



C&TS Dispatch

Vol. 14 No. 3

FALL 2001

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Historic Preservation – 2001

The June Volunteer Work Sessions

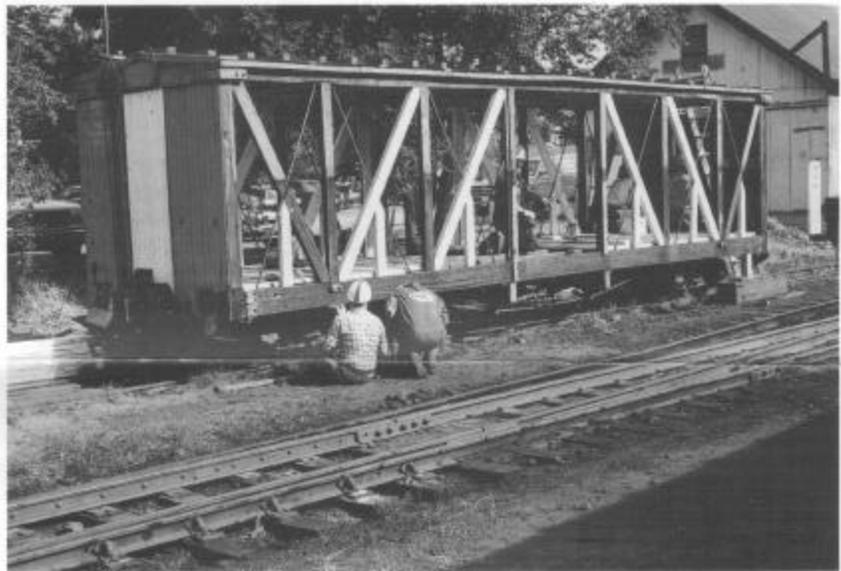
*Compiled by Doris Akers, photographs
by Tom Cardin, Sheri Hamblin,
Spencer Wilson, and Art Nichols*

Two hundred and eighteen Friends' members carried out historic preservation projects on the Cumbres & Toltec Scenic Railroad during the two volunteer work sessions from June 18 to 29, 2001. In this fall issue, we present, for the fourteenth consecutive year, an overview in text and photographs of the accomplishments of the dedicated volunteers.

What the Volunteers Accomplished

In Antonito . . .

Caboose 0579 volunteers replaced the nonhistoric plywood roof with a proper tongue and groove roof; replaced tongue and groove siding where needed and applied linseed oil as a primer; repaired a corner body-truss rod; cut and installed fascia boards above the platforms on both ends of the car; cut and installed curved "nailer" boards on both car ends and straight nailers along both sides; and repaired the original cupola, replacing



In the Chama yard, coach 209 being converted back to its configuration as boxcar 3605. The car was built in 1904 and rebuilt at Alamosa in 1924-1925. The car ends have been sealed and the bracing replaced. Volunteers also installed a new floor (session A). (All photos by Tom Cardin except where noted.)

two of the four end windows and applying new tongue and groove siding to the ends of the cupola. Roof work continued during the August work sessions.

During session B the Flat Car 6708 team finished hanging the brake gear, draft gear, and couplers on idler flat car 6708. They also installed a deck on the car and applied two coats of linseed oil to protect it during the winter. This idler flat was originally stock car 5533, and was converted to an idler flat for the pipe trains to Farmington in the early 1950s. It is one of 25 such cars in our collection, and was so deteriorated

that this restoration was necessary before the car was lost entirely. Work on 6708 was scheduled for completion in August.

In Chama . . .

The Administration and Registration crew greeted all the volunteers, handled the necessary paper work with efficiency, and gathered rocks to keep papers from blowing away!

The Boxcar/Coach team dismantled coach 209 (one of 750 boxcars originally built around the turn of the century, then rebuilt in Alamosa circa

See June, page 4 ➔

C&TS Dispatch

Friends of the Cumbres & Toltec Scenic Railroad
William Lock, Founder

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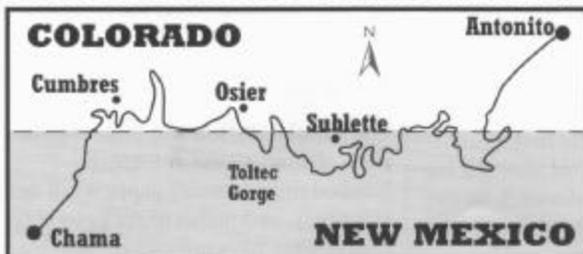
Please write the editor at
 e-mail: asn1307@aol.com

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 support group 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 support group, 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 2001

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PRESIDENT'S COLUMN



This year's state funding for the railroad has been a cliffhanger but we are relieved to report that we have had wonderful support in both states when the going got tough.

Last year Colorado and New Mexico gave us critically important funding, supporting the rehabilitation work that was needed to bring locomotives back into good operating

condition and to provide matching money for a grant from the U.S. Department of Commerce Economic Development Administration (EDA) to begin needed improvements to roadbed and track.

This year's request for state funding was equally important. To proceed with a second grant from the EDA to continue renovation of the track, Colorado and New Mexico had been asked to provide \$100,000 each in matching funds. And \$280,000 from each state had been requested to bring four locomotives into compliance with new federal regulations concerning boiler inspection and safety [see article in vol. 13, no. 4 of the Dispatch].

In both states the railroad's requests were approved at initial budget committee hearings and incorporated into the main legislation covering capital projects (in Colorado it is the long bill and in New Mexico it is the capital outlays bill). Commissioners and Friends' members were active in supporting the legislation at committee hearings. Commissioner Lewis Entz (a Colorado State Senator) was particularly helpful in arguing against a move to defer funding of the locomotive work into 2002. In the course of the legislative session, these bills were approved and sent on to the respective governors for signature.

In New Mexico, though both the governor and legislature had indicated support for the railroad, the governor vetoed the capital outlays bill as part of a strategy to achieve a more extensive tax relief program than the legislature had approved. The regular legislative session adjourned in March without resolution of the issue.

In August, Commissioners Medardo Sanchez and John Swartz of New Mexico met with the governor to emphasize the severe economic impact that failure of funding would have on the railroad and its communities. The leadership of the legislature also met with the governor and a compromise was reached whereby a special session to address emergency funding issues would be called in September following a special session for redistricting.

On September 20, 2001 the New Mexico legislature approved funding for the State Board of Finance for a short list of emergency needs, including the Cumbres & Toltec Scenic Railroad. ➔

Meanwhile, in Colorado, the governor had become concerned about a projected shortfall in state revenue because of the slowing economy and called a special legislative session to revisit the capital spending bill. The result was a compromise that froze all capital spending with a couple of exceptions. One of them was the funding for the C&TSR. Once again Commissioner Entz played a vital role in making the importance of the allocation known.

We are relieved and thankful to the governors and legislatures of both states for their actions in our support. Winter work on locomotives and revival of trackwork in the Spring may now proceed.

— Terri Shaw 🍂

Outlook Bright for the Railroad

The Rio Grande Railway Preservation Corporation's second year operating the railroad has been a big improvement over the 2000 season. Ridership has been stronger; rider number 40,000 boarded the train 15 days earlier this year than last year. The average ticket price is up \$5 or so from last year's \$38, due mainly to the success of the Parlour Car service and an emphasis on selling trips that cover the entire railroad, not just half. We are on course to a record revenue for the season, earning more revenue carrying less than 60,000 riders than the railroad earned carrying over 70,000 riders in 1998.

In fact, September started out extremely strong. Almost 6,000 people had already booked tickets for September when we opened the office doors September 1 for what became the biggest Labor Day weekend the railroad has ever seen. We carried 1,735 over the three days, 820 of them on Sunday.

As I mentioned earlier, rider number 40,000 boarded the train much earlier this year—on September 11, to be precise. Ridership has softened somewhat as people seek to understand



The staff of the Friends new office at 6005 Osuna Rd. in Albuquerque gather in the library. Reviewing newly acquired publications are Judy Lock (l), administrative assistant, and Terri Shaw, president and executive director. Howard Bunté, membership committee chair (l) and Spencer Wilson, librarian, look on. (Photo by Art Nichols.)

and recover from the tragic events of that day, and it is uncertain how the rest of the season will play out. But rider number 45,000 boarded on September 24, two weeks earlier than in 2000, so we are confident that we can still meet our ridership goal of 55,000, and the financial goals that will allow us to fund another aggressive winter shop program.

In the meantime, the condition of the railroad continues to improve. We have gotten numerous comments from regular visitors that the track condition has improved, especially on the eastern end of the railroad. The EDA track crew has done some amazing work with retaining walls and shoulders, fixing trouble spots that have plagued the railroad for decades. We have managed to soldier on this year with only four locomotives as our shop crews work to bring 484 and 488 back into service in top-notch shape.

As I write this, the leaves along Cumbres Pass are rapidly turning gold and falling to the ground, soon to be joined by snow as our shop forces make more progress this winter erasing the maintenance deficit. There will be

much locomotive work to be done over the winter in connection with the new FRA requirements, and much more work on passenger cars. On Memorial Day weekend 2002, when our annual tribute to veterans will be especially poignant given recent events, the Cumbres & Toltec Scenic Railroad will be ready. Make your plans now to join us and see for yourself what a dedicated group of employees are able to accomplish with your generous contributions.

—John A. Craft 🍂


Membership renewal letters will soon be in the mail. Please continue your support of the historic preservation work of the Friends.



June, continued from page 1

1924–1925, then turned into a coach for the C&TS in the early 1970s) and converted it back to boxcar 3605. To begin the conversion of the car back to its 1924–1925 configuration, the volunteers removed the boxcar conversion modifications, replaced wall supports as needed, replaced the siding, fabricated new boxcar doors, and reinstalled the roofwalk with new saddles and decking. Much of the hardware was installed before the end of the sessions.

The Car Painting crew painted rotary snowplow OY (during the August work sessions, black paint was to be applied to the steps, grab irons, and undercarriage—it's ready for lettering) and finished painting pile driver OB idler flat car 06008, rail and tie car 06051, and wheel and tie car 06092. The Car Lettering crew was busy during the August sessions!

The Carpentry volunteers completed repairs on all the structures to be painted during the August work sessions. One nonrestoration task accomplished by the team was the construction of two wooden scrap-metal containers (4 ft. wide x 8 ft. long x 4 ft. high) that were placed just north of the cistern by the enginehouse.

The Chroniclers again this summer documented, with text and photos, the restoration work at all project sites.

The Coal Tipple team completed several maintenance and rehabilitation projects. They cleaned the interior of the structure and the pump sumps, and fabricated and installed a water "ready tank" to obviate the need for making a hose connection at the ash dump. They painted the exterior of the hoist house. The volunteers installed a 2-ft. x 3-ft. panel describing the purpose and function of the tipple hinged in such a way that it could be read from outside the building through the window.

The Cook Car 053 team completed documentation of the interior of the car.

Drop Bottom Gondola volunteers made a complete assessment of the structural integrity of drop bottom gon 727. They then completely stripped the car and began replacing center nailing strips. By the end of session B, they had completed the center strips, had cut all the pieces that will be used in finishing the car, and had begun to bolt the first of the main sideboards.



In the Chama yard, Tim Bristow (l) and George Detwiler replace the interior siding of boxcar 3605 during work session B. At right, in Antonito during session B, from the left, Warren Ringer, Jim Laycock, Jack Salisbury, Norman Grant, and Keith Hayes install a coupler on idler flat car 6708. Art Randall works under the car. (Photo by Art Nichols.)



In Antonito during session A, Warren Ringer (l) and Jim Rhinehart install a curved "nailer" board on the roof end of short caboose 0579. Bill Kepner on the ground helps center the board, and Charlie Irvin works on the cupola. (Photo by Art Nichols.)



Jack Salisbury (l) and Keith Hayes work on flat car 6708 in Antonito during session B. (Photo by Art Nichols.)





Peter Dulong holds the hose while Susan LeMmon sprays the first coat of gray paint on the wheel and tie car 06092 (Chama, session A).



Levi Craig sprays a coat of gray on the blades of rotary snowplow OY (Chama, session B).



Above, Les Clark (l), Jack Quandt, and Roger Briggs work in the newly organized wood working and car shop in Chama during Session A. Right, in Chama, Roger Breeding (l) and Mike Oestreich take apart the Fairmont speeder in preparation for a complete restoration (session A).

The Exhibit Planning & Design crew was busy preparing and “planting” walking-tour number posts in Chama (23 of them) and Antonito (12) to match the new walking tour brochure. Historic photos taken along the railroad and provided by the Denver Public Library were framed and hung in the coaches.

The Fairmont Speeder crew began restoring two speeders (motor cars) to working condition. One of these cars is post WWII and the other is late 1950s, and they will be used by the maintenance-of-way and tree trimming crews. The speeders were dismantled and the many parts cleaned. The two engines were overhauled and necessary repairs were made to both transmissions. The volunteers assembled wheel sets for both cars, repaired sheet metal body panels and various elements of car structure, and primed and applied a first coat of paint. In 2002, the crew hopes to put all the pieces back together—sort of like an erector set!

The Flanger OK volunteers removed all rotten wood, assembled and primed the frame of the flanger, and installed new decking so the car will be able to withstand this winter’s snow.

The Food Preparation team prepared over 1200 lunches during the two work sessions!



Volunteers work on drop bottom gondola 727 in the Chama yard (session B).



The Inspection Car MW02 team finished fine tuning the inspection car and testing its performance with a Cumbres turn.

The Landscaping crew planted marigolds, tiger lilies, and geraniums, weeded gardens, and trimmed hedges in Chama. They also spent time in Antonito weeding, trimming, and cleaning up the rock garden at the end of the Antonito depot and working on the pots in front of the depot.

The Mileposts & Whistleboards volunteers painted or touched up 19 whistleboards, six mileposts, two switch stands, one state-line sign, six railposts for crossings, and installed a new Coxo sign. The volunteers did a lot of hiking because they worked without a speeder this year.

The Refrigerator Car 163 team finished the restoration of this long reefer, except for painting, by completing the ice-hatch platforms and siding.

The Running Gear team replaced and repaired the trucks under flat car 6649 during session A, got the triple valve test bench running, isolated trucks for flat car 6314, and cleaned and tested the car's triple valve.

The Stock Pens volunteers rebuilt four gates and hung the headers above the gates during session A. Then, during session B, they replaced two more gates and removed and replaced many boards in several of the pens.

Tool Car team members constructed a new workbench and installed shelves on one end and along both side walls of the Friends' tool car. They moved many of the small parts (nuts, washers, screws, etc.) to boxcar 3231. Don Metzler hoped to install lighting and electrical outlets by the C session. The team members kept the checking in and out of tools and materials running smoothly.

The Yard & Train Hosts team acquired four new members. The team's long-range goal is to have every scheduled train staffed with train hosts.

Speeders were not available to the Tree Trimming volunteers so they did a lot of hiking with some heavy-duty saws. They cleared the inside of some curves at the end of the Chama yard; cleared the willow shrubbery at both the Chama and Coxo road crossings; cut some slots through the trees at the bottom of the narrows for new camera sites; removed cottonwoods from under and alongside the east end of Lobato Trestle; cleared the Cresco siding; and cleared the main line at Big Horn—which now completely clears the line from Antonito to mile post 300 west of Big Horn.

At Cumbres . . .

Volunteers continued work on the interior of the Cumbres Section House, restoring trim and doors throughout. They also built a new rear porch on the section house. Team members also worked on the speeder shed, restoring the foundation, re-covering the walls, putting on a new roof covering, and stabilizing the structure.



Inspection car MW02 at Cumbres after a successful test run from Chama during session A.



The landscaping team gardening on the berm of the upper parking lot (session A).



Dave Vos cuts down an old cottonwood tree that was threatening to fall across the tracks at the north end of the Chama yard (session A).

At Osier . . .

Team members spray painted all interior rooms and sanded the floors in the Osier Section House. They also installed a replica of an 1881 train order signal, built a stairway to the second level, installed flooring and wall paneling in the interior loft, and installed a porch on the front of the depot. During session B, they sanded all the hardwood floors, finished about 75% of the interior painting, and finished all the wood trim on the Section House. In the Osier Depot they finished all the walls downstairs, finished half of the downstairs ceiling woodwork, and all the upstairs woodwork.

The Site Leaders and Team Leaders contributed to this report. 🍀



At Cumbres, John Schwartz repairs a door panel to the speeder shed. The volunteers repaired and stabilized the shed during session A. (Photo by Art Nichols.)



Inside the Osier depot, Dan Robbins (l) and John Ruhr fit the final bead-board strip on the wall of the first floor. The chair rail and beadboard on the ceiling are yet to be completed (session B). (Photo by Sheri Hamblin.)



Bob Akers and Noreen Breeding level the frame of the new back porch on the Cumbres section house (session A).



Dan Robbins (l) installs the door frame for the front door of the Osier depot while Chris Norcross (center) and Emmanuel Lopez work on the wheelchair accessible ramp (session B). The new signal mounted on the front of the depot was installed during session A. (Photo by Sheri Hamblin.)



Inside parlour car Joseph C. "Joe" Vigil, Train Host Howard Bunté answers a question. Attendant Raisa Morales is at the far end of the right row of chairs. Other car attendants on the parlour cars of the C&TS are Clara DuPont and Bobbie Smith. (Photo by Spencer Wilson.)

VOLUNTEER ROSTER—JUNE 2001 WORK SESSIONS

Work Sessions A and B. Please notify the Albuquerque office of any errors or omissions.

team leader

* 5 years this year as a volunteer

** 10 years this year as a volunteer

ANTONITO

Site Leader

Bill Kepner A B

Caboose 0579

Charles Irvin A
#Bill Kepner A
James Rhinehart A
#Warren Ringer A

Flat Car 6708

Norman Grant B
Wade Hall B
Don Hausmann B
Robert Hayes B
Keith Hayes B
Jim Laycock B
Malcolm Mackey B
#Arthur Randall B
Warren Ringer B
Jack Salisbury B

CHAMA

Site Leader

Jerry Sahn A B

Administration & Registration

#Doris Akers A
Holly Ross A B

Boxcar/Coach Conversion

Donald Bayer A
Noreen Breeding** A
Roger Breeding A
Roger Briggs B
Tim Bristow* B
George Detwiler B
Craig Kumler A
Robin Kumler A
Scott Leidenberger* A
Phil McDonald A B
Don Storm* A B
#Bob Tully A, B
Rod Whelan B

Car Painting

#John Blake A B
Frank Burton A
Levi Craig B
Debbie Craine A
Kathy Crist B
Peter Dulong A
Cliff Edwards B
Susan LeMmon A
Don Nicholls A
Alan Oestreich A
Carl Olson B
John Wilson A
Laura Wilson A

Carpentry

Lewis H. Clark A
Ronald Horejsi A B
Lisa Leidenberger* A
Ed Lowrance A B
John Quandt A
#Ken Spencer A B

Chroniclers

Glenn Hall A
D.A. Hanna A
Lynn Huber B
Keith Lemons A B
Joyce Lemons A
John Manion A
Benjamin Rogers B
Rebecca Saager B
#Terri Shaw** A B
Roberta Skinner A
Tim Smith B

Coal Tipple

Bob Craine A
#Parker Fowler A
Hugh Fowler A
David LeMmon A
Roger Neuscheler A

Cook Car 053

#Laura Evans A B
Richard M. Smith A

Drop Bottom Gondola 727

Art Evans A B
Geof Gordon B
Charles Irvin B
#Tony Kassin A B
Jim Laycock A
Claude Morelli B
Dave Sands A B

Exhibit Planning & Design

#Richard Kilday A B
Tamar Oestreich A
Karen Quandt A
Ronald Vane B

Fairmont Speeder

Roger Breeding B
Tim Bristow A
John Cole B
Michael Faith A B
#David Ferro A B
Wade Hall A
Laura Kammerer A B
Bill Mackey B
Wayne Murray A
Mike Oestreich A
Phillip Robinson A
Mike Skinner A
Marshall Smith A B
Calvert Smith A
Mike Thode B

Flanger OK

Gail Gish A
Jim Kirch A
Karl Kirch A
Sherri Rider A
#Terry Rider A
Jeff Smith A

Food Preparation

#Mary Cardin A B
Nan Clark A B
Charly Fowler A
Shirley Fowler A
Nancy Gordon B
Genie Hixon B
Sarah Neuscheler A
Sandy Schwartz* A
Mary Jane Smith B

Mona Tully A B

Mary Whelan A B

Inspection Car MW02

Don Huber* B
W. L. Oulliber B
Joseph Phelps B
#Gus Wurtzer B

Landscaping

#Alta Berkstreser A B
Diana Gross A B
Kathryn Kern A
Laura Randall A
Mary Jane Smith A
Sandy Spencer A
Diane Vos A

Mileposts & Whistleboards

#Jim Gross** A B
Don MacCormack B
John Mitchell B
Ernest Neal A
Bob Ross A B

Refrigerator Car 163

William Lock A
#Al Smucker A
Frank Smucker** A
Bob Spencer A

Running Gear

Don Hausmann* A
Clyde R. Putman A
#Arthur Randall A
Jack Salisbury A
Rod Whelan A

Stock Pens

#George Berkstreser A B
Paul Ellis B
William A. Kern A
Fred Kuhns B
Jim Phelps A B
Cletus Wander A

Tool Car

#Harold Jensen A B
#Joanne Jensen A B
Joyce Shostrom** A B
Lewis H. Clark B
Glenn Ford B

Tree Trimming

John Acken A
Steve Benezra A B
Gary Bloodworth A
Kyle Bloodworth A
Colin Cloud B
Jacob Halliburton B
Tom Halliburton B
Edward Krech B
Raymond Robinson A
Donald Saager B
#Dave Vos A B
Melissa York A

Yard & Train Hosts

Miryam Brown B
Dale Brown B
#Howard Bunté A B
Ray Crist B
Hilton Hagan A
Larry Hatch A B

Curtis Hixon B
Harold Hutson A
Joan Krech B
Mary Kuhns B
Herbert Mitchell A
Rich Muth A
Carol Salisbury A
Keith Shostrom** A B
Diane Vos B
Spencer Wilson A

CUMBRES

Section House

Robert Akers A
Phil Barney* B
Roger Briggs A
Tom Donovan A B
Bill Gartner B
#Robert Ground A B
William Hobbs B
Richard Hobbs B
Cathy Junda A
Doug Junda A
Harry Pecotte B
John Schwartz* A
Mike Skinner B
Bill Strathearn A B
Cletus Wander B
John West A

OSIER

Section House & Depot

Gene Balderston A
Don Bush A
Ron Carder A
Jim Hamblin B
Shari Hamblin B
Louis Hazlewood A
David Hoyt B
Barbara Hutchison A
Richard Hutchison A
Emmanuel Lopez** A B
Sam March** B
#Ted Norcross A B
Chris Norcross A B
John Norcross A B
Kyle Norcross B
David Randolph B
James Randolph B
Becky Robbins B
Daniel Robbins* B
John Ruhr B
Janet Rupley A B
John Rupley A B
Michael Serna A
Jim Titsworth A
Rudy Titsworth A

Pre-session Tool Preparation & Loading

Roger Briggs
Tim Bristow
Frank Burton
Tom Donovan
Harry Jensen
Joanne Jensen
Susan LeMmon
Herb Mitchell
Dave Sands
Cletus Wander

NARROW GAUGE NEAR AND FAR: NO. 20

What If?

by Earl G. Knoob

One of the fun and interesting things about studying railroad history is trying to second guess historical events and how things would have turned out if circumstances had been different. Trying to rationalize why certain decisions were made can serve as a great way to understand the history of the D&RGW narrow gauge or any other railroad. In this issue we will look into some interesting developments in locomotive history and some possible "what ifs" had the situation been different.

A question that is often asked is "Why were the K-28s sent to the White Pass & Yukon in Alaska and not the K-27s?" As you probably are aware, early in World War II Alaska's location made it a strategic spot for the defense of North America. The WP&Y was instrumental in this effort, and the US Army took over operation of the railway for the duration of the war. The huge influx of traffic over the WP&Y created a severe motive power shortage. Some new locomotives were constructed, but these were not nearly enough. A search was started for any and all surplus narrow-gauge locomotives that could be used on the WP&Y. The D&RGW, of course, had a vast narrow-gauge system with a lot of motive power, and it was determined that seven of the K-28 class could be spared for the war effort.

The K-28 class was constructed in 1923 initially as freight power. As the larger K-36 and K-37 locomotives were built, the K-28s were shifted into the role of passenger and branch line locomotives. The K-28s' design made them easy on the track and they were capable of running at the speeds desired for passenger service as well as suited for running on the lighter rail of branch lines.

Up until the early 1940s, the K-28s were busy on all the narrow-gauge lines except the Black Canon line and a



Rio Grande Southern 4-6-0 locomotive No. 20. (Otto Perry photograph, courtesy of the Denver Public Library, Western History Department.)

couple of very lightly built branches. One K-28 held down the Crested Butte Branch, while two more covered the Salida-Gunnison passenger trains. On the lines out of Alamosa, two were in daily use on the Alamosa-Durango passenger, two held down the Santa Fe Branch, and a couple more were kept in Durango as spares for the passenger train, as well as for use on the Silverton and Farmington Branches.

However, by 1942 the Salida-Gunnison passenger train was discontinued and the Santa Fe Branch was abandoned, reducing the need to at least five locomotives. Larger locomotives could handle the Crested Butte and Farmington Branches, further reducing the need for the K-28 class. Three of the K-28s were needed to cover the Alamosa-Durango passenger train, but the remainder were deemed surplus.

The D&RGW also had on hand several smaller locomotives as well as eight remaining members of the K-27 class. The smaller locomotives were needed for use on the light rail and lightly constructed bridges of the Black Canon line and the Ouray and Baldwin Branches. In addition the smaller locomotives were used as switchers in Durango and were frequently leased to the Rio Grande Southern. The eight remaining K-27s were used as helper locomotives out of Montrose, leased

power to the Rio Grande Southern, as well as branch line power out of Durango to Silverton and Farmington. With the exception of passenger duties, the K-27s could perform the same duties as the K-28s, and the K-27s could work in locations the K-28s could not. With this in mind, the seven K-28s were deemed surplus and sent north to Alaska.

When the K-28s were busy handling all the narrow-gauge passenger trains, the one train they could not pull was the passenger train between Gunnison and Montrose. The light bridges through the Black Canon of the Gunnison River would not allow their heavy axle loadings to run west of Gunnison. Because of this, the D&RGW continued to rely on small T-12 class 4-6-0s to pull the trains. These small locomotives required helpers on both sides of Cerro Summit between Cimarron and Montrose.

In the 1920s, the Rio Grande Southern was essentially operated as a division of the D&RGW, which frequently leased locomotives to the RGS and borrowed RGS locomotives for its own use. In 1916 the RGS came into ownership of three 4-6-0s originally built for the Florence & Cripple Creek. These were rather large, modern locomotives built by Schenectady in



1899, carried 180 lbs. of steam and developed 19,000 lbs. of tractive effort through 42-in. drive wheels. Numbered 20, 22, and 25, they could pull well and run at passenger train speeds. Unfortunately, the RGS used them on mixed trains, which were heavy trains run at slower speeds, and the locomotives tended to slip badly. The D&RGW decided the RGS 20, 22, and 25 would be great for the Gunnison—Montrose passenger trains and sent them off to Montrose in the early 1920s. They performed well there and didn't require a helper over Cerro Summit.

In 1929, the RGS went into receiver-ship, and one of the first things the Receiver did was return all the leased D&RGW power and recall all the RGS locomotives. The 20, 22, and 25 went back to struggling up Dallas Divide with over-tonnage mixed trains, while the D&RGW briefly went back to T-12s, then resorted to running C-18s and C-19s on the Gunnison—Montrose passenger. The low-drivered 2-8-0s were not well suited to running at passenger speeds, and the RGS was not really happy with how their engines were doing. When under D&RGW control, the RGS had leased K-27 engines and found them quite satisfactory for their needs. There was correspondence between the RGS and the D&RGW involving a trade of the three RGS 4-6-0s for two or three K-27s (the RGS wanted three K-27s and D&RGW was thinking a two for three swap).

Unfortunately, the Post Office pulled the RPO off the Montrose-Gunnison passenger in 1933 paving the way for its discontinuance a year later. With no passenger trains west of Gunnison, the D&RGW dropped its plan for a trade. No D&RGW lettered T-19s ever existed, and it took several years and another trade for the RGS to get a K-27 of its own. But...what if the RPO had stayed on and the trade had been consummated? What engines would the RGS have ended up with? Assuming the two-for-three trade happened, I would venture the 455 and 463 or 462 would have ended up there. All of these engines spent considerable time on the RGS in the 1920s and 1930s.

What the three RGS engines would have become is more interesting. The D&RGW would undoubtedly have renumbered them. What numbers they would have acquired is a matter of question. The last D&RGW engine was 499, so maybe 500-502? I doubt it. The numbers 500 and up were already used by standard-gauge power. There were holes in the narrow-gauge numbers between 465 and 469, which might have been used. A more likely scenario is the hole in the numbering between the last C-19 (349) and the first C-21 (360). They would have fit nicely in there. My guess is that they would have been numbered 350-352.

Had the RGS gotten the 463 and 455, both of them would have shared the same fate and been cut up for scrap in 1952. Had the D&RGW gotten the 20, 22, and 25, and the passenger train hung on until the remaining Gunnison-Salida portion was discontinued in 1940, they probably would have been scrapped or sent to Alaska in 1942. Occasionally history has a way of working things out for us. Today RGS 20 is preserved

for us to see at the Colorado Railroad Museum, and of course 463 is still doing the work she was built to do—climb Cumbres Pass.

Earl is Superintendent of Operations for the Cumbres & Toltec Scenic Railroad and a Consulting Director of the Friends. ✎

Historic Preservation Study Reprinted

The Cumbres & Toltec Scenic Railroad: The Historic Preservation Study, by Spencer Wilson and Vernon Glover, is back in print. With remaining copies of the last UNM Press printing running out, the Friends arranged to reprint this classic. This is a verbatim reprint of the original edition with a revised and updated Appendix B of locomotives and rolling stock. There was neither time nor resources to research, compile, and write a complete new manuscript. The new reprint can be purchased from the Friends for \$13.95 including shipping and handling.

WANTED (Santa are you reading this?)

Industrial grade equipment for use in the Friends' restoration projects and RGRPC locomotive and passenger car maintenance programs. The Projects Committee would like to reach out to members and ask for assistance in locating used equipment that is needed to enhance the Friends & RGRPC mission requirements. If anyone knows of possible sources, please contact Jerry Sahnd at JBSahnd@prodigy.net or (719) 573-5688 after 6:00 p.m. with information.

Friends Equipment Wish List

1. 15" or larger industrial grade band saw (220v) – Chama, Priority 1
2. 15" or larger industrial grade planer (220v) – Chama, Priority 2
3. 6" or 8" industrial grade shaper (115/220) – Chama, Priority 2
4. 15-20" drill press (115/220v) – Antonito, Priority 1
5. Power threader (115/220v) – Chama, Priority 1
6. Portable engine-driven arc welder, 225 amps – Chama, Priority 3
7. Two each, four-wheel ATVs or equivalent – Chama, Priority 1 (to be used by the MOW crews)

RGRPC Equipment Wish List

1. Wire-feed welder – Antonito, Priority 1
2. Scotchman hydraulic ironworker, 65-ton cap. or larger (or equivalent) – Antonito, Priority 2
3. Bench grinder, two 12" x 2" wheels – Antonito, Priority 1
4. 24" x 48" horizontal lathe – Antonito, Priority 2
5. #5 or equivalent vertical mill – Chama, Priority 2
6. Large cap. radial-arm drill press – Antonito, Priority 1
7. 50-100 ton cap. hydraulic press – Antonito, Priority 2
8. Four each, 50-ton cap. hydraulic jacks – Chama/Antonito, Priority 1
9. 20" or larger industrial grade band saw (220v) – Antonito, Priority 2

PRESERVATION PERSPECTIVE: NO. 21

Preservation Paradox

by Keith E. Hayes, AIA

One evening after working on idler flat car 6708 during this summer's volunteer work Session B, Warren Ringer and my father, Robert Hayes, and I drove southwest from Antonito to visit the Lava Pump House. People have made comments about this remarkable structure over the years, and I wanted to see it for myself, as it is not visible from the rails.

Water is fundamental to the operation of the railroad. The size of the locomotive tender, in conjunction with the ruling grade of the track, determined the distance between water tanks, and in many cases the settlements that grew around them. Water tanks appear to have been spaced about six miles apart across most of the railroad, with longer distances possible due to less steep track. As locomotives grew in size, so did the tenders and consequently the locomotives used on the Cumbres & Toltec no longer need to stop at every water tank, and some tanks have been demolished over the years.

Incidentally, the Rio Grande had a whole department devoted to the maintenance of water towers. It was the responsibility of the Water Department crews to regularly visit each water tank and pump house and keep it in top shape. If a locomotive low on water reached an empty tank, the result would be a significant delay. It is said that in the West, water flows uphill. Unlike the eastern United States where water is plentiful and the rule is take as much as you like, water is a precious resource along the C&TS. Early settlers recognized the value of water and established rules whereby the earliest settler has first rights to water in any amount: first come, first served. Among the items sold with the railroad were water rights for the various spring- and river-fed tanks along the route.

Consequently, when the railroad was constructed in 1880, identifying potential sources of water was an important task. Any spring, creek or lake along the route was a potential source. Ideally, the water was collected from a nearby water body via gravity as at Cresco, but sometimes a pump was required, as is the case at Lava. As the railroad built towards Chama from Antonito, the line gradually ascended to the top of the mesa west of town. Some 12 (track) miles from the town, it was necessary to provide a water tank, but



Lava Pump House, June 27, 2001. (Photo by Robert Hayes.)

the nearest water was in the Rio de Los Pinos, almost one-half mile away and 400 feet below the track. According to Doris Osterwald's *Ticket to Toltec*, the original pump facility was housed in a frame structure. In 1883 this was replaced with the stone building that stands today.

We traveled on dirt roads through several beautiful valleys almost nine miles to reach the site along the Los Pinos. There, the valley is about a quarter-mile wide and lush at the bottom with lava-capped mesas rising alongside both the north and south banks. A slight depression is visible along the line of the pipe up the north bank to the top of the mesa and the water tank beyond. The pump house stands in a thicket of willows next to two ancient cottonwood trees, on the banks of the river. What a building it is! It is a stone structure about 20 x 30 feet constructed

of black lava rock with walls over a foot thick. The roof consists of wood rafters and split shingles and has a large vent centered along the ridge. There is a large stone chimney on the west wall, and two windows each on the north and south walls. The door is on the east wall, and above it in the gable is a limestone plaque that reads, "ERECDED 1883 [sic]." Each opening is trimmed in limestone blocks that have been carefully tooled on all the exposed faces. Iron hinges for the door and window shutters are inset into the limestone trim. All the lava is rusticated—that is, it has a coarse chiseled face but is tooled along the edges, and all the mortar faces appear relatively flat. Each mortar joint was raked smooth and tooled to create a concave indent or shadow line. All of these details are evidence of the pride the craftsmen took in their work!

Inside, only a portion of the machinery remains, along with some piping along one wall.

The conundrum? What to do with this neat structure? It sits along the banks of the river in New Mexico far below the track. Any restoration effort would be visited infrequently and subject to future vandalism. Disassembling the structure and moving it to another location would require significant effort, and compromise the historic integrity of the building and its adjacency to the river. Plus, where could it be moved to? While the walls of the building are in great shape, the roof needs some attention and the windows and doors are gone. The Lava Pump House is a neat building, but it represents a true preservation paradox. If you have not seen this building, check it out during your next visit. In the meantime, we welcome your letters and thoughts on preservation.

Keith is a long-time volunteer and a licensed architect residing in Denver, Colorado.

1981

2002 Schedule of Friends' Events

Volunteer Work Sessions

May 13-17, 2002 – Session A

May 20-24, 2002 – Session B

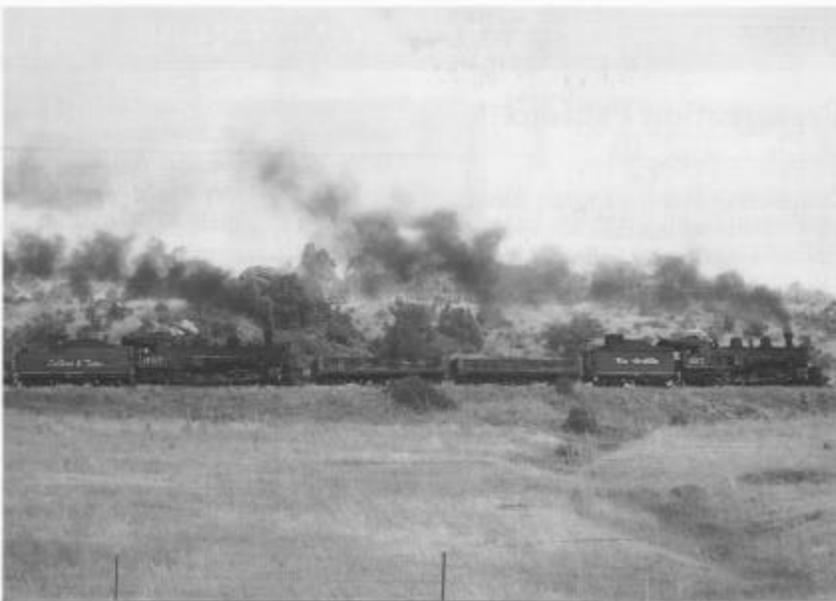
June 17-21, 2002 – Session C

June 24-28, 2002 – Session D

August 5-9, 2002 – Session E

August 12-16, 2002 – Session F

Visit the Friends on the Web:
<http://www.cumbrestoltec.org>



On August 9, 2001, the eastbound train on the way to Cumbres with helper 497, two drop-bottom gondolas loaded with ballast, and road engine 487. In the early afternoon, 497 with the gondolas returned to Chama from Cumbres, distributing ballast from the gondolas at several track locations. (Photo by Terri Shaw.)



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

6005 Osuna Road NE
Albuquerque, New Mexico 87109

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