

C&TS Dispatch

Vol. 18 No. 2

SUMMER 2005

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the Friends
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HISTORIC PRESERVATION — 2005

The May Volunteer Work Sessions

ANTONITO CAR RESTORATION FACILITY

Two projects were carried out in the new Antonito CRF.

Project Objective: Form and pour a concrete slab inside the Antonito CRF
Session: A
Team Leader: John Sutkus

The foundation and erection phases of the new Car Restoration Facility (CRF) in Antonito were done by ALCON contractors of Alamosa during September and October 2004, and this summer team members formed and poured an approximately 18- by 70-ft concrete slab inside the north sidewall of the building.

First, the team drilled holes 4-in. deep along the current exterior concrete footings where the concrete would be poured. The holes were drilled 18-in. on center and 3-in. below finished floor level. Eight-inch, no. 4 rebar dowels were then pounded into the drilled holes. A backhoe was brought in to level the native soil below the 6-in. slab and excavate the area of the railroad track inside the building to a depth of 12 in. The floor was actually lowered 12 in. and 5-ft wide the full

length of the building. When the ties and rail are eventually installed, the top of the rail and concrete floor will be approximately the same height. The 12-in. depth extended an additional 18 in. and graduated up to 16 in.—the depth of the entire remaining floor.

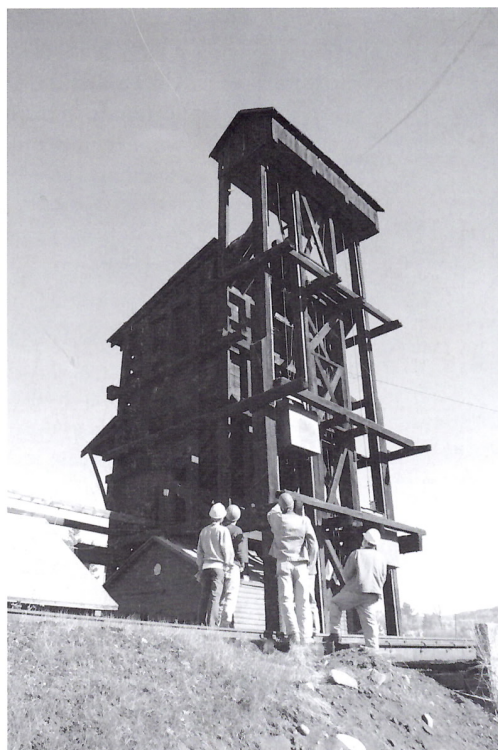
When the ties and rail are installed beside the concrete, the 12- x 18-in.

thickness will allow for heavy jacking of rail cars. Twenty-foot lengths of no. 4 rebar were placed in a square grid pattern—18 in. on center. The end pieces of this rebar were tied to the dowels and each intersection of the grid was tied with wire to hold it in place. Rebar was bent into a “U” shape in the 12- x 18-in. portion for added strength. A 2- x 12-in. form was staked and braced the full length of the building. Twenty-nine cubic yards of concrete were poured and finished the next day. Steve Perea, a local contractor, and Tommy Martinez of Antonito were hired to finish the concrete.

Project Objective: Install industrial grade electrical distribution system for the Antonito CRF

Session: A
Team Leader: John Engs

Mark Valerius provided the CRF electrical design based on inputs from many sources including needs defined by the Facility Utilization Committee; Ed Lowrance, CRF Construction Coordinator; other railroad related repair facilities and the current Fort



The coal tipple crew survey the tipple before beginning work. (Tom Cardin)

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C&TS Dispatch

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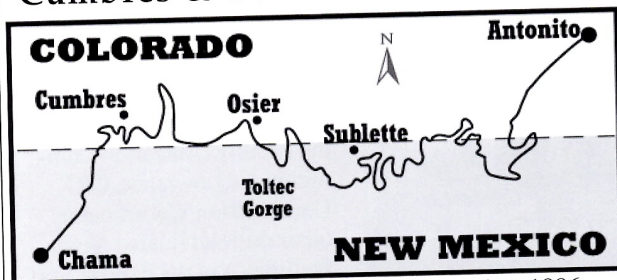
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The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by the Rio Grande Railway Preservation Corporation. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a Member of TRAIN (Tourist Railway Association).

Family membership in the Friends is \$25.00 per year; outside the USA membership is \$35.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.

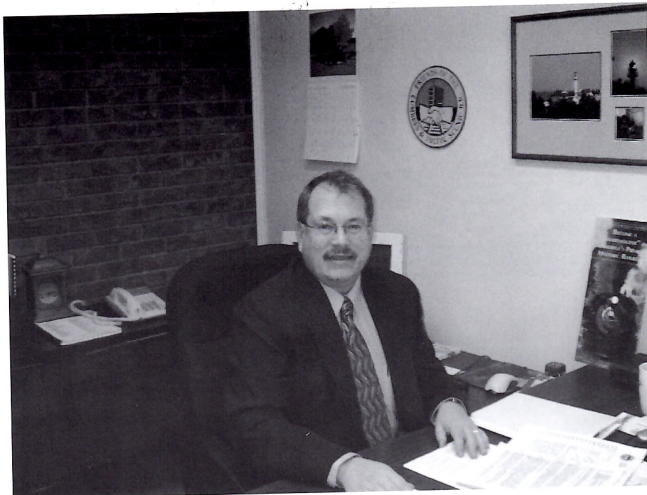
Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886
 Denver & Rio Grande Railroad—1886 to 1921
 Denver & Rio Grande Western Railroad—1921 to 1970
 Cumbres & Toltec Scenic Railroad—1970 to 2005

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PRESIDENT'S COLUMN



Reflect and Onward!

As I complete five months on the job as President & CEO of the Friends, allow me to pause and quickly reflect on these past few months. I say reflect because in this day and age of high speed internet, ipods, text messaging, cell phones, and HDTV does anyone in society take time to indeed look back at the path they have just traveled? I highly doubt it.

I have learned a great deal about our organization, the C&TS and the Commission during this time. I am very fortunate to have the opportunity to interact with so many wonderful people including a dedicated group of Friends members. Everyone I have had contact with has a passion for this 64-mile narrow gauge railroad that trudges along through the mountains of southern Colorado and northern New Mexico. To all these folks, the Cumbres & Toltec is a family affair. These magnificent souls give of their time and resources to support a cause that is near and dear to them.

As you all know, we erected a new Car Restoration Facility in Antonito during the fall of 2004. When I first saw the structure last year, it was a shell with nothing in it. I commend Ed Lowrance for his leadership as project manager during the initial construction phase. Through the efforts of the work session A crew in Antonito, the building is coming to life. Concrete has been poured, electrical installed, and the RGRPC's track gang is completing the connecting trackage to the balloon track. I thank all those who helped during this time. Wow, to think we will have a completely enclosed area to perform restoration work. This is quite an accomplishment. Along the way, we were fortunate to receive a grant for \$22,843 from the Gates Family Foundation of Denver to help with the project. We

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FRIENDS RECEIVE GRANT FOR CAR RESTORATION FACILITY

The Gates Family Foundation of Denver, Colorado has presented the Friends with a grant in the amount of \$22,843. This funding will be used to complete construction and improvements on the new Car Restoration Facility in Antonito, Colorado. This 4,320 square foot facility was erected during the fall of 2004 and will provide a covered and enclosed area with rail access to perform restoration work. We are very appreciative of the Gates Family Foundation's commitment to historic preservation efforts. Their gift was very instrumental in helping the Friends further this project.

—Friends Web Site, May 10, 2005

ELECTION RESULTS

The following seven directors were re-elected to two-year terms (votes for each candidate are also given). Nan Clark, 679; James Herron, 669; William Lock, 673; Edgar Lowrance, 672; Jerry Sahnd, 653; Dennis Sterosky, 668; Spencer Wilson, 673. New directors elected for two-year terms were Dan Pyzel, 667, and Richard Tower, 675.

Bob Wright

Bob Wright passed away on May 14, 2005, in Dayton, Nevada, after a brief illness. Bob came to the Cumbres & Toltec Scenic Railroad in the months before the opening of the 2000 season. At the time the Friends had assumed operation of the railroad, and Bob came to Chama to renovate the steam engines. Edward McLaughlin, General Manager of the C&TS at the time has written that "Bob immediately threw himself into the job working 6 to 7 days a week, 10 to 12 hours a day. With firm determination, he pulled the shop crew together and gave them new insight into how the old D&RGW procedures were practiced to repair narrow gauge iron horses." On May 27, 2000, the C&TS opened the season on schedule.

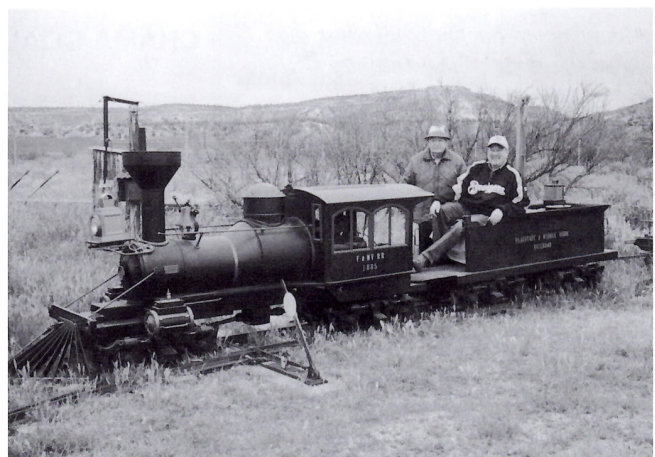
A VISIT TO THE FLAGSTAFF & MIDDLE VERDE RAILROAD

Friends member Fred Springer and President Tim Tennant had an opportunity to visit a dear friend of our organization in late April. Fred and Tim ventured west to Flagstaff, Arizona, to see Malcolm Mackey. Among other contributions, Malcolm has provided financial support towards the construction of our car restoration facility in Antonito. For his continued support of the Friends, Malcolm was presented with a miniature harp switch stand in appreciation for these efforts. During their visit, Springer and Tennant took advantage of an offer to ride Mackey's 16" gauge Flagstaff & Middle Verde Railroad located approximately one hour south of Flagstaff. A great time was had by all three and, fortunately, the summer heat in the valley had not set in yet. We extend our thanks again to Malcolm for all he has done for the Friends over the years.

— Tim Tennant



Malcolm Mackey holding the miniature harp switch stand presented to him by President Tim Tennant and Fred Springer. (Tim Tennant)



Malcolm and Tim on Malcolm's Flagstaff & Middle Verde Railroad. (Fred Springer)

Preservation (continued from page 1)

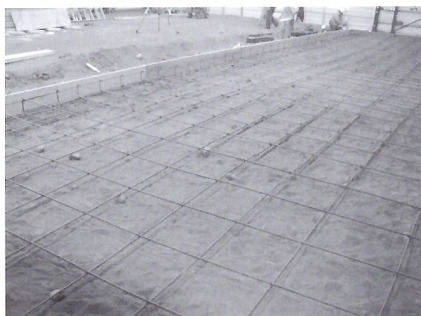
Knox facility; standard specifications for electrical design of industrial facilities; and NFPA 70 National Electrical Code.

The design is divided into four phases. Phase 1 provides basic electrical service to the facility by the service drop from the local utility company. Phase 2 provides receptacle power along the north wall of the building and includes a single-phase distribution center. Phase 3 provides receptacle power along the south wall of the building, and phase 4 provides for overhead receptacles to provide power to future Metal Halide (HID) luminaries.

Phase 1, 2, and 3 were completed and phase 4 started, far beyond any expectation of this one-week project.



A contracted backhoe operator digs down the floor of the Antonito CRF to the level that ties and rail will be installed, which will be the bottom level of the concrete forms. (Ted Smith)



Tied rebar and forms in place and ready for the concrete trucks. (Ted Smith)



The first truck backs into position for the concrete pour in the Antonito CRF. (Ted Smith)



The finished floor of the CRF. Twenty-nine yards of concrete were poured. (Ted Smith)

The target year for completion of phase 4 is 2005 providing funds become available for lighting fixtures.

CHAMA COAL TIPPLE

Project Objective: Repair and maintain the coal tippie using the 2002 Kells/Kreis report "Chama Coal Tipple Structure Report/Maintenance Plan" as a guideline

Session: B

Team Leader: John Sutkus

First, the team excavated around the foundation of the coal tippie. About a foot and a half of dirt and cinder material (to roughly 6 in. below the top of the concrete mat foundation) was removed to show the timber sills were actually more deteriorated from the outside than had originally been anticipated.

Approximately half of the 10-in.-wide timber sills on the north, west, and south sides of the hoist house suffer from wood rot. The east sill does not have ground contact and is not rotted or significantly deteriorated. It was discovered that on the south side the sill that extended from the hoist house all the way over to the coal dump was completely rotted. The deterioration actually extended into the south side of the south-most sheave column, a timber section 7½ in. thick and 17 in. wide. The deterioration and rot in that column was excavated to find it extends at least 24 in. down and about 3½ in. into the column.

The team installed three ladders—one built by the wood shop crew. The team installed a temporary patch to the rotted area in the sheave house column using epoxy wood patch and concrete covered with concrete mortar. This was followed by installing a sill and two temporary scabs consisting of creosoted switch ties bolted onto the outside of the sheave house column.

Team members also replaced the sill on the north side at the bucket pit with a creosoted tie and replaced and painted safety handrails. After they had established elevation reference marks, the elevations were checked with a builder's level. The tippie cross beams to the temporary beam were re-wedged, replacing the small softwood wedges with large hardwood wedges. The team had driven in the hardwood wedges solidly and then had checked reference elevations. The wedging brought the northwest corner up 1/8 in. and the southwest corner up ¼ in. The team will continue to monitor all reference elevations to see if the structure is settling or moving.

CHAMA SAND TOWER

Project Objective: Return the Chama Sand Tower to operational condition

Session: A

Team Leader: Marshall Smith



Inside the sand house in the Chama yard, the new sand chute built by the wood shop team is in place. (Tom Cardin)

This Chama project was scheduled for session B; however, during session A, team members who were also members of the caboose 0306 project crew made repairs to the sand tower. They repaired some of the piping and cleaned out obstructions to the even flow of sand. They also replaced an on-and-off valve. The carpenter shop made a trough to better deflect sand into the sand hopper, and the team members installed it. The sand tower has been out of operation for a long time, and these repairs made it operational and will eliminate the need for railroad employees to lift 80-lb sacks of sand up to the top of the engine to refill the sand dome. During session B, both the light on the tower and the interior lights were repaired and are again operational.

CABOOSE 0306

Project Objective: Prepare caboose 0306 for charter work during 2005
Session: A, B
Team Leader: Tim Bristow

This Chama project's goal was the interior renovating, minor repairing, and painting of caboose 0306. In preparation for painting, volunteers scraped and sanded the caboose exterior. The dust created left in the seams was then blown clean with air pressure. Each seam was caulked before the primer coat was applied to the entire caboose. Bondo was used extensively to fill imperfections, especially on the end platforms. The team applied two coats of latex paint with brushes. It should be noted for future reference that only brushes were used to apply both the primer and color coats. The railroad wanted the caboose to be painted the same red color as the passenger coaches are being repainted. The team painted handrails and steps white and replaced all catwalks.

FAIRMONT MOTOR CARS 04 AND 013

Project Objective: Complete the restoration of motor cars 04 and 013
Session: B
Team Leaders: Dave Ferro and Andy Hackmeyer

These D&RGW Fairmont motor cars will be used in future Friends museum interpretation programs and maintenance-of-way projects. Each Fairmont S2T-Z motor is to be fully restored to operating condition.

Team members completed reinstallation of the engine in 013. They also

modified the electrical wiring in both cars to not only simplify it but to make it more consistent with the original wiring. New ignition coils (12 volt) were installed in both 04 and 013. The team disassembled, straightened, and reassembled the rear frame channel on 04 and installed a new rear lift bar. After repainting the repairs to 04, the team stenciled original numbers on both cars. Then instructional and manufacturer's plates were attached to both cars.

The team temporarily installed three fluorescent lights in the motor car building. The lights will be permanently wired with switches during one of the August work sessions, and interior and exterior wall sockets will also be installed in August.

TREE TRIMMING AND BRUSH CONTROL

Project Objective: Tree trimming and brush cleanup along the right-of-way
Session: B
Team Leader: Bill Strathearn

The team trimmed trees and cleaned up brush from mileposts (MP) 340 to 342, 335 to 337, and 315 to 302. Everything between these mileposts is essentially clean. The team didn't get from Cresco to Cumbres because of snow drifts. Trees were cleared back approximately 12 ft and 15 ft up. The team encountered very little brush because of last year's cleanup.



Volunteers begin work on caboose 0306. (Tom Cardin)