Burton (Albuquerque, New Mexico)
- William Kepner (Ft. Collins, Colorado)
- Fred Knight (Cherry Valley, California)
- Earl Knoob (Boulder Creek, California)
- John Rupley (Albuquerque, New Mexico)
- Christina Tebbens (Denver, Colorado)

The eight remaining Directors who will continue in office until August 1991 are:

- Howard Bunte (Claremont, California)
- William Lock (Albuquerque, New Mexico)
- Roger Siverson (Dallas, Texas)
- Hugh Wilson (Lakewood, Colorado)
- Glenden Casteel (Albuquerque, New Mexico)
- Joe Vigil (Chama, New Mexico)
- Calvert Smith (Jacksonville, Florida)
- Spencer Wilson (Socorro, New Mexico)

CLIP COUPON - MAIL TODAY

One-year family memberships are available for a \$15.00 contribution. Membership for the calendar year includes four issues of the **C&TS Dispatch**. All contributions are fully tax deductible. Additional contributions are welcome and will be used for the preservation and interpretation of the railroad.

Name (Please list *each* family member):

.....

Street: [] Membership: \$ 15.00

City, State, Zip: [] Additional Contribution: \$ _____

Phone: Total Enclosed: \$ _____

Please tear off this coupon and mail with your check payable to:

Friends of the Cumbres & Toltec Scenic Railroad, Inc.
P.O. Box 222
Chama, New Mexico 87520

WELCOME ABOARD
THE SECOND ANNUAL
MOONLIGHT TRAIN RIDE

SPONSORED BY THE
FRIENDS OF THE CUMBRES & TOLTEC
SCENIC RAILROAD, INC.



OVER THE
CUMBRES & TOLTEC SCENIC RAILROAD

from Chama, New Mexico to Osier, Colorado

July 7, 1990

Good afternoon and welcome aboard the Second Annual Moonlight Train Ride on the Cumbres & Toltec Scenic Railroad sponsored by the Friends of the Cumbres & Toltec Scenic Railroad, Inc.

Our train will be traveling over some of the most spectacular scenery in the Rocky Mountains as we ascend the 4% grade of Cumbres Pass and make our way to Osier, Colorado. There a hardy steak dinner will be awaiting our arrival at the new dining facility. At Osier, there will be plenty of time for dining and shopping at the Gift Shop before we re-board the

train for our return trip to Chama under the moonlit sky. Scheduled on our trip today are 2 photo run-by opportunities. The first one will be at Lobato siding where we will get the chance to photograph the regularly scheduled train returning to Chama while the second will be a photo run-by of our train further up the line at Coxo.

The line we are riding today was once part of the San Juan Extension of the Denver & Rio Grande Railroad which went from Alamosa, CO to Silverton, CO. Construction of this route started in 1880 and

ROUTE OF THE

CUMBRES AND TOLTEC SCENIC RAILROAD

Between Chama, New Mexico
And Antonito, Colorado



— Cumbres & Toltec Scenic RR.

--- Dammed Raised

--- Man Made Courses

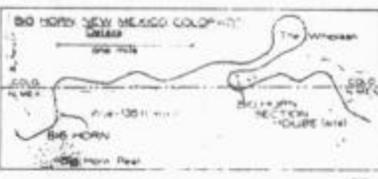
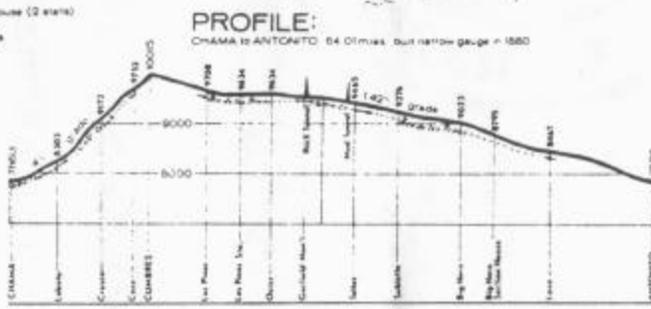
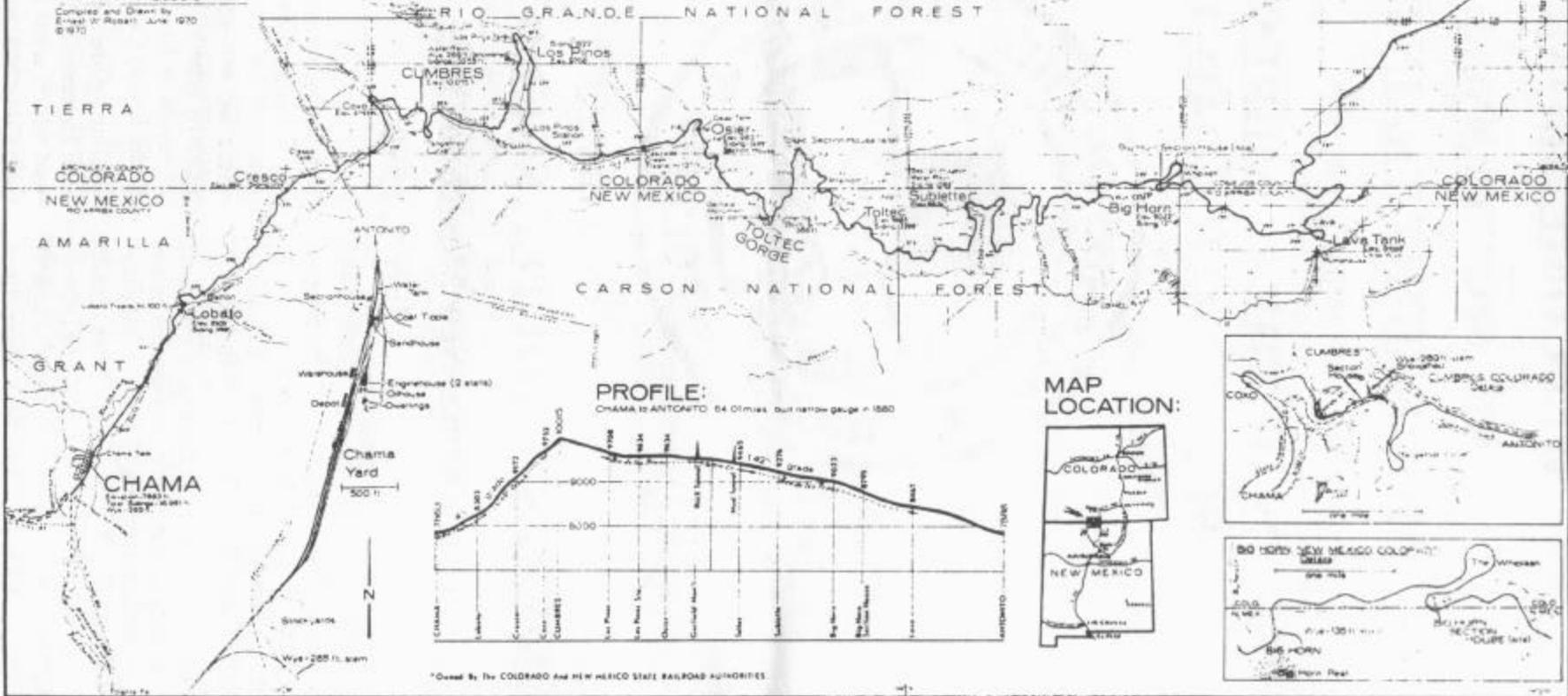
--- Highways

--- State Line

Compiled and Drawn by

Ernest W. Ross, June 1970

© 1970



* Owned by the COLORADO AND NEW MEXICO STATE RAILROAD AUTHORITIES

was completed to Durango in July of 1881. The purpose of the San Juan Extension was to tap the booming mining districts of the San Juan Mountains of southwestern Colorado. The line remained under the ownership of the Rio Grande until 1970 when the States of Colorado and New Mexico purchased the 64 miles between Antonito, CO and Chama, NM. The line is leased to Kyle Railways which operates it as the Cumbres & Toltec Scenic Railroad. Included in the purchase were track and structures, 9 steam locomotives, numerous freight cars and other rolling stock. The equipment you are riding on today is part of that historical collection acquired in 1970. The remaining section of the line between Chama and Durango was removed in 1970.

The engine that is pulling our train was built in 1925 by the Baldwin Locomotive Works in Philadelphia and has spent its entire years operating on the narrow gauge lines of the Denver & Rio Grande and Cumbres & Toltec Railroads. The engine is an excellent example of the coal fired steam engines that at one time powered all the trains of this nation before the advent of the diesel electric locomotive. The passenger cars were formally box cars built around the turn of the century that were modified for passenger car use in 1970 when the Cumbres & Toltec was formed. The sale of the line by the Rio Grande to the states did not include any passenger cars as they were retained by the Rio Grande for use on the Durango to Silverton branch line.

HIGHLIGHTS OF OUR ROUTE

CHAMA, NEW MEXICO

Milepost 344.0, Elevation 7,863

Southern terminus of the C&TS Railroad. D&RG tracks reached here in 1880 and it has been a railroad town ever since, although lumber, ranching and now tourism have been important aspects of the local economy. At one time a number of logging railroads reached out from this community.

LOBATO SIDING

Milepost 340.0, Elevation 8,303

The "Weed City" depot was constructed by movie makers.

LOBATO TRESTLE

Milepost 339.8

This trestle is 100 feet high and 340 feet long. Here the 4% grade begins to Cumbres.

CROSS INTO COLORADO

Milepost 335.6

This will be our only state line crossing although the C&TS actually crosses the two state borders 11 times along its 64 mile line.

CRESCO, COLORADO

Milepost 335.1, Elevation 9,193

Location of a 1,700 foot long siding and a water tank.

COXO

Milepost 332.2, Elevation 9,753

Site of former siding.

WINDY POINT

Milepost 331.6, Elevation almost 10,000

A spectacular view can be seen off to the south with the track noticeable far below.

CUMBRES

Milepost 330.6, Elevation 10,015

One of the most famous railroad passes in Colorado where winter storms can leave hundred of inches of snow. The railroad section house, water plug, wye and remnants of the wye snowshed can be seen here.

TANGLEFOOT CURVE

Milepost 329.7

To change elevation in a short distance the track makes a sharp loop here.

LOS PINOS

Milepost 325.5, Elevation 9,710

Location of a wooden water tank and also the foot of Cumbres Pass.

CASCADE TRESTLE

Milepost 319.9

A spectacular bridge, 137 feet high and 409 feet in length.

OSIER

Milepost 318.4, Elevation 9,637

At one time a small depot, post office, eating house, bunk house, water tank, covered turntable, cattle loading facilities and coal loading platform existed here. Today we stop for dinner in the new dining facility completed in 1989. Antonito, the eastern end of the C&TS, is another 38 miles down the line.

SCHEDULE

Our schedule is listed below and every effort will be made to adhere to it, however, all times are approximate and are subject to change due to operating requirements.

3:30 p.m.	Depart Chama, NM	6:45-8:00 p.m.	Steak dinner
4:00 p.m.	Meet at Lobato	8:30 p.m.	Depart Osier
4:30 p.m.	Photo run-by at Coxo	9:30 p.m.	Arrive Cumbres
5:45 p.m.	Arrive Cumbres	11:00 p.m.	Arrive Chama, NM
6:45 p.m.	Arrive Osier		

This train is equipped with a **REFRESHMENT CAR** where soda pop, books and other items are available for purchase. This car is located mid-train. Each car has a car captain who can answer your questions. Please follow his instructions.

SAFETY FIRST!

We ask that everyone keep one thing in mind during this entire trip - Safety First! This motto has made American Railroads among the safest in the world. A few safety tips:

1. Look both ways before crossing a track.
2. Be careful, watch your step, and step over a rail and not on it.
3. Do not get off the train while it is moving.
4. Riding in a dangerous position is prohibited.
5. Keep your hands inside your car.

PHOTO STOP RULES

1. Please do not stand in front of the locomotive while others are trying to photograph it. Passengers not taking photos, who disembark from the train at photo stops, are asked to remain behind the line of photographers.
2. At photo run-bys, a **LINE OF PHOTOGRAPHERS** is to be formed at the location most beneficial to all. **PLEASE DO NOT TAKE A POSITION IN FRONT OF THIS LINE.**
3. **STAY CLEAR OF THE TRACK** during these types of movements. A passenger not adhering to this rule may cause the engine crew to terminate a photo run-by prematurely!
4. As the train comes forward during a photo run, please remain quiet for the benefit of those with sound recording equipment until the train is past the photo line.
5. To avoid unnecessary delay, please board the train immediately upon completion of each photo stop.

WHO ARE THE FRIENDS OF THE C&TS?

The **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, is a non-profit corporation that was organized to further Rocky Mountain railroad history in general and especially as it relates to the Cumbres & Toltec Scenic Railroad. The 64 miles of narrow gauge line, over 100 years old, is owned by the states of New Mexico and Colorado and operated by Kyle Railways.

The group works closely with the owner and operator of the Railroad in the preservation of the railroad.

Attached is a membership application. Thank you for your support of our work by riding on this train. We would certainly welcome any additional tax deductible contributions for our work.

A special thanks to the Rocky Mountain Railroad Club for use of their material in making up this brochure. Should you want a more complete description of the route, Doris Osterwald's Ticket to Toltec provides excellent background information for the C&TS. This book and others are for sale in the refreshment car.