

## HISTORIC PRESERVATION - 2008

### *The June Volunteer Work Sessions*

#### **Chama Projects**

#### **Jordon Spreader Restoration**

*Project Objective: Completion of MOW Jordan Spreader OU.*

*Sessions A, B, and C*

*Team Leader A: Mark Valerius*

*Team Leader B and C: Terry Rider*

During Session A much of the work focused on the decking. Decking in cab area from last year was nailed down and two new pieces were cut and nailed down. Decking was continued behind the air tank. All new saw cuts were primed with white oil-based primer. It was decided to continue the same decking overhang between cylinders and blade frame. (Pictures show original was flush.) Decking planks were cut, routed, etc., and primed ready for installation. The decking was completed. The front lift cylinder and air tank hammer test will need to be done and the hammer test will

need the bottom of the tank exposed, so the short deck planks were not nailed down at this time.

Cylinder rod packing on wing angle adjustment cylinder rods was installed. The team began installation and fitting of air piping from valve stand to the roof trusses.

During Session B the sides of the cab were secured to the upper front panel and bolted to the decking, but to ensure a good fit along the base, a 1" x 4" was bolted with a steel bar underneath. The team continued to fit 2" x 4"s along the back of the cab and some of the headers. Adjustments were made to the valve tree and all but three connections were completed. Work was snowed out Thursday afternoon and Friday.

During Session C the team installed all doors and windows. The last three pipe connections were attached. Roofing and the hatches over the upper cylinder were installed. The storage box and stove were installed. The remainder of the bare wood was primed and door hardware was installed.



*Jordan OU is ready for paint and lettering, an air test, and a brake test. (Team photograph)*

## 1988 C&amp;TS Dispatch 2008

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*William Lock, Founder*

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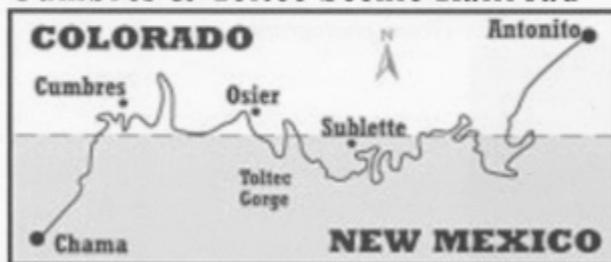
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The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico. 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 \$30.00 per year, outside the USA membership is \$40.00. 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 &amp; 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 2008  
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## PRESIDENT'S COLUMN



## "Goodbye, Old Friends"

The year 2008 has given us a great deal to celebrate and feel good about as an organization. We have celebrated our 20 year anniversary and witnessed the return of a restored Pile Driver OB back to the Cumbres & Toltec! In spite of high fuel costs and a slowing economy, we experienced a record 497 attendees to this season's work sessions which are a real testimony to our member's passion and commitment to our mission.

Unfortunately, we also experienced some sad news during the course of the year. We said good bye to a couple of dear friends and colleagues of our Cumbres & Toltec family. Long time Friends member and former member of the Board of Directors, Bob Tully passed away on July 4<sup>th</sup> at the age of 73. We then lost former C&TS Railroad Commissioner Carl Turner who died on August 23<sup>rd</sup> at the age of 87.

Both Bob and Carl were passionate about the Cumbres & Toltec and made tremendous contributions towards the preservation of this historic treasure. They worked diligently to make a difference and because of these efforts, the C&TS is better off today.

Working with Bob Tully was a real honor. Being around him, especially during work sessions was an interesting study. Bob was always on the go and he amazed me because I know his wheels were constantly turning upstairs. He listened to you attentively while he walked or was driving his truck but you knew he was also thinking ahead or about another work session project. He was a man in motion who didn't slow down for many things. Bob was tremendously supportive of the organization mission and me during his time on the Board. He took the time to call and always wanted to know how I was and how the job was going.

I knew Bob for 3½ short years but felt like I had known him for a lifetime. We were fortunate to have named a recently rebuilt caboos in Bob's honor during the summer of 2007.

Bob was proud of the work that had been done and he was able to enjoy it when a group of Friends members took him for a ride on its maiden journey last year. He was a very genuine human being and a person I will always remember. We will miss you, Bob.

When I arrived in Albuquerque in January 2005, I was advised by many individuals to seek out a gentleman in Santa Fe and get to know him. These people explained that this person was a member of the Commission and mentioned many of his other accomplishments, which of course were numerous. That individual was Carl Turner.

Carl was a Mississippi native who ventured west to New Mexico. He was a former state legislator and then became the first Executive Vice President of the New Mexico Rural Electric Cooperative Association which brought him to Santa Fe. It was during his time at the NMRECA that his deep interest in history got him involved in the Cumbres & Toltec. One of Carl's first tasks was to get \$175,000 out of the legislature for the railroad.

I got to know Carl during his stint as one of the New Mexico Commissioners on the Cumbres & Toltec Scenic Railroad Commission. Often Spencer Wilson and I would drive to Santa Fe and meet Carl at the Electric Cooperative Office just down the block from the Capitol. Though Carl was retired, he spent a few days a week at the Cooperative Office and often conducted some railroad business while there. Our meetings and discussions usually ended up at his

favorite restaurant, Tiny's. Carl was always happy to see us and we enjoyed his company.

For a gentleman in his 80's, Carl was tireless in his efforts to assist the C&TS and lobby the New Mexico Legislature for funding. When you accompanied Carl to the Capitol he was indeed Mr. Cumbres & Toltec! Senators and Representatives would greet Carl as we walked through the halls and ask, "How is that railroad of yours doing Carl?" If he was not present for a hearing, committee members would ask, "Where's Carl?"

Carl was a very sincere man and he told you what he thought on any topic, be it politics or the weather. You always knew where Carl Turner was coming from on any issue whether you agreed or disagreed. The Cumbres & Toltec was near and dear to his heart and in August 2007 the railroad honored him by naming a parlor car after him. I was fortunate to ride across the railroad that day with Carl, his wife Pat, Frank Turner, Spencer Wilson, Dick Cowles, Joe Vigil and his wife. Carl was in all his glory that day as he recalled many stories from his years on the Commission. Carl, you will be missed, ole buddy.

So to Bob and Carl, I tip my hat and say thank you for your diligence and commitment to our cause. Your Cumbres & Toltec family will miss you both.

— Tim Tennant

#### *Dispatch Deadlines*

To establish a dependable schedule for mailing of the C&TS Dispatch the following deadlines for material to be received at the Friend's office will be observed.

Winter Issue 2008: Mail on December 19

Work session E and F reports and photographs must be received by October 31.

All other material must be received by November 7.

Spring Issue 2009: Mail on March 31

All material must be received by February 20.

Summer Issue 2009: Mail on August 14

Work session A and B reports and photographs must be received by June 19.

All other material must be received by June 26.

Fall Issue 2009: Mail on October 16

Work session C and D reports and photographs must be received by August 21.

All other material must be received by August 28.

Winter Issue 2009: Mail on December 18

Work session E and F reports and photographs must be received by October 30.

All other material must be received by November 6.

## Freight Car Painting

*Project Objective: Paint selected freight cars.*

*Session D*

*Team Leader: Don Stewart*

Five freight cars were painted in Chama:

- Drop Bottom Gondola (five board) 801 was scraped and a primer coat applied,
- Drop Bottom Gondola (five board) 859, which was rebuilt in Antonito in 2007,
- High Side Gondolas 1039, 1059, and 1149 were scraped and a primer coat applied.

The two standard gauge refrigerator cars being used for storage in Antonito were painted. One car had been painted by the Boy Scouts using rollers and brushes. The roof was adequately painted, but the sides and ends needed an application of primer before being painted again by the Friends Car painting crew. The other car had not been scraped or painted since its arrival in Antonito and needed to be scraped and cleaned. Additional tasks performed include:

- Long Reefer 169 in Antonito was scraped and wire brushed,
- The RGRPC lettering on the sides of the trailers in Antonito and in Chama were painted over.

Planned cars to paint were divided between Antonito and Chama. The weather was rainy and windy in Antonito so after completing the two standard gauge refrigerator cars and scraping the long reefer 169 the team returned to Chama to paint the available cars. All cars were scraped and wire brushed, then pressurized air was used to blow off any dust, soot, or loose paint chips. The surface was then painted with an oil-based primer to soak into the wood. This was followed in 12 to 30 hours by two latex finish coats.

## Wood Preservative Application

*Project Objective: Extend the life of unpainted wood.*

*Sessions B, C, and D*

*Team Leader: George Berkstresser*

During Session B the stock pens were surveyed and many more rotted planks and supports were found. Team member Jim Hoffman worked hard to locate all of the rotted boards. Team leader George Berkstresser worked on the supports, spraying a mixture of linseed oil and paint thinner. It was very slow going because Jim was spraying the lower fresh boards in the pens. Thursday and Friday were so wet and snowing that was not possible to work. Work would continue during Session C.

During Session C repair of the boardwalk for safety required removal and replacement of eleven 2x6x79 inch boards. New boards were nailed down and sprayed with linseed oil. Twenty old boards were shimmed and sprayed.

Three rotted posts were removed and replaced with 8x8 support legs and 4x1x12 and 1x8x8 support beams. A large amount of debris was cleaned up on the ground in the area including: broken glass, nails, spikes, and decaying wooden posts.

Linseed oil was sprayed on the walkway along rails on the Chama river bridge. The team went to Cumbres Pass to oil boards on another bridge. During this part of the project Maryruth Duncan assisted the landscaping team, which appreciated the additional help. Thursday, after the train left, the team returned to Cumbres Pass to oil the walkway on the trestle. Maryruth worked picking up trash to make the area more presentable. The team ended the day touching up a few new boards at the loading dock at the stock pens. Friday was primarily devoted to clean-up.

During Session D the team worked on drop bottom gondolas with boards needing oiling. The following cars were oiled: 791, 774, 6786, 631, 6200, and 6746. The team went to Loboto Trestle to oil the walkway, which had been reconditioned two years ago, working around trains coming and going. Late in the week, wood arrived as ordered. The cut boards were placed in the deck floor at the stock pens. On Friday morning all equipment was returned to supply.



*George Berkstresser and Bill Kern spray the walkway at Loboto Trestle. (Chronicle photograph)*

## Job 0750 – Mile Post & Whistle Board Maintenance

*Project Objective: Annual maintenance of mile posts, whistle boards, and other informational signs for the railroad crews.*

*Session C and D*

*Team Leader C: Jim Gross*

*Team Leader D: Bob Ross*

The following work was accomplished during Session C:

- Cut and painted three new mile posts.
- Cut and painted three new whistle boards.
- Touched up paint on six mile posts.
- Touched up paint on 23 whistle boards.
- Touched up paint on one Flanger sign.
- Set two new mile posts.
- Set new whistle board.
- Touched up black paint on station 1 mile sign.
- Cleared brush on seven mile posts.

The following work was accomplished during Session D:

- Painted eight mile posts.
- Painted one whistle board.
- Painted two flanger signs.
- Painted one derail sign.
- Straightened and repaired extremely bent mile post 331.
- Replaced historic mile post 322 with new mile post. Historic post will eventually be on display in the Railroad Visitor Center (RVC).
- Cut down aspen tree hiding historic flanger sign at 335.2 and bolted flanger base for stabilization.
- Dug out and raised metal whistle board at mile 336.2. This sign was previously buried in a mud slide.
- Replaced rotted number 344 with new mile post placed closer to its historic position in the Chama yard.

### Restoration of Telegraph Poles and Wire near Chama Depot

*Project Objective: Install four strands of telephone/telegraph wire in the vicinity of the Chama depot. In future sessions telephone and telegraph equipment may be installed at key locations to demonstrate those types of communication technology and how they were used by the Denver & Rio Grande Western RR.*

*Session C*

*Team Leaders: Bob Hawkins and Wayne Huddleston*

On Sunday before the session began the team leaders reviewed the pole line to develop a plan for the project. They numbered the pole adjacent to the depot as the "Zero Pole" and then numbered the poles 1E, 2E, 3E.... or 1W, 2W, 3W ...., depending on their positions relative to depot. This allowed them to clearly designate the work would be performed on each pole. Because pole 4W needed to be replaced before wire could be strung over it and pole 3E was leaning significantly and because of concerns about impacts on the proposed Chama Visitors Center it was decided to limit the 2008 wire project to the area between poles 2E and 3W, a distance of about 600 feet.

A dead man anchor was placed, using a backhoe, just north of pole 2E which was where the north end of the wire would be terminated. Since the wire would terminate there it was decided to "double-arm" pole 2E with two cross-arms for added strength. Photographic research had shown the cross-arm and "bird house" (communications cross connection box) were mounted on the wrong side of the Zero Pole.

They were reinstalled on the correct side of the pole. Additionally, an old pole at position 1E was removed. It had not been removed in 2007 when the replacement pole was installed.

The reel of wire that was to be installed was too heavy for the Friend's tractor to move. The railroad's shop forces assisted, using their heavier equipment to place it on the cradle from which it would be pulled. The team was able to begin installing the wire on Wednesday. The wire used was second-hand that had been donated from a utility company in Nevada. It turned out that there were eight wires that had been bundled together on the reel. The wire unreel'd fairly easily. After the morning train departed sufficient wire was pulled to give four wires long enough to reach from the station south and four wires from the station to the north. The team installed the wires on Wednesday and Thursday. Permanent terminations were made on pole 2E and the guy wire to the dead man anchor was tensioned. At the south end of the run the wires were tensioned and tied to the insulators on the last cross-arm in the run (pole 2W). The ends of the wires were brought down and terminated in a bundle approximately 7 feet off the ground on pole 3W in lieu of installing a dead man anchor. If it should be decided to continue running the wires south to the stock pens, the wires could easily be disconnected from the pole and spliced to additional wires running south.



*Erik Welch and Bob Hawkins installing cross-arm on telegraph pole 2E. (Team photograph)*

### Construct Four Scrap Boxes

*Project Objective: Construct four scrap boxes.*

*Session C*

*Team Leader: Phil McDonald*

Phil McDonald and his brother, Larry, built three wooden boxes to be used for wood scraps only. The railroad will pick up a box, as needed, and use the scrap lumber for fire starters. One box had been built during a 2007 work session.

## Restoration of Caboose 0503

*Project Objective: Continue the restoration of Caboose 0503. Put letter board and drip strip on. Put grab irons on. Reinstall roof walk. Repair/reinstall truck. Reattach brake rigging and test air brakes. Prep for painting. Sessions C and D*  
*Team Leader: Mike Thode*

During Sessions C and D the team completed the roofing (rubber and sub roofing). One truck was rebuilt and installed under the caboose. The caboose was lowered onto the trucks. Parts were primed for painting. Work was done on the stove chimney. Grab irons were installed and brake rigging was anchored.

Remaining work includes rebuilding the second truck, shimming the bolster with welded shims to match both bolsters, painting the body and installing the roof walk and various items such as cupola grab irons and the stove chimney.



*Team Leader Mike Thode and Chuck Everitt are fitting brasses and wedges on one truck.*

## Replace Telltales at Rock Tunnel

*Project Objective: Replace the telltales at Rock Tunnel with new ones.*  
*Session C*  
*Team Leader: Ed Krech*

**Work Accomplished:** The project to replace the warning telltales at each end of Rock Tunnel was underway well before Session C. During the second week of June Russ Hanscom obtained the use of a speeder from the railroad, took a team to Rock Tunnel, and cut up and dismantled the old corroded telltales. All parts were carefully measured and marked on-site so that the replacements would accurately duplicate the originals. The pieces were brought to Chama to wait for Session C.

Without this pre-work the project could not have been completed.

Russ had ordered over 200 feet of 1-1/2 inch pipe for the telltales plus 1-1/4 inch pipe for the internal connector pins at joints. The first day was spent measuring and cutting the needed pipe sections and bending the four ninety degree bends. The 1-1/4 inch pipe was slightly oversize to fit within the 1-1/2 inch so it had to be cut lengthwise and compressed to fit. In addition the 1-1/2 inch pipe had to be cut and spread to fit over the original Y-fitting castings, a critical part for reuse. Then the split sections had to be welded closed to seal them from water incursion. The welding was ably done by Bob Reib. George Lawrence helped Russ with the cutting and slitting of the replacement parts and, along with Ed Krech, brushed on a coat of metal primer and a Rust Oleum finish coat.

The thirty-four 2 foot long iron rods that support the telltale ropes had almost worn through at the upper end after years of swinging in the breeze. Bob rebuilt the worn areas with welds, assisted by Richard Edwards. Richard then made up thirty-four new telltale ropes with each end carefully whipped with copper wire.

On the Wednesday test assemblies of the structures were made and all parts, along with tools and a generator were loaded onto Russ Hanscom's van. On Thursday the crew, less Ed but augmented by Dennis Sterosky and Thom Hindman met early, drove the van to Sublette, met the railroad speeder, and loaded all parts and tools on it. At Rock Tunnel the two telltale structures were bolted up and carefully hoisted into place. The existing foundations, which were in good shape, were reused.

This team, with the able leadership and know-how of Russ Hanscom, and particularly with the strong help of Bob Reib, Richard Edwards, and George Lawrence, turned a tough project into a real success.



*Ed Krech, Richard Edwards, Russ Hanscom and George Lawrence survey the old telltales that were retrieved from Rock Tunnel. (Team photograph)*

## Restore Baggage Carts

*Project Objective: Restore antique railroad platform baggage/mail carts to operational condition.*

*Session C*

*Team Leader: Parker Fowler*

Over the last two years, Parker Fowler has brought to Chama a couple of historic station platform mail/baggage carts which originally served this purpose on the UP at Green River, WY. He acquired a half dozen of these 100+ year old artifacts some 40 years ago from Sam the Salvage Man in Denver for \$25.00 each, to pull behind his steam traction engine in local (Longmont, CO) parades.

Having replaced most of the wood in the carts over the last two years, the job this year was mostly cosmetic. Jerry Hawkins and Greg Thompson committed themselves in yeoman fashion to scraping and wire brushing in preparation to applying several coats of John Deere Green acrylic enamel to the decks and white primer to the chassis and wheels.

Mail and baggage are pretty scarce on the C&TSRR, but the purpose of putting the carts in useful order is to provide a heavy duty mobile workbench for Friends projects at both ends of the line.

The team also repaired vandal damage to the coal tipple and pumped the sumps of their greater than usual winter water supply. Repairs were also made to the doors of the sand house.

## Scale House Lead Track Adjustment

*Project Objective: Raise and/or lower the Scale House lead track to a position which is level with each end of the scale.*

*Session C*

*Team Leader: Frank Smucker*

Both the north and south lead rails to the track scale were raised ½" to 1½" to

bring them level with the track scale rails. First the ballast and dirt around the ties four or five ties away from the scale was removed on one rail. A long pry bar was placed under one tie end and the tie and rail were lifted higher as needed. Because the first three ties were new, were standard tie size, and sitting on concrete which was part of the Scale foundation - wall, an oak shim was placed between the rail and these three ties to the height which brought the lead and scale rails to the same level as had been done in the original set up of the scale. Rail spikes were placed in the first and third tie to keep the shim in place. The ballast/dirt was tamped back under all the raised ties and then lowered into place so as to align the lead rail with the scale rail. The same process was repeated on the other side of the track and the other end until all rails were leveled and aligned.

## Temporary Roof Repair to Chama Depot

*Project Objective: Patch and repair west side roof of the Chama Depot. Repair badly damaged roof areas. Install roofing underlayment/felt as necessary and/or green roofing material, seal edges and seams and nail roofing materials*

*Session C*

*Team Leader: Carl Tebbens*

On Tuesday, June 17, Carl Tebbens was named as Team Leader for the temporary repair of the Chama Depot roof, much to Carl's shock. Project planning took place on the spot by the team members. It was stated that work on the roof could only be done in the morning due to the afternoon heat, which could affect team safety and could be potentially detrimental to the roofing material as well.

Team members gathered the necessary equipment, tools and materials. Scaffolding was set up on both the west and east sides of the building. Safety harnesses and relay ropes were used by team members working on the roof. Two ladders were laid on the roof, one on the



*Phil and Larry McDonald constructing boxes for scrap lumber. (Chronicler photograph)*



*Parker Fowler at work on one of the carts. (Chronicler photograph)*



*Tina Tebbens, Frank Smucker, and Carl Tibbens finishing the leveling and tamping process. (Chronicler photograph)*

west side and one on the east side; both attached at the peak of the roof, for ease of access. The Tuesday work session included some members of the Log Bunkhouse roofing team because they ran out of material and additional material would not be available until Session E or F.

Work progressed from south to north on the west side only. Work on the roof did not start until about 9:30 a.m. due to planning the work, organizing the team, and setting up the scaffolding and ladders. Two 18' x 3' strips of green roofing material were installed by noon, including the removal of the "vec" gutter on the roof above the sliding door. Scaffolding and ladders were moved for Wednesday's work just after the lunch bell was rung. No work was done in the afternoon.

On Wednesday work started at 7:30 a.m. as agreed by the team on Tuesday. Safety caution tape was used to close work areas to tourists and non-team members. Work continued on most deteriorated sections of the roof. Two more 18' x 3' strips of green roofing material were installed. Roofing material that had been ripped and flipped over by the wind was nailed down and appropriate patching was installed. Additional patches were installed as needed. The gutter above the sliding door was re-installed. Roof ladders and scaffolding were relocated north of one of the chimneys in preparation for work on Thursday. Work was stopped at about 12:15 a.m., with no afternoon work.

On Thursday work again started at 7:30 a.m. Four 18' x 3" strips of green roofing material were installed at the most deteriorated sections of the roof. In two sections, trimming of existing roof material was required prior to any work. Then underlayment/felt material was installed prior to the installation of the green roofing material. Roof patching was completed at noon. After lunch tools were cleaned and returned; some roofing material was left in the depot baggage room. Work was completed for Session C.



Frank Smucker on the roof, Carl Tebbens on the scaffolding holds the ladder in place while Bob Keene and Tina Tebbens hold the guy line. (Chronicler photograph)

## OSIER PROJECTS

### Construct Replica Coal Bin and Loading Dock - Osier

*Project Objective: Construct replica of Coal Dock and work on continuing site projects. ie - Station interior, window shutter storage shed, telegraph poles, water tank ladder door.*

*Sessions C and D*

*Team Leader: Ted Norcross*

Fred Kuhns was the Crew Leader. The team replicated the original coal platform which was 93' long, 15' wide with a railing 6' high. With the help of the railroad's track hoe, construction went forward at a rapid pace.



Replica Coal Dock at Osier. (Team Photograph)

### Drainage Improvement - Osier

*Project Objective: Improve water drainage at Osier Site. Look for trouble spots and try to correct them.*

*Sessions C and D*

*Team Leader: Ted Norcross*

Repair work was done on the water tank ditch that was dug in 2007. This ditch has really helped the water tank area. An area 60 feet in length was dug out between the station platform and the tie edge. The C&TS will fill it with gravel and level during tie replacement. The dirt removed was used to improve the coal dock area. A 400 foot ditch was dug across the front of the stock pens. The dirt was used to improve the train riders walk area. Additionally, a new grease pit was dug for the dining hall.

## Replicate Telegraph Poles & Wire - Osier

*Project Objective: Start the installation of telegraph poles with cross arms and insulators.*

*Session D*

*Team Leader: Ted Norcross*

The team dressed cross arms, notched eight poles and assembled them. They placed one pole close to the section house line from Chama and placed one pole close to the water tank line towards the dining hall. A cross arm was installed on the station in the proper historical location.

The line from the dining hall towards the station will need one or two poles installed. The balance of the poles will be installed on the Antonito side of the dining hall.

## SUBLETTE PROJECT

### Section House Foundation and Wall Repairs

*Project Objectives: Section house: support south external wall, replace notched fascia piece on southeast porch roof, and finish painting upper exterior walls and trim on south & east sides. Speeder shed: survey and possibly replace mineral roofing. Log Bunkhouse: finish painting. Shingle Bunkhouse: trim painting.*

*Session: C*

*Team Leader: Jim Herron*

This project began in 2004 when it was discovered that the south external wall of the Sublette section house was sagging due to deterioration of a flagstone foundation located in the structure's root cellar. Originally, the external wall's base sill rested on this foundation, but as the foundation settled, mostly due to leaching of mortar by rain water dripping off the roof, the sill was left free floating, supported only at its two ends. The south bedroom floor joists rested on the base sill, adding to its load. Also, the D&RGW had installed a concrete retaining wall on the outside of the flagstone foundation sometime during the historic period, making it impossible to work on the foundation from the outside. In 2004, we installed jack posts and cribbing under the floor joists to transfer their weight from the base sill. We also consulted with Dave Ferro about how to best stabilize the base sill. He suggested supporting it with four or five post jacks, which entailed removing a column of flagstones beneath the base sill to make room for each jack post. Starting in 2005, we installed a new jack post each year, finally completing the job this summer. The various problems encountered in these installations have been reported in previous issues of the Dispatch.

We also investigated installing a fifth jack at the west end of the base sill. However, this end was located immediately above the doorframe for the entryway leading into the root cellar. The door and frame would have to be removed to

install a jack. Instead, we decided to transfer the load on the west end of the base sill to the vertical post on the right side of the doorframe by driving a wedge between the base sill and the top of the doorframe. However, the load bearing ability of the base sill is compromised at its west end by horizontal and vertical cuts in the sill about 8" from its end.

The second task on the section house was to replace the notched fascia piece on southeast porch roof. The load bearing beam and post supporting the southeast porch roof were replaced in 2003. The team saved the original notched fascia board that covered the beam, but didn't have time to install it that year. It was stored in the section house over the winter, but could not be found in August 2004. This minor carpentry/painting job has been deferred every summer since 2004 due to insufficient manpower.

The third section house task was to finish painting upper exterior walls and trim on south and east sides. During the summers of 2002-2007, the crew repainted most of the section house, except for a few upper sections on the south and east sides. This summer, we had planned to complete the painting, but had to defer the job due to insufficient manpower.



*This photograph shows three of the four jacks supporting the base sill (right) and one of the jacks and cribbing supporting the floor joists (left). The dark colored jack in the back (east end of base sill) was installed this summer during Session C. (Jim Herron)*

The team was requested to survey and possibly replace mineral roofing on the speeder shed. This structure was re-roofed in 2005, but suffered some wind damage during the winter of 2005-06. The torn roofing was sealed with roof cement in 2006. The seals have remained in good shape so we decided to defer this job until the structure starts leaking. We surveyed the roof again this summer and found that it still has good structural integrity, with no interior leakage.

The log bunkhouse received a lot of attention in 2007 including major repairs of dry rot in a couple timbers, foundation caulking, and repainting of about 75% of the structure. Upon returning this summer, we discovered a number of paint failures on the lower east wall. These were scraped and brushed to bare wood and primed with white acrylic primer, followed by "off white" finish paint. We also discovered a couple places where last year's foundation caulking failed, so we removed the old caulking, filled gaps with "Great Stuff," then re-caulked after the Great Stuff had set.

The off white finish paint of the shingle bunkhouse is still in good shape on the exterior walls, but the team repainted all the trim, fascia, and soffits with Abandonment Green.

## CUMBRES PROJECT

### Install Four Panels in Kiosk

*Project Objective: Install four panels in the Cumbres Kiosk. Session C*

*Team Leader: Adolph Weigant*

Originally four panels were to be installed in the Kiosk at Cumbres Pass. However, only two panels were completed and available for installation. Work consisted of altering frames to fit the panels and the installation of panels in frames. This included cutting, drilling, and fairing of the log backing structures. Installation of the two available panels was completed.



*Adolph Weigant holds a framed panel as Norval Alliston drills a hole to bolt the panel to the Kiosk. (Chronicler photograph)*

## ANTONITO PROJECTS

### CRF Dust Collector Electrical Hookup

*Project Objective: Complete the electrical installation of the CRF Air Compressor and Dust Collection Systems.*

*Session C*

*Team Leader: John Engs*

The team worked together to complete these similar projects for the best use of time and manpower. The dust collection system and air compressor are located in rooms attached to the CRF.

Continuing earlier work, completion of the air compressor installation was primarily installation of control wiring. Wire, conduit, fittings, start/stop buttons, and related equipment were installed to provide operation and safety. Final hookup to the contactor, installation of a 3-phase circuit breaker and testing completed the installation. Air will be distributed by piping installed in another session.

Completion of the dust collection system was primarily control wiring. This system is designed to remove sawdust from woodworking operations. There are several inlets, both fixed and flexible, and waste gates to control each inlet. The extensive metal ducting had been installed in a previous work session. The control wiring installation was similar to the compressor. Special features are a heat detector in the fan section and a venturi to detect stoppages. Two start/stop switches operate the system. To complete the installation, a holder and six dust bags were installed in the fan section. Testing, final hookup to contactor, and a 3-phase circuit breaker completed the install.

Special note should be made of all who contributed to an extensive project, not just this session. In addition to the above, Mark Valerius, John Cole, and Tom Simco were very important parts. John Engs was the glue that kept all phases coordinated. In addition to the scheduled projects, the team completed repairs on a 1 HP band saw, installed electric receptacles on a center pedestal and with Barbara Florey's help, sorted and organized electric supplies for easy selection.

### Construct Benches for Antonito Depot

*Project Objective: Fabricate and install six benches for the Antonito Depot. The deteriorated benches that they replace will be scrapped.*

*Sessions B, C, and D*

*Team Leader: Jim O'Keefe*

The design of the new benches is based on several existing benches at the depot that are to be retained and that have proven to be sturdy and functional. The work that started during Session B was continued and all six

benches were completed. The six benches were delivered to the depot Monday morning during Session C. Also delivered to the depot on Monday morning was one of the baggage carts restored by Parker Fowler. The cart was placed in a sheltered position under the roof covering the exterior waiting area.

All deteriorated benches were removed and disposed of with the exception of components from two 4' benches with cast iron legs. Marvin Casias, Chief Mechanical Officer, requested that an attempt be made to repair these benches. From the two benches, cast iron legs were salvaged and a 6' bench with three cast iron legs was fabricated using new wood on hand at the CRF. This bench was also delivered to the depot.

### Re-deck Flatcar 6509

*Project Objective: Install a new deck on flat car 6509.*

*Session D*

*Team Leader: Bill Pratt*

The old deck and nailers were removed and new nailers were installed. The new deck boards were cut to length but not installed. The metal cover to the center frame box is badly rusted and the railroad determined that it must be replaced before the new deck can be installed. A tentative, verbal

agreement is that the Friends will remove the old metal and the railroad will weld in the new piece. Additionally, two brake rods were discovered to be cracked and were removed and sent to the railroad to be welded. The team notes that it is a pleasure working in the new CRF.



*Visitors enjoy two of the new benches. The newly restored baggage cart is on display at the Antonito Depot. (Chronicler photograph)*



*The first train to run under the newly installed tel'tales at Rock Tunnel. (Team photograph)*

## Carl M. Turner

Carl Monroe Turner, 87, of Santa Fe passed away Saturday, August 23, 2008. He was born in East Tupelo, Mississippi on October 18, 1920 to Alec Ewing Turner and Hazel Long Turner.

Elected to the New Mexico House of Representatives, Carl represented Socorro County and surrounds for one term before, in 1960, becoming the first and longest-serving executive manager of the New Mexico Rural Electric Cooperative Association in Santa Fe. Representing the interests of the electric cooperatives throughout the state and in Washington, D. C., he was well known in political circles throughout the country.

Carl was a moving force in the creation of the Cumbres and Toltec Scenic Railroad in 1968-70 by developing and

garnering political support for an interstate compact between New Mexico and Colorado that enabled the states to save and operate the historic, narrow-gauge, mountain, steam railroad — the central organizing principle was his. He served from that point onward as the railroad's chief lobbyist and champion before the NM legislature and administration. Furthermore, he served as a Commissioner of the railroad for extended periods on three different occasions until stepping down in late 2006. In recognition of his contributions to the Railroad, a parlor car was named for him in 2007.

The following comments are provided by two Friends' members who worked closely with Carl for many years.

### An Ode to My "Ole Buddy," Carl Monroe Turner

I first met Carl when he was appointed to the Cumbres & Toltec Scenic Railroad Commission by Governor Bruce King. I was the "official railroad historian" as of 1981 and started attending Commission meetings. Carl immediately began to include me the business of the Commission, including attending closed door sessions! Thus began a friendship that extended beyond the business of the railroad.

Carl had long-abiding love of the C&TSRR, and that love carried on to the very last. His interest, combined with the knowledge of the workings of the state legislative practices, provided wonderful support for the railroad. Carl was instrumental in getting legislative funding to a variety of projects—the dining facility at Osier, Colorado, was among the first—and it took three years of lobbying to finally get it built. Another of his favorite projects was locomotive 463, once owned by Gene Autry, the "singing cowboy" of Hollywood fame. After the two states bought the railroad, Autry donated 463 so that it returned to home rails. Carl prevailed on both Senator Pete Domenici and then Congressman Bill Richardson to get money from Congressional appropriations to restore the engine to operating condition, which was done. These are only two wonderful examples of the kind of effort that Carl put into the C&TSRR. As is readily apparent, Carl's efforts continued throughout some forty years.

As a very personal experience for me, the years of companionship with Carl at meetings, over meals at his favorite watering holes in Santa Fe, or Chama and elsewhere, and the occasional, or maybe more than "occasional," scotch and water were memorable times. I remember his first favorite place was a restaurant just down the street from the Capitol—called the Bull Ring. Carl had his own table, complete with various photos and artistic works of him, even caricatures that obviously appeared in publications. For a number of years I drove from Socorro to Santa Fe almost weekly to have lunch with him and talk, almost always about circumstances affecting the C&TS. When we were not having lunch then the phone

lines were kept busy. At one time Carl and I served on the Commission at the same time; then the phones were really kept busy. He used to invite me to sit in on Committee, or subcommittee hearings—he always made a point of mentioning or even inviting me to sit at the table with him. Oh, boy, talk about an education for this history professor. Following Carl around the "Round House" during a session was also an education in itself. Just watching him "schmoozing" members of the legislature and their staffs, was marvelous. It is no small wonder how important were the contributions made by my "ole buddy" Carl Turner.

One time we were in Chama and I had not been feeling well and went to my room. Carl heard about it and came by the motel to check on me. By mid-afternoon I was back on my feet, and with Carl's encouragement we went for a drive in the mountains above Tierra Amarilla. He was primarily looking for dry scrub oak. He used the wood for the smoking of brisket for the barbecues Carl used to stage for the members of the legislature. On that occasion in the hills, I heard but could not see him, literally crashing through the stands of the scrub. In a few minutes he emerged, excited with a dry trunk of scrub—proclaiming "there's plenty here, I will come back with my trailer to get a load." That same afternoon, he pointed out the ruts of the wagon road that came over the mountains, south of the Chama gorge. I later found out that this was called the "winter road" as opposed to the "summer road" over Cumbres Pass. Just another wonderful experience in following Carl, whether it was through scrub oaks or the "Round House," or in conversations at the Rural Electric Association headquarters in Santa Fe. Oh, yes, we also harvested fruit from the trees in the back yard of the REA building.

As a wonderful friend of upwards of three decades, it was also my appreciation of his work on behalf of the C&TSRR and the Friends of the C&TSRR. He had my greatest admiration and respect. He certainly will be missed for all of the above reasons.

Spencer Wilson, August 28, 2008

**Excerpts from Comments by Dick Cowles,  
Member of the Friends, at the Memorial  
Honoring Carl M. Turner on August 29, 2008**

The Cumbres & Toltec Scenic Railroad has touched the lives of so many people; so many owe such a debt of gratitude to Carl M. Turner for the very existence of the railroad. So I am honored to have this opportunity to represent such a broad constituency at this gathering celebrating Carl's life.

If anyone embodied the C&TS over the years, Carl Turner certainly did. Whether at a Senator's office in Washington or at a hearing before NM legislators, Carl and the railroad were inextricably linked. The usual greeting was, "Carl, how's the railroad?" And, if an appropriation for the Cumbres and Toltec were up for discussion, but Carl was missing – well, something had to be seriously amiss.

Carl was a moving force in the creation of the railroad back in 1968-70. His interest stemmed from his life-long efforts to bring prosperity and economic health to rural communities. So naturally he got involved in the "Save the Narrow Gauge" campaign back then. Credit goes to him for coming up with the concept of an interstate compact between NM and Colorado – the railroad's form of organization that continues to this day.

From then on Carl served as the chief lobbyist and champion of the Cumbres & Toltec on a *pro-bono* basis, pursuing appropriations and grants before the NM legislature and in Washington. Furthermore depending on who was governor, he served a record three terms as a Commissioner before stepping down in 2006.

Almost a year ago to this day the railroad and the Village of Chama celebrated Carl M. Turner Day to thank him for preserving and promoting the railroad, the town, and rural New Mexico economies, and then unveiled a parlor car in his honor.

Many have played a vital role in the success of the Cumbres & Toltec, but I think it fair to say that Carl was the one indispensable man. Without his vital involvement over the years the line from Chama to Antonito would have ended up – as Carl put it – "no more than a couple of streaks of rust."

My friendship with Carl began in early 2000 when I became involved in efforts to keep the railroad operating, and the outlook could not have been bleaker. In collaborating with Carl to lobby for urgently needed appropriations for the Cumbres & Toltec, I learned several things about him, quickly and forcefully.

Firstly, "credibility" was his coin of the realm. Nothing was more important than maintaining credibility. Without that all was noise. He'd been lobbying for 40-some years; his word was his bond. He also had a great sense of what would fly politically – and what wouldn't.

Secondly, were his innate character traits: his integrity and honesty and good will toward others. He was fair and courteous; and, of course, he always had just the right story. He was always open to ideas and discussion.

What he most appreciated were those who proved their dedication to the preservation and success of the Cumbres & Toltec, those whose hearts were truly in it. That's why he became such a steadfast supporter of the volunteer efforts of the Friends of the Cumbres & Toltec. Early on he saw that the Friends were a force of good for the railroad, and there was a healthy mutual respect.

Thirdly, were his finely honed political skills. He truly understood the art of the possible when it came to appropriations. What impressed me most was his last term as a Commissioner when he often found himself in the minority on issues, but, wily as ever, was able to prevent decisions from being made that were not in the railroad's best interests, or helped bring about personnel changes that were in the railroad's best interests. He was not a man to underestimate.

I'd like to conclude with some comments about Carl that were posted on the Internet the other day by Brain Shoup a former president of the Friends.

"Carl was easily the most memorable person I came to know in NM, or maybe anywhere. Usually dressed in coveralls, the signature curved stem pipe in his mouth, his craggy face, full beard, and squinty eyes alone probably would've qualified him for that title. But when he spoke, it cinched the prize. Upon meeting him for the first time, you'd think he was out of a movie set. But after you listened to him for a minute or two, you knew for sure he was the real deal.

"Carl was a westerner (though raised in Mississippi), a New Deal Democrat, and most of all, a New Mexican. He was courtly, quick with a laugh, courteous even to his opponents (though they might bleed some later), colorful to the power of 10, and unrelenting in advancing his agenda. All of which made him the most effective advocate the C&TS ever had in the NM legislature and elsewhere around the state.

"One underestimated Carl Turner's influence at one's peril. Those that sought to marginalize him would claim victory only to find that it was only the first half of the game. Carl understood the power of tenacity and stubbornness. Thus he would prevail in the 4th quarter. A former state legislator, he knew better than any one what was realistically possible in terms of financial support for the C&TS and what wasn't. Through his efforts, he wrung out far more funding from the legislature than grander attempts by others ever accomplished.

## Tragic Accident near Toltec, September 29, 1922

On September 29, 1922 there was a head-end collision between passenger train No. 115 and a light engine near Toltec, New Mexico that resulted in the death of two employees and injury to nineteen passengers, two persons carried under contract, and two employees. The two employees killed were Engineman David M. Wright and the fireman, both on train No. 115. Members of Engineman Wright's family visited Chama in 2005. They visited his gravesite in Chama and also the location of the collision near Toltec. The photograph of Engineman Wright was supplied by his family and locating the original report of the accident, a result of their visit, was done by George Lawrence. The Interstate Commerce Commission report of the Chief of the Bureau of Safety is copied below\*. It presents an interesting view into the cause of the accident and the technology in use at the time of the collision.

### Location and method of operation

This accident occurred on that part of the Fourth Division extending between Alamosa, Colo., and Chama, N. Mex., distance of 92.41 miles, this being single-track narrow-gauge line, over which trains are operated by time-table and train orders, no block-signal system being in use. The accident occurred at a point about 1 mile east of Toltec, approaching this point from the west there is a compound curve to the left 1,460 feet in length, varying in curvature from 3 degrees to 20 degrees, the point of accident being on the curve 385 feet from its eastern end, where the curvature is 8 degrees; approaching from the east the track is a series of curves and short tangents, followed by the curve on which the accident occurred. The grade is ascending for westbound trains, varying from 0.17 to 1.42 per cent, being 0.72 per cent at the point of accident. On account of rock bluffs on the inside of the curve, the range of vision is restricted to about 60 feet. The weather was clear at the time of the accident, which occurred at 11:10 a.m.

### Description

Westbound passenger train No. 115 consisted of 2 baggage cars, 1 combination mail and baggage car, 2 coaches, and 1 parlor car, all of wooden construction, hauled by engine 169 and was in charge of Conductor Hines and Engineman Wright. At Antonito the crew received a copy of train order No. 24 reading as follows:

"No. 115 Eng. 169 run one 1 hour late  
Lava to Osier fifty 50 mins. late Osier  
to Cumbres"

Train No. 115 left Antonito, which is 30.14 miles from Toltec and the last open office, at 9:20 a.m. on time on its run-late order, and was approaching Toltec when it collided with extra 411 while traveling at a speed estimated to have been about 18 miles an hour.

Eastbound light engine 411, disconnected on the left side on account of a broken main rod, was being run to the shops at Alamosa for repairs, in charge of Engineman Smith and Fireman McGuire. At Cumbres, Colo., 20.14

miles from Toltec, these employees received among others a copy of train order No. 24, previously quoted. Extra 411 departed from Cumbres at 9:35 a.m., and proceeded until it collided with train No. 115 east of Toltec while traveling at a speed estimated to have been about 15 miles an hour.

Engine 411 was driven backward a distance of about 60 feet, but remained upright with its front end considerably damaged. The pony trucks of both engines were under engine 169, the front end of which was raised upward and considerably damaged. Slight damage was sustained by the combination mail and baggage Car. The employees killed were the engineman and fireman of train No. 115.

### Summary of evidence

When Engineman Smith, of extra 411, entered the telegraph office at Cumbres and received several orders addressed to him, among which was train order No. 24, he glanced at this order and read it as saying train No. 115 would run 1 hour and 50 minutes late, remarked to the operator about it, and claimed Operator Lively nodded his head as though in assent. While he was reading the other orders, Fireman McGuire entered and read train order No. 24 aloud and asked him how far they could go with 1 hour and 50



Engineman David M. Wright, killed in crash at Toltec on September 29, 1922.  
(Family photograph)

minutes time, to which he replied they would be able to go to Big Horn, which is 11.15 miles east of Toltec. After leaving Cumbres, the engine was operated at a moderate rate of speed and while rounding the curve approaching the point of accident the fireman called to the engineman to stop the engine, the collision occurring almost immediately. Engineman Smith said the condition of his engine made it necessary to give it considerable attention, and while he had looked at some of the orders after leaving Cumbres, he said he had firmly fixed in his mind the fact that train No. 115 was 1 hour and 50 minutes late, and did not look at train order No. 24 from the time he first glanced at it until after the occurrence of the accident. Fireman McGuire said he also read the order in the telegraph office, and understood train No. 115 would be 1 hour and 50 minutes late. Operator Lively said Engineman Smith read all of the orders to him, and that when reading train order No. 24 he read it correctly.

### Conclusions

This accident was caused by Engineman Smith and Fireman McGuire misreading their orders. Engineman Smith and Fireman McGuire in some unknown manner read train order No. 24 as directing train No. 115 to run 1 hour and 50 minutes late, whereas it was only 1 hour late, and having made this mistake they did not realize that their engine was occupying the main track on the time of train No. 115 until after the accident occurred.

This accident again calls attention to the inherent deficiency of the time interval system of train operation. Had some form of block signal system been in use on this line this accident would no doubt have been prevented, notwithstanding the failure of Engineman Smith and Fireman McGuire to read their orders correctly.

Both of these employees were experienced men, with good records; they had been on duty about 3 1/2 hours, previous to which they had been off duty about 13 hours.

Respectfully submitted,  
Chief, Bureau of Safety.

\*This report is available at <http://dotlibrary1.specialcollection.net> which contains a link to investigations of railroad accidents between 1911 and 1994 as well as links to other types of transportation reports.

## ATTENTION RAIL ENTHUSIASTS AND FRIENDS

Our **WISH LIST** includes items that you or your acquaintances may have and might be available as a donation for one of our restoration or interpretive projects. Donation letters will be provided as an acknowledgement of your participation in the projects, and for your benefit in tax matters. Please contact Tim Tennant, 505-880-1311, e-mail at [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org), to discuss potential donations before bringing items to the railroad. The following are not all-inclusive lists. You may have or know about items that should or could be used for these projects.

### The Interior of RPO Car 54

- Lamp brackets
- Pre-1950 leather and/or canvas mailbag
- Railroad type and smaller mail bag locks

### Cook Car 053

- RR type kerosene lamp, esp. a double type
- Wall mounted lamp bracket
- Old ornate exterior door hinges 3½ to 5 inches
- Sears or Wards Catalog, 1951 to 1958
- Cigarette papers, chewing tobacco labels
- Unusual coffee mugs
- Enamel ware
- Metal or porcelain covered buckets, wash basin
- Potato, flower, corn meal, onion and other cloth sacks

### Cumbres Section House Kitchen

Most of the same things listed for the cook car, but even older items, from the 20's and 30's especially. aprons, hot pads, towels, salt and pepper shakers, sugar bowl and creamer, vinegar, tooth pick holder, milk pitcher, canning jars, older ones with

the rubber seals, Dutch oven with lid, more water buckets, and wash pans. Almost everyone knows what went into the 1920-1940's kitchen. If you were not around, your parents were. An old table and a few oak chairs would be fine.

### Tools

There is always a need to replace broken and worn out circular saws, 4"grinders, and 3/8" or larger electric drills. Both electric and cordless are desirable. Drill bits 1/2" and larger for wood and steel, 24" and longer levels, 18" or longer adjustable wrenches, 8 foot step ladders, a large belt sander 6" or more. A couple of railroad car jacks would be most useful at the Antonito CRF.

### Big Items of the Day

We need a backhoe that can be used with the 3 point hitch on the recently acquired Friends' Kubota L3350, 4-wheel-drive, 40-horsepower tractor. The Friends could also use some sort of people and freight mover such as an ATV, a DR Power Wagon, or similar vehicle for use in the yard area. We could put some funds into a purchase at the right price.

## ENGINE 489 RETURNS TO OPERATION



For the first time in many years the Cumbres and Toltec Scenic Railroad has four fully operating steam locomotives. Engine 489 made its first trip on August 20, 2008 after several years in the Chama Shop where it was completely rebuilt. Four operating locomotives will provide the railroad with additional scheduling flexibility, ability to operate more double headed trains if required, ability to operate more special and charter trains, and additional reliability.

*489 gleams with its new paint on August 20, 2008, its first day of operation following its complete rebuilding in the Chama Shop. (Roger Hogan)*

## NEEDED, CARL TURNER INFORMATION

The Turner family is assembling a book that will record Carl Turner's life and accomplishments. The family has asked anyone with information on his personal or professional life to contribute to the book. If you have information that you would like to add to this historical record please contact Alex Turner Dadio, 513 Buttonwood St., Perkasi, PA 18944, or e-mail her at [sadaio@cavtel.net](mailto:sadaio@cavtel.net).

## Schedule of Friends' Events

### New Mexico Banquet and Spring Board of Directors' Meeting

March 13-14, 2009

### 2009 Volunteer Work Sessions

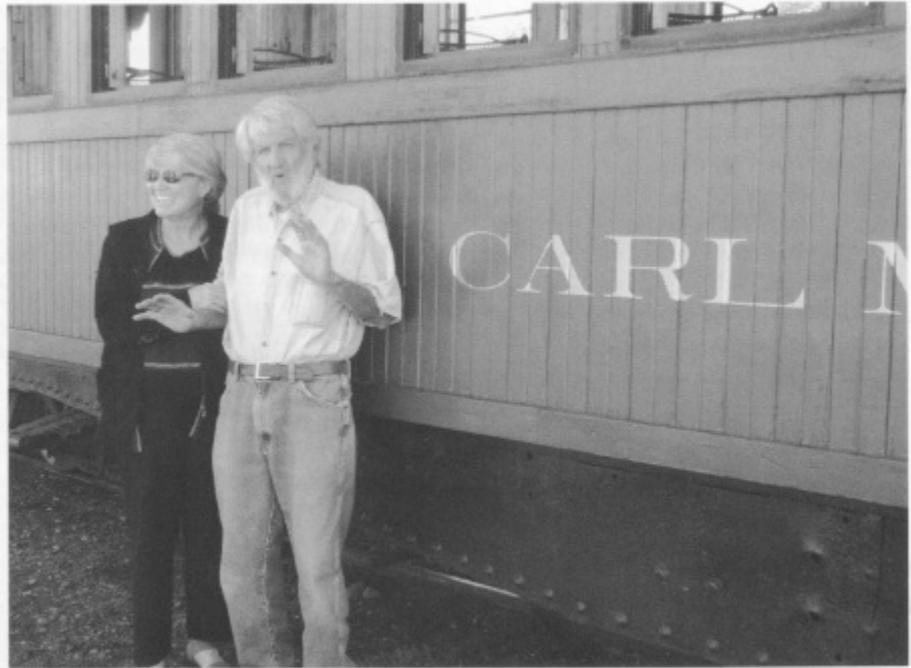
May 18-22, Session A  
May 25-29, Session B  
June 15-19, Session C  
June 22-26, Session D  
August 3-7, Session E  
August 10-14, Session F

### Railroad Opening Day

May 23, 2009

### Annual Meeting and Annual Board of Directors' Meeting

June 19-20, 2009



*Carl Turner and his wife, Patricia "PJ" Turner in Chama on Carl M. Turner Day, August 28, 2007. They are standing in front of the parlor car named for him in recognition of his contributions to the railroad. (David Lee)*



### Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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