



C&TS Dispatch

Vol. 18 No. 4

WINTER 2005

Friends of the
Cumbres & Toltec
Scenic Railroad
2004 Annual
Report included

PRESIDENT'S COLUMN

Railroading.....We Know It Don't Come Easy!



As I was pondering the events that had developed on the C&TS from early November, I couldn't help but think about Ringo Starr's 1971 hit song *It Don't Come Easy*. Could we sum up railroading in general and especially the life of the Cumbres & Toltec Scenic Railroad any better. Indeed, we truly know it don't come easy!

After approximately six years of operating and managing the C&TS, the Rio Grande Railway Preservation Corp. (RGRPC) gave its notice on November 1, 2005 to terminate its management agreement with the C&TS Railroad Commission. The RGRPC, originally formed by the Friends as the entity to operate the C&TS, gave notice because of a lack of liability insurance coverage and insufficient appropriations to operate the railroad.

This news resonated through the communities of Chama and the San Luis Valley. It consumed the participants' discussion on the various chat boards that follow the C&TS and caused concern with Friends members. Needless to say,

it took a great deal of my time. I quickly learned that although we, the Friends, might not operate the C&TS directly, we must always keep an eye open and ear peeled to what is happening around us in this regard. With such news, comes fear of the unknown. What will happen next? Will the railroad operate in 2006 or ever again? Can we ever truly fix the C&TS? These are all very valid questions and people have a right to ask them.

Because Friends members are so passionate about the railroad and our mission, we probably have a little more heartburn than most when things like this hit us. It is also very disconcerting to the employees who rely on the C&TS for their livelihood as they live and breathe it everyday. As well, business owners in the area are affected by such news and no doubt are anxious about the future.

About the future, what can we say? I will speak to the fact that things are moving forward. As you might be well aware, the Commission has assumed the responsibility for daily operations of the C&TS. The shop crew in Chama went back to work on November 7th and is undertaking off-season maintenance on locomotives 484, 487, and 488. The Commission is covering this work, which is projected to cost \$450,000, out of the \$1 million New Mexico appropriation secured this past March. The Commission has had to address such issues as assembling a 2006 train schedule and implementing a new reservation system. Marketing and advertising will be a key area if the railroad is to have a successful year in 2006. These are all challenges as they represent tasks that were handled by RGRPC personnel in the past.

From the Friends point of view, we are moving forward with our 2006 work session plans. There is a great deal to be completed and we must continue on with these initiatives. The Friends and the C&TS need your help and continued support now more than ever. Please also understand that during this period of transition, we are being a resource to the Commission. We are providing advice when

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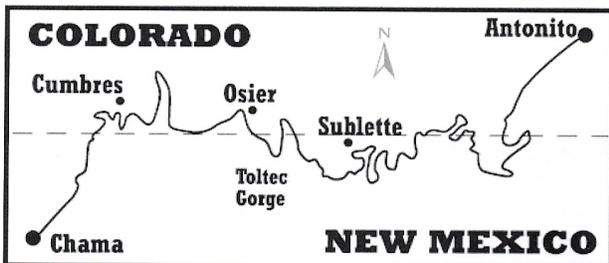
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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
© 2005 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

President (continued from page 1)

asked and helping where we can to assure that the 2006 season is a good one.

We can view these events as challenges but also as tremendous opportunities. Opportunities that just might help write a new chapter in the storied history of this railroad. I believe we could relate events of the present day to those during the period when the Denver & Rio Grande was actually building the railroad. Carving a right-of-way out of the mountainous terrain was a definite challenge but because there were opportunities that lay beyond the summit, these early track gangs forged ahead! And yes, these crews faced the unknown back in 1880 and indeed we are presented with some unknowns today in 2005.

So as we enter 2006, let us continue to fight the good fight. Let us do what we need to do to ensure our mission is fulfilled and the Cumbres & Toltec Scenic Railroad continues to operate. We know it don't come easy, but because of your dedication, we will succeed!

— *Tim Tennant*

ELECTION PROCEDURES

In accordance with our bylaws, in this issue of the C&TS Dispatch we are publishing a description of our Board of Directors election procedures. Article Six of the bylaws provides that our members shall elect directors.

Nominations for election to the board are made by the nominating committee or by petition. The five (5) member nominating committee is appointed by the board, and its duty is to nominate qualified candidates for as many seats as are vacant. Additional candidates may be nominated by petition. A petition for nomination shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of three (3) voting members, brief biographical information about the nominee, and the nominee's statement of candidacy.

The board appointed the nominating committee at its meeting in Golden, Colorado, on Saturday, October 29, 2005. Interested candidates should contact any officer, director, or member of the nominating committee to express an interest in serving on the board. All nominations by petition must be received in our Albuquerque office by Thursday, March 16, 2006. Elections shall take place by written ballots that will be mailed by Thursday, April 27, 2006. To be counted, ballots must be received by our Albuquerque office by Thursday, June 1, 2006 (15 days before the annual meeting in Chama on Friday, June 16, 2006).

At its October 2001 meeting, the Board of Directors amended the bylaws to provide for the making of election rules and procedures. The board adopted a rule providing that the ballot for election of directors shall distinguish the slate of individuals nominated by the nominating committee from individuals nominated by petition.

HISTORIC PRESERVATION — 2005

The August Volunteer Work Sessions

(All photos by Tom Cardin.)

RELOCATION FROM FT. KNOX TO ANTONITO CRF

Project Objective: Relocate Friends Material & Tools from Ft. Knox to the Antonito CRF

Session: E

Team Leader: Bill Kepner

With the team leader and fourteen Friends helping, all Friends materials and tools were moved from "Fort Knox" to the new Antonito CRF.

Project Status: Completed

SUBLETTE SECTION HOUSE, COAL BUNKER AND SPEEDER SHED

Project Objective: Section house – support south external wall; survey flagstone foundation for rebuilding in 2006 (or later). Replace fascia piece on SE porch. Section house, bunk-houses – repaint upper exterior walls, trim paint upper fascia and soffits.

Coal bunker – repaint roof with oil base paint. Speeder shed – re-roof, replace addition T & G siding pieces.

Session: F

Team Leader: Jim Herron

Section house – On the south side of the house the original flagstone foundation, laid near the turn of the century, deteriorated due to the lack of adequate drainage. Some of the rock has crumbled but primarily the water has leached out the joint mortar, thus a significant bulge in the rear wall was created. Many years ago the railroad poured a concrete retaining wall outside of the foundation to keep the foundation in place. This did not, however, stop the deterioration and

settling of the house. The structure remained on the original rock foundation, the very large sill upon which the studs rest, thus the walls and roof still set on the rock foundation.

It was decided to use screw jack posts to take some weight and stress off of the sill. It was necessary to use a jack hammer to notch out areas large enough for the several posts. Next year four or five more posts need to be installed. The aim is to remove all of the structure weight from the flagstone foundation on the south side. The ultimate solution is to rebuild the foundation with rock and mortar from the inside after the building is stabilized and the drainage problem solved.

Two floor joists were cut in the past in order to install a cast iron sewer pipe. It would be desirable to remove the cast iron pipe and replace the two floor joists to fully support the floor. It would be necessary to check if this can be done, because the sewer pipe was originally put in by the Rio Grande during the historic period. It was also found that four studs that support the rear wall were rotted where they engage the sill. Sleepers were scabbed onto the side of the rotted studs to give support.

Coal Bunker: The entire structure was repainted several summers ago with water based latex paint. There was a lot of paint damage where snow sits on the roof for long periods. The roof was scraped and spray painted with an oil base primer. There was not enough time to put on a finish coat. That will have to be done in 2006.

Speeder Shed: This speeder shed, a rather unique and historical feature of the railroad, is actually a half of a very early wood standard gauge boxcar. A new roof was installed using tongue and groove sheathing nailed to the 1 x 8's and 1 x 6's of the original rafters. Roofing felt was placed on top of the new wood and rolled roofing nailed in

place. The rolled roofing was then folded over the edge and nailed onto the fascia. Earlier a few pieces of broken and rotted siding were replaced in several locations.

Project Status: Ongoing

CAR SHOP

Project Objective: Nail down and repair any loose and damaged tin on the car shop roof. Clean roof and coat with silver trailer roof paint.

Session: F

Team Leader: John Cole

Scaffolding was installed along with roof jacks. Loose nails were reset and new nails added where necessary. Bent, missing, or damaged roof tin was repaired. Holes were patched. The roof was cleaned with air pressure and Henrys 220 roof coating was applied to the entire roof with 3 knot brushes. After the coating dried any problem areas were touched up. The roof jacks and scaffolding were removed and the area was cleaned.

Project Status: Completed

CUMBRES RESTORATION PROJECTS

Objective: Complete installation of new floor framing and plywood sub-floor in the car inspector's house



John Cole and Chris Trunk paint the roof of the car shop between thunder showers.

begun in 2004. Reconstruct the well house. Restore surviving outhouse and reconstruct frame of associated animal pens, well house, coal bin and the snow shed that connected them.

Sessions: E and F

Team Leader: Dave Ferro

Installation of new floor framing and the plywood sub floor in the car inspector's house, which was started in 2004, was completed. The rear door threshold was sloped to drain properly and coated with wood preservative. The grade at the rear of the building was modified to conduct storm water away from the building.

The well house on the depot side of the road was completely reconstructed and placed over the stone-lined well. Board-and-batten wall construction was used to remain historically correct. All other aspects of the construction matched the original structure as closely as possible. The walls and roof framing were prefabricated near the car inspector's house and transported by truck to the site for final assembly. Galvanized steel roofing was applied over roofing felt. Special attention was given to drainage around the well house to try to ensure that melting snow and rain will run around and down the hill away from the structure.

Work was started on reconstruction of outbuildings that once stood immediately behind the car inspector's house. Last year the outhouse and a major portion of a contiguous animal pen remained substantially intact. These structures were to be retained, repaired and connected to the car inspector's house by the framework of the snow shed and other ancillary structures. Unfortunately, heavy snow load this year caused collapse of both structures. Portions of the outhouse were salvaged and stored in the car inspector's house, but substantially more replacement of damaged and deteriorated material will be required than initially anticipated. The outhouse was somewhat unique in that it had accommodations for two adults at one time and

a lower unit for a child's use. There was no pit as normally used, probably because of the close proximity to the stone-lined well. Instead, there was a trap door at the bottom of the rear wall that was used to clean out the waste periodically. Also being reconstructed are animal pens, the well house, coal bin and probably the last structure originally built – the snow shed that connected all of these structures. Only the framework of the outbuildings is being reconstructed as an interpretive device. At this time, it is not intended that the siding and roof will be installed. Before this year's work was wrapped up, a series of diagonal cross-braces were installed to prevent damage to the incomplete framing from winter snow drifts.

Project Status: Ongoing

CUMBRES HISTORIC MARKERS

Objective: Fabricate and install markers to show the location of four historic structures at Cumbres Pass: the station, bunkhouse, water tank, and covered turntable.

Sessions: E and F

Team Leader: Laura A. Kammerer

The markers are simple in design to suggest the foundation features of each structure. Each set of markers is slightly offset from the original location of the structure to avoid disturbance of archaeological remains of the original structure. Markers at the log bunkhouse and the sites of the depot and the turntable are in place. Forms remain to be stripped at the depot and turntable sites. More work is needed at the water tank site. The team undertook excavations to confirm the location of the tank. Additional markers remain to be cast and final grading is needed to bring the surrounding grade flush with the tops of the concrete markers. Finally, each of the markers is to be painted the same neutral color. Discussion is ongoing about the type of signage to be installed. There is strong feeling

that signage that can be read by train passengers is needed at each site. A decision on this is expected during the coming year.

Project Status: Ongoing

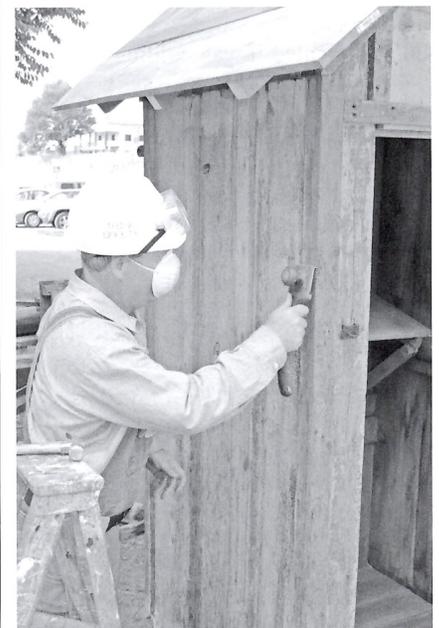
TELEGRAPHONE BOOTHS

Project Objective: Complete restoration of the Los Pinos and Mud Tunnel booths, paint both booths, and place them in location.

Session: F

Team Leader: Don Juergenson

The restored Los Pinos and Mud Tunnel booths were transported from Antonito. The Los Pinos booth received an entirely new foundation and floor. A couple of boards were replaced. It was decided because of a lack of material to use as much of the old planking as possible and to caulk as much as possible. The roof had been replaced, probably a couple of years ago. This booth received all new



Bob Tower scraping old paint from the Mud Tunnel Telegraphone booth.