



C&TS Dispatch

Vol. 12 No. 3

FALL 1999

1999 Historic Preservation

The June Volunteer Work Sessions

by Doris Akers, Bob Akers, Tom Cardin, George Swain, Spencer Wilson, Ken Spencer and Steve Benezra

One hundred and seventy-six people carried out historic preservation projects on the Cumbres & Toltec Scenic Railroad during the two volunteer work sessions from June 14 to 25, 1999. The volunteers came from 25 states and England. This issue of the C&TS Dispatch covers the work of the volunteers. The two August 1999 work sessions will be covered in the winter issue.



Pile driver OB's superstructure is lowered onto a flat-bed truck in the Chama yard on June 24, 1999. OB's flat car upon which the superstructure rests has been removed. The pile driver, built in 1891, was taken to the Friends' facility at the Western Museum of Mining and Industry at Colorado Springs for restoration. (George Swain)

What We Did Last Summer Volunteer Work Sessions— June 1999

In **Antonito**, volunteers

- installed the center, intermediate and side sills and cut the end sills for flat car 6708 in preparation for installing them.

In **Chama**, we

- weeded, planted and watered flowers at the depot as well as at the community park.
- cleaned out the contents of tool car 04549, cable car 04426 and boxcars

3090, 3125 and 3422 by removing scrap and junk of no historical or operational value; and we organized and consolidated remaining inventory. We now have two cars emptied and available for storage of parts from locomotives 492 and 483, which are being readied for future asbestos removal.

- lettered stock cars 5600, 5841 and 5706 and boxcar 04444 during session A; and lettered 9613 (which was converted to an observation car for railroad use), cook car 053 and stock car 5691 during session B.
- painted 1 flat car, 2 stock cars and 2 boxcars during session A. We scraped and painted flat car 6214; scraped and painted short refrigerator car 55; and

scraped and painted the Friends' lumber car during session B.

- installed the steps on cook car 053.
- cleaned the cylinder walls and injector on the Fairbanks-Morse diesel engine in the coal tipple. The engine was also "unstuck" and now "turns over" freely. The hoist was also put in operational order.
- had a team of chroniclers who took photos and kept track of all the work we did and all the fun we had.
- completed a full car count and inventory of rolling stock for use in a car brochure for tourists. The yard guide/layout was checked and corrected as necessary by the Exhibit and Design crew. See *Summer*, page 4 →

C&TS Dispatch

<http://CTSFriends.railfan.net>

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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 Cumbres & Toltec Scenic Railroad Corporation. As the museum support group, the Friends is dedicated to the preservation and interpretation of the railroad.

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

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PRESIDENT'S COLUMN



=Ralph Flowers=

Ralph Flowers was born in 1923 and was killed in an airplane accident on September 1, 1999. He was in the Navy in World War II and was awarded a Purple Heart. He married the light of his life and raised two fine children. After retiring as an electrical engineer with General Electric, he and Bette managed a retreat community for troubled clergy.

Ralph learned about the Friends while riding our Moonlight Train in 1991. He so enjoyed the way his car host talked about the railroad and the Friends that he joined immediately. He came to every volunteer work session from then on and quickly became a team leader. He joined the Friends Board of Directors in 1994, and when project planning was reorganized late that year, he became co-chair. Ralph organized the information from team leaders for ordering tools and materials, and became the site leader for the Chama projects. At the beginning of every work session, he gave the safety and information orientation. You saw him everywhere in the yard, learning what was going on at all the projects, thinking about what they would need two steps ahead and how to get it for them. He was our "man in Chama"—driving from his home in Pagosa Springs to confer with our Triad partners about projects, keeping abreast of news at the railroad, and arranging for car movement in the yards in preparation for the work sessions.

Ralph served as my Vice President for three years and was of constant support with humor and wisdom. The same thoughtfulness in project planning was applied to the needs of the whole organization. He was always thinking about how to get things done and move us along our chosen path.

He lived his life with joy. He was a man of great faith, committed to helping others, humble about his abilities and accomplishments. He made an indelible contribution to our organization and the lives of those who knew him. I miss him terribly and will remember him always as you see him in the photograph.

We have established a memorial fund to be used to help the part of the railroad Ralph loved the most, the locomotives. Donations will be used for materials and off-site services to assist in bringing the locomotive fleet back into good working condition. Donations may be sent to the Friends at 5732 Osuna Rd. NE, Albuquerque, NM 87109.

—Terri Shaw



Ralph Flowers, 1923–1999, a Friend in every way.

Another Friend Lost — Mike Hipskind

by Jim Hamblin

On August 20, 1999, long-time Friend Mike Hipskind died suddenly of a massive heart attack at Cresco Tank while photographing the Chama train. Mike had been actively working throughout the year with other Friends to develop a number of interpretive signs for the yards and on the trains,

Commission Acts To Terminate Operating Lease

While the Friends were completing a successful season of restoration work at the railroad, the condition of the operating locomotives was of increasing concern to the Cumbres & Toltec Scenic Railroad Commission. Concluding that the C&TS Corporation, holder of the operating lease, had not taken satisfactory action in response to concerns raised by the Commission during the course of the season, the Commission took action at its regular meeting September 14, 1999, to terminate the operating lease. In taking this action the Commission stated that foremost in their concerns was care for

and over the winter had archived a large number of pictures for the Friends on to CD-ROM.

In May, Mike wired a number of the passenger cars for the new sound system, and returned in August to continue work on the interpretive efforts in addition to serving as a host docent. Mike's love for the Cumbres & Toltec and the Friends was evident, and those of us who knew Mike considered him a "walking encyclopedia" of C&TS history (Mike had written a master's thesis on the D&RGW). One of Mike's last efforts was to edit an upcoming book on narrow-gauge railroading.

Mike was a tremendous modeler, having built a fully operational S_n3 layout depicting the Chama–Antonito area. He built 116 car kits, each completely painted and detailed, and each of his engines was weathered to reflect a hard day on Cumbres pass in 1941. He served as the Registrar for the 17th National Narrow Gauge Convention in 1997 in Cincinnati.

But perhaps his close friends will best remember Mike's generosity. In addition to supporting Colorado/New Mexico railroading through a number of various organizations, Mike gave freely of his time, efforts, and possessions to others. If he saw a person in need, Mike generously gave him assistance. He freely shared his

the historic assets of the railroad and the continued employment of local residents in its operation.

At the meeting the Railroad Commission approved a contract for an audit of the C&TS Corporation and voted to terminate the contract. Acting on advice from the Colorado Attorney General, a notice was served on the C&TS Railroad Corporation citing breaches of contract which, if not cured within thirty days, permit termination of the lease. The following problems were cited:

–It appears from financial statements for 1998 operations that the Corporation's debts exceed its assets by a substantial amount, leading to a conclusion that the Corporation is not financially

knowledge and skills with others, never asking for anything in return. Mike's enthusiasm for the Friends was reflected by his gift of a money clip, bearing the Friends button, to some of the new members of the Friends whom he met for the first time just before his death.

Mike was 50 years old, and is survived by his wife, Kay. Donations in his memory may be made to the Friends of the Cumbres & Toltec Scenic Railroad, 5732 Osuna Rd. NE, Albuquerque, NM 87109, into a special fund set up in his name.



Mike Hipskind, 1949–1999, doing what he loved.

responsible or capable to operate the railroad.

–Financial statements were received nearly six months late and only after the commission made a demand for them.

–Failure to maintain six steam locomotives which were operational at the beginning of the lease. Three operational locomotives are in poor condition and in need of major repair. The other three locomotives are currently out of service and materials have not been purchased to carry out repairs. A diesel engine also is out of service.

–Failure to install the required 2,500 rail ties per year for 1998 and 1999.

–Rent payments, while current, were made late in two months of 1998 and three months of 1999.

See Commission, page 11 ➔



In Antonito during session A, Keith Hayes (left) and Tim Smith watch Bob Hayes use a jack to raise a timber into place so it can be bolted to the frame of flat car 6708. In the foreground, a similar timber has been bolted in place. (All photos by Tom Cardin except where noted.)



During session B, Alta Berkstresser (left) and Diane Vos water the gardens around the Chama depot. Volunteers worked throughout the yard and at the Chama community park weeding, planting and watering.

Summer continued from page 1

- removed all decking and replaced two side beams on flanger OJ. Pine side seals were temporarily installed. These will be replaced with historically correct materials later. Flanger OK will be restored in 2000.
- tore down flat car 6214, salvaging everything possible; and after the paint crew primed the frame and the mechanical crew began work on the trucks, we began restoration. We plan to continue during sessions C & D; however, completion will probably not take place until next year.
- prepared approximately 1000 lunches as well as making coffee every morning and making sure we had drinks and snacks to keep us energized.
- installed the metal panels around the windows on the outside of inspection car MW02; and made new wooden panels, which were installed on the inside of MW02. We also installed new floor covering; and we sanded and varnished the ceiling (which is made of wood). Next year, we plan to



Don Stewart paints 30-foot refrigerator car 55 in Chama (session B). The painting crew scraped and painted eight cars in the two June sessions.



The lettering crew applied 1892-style lettering to boxcar 04444, one of the oldest unmodified freight cars in service on the C&TS. The crew lettered seven cars during sessions A and B. (George Swain)



The hoist of the coal tipple was put in operational order during session A; shown here is engine 497 after being coaled at the tipple in Chama. Jeff Stebbins is the engineer and Parker Fowler is on the ground. Bob Akers clears the chute.



Activity in the east Chama yard, session B. In the foreground, volunteers replace the sills of flat car 6214. In the left background is boxcar 3090, which was cleaned out, and to the right is tool car 04549; volunteers installed a new roof walk, doors and buffer blocks on 04549.



Scott Leidenberger (left) and Lisa Leidenberger work on replacing the roof walk of cable car 04426 in the east Chama yard (session B).



In front of the old roundhouse in Chama during session A, Gus Wurtzer and crew replace a window frame on inspection car MW02. Work on this car will continue in 2000.

In Chama, Charlie Irvin (sitting), Jack Salisbury and Don Hausmann work on a bearing box from stock car 5633 (session A).



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install the seats and wooden frames around the windows as well as paint the exterior.

- re-chinked the log bunkhouse, painted it and beautified the site.
- put the saddles and roofwalk on long refrigerator car 163.
- worked on tool car 04549 and cable car 04426 and completed their roof walks, doors and buffer blocks. The work on the outfit cars will be ongoing.
- prepared pile driver OB for transport to WMMI in Colorado Springs. Roger Briggs and the Colorado Springs crew began work on this historic piece of equipment during July.
- repacked journal bearings and brakes (stock car 5633 was completed and flat car 6200 was started) and worked on the triple valve of flat car 6214.
- continued work on 30-foot refrigerator car 55, but volunteers were hampered by the unavailability of jack stands and

See *Summer*, page 6 →



Reroofing the sand house, next to the coal tibble. Fire damaged part of the earlier roof, which the Friends installed in 1997.



Volunteers in session A re-chinked and painted the log bunkhouse at the north end of the Chama yard. (George Swain)



Above, at the beginning of the work sessions, pile driver OB is parked in the Chama yard waiting to be taken for restoration to the Friends' facility at the Western Museum of Mining and Industry at Colorado Springs.

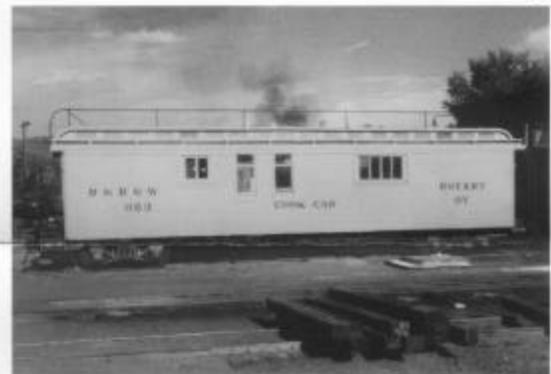


After OB's superstructure (pile driver frame, tower, hoist machinery and hoist house) was raised with jacks and supported by cribbing, the flat car was rolled out from under the superstructure (session B).

Summer continued from page 5

the unreliable operation of the railroad-owned "air" jacks. Much of the work was focused on the A end of the car—body side bearing pads were installed as well as some missing wood siding protecting the cork insulation. One coupler, complete with draft gear, was installed; and work began on the air-brake piping. The relief valve for the auxiliary reservoir was installed and we began laying out the train line and branch pipe. Brake beams were mounted on one truck. Work will continue during 2000.

- rebuilt the center section of the sand house roof—our *deja vu* project.
- began replacing the sound system(s) on the passenger cars during a May mini work session. During session B, we continued with these replacements.
- began work on the tank car walkways. This work will continue into future sessions.
- had a tool car crew that kept everyone supplied →



Railway Post Office (RPO)/Cook Car 053 in the Chama yard at the end of the June work sessions. Volunteers completed the end platform work begun in 1997 by installing new steps. They also relettered the car. 053 was built as a 30-foot RPO in 1885 and served for many years on the Chili line between Santa Fe, New Mexico, and Alamosa, Colorado.



The superstructure on cribbing with the flat car removed, before being lowered onto a flatbed truck for the trip to Colorado Springs. (Ken Spencer)

with tools and supplies and made numerous trips for the miscellaneous items we didn't know we needed.

- had yard and train hosts who spent their days educating tourists on the beauty and uniqueness of the railroad, as well as explaining the Friends and our activities.
- painted and numbered 10 speed limit signs and 7 mile posts; painted and lettered 5 whistleboards, 2 state line signs, 2 yard limit signs and 3 miscellaneous signs; and painted over graffiti on the Chama River bridge during session A. During session B, we replaced the whistleboard at highway 285, replaced two mileposts and installed a new (temporary) Toltec sign at mile 310.91. We painted 3 mile posts and made tracings for stencils. At Rock Tunnel/Toltec Gorge, we evaluated the work that will be required to repair the safety railing and to restore tell-tales at both ends of the tunnel. We put "band-aid" fixes on the worst places of the tell-tale frames.
- cleared and/or trimmed approximately 1000 trees at Coxo, Sublette and at the top of the narrows. Clearing and trimming was completed at Windy Point and Los Pinos.

At **CUMBRES**, volunteers

- assembled section house windows, built coverings to protect the windows, worked on insulation, hung drywall and installed beaded tongue-and-groove siding on the ceiling.

And at **OSIER**, we

- finished the section house porch roof and installed the oak floors. 🖐



Volunteers completed the new porch roof of the Osier section house (session B). Below, Rich Muth works on window covers for the Cumbres section house. Note the new door and new window frames and sills (session B).



(Right) In the Chama yard warehouse, Tom Cardin wires a receptacle during the May mini session. Volunteers began replacing the sound systems in the passenger coaches in May, and the work continued in the B work session. (Spencer Wilson)



Juanita Smoot thins out trees along the line during session B. Trimming and thinning trees so that a clear area extends 15 feet on each side of the track is done to give the engine crew an unobstructed view down the track and to ensure the safety of the passengers and train crew. (Steve Benezra)



Volunteers for this project in May were Roger Briggs, Howard Bunté, Richard Cantrell, Robert Cantrell, Mary Cardin, Tom Cardin, Al Dross, Myrna Dross, Ralph Flowers, Geof Gordon, Nancy Gordon, David Greis, Mike Hipskind, Don Metzler, Ed Morrison, George Nicholls, Jim Phelps, Lee Ritterbush (Team Leader), Robert Rosenberger, Jack Salisbury, Clyde Scott, Marshall Smith, Mary Jane Smith, Bill Strathearn, Chuck Templin, Retha Templin and Frank Yockey.

Boxcar Mary's Review

by Mary Cardin, Food Preparation Team Leader

Joan Sands and I have just compiled menus plus the shopping lists for Sam's Club and the Chama Valley Supermarket for the August work sessions here in Chama, and our boxcar lunches have evolved into an above ordinary culinary experience—and we keep trying to improve. In May of this year we prepared 190 hot lunches over ten days for the mini work session. For the two June work sessions, the boxcar crew made 968 lunches over an eight-day period. For the two August sessions, Mona Tully and her crew will direct the making of 440 box lunches.

The legend goes that in the olden days Bill Lock provided bread, bologna and the fixin's for about twenty volunteers to make their own lunches. But I can really only speak from my experiences since I was shanghaied from the painting crew on my first work session in 1991 to work with Betty Schuh. That knowledgeable lady taught me plenty about how to make a nutritious lunch. At that time we had an old boxcar with folding tables, a hose through the window for running water and ice chests to keep the food cool. We did have the small counter with the sink already installed by the time I arrived on the scene. Next came a real refrigerator, thanks to Bill.

Today, because of Don Metzler and his wonderful crew we have hot and cold running water, reliable electricity and a well-designed, Formica-covered work area with vinyl flooring all in pristine white in a hundred-year-old boxcar! The potty and the sewer connection are on our wish list. I think the fellows just knew that if they improved our working conditions the lunches would get better and better. And they did.

The grocery shopping logistics are mind boggling as well as exhausting. Thank goodness for computers and old dogs learning new tricks. The June sessions this year required a trip to

Sam's Club in Farmington with a large van and pickup. Then a second trip to Sam's Club in Santa Fe in the van just to finish up. Maureen Gonzales and the Chama Valley Supermarket supply all the fresh veggies, fruit, breads, meats, water, ice and sodas plus anything we run out of in between. Doris Akers brings in all the snack candies from the Sugar Bar Ranch in Arvada, Colorado. Then we round up any able bodied men we can find in the yard to help us load all this food into the boxcar and still have room to work.



Chef Cardin serving deluxe lunches à la boxcar, June 1999. (Tom Cardin)

Next comes the fun of sorting all the snack goodies even before the lunch crew arrives in town. So don't you dare take the goody boxes for granted! They are subject to what's available and how clever Joanie and I can be when we go shopping. On Sunday before the work session formally begins, the kitchen crew is hard at work counting and setting up the lunch bags for Monday morning sandwich making.

Our work day goes something like this: Joanie Sands usually arrives at the boxcar about 7:00 AM to start coffee and pick up trash the raccoons have scattered during the night if the person on trash detail forgets to take it all out at the end of the day! Next, all the "away" drinks have to be counted out and iced for travel. About 7:00 to 7:15, most of the crew are already in the boxcar making sandwiches. Many lunches are prepared and on the road before 8:00. All of the lunches are ready by 10:00, and then comes set-up

and food preparation for the next day. At noon Mona Tully clangs the dinner bell and it's SHOWTIME!

My sincerest gratitude and yes, love to my 1999 kitchen crew volunteers (and Cuisinart) for making this job so easy. (The May hot lunch crew members were Nancy Gordon, Myrna Dross, Retha Templin and Mary Jane Smith. The June crew members are listed in the Volunteer Roster in this issue; the August crew will be acknowledged in the winter issue—the editor.)

Mini Session Hot Lunch Recipe

Day one menu:

Elk Stew, Dilly Onion Rolls, Jello Salad, Pumpkin Pie Squares

ELK STEW

First, shoot an elk (moose or deer or cow meat will also do well):

2 pounds elk stew meat (or beef) cut in 1" cubes
1 tablespoon flour
1/2 teaspoon salt
1 large onion, sliced thinly
2 cloves garlic, crushed
1-1/2 tablespoons butter or margarine
1/2 teaspoon allspice
1 bay leaf, crumbled
1-1/4 cups beef stock
1 cup dry red wine
1/4 cup sour cream or yogurt

Coat meat with flour and salt. Brown meat in butter. Add onion, allspice, bay leaf and stock. Cover, and simmer for 3 or more hours until tender. Add stock as necessary. Spoon meat onto serving platter. Stir sour cream or yogurt into liquid in pot; heat over low heat for 2-3 minutes. Serve over meat with steamed carrots and potatoes if desired.



VOLUNTEER ROSTER — JUNE 1999 WORK SESSIONS

Work Sessions A and B. 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

Wayne Freeark

Flat Car 6708

Dave Baughman B
#Wayne Freeark* A, B
Bob Hayes* A
Keith Hayes* A
Diana Lindquist A
Malcolm Mackey* A
Martha Mackey* A
Richard Moses B
Tim Smith A, B
Mike Thode A

CHAMA

Site Leader

Bob Akers A
Ralph G. Flowers B

Administration & Registration

Bob Akers* A
#Doris Akers* A
Ralph G. Flowers
Terri Shaw* A

Beautification of Railroad Premises

#Alta Berkstresser A, B
Gloria Dayhuff A
Kate Kern A
Diane Vos A, B

Boxcar Cleanout

#Dick Cowles A, B
Dan Osetek A
Clyde Putman B
John Scott B

Car Lettering

#Dick Caldwell* A, B
Philip Fennell A, B
George Swain* B
Chuck Templin A, B
Terry Woolsey A

Car Painting

#John Blake A, B
Craig Kumler* B
Robin Kumler* B
Susan LeMmon* A
Don Nicholls* B
Alan Oestreich A
Mike Oestreich A
Charlie Stewart B
Don Stewart B
Laura Wilson A

Chroniclers

Addison Austin A
Shirley Burke B
Tom Cardin* A, B
Glenn Hall A
George Lawrence B
Benjamin Rogers A, B
Albert Ruh B
Elizabeth Ruh B
#Joyce Shostrom* A, B
#Keith Shostrom* A, B
Mary Jane Thompson A

Cook Car 053

Tony Kassin A
#Dave Sands* A
Don Storm A

Coal Tipple

Jim Barcus A
#Parker Fowler* A
David LeMmon* A

Exhibit Planning & Design

Frank Martindell A
Tamar Oestreich A

Flangers

G.O. Gish* A
Sherrie Rider A
#Terry Rider A

Flat Car 6214

Don Bush A
Steve Broadhurst A
#Geof Gordon* A, B
Art Nichols** B
Jim Phelps A, B
Kirk Rohrig B
Fred Springer B

Food Preparation

#Mary Cardin* A, B
Al Dross** A, B
Charly Fowler A
Nancy Gordon* A, B
Genie Hixon* B
Mary Metzler* A, B
Sarah Reichert A
Joan Sands* A, B
Sandy Schwartz B
Mona Tully* A, B
Anne Woolsey A

Inspection Car MW02

Don Huber A
Buddie Ouiliber A
Joseph Phelps A
#Gus Wurtzer A

Log Bunkhouse

Kay Ballinger A
Don Biggs* A
Dale Brown A
Doug Christensen A
#Jim Herron** A
Bill Kern A
Richard McLean A
Clyde Putman A

Refrigerator Car 163

Kevin Corwin* B
#Frank Smucker* B
Janice Street B

Outfit Cars

Donald Bayer B
Tim Bristow A
Don Dayhuff A
#Ralph Flowers* A
Blake Forbes** A
Tony Kassin B
Lisa Leidenberger B
Scott Leidenberger B
Dave Sands* B
Dick Smith* B
Bob Tully* A, B

Pile Driver OB

#Roger Briggs* A
Phil McDonald A
Jerry Sahnd A
Warren Smalley A
Don Smith* A
Ken Spencer* A
John Wilson A

Running Gear

Don Hausmann A, B
Charlie Irvin A, B
#Art Randall* A, B
Jack Salisbury A, B

Refrigerator Car 55

Matt Jameson** A
#Randy Worwag** A

Sand House

#Roger Briggs* B
#Bill Lock** A
Jim Reichert A
Robert Weifelich A

Sound System

Jim Barcus, B
Richard McLean B
#Lee Ritterbush B
John Schwartz B
Don Storm B

Tank Cars

Phil McDonald B
#Jerry Sahnd B
Ken Spencer* B

Tool Car

Gordon Forbes** A
Harry Jensen A, B
Joanne Jensen A, B
#Don Metzler* A, B

Yard & Train Hosts

#Howard Bunté** A
Larry Hatch A, B
Carol Salisbury A, B
Rod Whelan B
Frank Yockey A, B
Joanne Yockey A

Mileposts & Whistleboards

Richard Edwards B
Diana Gross* A
#Jim Gross* A
Edward Krech B
John Mitchell B
Bob Mundis** B
Bob Ross A
#Cal Smith** B
Juanita Smoot A

Tree Trimming

Steve Benezra A, B
George Berkstresser* A, B
Noreen Breeding* A
Roger Breeding** A, B
Curtis Hixon* B
Con Slaviero B
Juanita Smoot B
#Dave Vos* A, B

CUMBRES

Site Leader

Bob Ground

Section House

Casey Akin A
Cody Akin A
Peter Barnes A
Phil Barney B
Dave Bohl A
John DeRosa* A, B
Tom Donovan A, B
Dave Ferro A, B
Glenn Ford B
Bill Gartner B
#Bob Ground** A, B
Bill Hobbs B
Richard Hobbs B
Al Judd* A
Laura Kammerer B
Cliff Mestel B
Rich Muth B
Steve Schroeder** A
Marshall Smith A
Mary Smith A

OSIER

Site Leader

Ted Norcross

Section House

Gene Balderston* A
Ron Carder A
Jim Hamblin B
Sheri Hamblin B
David Hoyt* A
Douglas LaCoss A
Emmanuel Lopez* A, B
Craig Miller B
Chris Norcross A, B
John Norcross B
#Ted Norcross** A, B
Janet Rupley A
John Rupley A, B*
Mike Serna A

Where We Came From

Twenty-five states and England were represented at the June work sessions. The distribution of the 176 volunteers is given below.

Arkansas—3	New Jersey—1
Arizona—15	New Mexico—32
California—13	North Carolina—5
Colorado—39	Ohio—12
Florida—7	Oregon—2
Georgia—5	South Dakota—2
Illinois—2	Tennessee—2
Kansas—4	Texas—11
Maryland—4	Utah—2
Michigan—1	Virginia—2
Minnesota—2	Washington—1
Missouri—3	Wisconsin—3
Nebraska—1	England—2

Our Global Community

In addition to the members in the United States, 38 members reside in Australia, Belgium, Canada, France, Germany, Japan, Luxembourg, New Zealand, Singapore, Switzerland, and the United Kingdom.

Report From The Enginehouse

by *Walter Rosenberger, Chief Mechanical Officer*

As we conclude the 1999 operating season, we will have had up to four engines in steam. Most everybody has heard that our engines need significant work. It's a situation that even 50 men and a \$1 million budget could not rectify in just one winter. Very few people have a true idea of the amount of work facing us to get the engines in shape.

The engines are safe, serviceable to a degree, but are becoming less reliable. There has not been a comprehensive running gear rebuild in several years. (A comprehensive rebuild is one where everything that moves under the engine is removed; all parts and surfaces are renewed from the frame up.) An example of what happens is drivers worn to different diameters are all trying to roll under each engine's rigid frame. What gives? Driving boxes, crank pins, bushings, shoes and wedges. They all show significant wear and they are starting to wear out faster than we can keep up with them. In addition, spring rigging pins, saddles, bushings, etc. are all worn. Valve gears have lost motion. Rings are worn and leak steam. Compounding this is track that is getting significantly rougher and is tearing the engines and cars apart.

We're also behind on boiler re-tubing. Until the 487 was re-tubed this past winter, no boiler had been re-tubed since the 497 in 1995. We are facing mandatory boiler re-tubing on some engines when the new FRA part 230 takes effect. (463 and 497 will not get the number of years on extension that we're used to. 487 was done in accordance with the new rule; 488 will be; 484 and 489 are due anyway.)

The only solution that will keep the engines running in the long term is to do a comprehensive rebuild of each one, and put them on a regular overhaul schedule emphasizing preventive maintenance. That's going to take a lot more money than has been spent on them recently. The alternative is not pleasant. I don't believe any operator can afford the size mechanical staff or number of spare locomotives required to continue the current as-needed maintenance. Without an influx of cash and skilled staff, things will be worse next season.

We had an FRA inspection August 9 and 10. The inspector took several exceptions to the engines, but none serious and no violations were noted. We did decide to take the 497 out of service early for its quarterly inspection in order to correct some deficiencies we found. Throughout the season, we have been taking quite a bit of extra time at monthly boiler washes to correct items that have needed attention for some time. That's why several engines have been out of service for weeks at a time. Following is an account of each locomotive's status as of late August.

19 has had serious traction motor damage and leaks fuel into the crankcase. We have started sending all the motors out for rebuilding and are looking for parts to fix the leaks.

463 has had steaming and steam consumption problems. As is typical, there are several contributing factors. We fixed a drafting problem, but worn piston rings remain. Thus far it has run primarily out of Antonito due to the lighter grades on that side. It has been taxed even there, as our Antonito passenger loads have been up significantly this year.

484 is out for the season for a full running gear rebuild. It is unlikely we will have the staff or financial resources to work on it anytime soon. Derailment damage was minimal.

487 was steamed up (again) on July 14th. It went down (after finishing 484's plowing job) to fix a valve problem and re-tire the front driver set. The left valve spool rebuilt over the winter was assembled slightly out of position, causing a steam leak on one stroke. Flanges on the lead drivers and pilot truck were close to being condemned on sharpness; we did not want the engine to be taken out of service during the high traffic months. We also replaced spring equalizer pins that were worn to look like crankshafts.

488 is still awaiting new tubesheets and flues. Sadly, it does not appear there will be money or manpower to do this in the foreseeable future. I am unwilling to incur large expenses for this or any other engine without assurance we can pay them. The running gear is of relatively recent vintage, wheelwork having been done in the late 1980s.

489 has been in service since early June, when the lead drivers were retired (same situation as 487). The running gear is on borrowed time but should be OK to finish the season.

497 continues in service. We took most of August to fix a broken furnace support plate and a problem with excessive driver lateral, to remount the front coupler, and to address several other items. ✎

LETTERS

Moonlight Train a Delight

Thanks so much for the Moonlight Train. It was a delight, especially upon the return through the Los Pinos Valley with the moon, thunderheads flashing on the four points of the horizons, crystal dark skies with starlight—all punctuated with firebox light lighting up the steam and whatnot from trusty 487. Great people, great conversations, great time. . . For several years we had intended to join the Friends, and now that we have, I can eagerly look forward to each quarterly publication. We'll be planning to apply for one of the work crews. Fifty years ago I worked a track gang on the old Great Northern, so I won't volunteer for track work! Thanks again for your great work, and for being there.

Mark H. Bremner
Lakewood, Colorado

Commission continued from page 3

—Spare parts, expendable supplies and small tools are depleted and need to be inventoried and replaced.

Operator George Bartholomew spoke of the many problems that had occurred this year starting with the derailment of locomotive 484 in April. He called them the worst adversities he had ever seen in his 29 years in railroading. The Commission chair, Medardo Sanchez, stated that the Commission wanted to work with Bartholomew if at all possible but expressed the need to care for the historic assets and look out for the jobs which the railroad operation provides. Commissioners Lewis Entz and Wayne Quinlan went on to say that they saw a downward spiral in the "health" of the railroad and were concerned that if they did not

Thanks From Gene, Rose, and Tiffany

Now that we have been home a few days we would like to let you know how much we appreciated our visit [in June] to Chama and the Friends of the Cumbres & Toltec. First of all we are the ones with the little black poodle named Tiffany. My wife rode the train the first day and I poodle sat. I rode the next day and she poodle sat. The day I spent at the Chama yards I met many very nice people, and they were all so friendly and willing to explain what they were doing and restoring. My wife said when she was there everybody knew Tiffany's name! She also had a great day at the yards. We will never forget our visit and hope to be there again when the Friends are. Thanks for a wonderful time . . .

Gene and Rose Meyer
Shell Rock, Iowa

take this action now, there would not be an operational railroad for the season in the year 2000.

In a press release, the C&TS Corporation responded that it was working to cure the alleged breaches and that it disputed the allegations of the letter. Central to the problem is a difference of opinion as to what constitutes capital improvement which the Commission is to be responsible for and what is general maintenance for which the operator is responsible. The operator asserts that many of the locomotives are in need of capital expenditure to repair long-term wear conditions dating back 15 or 20 years.

The Railroad Commission has stated its intention that the railroad will continue to operate. The Friends believe its activities can be carried on while the Commission and the operator resolve their



The Friends Stock Extra to Osier approaching Windy Point near Cumbres on June 19, 1999. This was the Friends' seventh annual railfan photo freight train. The view is to the south and Wolf Creek Valley. (George Swain)

differences. We will maintain our relationships with the Commission and the operator and continue with the projects we have in various stages of development for the historic preservation of the Cumbres & Toltec Scenic Railroad.

—Terri Shaw 🐾

Election Results

A total of 467 ballots were returned by members in the election for the Friends' Board of Directors. The following directors were reelected to two-year terms (the number of votes for each candidate is also given). Howard Bunté, 463; Geoffrey Gordon, 460; James Herron, 460; William Lock, 467; Arthur Randall, 459; Steven Schroeder, 464; and Spencer Wilson, 464. New directors elected were Richard Cowles, 461, and Jerry Sahn, 459. The board of directors have elected the following officers of the corporation for 1999—2000: Theresa Shaw, president; Geoffrey Gordon, vice president; Richard Cowles, treasurer; and James Herron, secretary.

**LETTERING
TEAM
VOLUNTEERS**

Charles Emery's name was left off the list of lettering team volunteers, 1988-1998, which appeared on page 7 of the summer 1999 issue.

Visit the Friends
on the worldwide
web at

[http://
CTSFriends.railfan.net](http://CTSFriends.railfan.net)



Newly painted short refrigerator car 55, parked in the Chama yard on June 25, 1999, awaiting lettering, is beginning to look like a working car again. Since 1993, volunteers have worked to turn the car body for this 30-foot reefer, built in 1904, to operational condition. It now sits on appropriate trucks, one coupler with draft gear has been restored and work has begun on the air brakes. Car 55 is one of 50 cars in the series, numbers 32-81. These short reefers were used all over the D&RGW narrow-gauge system to carry meat and produce. Ice, carried in bunkers at each end, kept the items "refrigerated." (George Swain)



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