



C&TS Dispatch

Vol. 12 No. 4

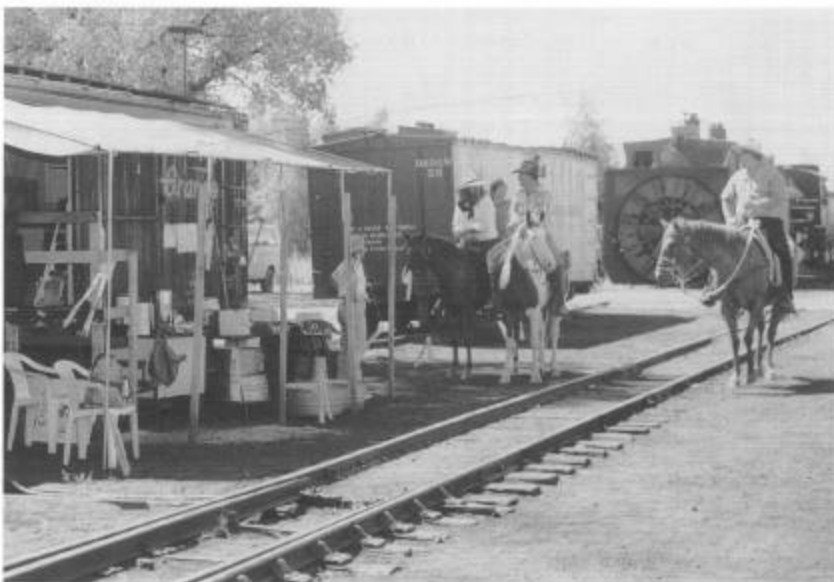
WINTER 1999

1999 Historic Preservation

The August Volunteer Work Sessions

by Doris Akers, photographs by Tom Cardin

Seventy-eight people came to the August work sessions and carried out a variety of historic preservation projects on the Cumbres & Toltec Scenic Railroad. The sessions were held from August 16 through August 27. The volunteers came from sixteen states and Australia. The June work sessions were covered in the fall issue.



Three visitors ride up to the Friends' kitchen car in the Chama yard during work session D in August 1999. Later that day, the three re-enacted a train robbery out on the line east of Chama.

What We Did in August Volunteer Work Sessions—August 1999

In Antonito, volunteers

- worked on short caboose 0579 during sessions C and D. They completed installation of metal frame splices and wooden splices in intermediate sills (to replace damaged areas); fabricated and installed needle beams and queen posts; repaired and reassembled bolsters; and painted portions of exposed sills to prevent additional decay.

In Chama, we

- weeded and watered flowers at the station, and our landscape crew

assisted in various other projects during the two work sessions.

- lettered flat-bottom gondolas 1059, 9249 and 1000; drop-bottom gondola 756; flat cars 6627 and 6200; and boxcar 3331 during session C. We lettered boxcars 3073, 3014, 3592 and 3231 during session D.

- scraped, primed and painted one finish coat on gray tool car 04549 and red cable car 04426 during session C. During session D, we scraped, primed and applied one finish coat to the Friends' paint car 401, as well as our two tool cars. We also applied the second finish coat on 04426.

- had chroniclers who took photos and kept track of all the work we did in both sessions.

- installed, during session C, three panels of historic photographs in the passenger coach whose name corresponded to the subject matter of the photos. We also brainstormed ways to involve visitors in touring the yards prior to train departure and started development of an on-board activity book for children.

- continued work on the end, center and side sills of flat car 6214 during session C. The needle beams were hung and the intermediate sills were cut to length and tenoned. During session D, we completed the center sills and installed the intermediate sills and queen posts.

- prepared approximately 500 lunches, made coffee every morning

See August, page 4 →

C&TS Dispatch

<http://CTSFriends.railfan.net>

Directors

1998-2000	1999-2001
Robert Akers	Howard Bunté
Roger Breeding	Richard Cowles
Roger Briggs	Geoffrey Gordon
Craig Kumler	James Herron
Arthur Nichols	William Lock
Theresa Shaw	Arthur Randall
	Jerry Sahnd
	Steven Schroeder
	Spencer Wilson

William Lock—Chairman of the Board

President	Theresa Shaw
Vice President	Geoffrey Gordon
Treasurer	Richard Cowles
Secretary	James Herron
Editor	Arthur Nichols
Photographer	Tom Cardin

Please write the editor at
1010 W. Camino Velasquez, Green Valley, AZ 85614
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., 5732 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. 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 1999

© 1999 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

PRESIDENT'S COLUMN



In a letter inserted in the fall Dispatch and in the annual membership renewal letter, we told you about some actions taken by both the Cumbres & Toltec Scenic Railroad Commission and the Friends in the absence of an operator. For the record we'd like to revisit some points and bring you up to date.

FRA Boiler Inspections

On October 19, 1999, the Commission took possession of the railroad property and hired members of the regular shop crew to prepare the locomotives for Federal Railroad Administration (FRA) boiler inspections. The FRA inspection of engines 463, 484, 489, and 497 took place November 22-23, 1999. Number 489 was granted a one-year flue and tube extension, and the boilers of the other engines were found to have no conditions that would withdraw them from service. With new tires and running gear work, 484 can be running again next season.

Friends Commit Funds to Commission

The Friends ordered a set of superheater flues in early November in order for the new operator to have them ready for installation as soon as possible—3 to 4 months are needed for delivery. Now that engine 489 has another flue extension, these parts can be used for 488. As part of the selection process for a new operator, the Friends have requested that the new operator reimburse us for this purchase. Also in early November, the Friends committed funds to the Commission to keep the winter shop crew employed to conduct the maintenance and repairs outlined in a work plan which the Commission and Friends developed jointly. Donations to the Ralph Flowers Memorial Fund specifically for wages and a matching grant from the Los Alamos National Laboratory Foundation supported the shop work through mid-December. On December 14, 1999, the Commission was able to secure a \$90,000 interest-free loan from the New Mexico Board of Finance for emergency rehabilitation of locomotives, passenger cars, and related needs. This loan is to be repaid from this year's legislative appropriation to the Commission.

Los Alamos Grant

On November 30, 1999, we received word that the Los Alamos National Laboratory Foundation (LANLF) had approved our request for a Community Outreach Grant of \$10,000 to keep the critical winter shop work going. We thank LANLF for this important assistance and we thank our member Kirk Binning, a staff member at Los Alamos, who acquainted us with the grant opportunities from LANLF. Railroad employee (and member) Gerald Blea attended the award ceremony on December 9, 1999. Forty organizations received grants, and the Friends were among

President's Column *continued*

ten selected to come to the podium for special recognition. Gerald talked about the history and preservation of the railroad and thanked the Foundation on behalf of the Friends, the employees, and the communities of Chama and Antonito.

New Web Site

The Friends have recently taken some other actions to support the Commission and the future operation of the railroad involving marketing. During the inspection tour for prospective operators on November 20, 1999, Commission Executive Director Leo Schmitz told us that the railroad had been cut off from potential riders by the previous operator's termination of phone service, deactivation of its world wide web site, and control of the Chama post office box. The Commission has since been able to reestablish use of the railroad's phone numbers and has established a new post office box.

The Friends have established web sites at <www.cumbresandtoltec.org> and <www.cumbrestoltec.com>. Both are comprehensive sites for information about the Commission, the Friends, and the tourist train operation. Visitors are told of the search for a new operator, the types of trips offered in the past are described, and a form is provided for leaving names and addresses so that information about the 2000 season can be mailed as it becomes available. The new operator will be invited to provide additional material for this site and link to its reservations system. If you run across any links to the former operator's <cumbresandtoltec.com>, please advise us so that we can request a change to our new web site.

At the suggestion of Commissioner Medardo Sanchez, we were contacted by the New Mexico Department of Tourism, which was completing final advertising space for its International Vacation Guide. The Guide is published only every other year and they didn't want the railroad to miss being represented. The consensus of the Friends Board of Directors was that we should intervene so this advertising opportunity would not be lost. We have



Alfred P. Sattleberger of the Los Alamos National Laboratory Foundation presents a \$10,000 Community Outreach Grant to the Friends. Accepting the grant for the Friends is Gerald M. Blea. This award will help keep the critical winter shop work going. December 9, 1999, Rancho de Chimayo restaurant, Chimayo, New Mexico. (Marvin L. Casias)

committed funds to pay for this ad and will seek reimbursement from the new operator.

We learned from Dan Howe of the Chama Valley Chamber of Commerce about a program currently in production for Public Television in its Great Scenic Railway Journeys series. The Friends and the CVCC will equally contribute funds to meet a promotional expense that the previous operator had committed to so the C&TS will not be excluded from the program.

FUND WATCH

Our two memorial funds have received the following donations as of February 3, 2000.

The Mike Hipskind Fund, established for exhibits and interpretive activities, has received \$2,100.

The Ralph Flowers Fund, established for locomotive rehabilitation, has received \$82,000, including \$4,135 from co-signors to the benefit auction site on eBay [for more information, see <http://disc.server.com/indices/75860.html>].

Friends Will Request Appropriations from States

We are assisting the Commission in requesting additional appropriations from the legislatures of New Mexico and Colorado. In a first step to securing assistance from New Mexico, the Friends participated in a legislative committee hearing on December 9, 1999 [story on page 7]. The Committee endorsed the recommended appropriation and sent it on to the next step in the process. A similar effort is being organized in Colorado.

—Terri Shaw 🐾

Commission Moves Ahead on Operator Selection

The Railroad Commission issued its Request for Proposal (RFP) to Operate the Cumbres & Toltec Scenic Railroad on November 13, 1999. The deadline for submission of proposals was December 10, 1999. A committee appointed by the Commission met in Albuquerque on December 11 and 12 to evaluate the proposals for operation of the railroad.

See Commission, page 6 ➔



Short caboose 0579 on the repair-in-place (RIP) track in the Antonito yard. On each side of the track are the 8- by 160-foot concrete aprons the Friends installed in 1997, which provide a suitable surface for working under cars (session D).



Warren Ringer (left) and Tom Garland work on short caboose 0579 during session D. They use an hydraulic lift to bring the bolster up and hold it while it is bolted in place.



Jim Rhinehard primes queen posts for 0579 (session C).



Bob Gotthelf and Edward Seidel stencil flat-bottom gondola 1059 in the Chama yard (session C).

In Chama, Terry Boardman steadies the ladder while Mike Mahoney spray paints cable car 04426. In the background, John Blake brushes paint deep into the wood (session D).



August, continued from page 1

and made sure we had drinks and snacks to keep us going during sessions C and D.

- removed crumbly mortar and swept the walls of the log bunkhouse, and applied additional paint during session C.
- continued work on tool car 04549, cable car 04426, water service car 04904 and the tank car walkways during sessions C and D.
- repaired the roundhouse doors during both sessions.
- built nail shelves and bolt bins and installed them in tool car 04549 during session D in hopes that the car will be added to the line of other ones by the roundhouse.
- essentially completed work on wheel and tie car 06092 during sessions C and D. The only things remaining to be completed are the installation of wheel chocks and a few tie bin boards. This work will be done before the 2000 work sessions.

• had yard and train hosts greeting and explaining the history and uniqueness of the railroad to visitors. They also told the visitors about the Friends and our activities.

At Cumbres, we

- continued work on the section house during session C.

At Osier, we

- worked on the section house during session C. ☞

Where We Came From

Sixteen states and Australia were represented at the August work sessions. Volunteers for the June and August sessions combined came from 28 states, Australia, and England. The distribution of the 78 volunteers at the August sessions is given below.

Arizona-2
California-20
Colorado-19
Florida-1
Georgia-1
Massachusetts-1
Nebraska-1
New Jersey-2
New Mexico-11
Nevada-1
Ohio-6
Oklahoma-3
Oregon-1
Texas-5
Utah-1
Wisconsin-1
Australia-2



In the Chama yard during session C, Ken Earle saws a notch in the end walkway for tank car 12918.



Jim Phelps nails down cleats in one of the ramps in the stock pens at Chama (session C).



Andy Ross (left) and Ron Ross tighten bolts on the coupler pocket of water service car 04904 in the Chama yard during session C.



Don Bush (left) and Geof Gordon work on the center sills of flat car 6214 in the east Chama yard. In the background are Jim Phelps (left) and Fred Springer (session C).



Left, Max Hofman checks bearings on an outfit car in the Chama yard while Art Randall takes notes on the condition of the brake system (session D).



Bob Tully positions a plank on the Chama roundhouse door so it can be lifted off for repair. Terry Boardman (left) and Roger Briggs survey the situation (session D).



Al Judd (left) and Jerry Gorzoch hang a new window in the Cumbres section house during session C.

Commission *continued from page 3*

At a Commission meeting December 12, 1999, it was announced that proposals had been received from: Chippewa Northwestern, Lincoln, Nebraska; Old Santa Fe Land & Cattle, Ltd., Albuquerque, New Mexico; Rail Ventures of Louisville, Colorado; and The White Pass & Yukon, Skagway, Alaska.

The Selection Committee's report stated that all of the proposals submitted were significantly noncompliant. They recommended that the selection process continue in order to give existing bidders the chance to amend their proposals and also to give other companies that didn't meet the original deadline an opportunity to submit bids. The Committee noted that it had gained valuable insights from the proposals and that a further amend-

ment to the RFP would be issued following discussions with the respondents.

Other actions taken by the Commission at its meeting on December 12, 1999 were

- Medardo Sanchez, Chairman, announced that the Commission would be seeking an emergency loan from the NM State Board of Finance at its next meeting, Tuesday, December 14, in Santa Fe to help support the railroad during this difficult period. [This loan was approved by the Board at its December 14 meeting—the editor.]
- After an executive session to discuss litigation matters, the Commission reported its decision to file counter claims in response to the suit brought by George Bartholomew's C&TSRR Corporation.



In the Chama yard during session C, Roy Blizzard (left) and Dave Sands guide the end sill on to wheel and tie car 06092 while Tony Kassin uses a come-along to draw it into position.



Becky Robbins sands drywall in the section house at Osier during session C.

Amendment no. 4 was issued December 21, 1999, containing further information in response to questions that had been asked and modifications of the format for proposals. January 12, 2000, was set as the proposal submission deadline, and a schedule of selection activities set. This schedule was revised by Amendment no. 5 issued January 3, 2000. The proposal submission deadline was changed to January 19, 2000 with the Evaluation Committee to meet January 21–22, 2000, and the Commission making selection of finalists on January 22, 2000. 🍷



VOLUNTEER ROSTER — AUGUST 1999 WORK SESSIONS

Work Sessions C and D. Please notify the Albuquerque office of any errors or omissions.

team leader

* 5 years or more volunteer

** 10 years or more volunteer

ANTONITO

Site Leader

Bill Kepner C
Warren Ringer C, D

Caboose 0579

Tom Garland* D
Bill Kepner** C
Jim Rhinehard C
Drake Rice* D
Ken Rice* D
#Warren Ringer* C, D
Tim Smith C

Chronicler

Tim Smith C

CHAMA

Site Leader

Bob Akers C
Ralph Flowers D

Administration & Registration

Bob Akers* C
#Doris Akers* C
#Ralph Flowers* D
Terri Shaw* D

Beautification of Railroad Premises

#Jim Grisenti C
Dave Zanity C

Car Lettering

#Dick Caldwell* C, D
Kathy Crist D
Bob Gotthelf C
Charlie Hunter D
Edward Seidel C
Beth Mouritson D

Car Painting

#John Blake C, D
Terry Boardman C, D
Ray Crist D
Mike Mahoney D
Ed Mouritson* D
Ron Pearson C

Chroniclers

Lewis Clark C, D
Sharon McGee D
George Nicholls C
Benjamin Rogers C, D
#Tim Smith C

Exhibit Planning and Design

Dick Ross, C
#Terri Shaw* C
John West C

Flat Car 6214 and Car Repair

Don Bush* C
Rod Fishburn D
#Geof Gordon* C, D
Jim McGee D
Jim Phelps C, D
Fred Springer C, D

Food Preparation

Pat Boardman C, D
Nan Clark C, D
Debbie Crane D
Edna Reed C, D
#Mona Tully* C, D
Dave Zanity C

Myrna Dross's name was left off the list of Food Preparation team volunteers for work session B.

Outfit Cars and Tank Car Walkways

Bob Craine D
Ken Earle C
#Ralph Flowers* C
Mark Reed C, D
Don Richter C
Andy Ross C
Ron Ross C
#Jerry Sahnd C
#Bob Tully* C, D
Steve Ward D

Running Gear

Jim Graham C
Scott Hardy D
Max Hofman D
#Art Randall* C, D

Roundhouse Doors

#Roger Briggs* C, D

Tool Car

#Don Metzler* C, D

Wheel & Tie Car 06092

John Berges C
#Roy Blizzard C, D
Tony Kassin C, D
Don MacCormack C
Ken Madison C
Robby Rothschild D
Dave Sands* C, D

Yard & Train Hosts

Howard Bunté** C, D
Mike Hipskind C
Bill Mackey D
Carol Mackey D
Charles Proudfoot C

CUMBRES

Site Leader

Bob Ground C

Section House

Jerry Gorzoch C
#Bob Ground** C
Jackie Hirsch C
Rollie Hirsch C
Al Judd* C
George Trever C

Chroniclers

Jackie Hirsch C
Rollie Hirsch C

OSIER

Site Leader

Dan Robbins C

Section House

Becky Robbins C
#Dan Robbins C
John Ruhr C

New Mexico Legislative Committee Recommends State Support of C&TS

The New Mexico Legislative Joint Interim Committee on Rural Economic Development has recommended approval of a \$400,000 appropriation by the State of New Mexico for the rehabilitation of the Cumbres & Toltec Scenic Railroad. A hearing of the Committee was held on December 9, 1999, at the request of the Friends. The Friends asked that each state appropriate \$400,000, for a total of \$800,000, to provide essential repairs to locomotives, passenger cars, and track to put the railroad in condition to reopen next year.

Through testimony and written materials, the Friends presented the following points:

- The Cumbres & Toltec Scenic Railroad is the economic engine of the region, generating \$40-\$45 million in economic benefits annually.
- The railroad itself has been largely self-sufficient, covering 97 percent of its operating and capital costs, with

the remainder coming from the states. On average, each state provides annually \$35,000-\$45,000 for capital improvements and \$10,000 for operating costs.

- The railroad faces a crisis today because the Railroad Commission was forced to terminate its contract with the railroad's contract operator for cause—circumstances that leave the railroad without available funds.
- Replacing the contract operator became necessary because the past three years have witnessed serious deterioration in the condition of the railroad's steam locomotives, track, and passenger cars—conditions a new Operator will be hard pressed to correct.
- As a consequence of the situation, there is a real risk that the railroad will not be able to open next May.
- An Economic Development Administration (EDA) grant of \$800,000 for track rehabilitation is endangered due to a shortfall in local matching funds.

See *Committee*, page 11 ➔

Preserving an Economy

by Keith E. Hayes, AIA

I would never have imagined that it would be such a thrill to see a locomotive coaled at the Chama coal tipple. Friends' member Parker Fowler led a team for the past two summers which has reconditioned the hoist mechanism, lubricated the cables, and fired up the electric winch motor. Their efforts resulted during work session A in a demonstration of the operation of the coal tipple for the first time in more than a decade!

At the turn of the century, the locomotive coal tipple at Chama consisted of a series of bins above and adjacent to the mainline that were accessed on rails ascending a long trestle with a grade in excess of 5 percent. A locomotive would push several gondolas of coal up the trestle to a location adjacent to the bins where a crew would transfer the coal by shovel to the multiple bins. The coal would then travel by gravity into waiting locomotive tenders. High-side gondolas used today as open cars have a modern capacity of 25 tons. The small Consolidation-type locomotives based in Chama for many years had tenders capable of holding 6-7 tons of coal each. Thus, one gondola of coal would provide enough fuel for four locomotives.

Even short trains traveling over Cumbres pass had to be double-headed in that era, so all the effort would only provide enough fuel for two trains! There must have been a constant parade up and down the coal trestle as locomotives spotted fresh carloads of coal to be transferred by a waiting crew into the bins to be ready for the next train. With a crew of four transferring the coal, and a locomotive spotting a new gondola of coal every few hours, this was both a time- and labor-intensive operation. Arrival of the 450-series K-27 locomotives in 1903 and the K-28s in 1923 only made matters worse, as their larger fireboxes required bigger tenders which consumed more coal.



The hostler has spotted D&RGW K-28 #475 at the coal chute. Judging from the shadows, it is late in the afternoon on May 26, 1939. The crew appear to be discussing a point of detail before the tender is topped off for the night. Note the north roundhouse wall beyond the sandhouse at the extreme right of the photo. Photo by Otto Perry, courtesy of Denver Public Library, Western History Department.

According to Parker and his crew, Fairbanks-Morse had a solution. The Wisconsin company manufactured a variety of equipment including scales, elevators, motors, and later, diesel-electric locomotives. In order to expand the market for their products, the company developed a coal tipple elevator. At the F-M structure, a locomotive pushes drop-bottom gondolas up a short hill to a large concrete bin located above and behind the tipple. The gondolas are emptied by gravity into the bin, which in turn feeds two buckets, each on an elevator cable. The buckets are placed at opposite ends of the cable such that one bucket is always at the top of the elevator, and the other at the bottom and they pass at the midpoint of the tower. The system is balanced so that the hoist only lifts the weight of the coal, not the buckets themselves. An electric hoist is located in the small building at the base of the tipple with the elevator mechanism in the small gable structure at the top. Each bucket has a capacity of a ton or so, and the entire operation is automatic and operated by one person—no more shoveling.

The Rio Grande bought three of these buildings in 1924 to be constructed at Chama, Durango, and Gunnison. The structure at Chama alone remains, an icon of the narrow gauge. More than that, it is a symbol of progress: the increasing cost of labor, the introduction of electricity to small towns, bigger locomotives, and longer trains.

Thus, we all gathered in the north end of the Chama yard about 10:00 in the morning on June 18, 1999, to watch the quiet ballet of the buckets traveling up the elevator loaded with coal to dump into the upper bin. It was really quite noisy as the coal clattered into the bin, and there was a spray of water that had collected at the bottom of the shaft. But the best part was when locomotive 497 eased its tender in front of the bin and Friends' member Bob Akers lowered the chute and dumped the waiting coal into the bunker. When Friends talk about a trip over the Cumbres & Toltec as a trip back in time, it is also a trip to another economy.

Keith is a long-time volunteer at the summer work sessions. His column appears regularly in the C&TS Dispatch. 🐾

RESTORATION OF PILE DRIVER OB AT WMMI

by Jerry Sahnd

The restoration of pile driver OB at the Western Museum of Mining and Industry in Colorado Springs consists of two separate projects: Idler flat car 06008, which was started in August 1998 and completed in September 1999; and the platform car and pile driver, which are currently being restored.

Idler Flat Car 06008

As last reported in the summer 1999 Dispatch, this car was nearing completion. Installation of the original appliances and hardware (braking system, steps, grab irons, cut rods, and stake pockets) was completed in June and July. It was decided that to achieve the best coverage the car would be primed prior to the installation of the deck. In an effort to prolong the life of the body sills, roofing felt was cut to width and stapled to the top of each member prior to installation of the deck. With this accomplished, the deck was installed by two teams starting at each end and working towards the center. Before the last few boards were placed, the remaining dimension was checked and their width was adjusted for proper fit. One of the features that makes the idler flat unique is addition of 4- x 6-inch side rails next to the body stakes and a wood butt plate affixed at the B end of the car on top of the deck. The deck, side rails, and end plate were then primed. This car is complete with the exception of a final coat of maintenance-of-way gray and black paint and lettering.

The staff of the mining museum has asked if this car could remain on site for public display until completion of the pile driver. The Friends agree that this serves the best interests of the museum and one of our mission purposes—to inform the public.

Pile Driver OB

The pile driver is constructed of both steel and wood that was custom designed and fabricated in the D&RG's Burnam Shop in Denver in June 1891.

The machinery was built for the D&RG by Kendall & Roberts Company of Cambridge, Massachusetts. The original color for idler flat 06008 and OB was red until 1943 or 1944 at which time it was repainted with the gray and black scheme adopted by the D&RGW in 1940. Due to

the serious condition of the car and its restoration complexity, it was decided that the pile driver could best be accomplished at WMMI. The task of moving the car was scheduled for work sessions A and B this year. It was decided that the upper portion of the car would be jacked and supported by used ties to a height allowing the platform car to be removed. Once the pile driver was removed a flat bed tractor-trailer was positioned under the structure and jacked back down onto the trailer. The platform car was taken to the end of track on the west side of the Chama wye, and end-loaded onto a second flat bed tractor-trailer. Both trucks then proceeded to WMMI, where they were off-loaded by crane onto the track.

Renovation work was started on the platform car in September. The wood on the deck was deteriorated beyond salvage and was removed. The body sills were inspected for damage or rot. The center two sills are made of oak and were originally constructed of three pieces adjoined end to end by lap joints and attached to the end sills by mortise and tenon joints. The center sills on the B end of the car had been replaced by steel at one time (see note below). The A end of the center sills have longitudinal cracks in the area of the draft gear and will be replaced by new oak members in the interest of structural integrity.



At the Friends' facility at the Western Museum of Mining & Industry, pile driver OB's superstructure (pile driver frame, tower, hoist machinery, and hoist house) being off-loaded after arriving from Chama on June 25, 1999. (Roger Briggs)

The intermediate and side sills are made of steel and appear to be in sound condition requiring no refurbishing. The ring gear assembly is constructed of six like castings which are bolted together and cross braced to the center pivot housing. Some mild to moderate corrosion was noted within the ring area which has been removed. This area inside the ring contained various amounts of cinder, rock, ballast, and general debris, which acted as a moisture trap.

In November, the steel sills and ring assembly were thoroughly brushed and scraped and then given a coat of gray primer paint. The coupler and draft gear have been removed from the A end of the car in preparation for replacement of the split center sills. The A end sill has been removed and a new oak member is being mortised and slotted.

It is the intention of the Friends to restore this car to roadable and operable condition, which can be demonstrated to the public when it is returned to Chama.

Note: In May 1920, OB overturned six miles west of Antonito on its way to rebuild a washed-out bridge at Chama. The idler flat and pile driver were damaged in this accident and were probably rebuilt some time thereafter.

Jerry is a Friends director. 🍂



The Osier Company and the Friends honored Robert Richardson (center), founder of the Colorado Railroad Museum in Golden, Colorado, at ceremonies August 15, 1999, at the Chama depot. The Osier Company donated proceeds from sales of Richardson's books to the Friends, who created a memorial fund in Richardson's honor. Terri Shaw, Friends president, and Richardson hold the check from the Osier Company. H. L. Scott III, artist and partner in the Osier Company, looks on. Richardson is holding Scott's original 22- x 26-inch pen and ink drawing of Rio Grande locomotive 491, which is on display at the Colorado Railroad Museum. The drawing is signed by the artist and Richardson. Scott donated the drawing to the Friends, and it will be placed into the Friends benefit auction on eBay. After signing on to eBay at <<http://www.ebay.com/index.html>>, search for CTSRR.

Election Procedures

In accordance with our bylaws, in this issue of the C&TS Dispatch we are publishing a description of our Board of Directors election procedures. Article Six of the bylaws provides that our members shall elect directors—and six of the fifteen seats and one vacant seat on the board are up for election this year.

Nominations for election to the board are made by the nominating committee or by petition. The five (5) member nominating committee is appointed by the board, and its duty is to nominate seven (7) qualified candidates. Additional candidates may be nominated by petition. A petition for nomination shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of three (3) voting members, brief biographical information about the nominee, and the nominee's statement of candidacy.

The board will appoint the nominating committee at its meeting in Albuquerque, New Mexico, on March 10 and 11, 2000. Interested candidates should contact any officer, director, or member of the nominating committee to express an interest in serving on the board. All nominations by petition must be received by our Albuquerque office by Thursday, April 13, 2000. Elections shall take place by

written ballots that will be mailed by Thursday, May 4, 2000. To be counted, ballots must be received by our Albuquerque office by Thursday, June 8, 2000 (15 days before the annual meeting in Chama on Friday, June 23, 2000).

LIBRARY/ARCHIVE/MUSEUM?

by Spencer Wilson, Librarian and Archivist

You will note the additional word "Museum" and question mark in the title. It is true—we are accumulating museum-quality donations. Recently, John Norwood, son of the well-known railroader, left a small Pocket Field Drafting Set in the Friends' mailbox. On the lid of the little set is a short note: "... used for years in the early mapping and survey of the Denver & Rio Grande railroad during [the] period [of] all 3-foot gauge; pre-1890."

We also received a rather sizeable collection of cassettes, super-8 mm films, and various clippings, brochures, special activities, and even one reel-to-reel tape, mostly concerning activities of the Rocky Mountain Railroad Club. The films and tapes contain railroad music, sounds of trains, especially the 844 on runs between Denver and Cheyenne. There are many slides, mostly of Union Pacific streamliners in Wyoming. These materials came to us through Bill and Carol Mackey's daughter. This collection belonged to Lawrence C. Rider of Denver. I do not have any information on Mr. Rider but would like to know more about him.

I also have two new books. The first is a reprint of *Goin' Railroadin': Two Generations of Colorado Stories* by Margaret Speas Coel, as told by Sam Speas (University Press of Colorado, PO Box 849, Niwot, CO 80544, 180 pp., \$19.95 plus shipping, pb. 5 x 8, photographs). This is a reprint first published by Pruett Publishing Company of Boulder, CO, in 1985. It is the story of two railroaders, Sam Speas senior and junior, as related to Margaret Coel. Both father and son worked on the Denver, South Park & Pacific and the Colorado & Southern. Their stories cover the highlights of both roads. There are also photographs from the family collection.

A second donation is, for want of a better description, "artistic history." *American Railroads of the Nineteenth Century: A Pictorial History in Victorian Wood Engravings* by Jim Harter (Texas Tech University Press, PO Box 41037, Lubbock, TX 79409, 320 pp., \$45.00 plus shipping, hb. 12 x 14, woodcuts). Wow, what a book! Copies of woodcuts depicting the history of railroading in the United States during the nineteenth century, with short introductions for each of eighteen chapters, and a bibliography. Chapter titles start with the Early Years, the Civil War, American Locomotives, 1865—1890, the West, Passengers, Mail, Freight, Labor Disputes, and Train Wrecks and Disasters, to name only a few. Most readers of American railroad books have seen some, if not all, of these illustrations at one time or another, but now here is a very nicely done, coffee table, collection. ☞

VIDEO REVIEWS

Chased by a Steam Train, Vol. 1, VHS, 90 Minutes

First Train to Toltec, VHS, 60 Minutes

Chased by a Steam Train is a most unusual and intriguing railroad video. No close-ups of steam engines charging past the camera wreathed in steam and spouting a plume of smoke. No grand vistas of mountains and canyons on a beautiful day with a train in the distance. This video moves calmly and sedately, at the pace of a steam engine on a mountain grade, the Cumbres grade to be precise. In this case, the engine is 484 of the Cumbres & Toltec Scenic Railroad, and it is pulling a chartered train consisting of 4 passenger coaches to resemble the old *San Juan* train run by the Rio Grande 50 years ago. C&TS diesel 19 precedes 484 out of Chama, and the filming is done entirely from the rear platform of a coach pulled by the diesel.

After a brief introduction to the history of the Cumbres & Toltec Scenic Railroad and of the Rio Grande operations in this area, the view is of 484 as it starts out from Chama. Thereafter, the smoke box front of the engine is in view nearly every foot of the way from Chama to Cumbres as 484 works its way up the grade. Narration is brief and concise so the sound of 484 is nearly constant. The feeling is that of actually being on the train and the smoke box view along with the sound of the working engine becomes mesmerizing. As this video was filmed in May 1997 shortly after the line opened for the season, there is still plenty of snow at the higher elevation. The path carved by the rotary steam plow, OY, through the banks of snow just a couple of weeks earlier is still quite evident.

This unique and unusual video will appeal to anyone who has ridden the train, as well as to anyone who hasn't and wished they could, as it captures the timeless sights and sounds as seen and heard while riding the Cumbres and Toltec Scenic Railroad. This video is produced by Greg Scholl Video Productions.

"Exciting and unusual steam train action in the Colorado Rockies" is the description on the jacket of *First Train to Toltec* and the video lives up to its description. The film shows a steam powered train chartered in May 1997 to recreate a typical D&RGW freight train from the 1950s. The freight runs from Chama out to the Toltec gorge on the Cumbres and Toltec Scenic Railroad and is powered by two steam engines, the second used as a rear helper. Being the first train of the year, there's still snow to clear and the video shows 484 bucking snow.

Many of the freight cars in the train were acquired and/or restored by the Friends. Minimal narration ensures the sounds of working steam can be fully appreciated. Included in the film is a work train run a couple of days earlier to remove a large boulder from the track. A steam powered work train is shown taking a front-end loader to the site. The boulder removal by the loader and the ensuing track repair necessary to open the line are included. It's an unusual operation and adds great interest to the tape.

The video is jointly produced by Railway Productions and Greg Scholl Video Productions. Both tapes are available from the producers or the Whistle Stop Shop.

—Warren Ringer 🍷

Year-Round Opportunity at the Western Museum of Mining & Industry

The work crew meets every first and third Saturday of the month at The Western Museum of Mining & Industry in Colorado Springs, starting about 9:00 AM. The museum is located at the Northgate Blvd. exit to the east of I-25. All members and the general public are invited to participate. For further information contact Roger Briggs at (719) 495-4973 or Jerry Sahnd at (719) 573-5688, email <JBSahnd@prodigy.net>.

Committee continued from page 7

- Through a fund-raising drive, the Friends of the C&TS have been covering the costs of employing railroad workers to continue critical tasks, but these funds are likely to be exhausted by mid-January.
 - The Friends request that the states of Colorado and New Mexico appropriate \$400,000 each to help return the railroad to its 1996 condition, to preserve the EDA grant, and to facilitate opening the railroad in May.
- Spencer Wilson and Dick Cowles represented the Friends at the hearing and answered questions posed by Committee members. Other speakers included Jeff Stebbins, a C&TS engineer; Kim Flowers, owner of the Vista Del Rio motel; and former Governor David Cargo, under whose administration the C&TS was created. All are Friends members.

The New Mexico legislation must be approved when the full legislature convenes in January and would be conditioned on matching appropriations from Colorado. The Committee designated the state senator and representative in whose districts the railroad lies to begin working with their counterparts in Colorado.

A committee has been appointed to guide Friends' participation in lobbying efforts in Colorado. Members Hugh Fowler and Bob Akers spoke at a meeting of the Colorado Capital Development Committee on December 21, 1999. There have been subsequent conversations with legislators and members of the Governor's staff. There will be further activities in both states when the respective legislatures open their sessions for 2000. ☞

Association of Railway Museums (ARM)

Individuals can become affiliate members of ARM for \$15.00 per year. Contact ARM, P.O. Box 370, Tujunga, CA 91403. Members receive *Railway Museum Quarterly*, the journal of the association. ARM is a Professional Affiliate Member of the American Association of Museums.

2000 Schedule of Friends Events

June 19-23, Monday-Friday
Volunteer Work Session A

June 23, Friday
Annual Meeting

June 24, Saturday
Friends Annual Freight Special

June 26-30, Monday-Friday
Volunteer Work Session B

July 15, Saturday
Twelfth Annual Moonlight Train

August 7-11, Monday-Friday
Volunteer Work Session C

August 14-18, Monday-Friday
Volunteer Work Session D



Friends members Howard Bunté (second from left in back row) and Terri Shaw (seated center) and a very happy group of LGB modelers from Germany who purchased our yard and train host aprons after train riding on August 25, 1999.



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

5732 Osuna Road NE
Albuquerque, New Mexico 87109

ADDRESS CORRECTION REQUESTED

Non-Profit
Organization
U.S. Postage
PAID
Albuquerque, NM
Permit No. 1710