



C&TS Dispatch

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WINTER 1998

1998 Historic Preservation



In the Chama yard volunteers at the August 3–7 mini work session work on replacing rotten sills on wheel and tie car 06092, which was built in 1887. Two 16-foot pieces of the center sills were cut out, and two new pieces were spliced in place with a 2 x 6 sister on each joint. Two pieces (8 and 16 feet) of the intermediate sills were also replaced. Next year work will continue on the intermediate, side, and end sills, and two new end bulkheads fabricated this year will be installed. All photos by Tom Cardin.

PROJECT LEADERS NEEDED

People interested in being leaders are needed for the following volunteer work session projects:

- Cook Car 053 interior: examine and document interior; plan and lead interior restoration.
- Jordan Spreader OU: in preparation for restoration—researching its history; is it unique and is it the oldest one still in existence, and can the Jordan Company assist with drawings and insights into operations?
- Flangers: refurbishing of all three flangers, including replacement of the wooden decks.

- Work cars 04549 (Tool Car), 04426 (Cable Car), and 04904 (Water Car): carpentry work—roofs, roof walks, siding, doors, windows and, possibly, end sills.
- Locomotives 483 and 492: studying the feasibility of removing boiler jacket asbestos and, if feasible, leading the project.

Persons interested in learning more about these projects should get in touch with Projects Committee Co-Chairs Roger Breeding, telephone (505) 260-0820, e-mail noreen@warp.unm.edu, or Bob Akers, telephone (303) 403-8703, e-mail rjakers96@aol.com.

August Mini Work Session

by Bob Akers, Doris Akers, Roy Blizzard, Howard Bunté, and Tom Cardin

Sixteen volunteers wrapped up the Friends' historic preservation projects for this past summer by coming together in the Chama rail yard the first week of August. The volunteers began a new project and also carried over projects from the June/July work sessions. In this final issue of the year, we present an overview of the mini work session and a roster of the volunteers.

In Chama, volunteers

- began extensive work on wheel and tie car 06092, replacing sections in the center and intermediate sills and applying wood preservative to all exposed sills;
- finished setting in the new end sill on stock car 5633 and changed a journal box;
- applied wood preservative to both exposed end sills on cook car 053, took paint samples of interior colors, and did extensive cleaning of the car interior;
- cut the weeds from around the stock pens to inhibit rot;
- finished nailing the warehouse loading dock and applied wood preservative;
- did miscellaneous brake work;
- and acted as on-board train hosts, giving passengers on the daily trains information about the history of the railroad and the work of the Friends.

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C&TS Dispatch

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1998-2000	1997-1999
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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 1998

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PRESIDENT'S COLUMN



Looking Ahead to the Next Ten Years

Last fall the Board of Directors had a brainstorming session about what our activities in the next ten years would be. We continued this discussion at our spring meeting, making decisions about which activities we wanted to accomplish within two years, five years, and ten years. Based on what I see and hear from the board, the operator, and others, and based on what I hope and dream, this is what I think will happen in the next ten years.

We will continue to make the Cumbres & Toltec Scenic Railroad the finest example in the country of an intact, operating, narrow-gauge, steam railroad.

In the coming decade we will continue to add unrepresented types of equipment to the collection. In the past decade we have added two standard-gauge boxcars, six tank cars, the short refrigerator car, six double-deck sheep cars, and two coaches. A recent donation will bring two Gramps tank car bodies to the railroad in the near future, and we will pursue opportunities to return at least one example of another class of locomotive that operated here.

We will see more visits by historic equipment like the Eureka & Palisade #4 and Rio Grande Southern Galloping Goose #5.

We will broaden the breadth of the equipment that can be seen in operation at the railroad. We are currently working with railroad staff on an assessment of the historic cars available for charter trains, looking at which cars are currently available and identifying those that we want to become operational. Currently a selection of boxcars, stock cars, gondolas, flat cars, tank cars, and some maintenance-of-way cars can be operated in charters. We want to expand the fleet. This summer the mechanical restoration of the double-deck sheep cars was nearly completed, and all six of them will be featured in a Friends freight special in June 1999. Now that the structural restoration of refrigerator car 157 is complete, we can turn our attention to its mechanical needs and, though still a few years away, short refrigerator car 55 will join it in service in our next decade. The centerpiece of our car projects for the next few years will be the maintenance-of-way equipment. Our goal is to have all of it operational. We have worked on some of this equipment in the past: the section men cars (in 1993), derrick OP (in 1989 and 1990), and cook car 053 (in 1996, 1997, and 1998). Work began on wheel and tie car 06092 this summer, and our Colorado Springs work site recently received delivery of the boom tender car for pile driver OB (06008), a wood



LOOKING BACK OVER THE PAST TEN YEARS

by Bill Lock, Past President and Chairman of the Board



I have been given the privilege of looking back over the past ten years and slightly beyond to try to give you a big picture of our activities during this period of time. Especially with the benefit of hindsight, the beginning of the restoration work done by the Friends (both before and after its official incorporation in March 1988) falls into certain patterns and themes. It certainly is overly clinical to

look at these patterns and themes without also looking at the history and the tremendous growth as an organization that we were experiencing during this time.

A Decade of Painting

Unquestionably, the predominant theme of our work during the 1980s was car painting. The Cumbres & Toltec Scenic Railroad has the most extensive narrow-gauge freight collection in the United States. With a few exceptions, that fleet had not been painted or otherwise maintained since a general repainting had taken place in Alamosa, Colorado, in 1948. Apparently the Rio Grande was preoccupied with converting cars and hauling oil field pipe in the 1950s, and then in the 1960s the bottom just fell out of the narrow-gauge freight business and there were no funds to maintain

President's Column

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frame car that will be completely rebuilt. Projects for next season include pile driver OB, the rail and tie (06051), water service (04904), tool (04549), and cable (04426) cars, one of the flangers, and possibly the Jordan ditcher/spreader.

We will enlarge our facilities in Antonito and construct a building in Chama for the restoration of rotary snowplow OM, coaches, and other equipment requiring extensive disassembly. We will have an on-site manager to supervise work projects so that they can take place throughout the operating season.

We will expand the docent program begun this summer so that riders of most trains during most of the season will encounter a Friends' member who can talk to them about railroad operations and history and the restoration work of the Friends, identify points of interest, and answer questions. And a complete renovation of the sound system in the train cars through the participation of all three parties in the triad will be carried out over the next two seasons.

We will enable visitors to learn about the role of all the historic cars and structures in the life of the railroad through photographic displays in the passenger coaches and

the cars. Similarly, during the first decade of the C&TS, with the exception of a few cars worked on by the Narrow Gauge Railroad Association volunteer group, no painting or maintenance was accomplished.

During the 1980s we painted over fifty boxcars, gondolas, stock cars, and refrigerator cars, in addition to doing maintenance on those cars. Of course, we did other significant projects during this period of time, including painting several display engines. Perhaps most importantly, in 1984, as a confidence builder for the future, we rebuilt two maintenance-of-way cars that had been severely burned in a fire.

A Time of Transition

It was very appropriate then that at a board meeting in August 1989 our then Project Chairman Glenden Casteel announced that the major repainting of the 1980s was concluded and that as an organization our efforts needed to move on to new types of work. Indeed, that was an important transition time, when we started looking at the entire town of Sublette, New Mexico, as an emphasis for our restoration efforts. This was also reflective of the continuing growth in our restoration expertise and sophistication. Thanks to the hard work and dedication of our Director Roger Breeding, our work sessions moved out of the rail yards to transport material and labor to Sublette. Starting in 1991, and during the following six years, we restored the entire town by re-roofing all of the buildings, repairing siding as needed, and painting all of the restored buildings.

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exhibits involving each of the types of cars. They will be able to see the interior of boxcars, reefers, stock cars, coaches, the cook car, a caboose, and a railway post office car. They will learn about the lives of the people who worked for the railroad through exhibits in the log bunkhouse in Chama. They will be able to see, in staged events, demonstrations of historic aspects of railroad operations—coal loading at the coal tipple, stock loading and operation of stock trains, and the operation of the derrick, pile driver, flangers, and Jordan ditcher/spreader.

Some changes in operations will occur. The coaling pile in Chama will be moved to an area south of the new engine house, the facilities in Antonito will be expanded, and new structures to protect equipment will be planned and constructed. There will be winter excursion trips out of Antonito, former boxcar coaches converted to camping cars will be available for charter, maintenance of the locomotive fleet will be upgraded, and at least one of the four inoperative locomotives will be brought back into service.

All of this will be possible because of the incomparable enthusiasm and support of our members and volunteers and the climate of cooperation that exists and is fostered among the parties to the triad.

—Terri Shaw 🌿

Looking Back

Continued from page 3

A Decade of Structures

If then the 80s could be viewed as the decade of painting, the 90s can be viewed as the decade of structures. Not only did we restore Sublette, but we did tremendous work on the section houses at Osier and Cumbres. We also totally rehabilitated the almost-fallen-down car inspector's house at Cumbres. Even more dramatic was the saving of the remaining twelve bays of the Cumbres snowshed, using historic methodology and techniques to save this important structure. As we got into this major structure work, we also established sound working relationships with the Colorado and the New Mexico Historic Preservation Offices. Our desire to do historic restoration correctly became our passion and we were duly recognized for it.

Interpreting the Railroad

The Friends program certainly is not one dimensional and limited to the restoration of existing rolling stock and buildings. Going back all the way to 1984, we have been very active in interpreting the property to the visiting public with our walking tour brochure. We added identification stakes to the numbered sites described in the brochure. Thanks to our talented member Les Jarrett and cooperation from the Railroad Commission, we added video introductions on TV/VCR monitors in both stations. Of course, the C&TS Dispatch has been truly outstanding in interpreting the history of the past as well as our current work.

Summing Up

It is hard to be more superlative about one thing over another, but as I look at the review of this period, I am overwhelmed by the work that we have done to return historic rolling stock to the property. After twelve years of work, six historic narrow-frame, UTLX tank cars were brought back from Alaska. A short refrigerator car, now being restored, was brought back to the property along with six sheep cars. The return of these thirteen cars was critically important because we did not have any examples of these cars on the property to exhibit to the public. We have also added two additional passenger coaches to the historic fleet and two historic, standard-gauge boxcars for the Antonito dual-gauge display.

My heart and mind are greatly moved by what we have done over the last ten years. There can be no greater reward to hard work, detailed historic restoration, and the return of historic cars to the property than to see a truly historic freight train running along this magnificently beautiful railroad. Right up there in my book also is to see people having a wonderful time on our Moonlight Train, which is not only a great fund raiser but a marvelous means of fellowship. Indeed, hallmarks of our efforts have been fun and fellowship—certainly these hallmarks keep people returning to our work sessions and special events, but they also make a real difference in our lives as well as in the lives of the thousands of people who experience the Cumbres & Toltec every year. 🖐

August Mini

Continued from page 1



Roy Blizzard (left) and Ken Earle install new intermediate sill pieces on wheel and tie car 06092 during August 1998 mini work session.



Scott Hardy (left), Art Randall, and Clint Collins change a journal box on a truck from stock car 5633, August 1998.



During the August mini work session, Kevin Gilbert (left) and Geof Gordon tighten bolts on the new end sill for stock car 5633. →



Ken Earle sprays linseed oil on all new and old sills on wheel and tie car 06092, August 1998. The new end bulkheads that will be installed next year are leaning against the side posts. In the lower right-hand corner, the identification number of the car can be seen on the new piece of the intermediate sill. Volunteers attached such metal numbers to the rolling stock collection in 1995 and 1996.

VOLUNTEER ROSTER AUGUST 1998 MINI WORK SESSION

- # team leader
- * 5 years or more volunteer
- ** 10 years or more volunteer

Chronicler	Wheel and Tie Car
#Larry White	#Roy Blizzard*
Stock Car 5633	Ken Earle
#Geof Gordon*	Kevin Gilbert
Car Repairs	Tony Kassin
John Berges	Don MacCormack
Clint Collins	Andy Ross
#Ralph Flowers*	Yard and Train Host
Scott Hardy	Administration and Registration
Max Hofman	#Howard Bunté**
#Art Randall*	
Vincent Toney	

NATIONAL NARROW GAUGE CONVENTION

For the sixth consecutive year, the Friends participated in the National Narrow Gauge Convention, held this year in Colorado Springs from September 23-26. The Friends traveling display with eye-catching scenes related to our work attracted many conventioners.

Friends' president Terri Shaw presented "A Tour of the Restoration Along the Cumbres & Toltec Scenic Railroad." This hour-long slide presentation was presented twice to large audiences. Several hundred people visited the Friends' facility at the Western Museum of Mining and Industry as part of museum tours.

Members helping with this year's presentations and meeting the public were Roger Briggs, Howard Bunté, Geof Gordon, Glenn Hall, Jim Hamblin, Mike Hipskind, Dick Kilday, Sam March, Limon Niblock, Jerry Sahnd, Terri Shaw, and Fred Springer. Cal Smith designed and built the traveling case for the Friends table display.

COMMISSION HIGHLIGHTS

by Leo Schmitz—Executive Director, Cumbres & Toltec Scenic Railroad Commission

An increase of 16.7 percent in passengers riding the train through September 24 as compared to the previous year was the encouraging word from George Bartholomew, railroad operator, at the September 25, 1998 meeting of the Cumbres and Toltec Scenic Railroad Commission in Chama, New Mexico. Passengers through this date totaled 55,499 compared to 47,573 the year before.

Concerning the operation of the railroad, Bartholomew also reported that

- 2,763 ties were installed by the track crew.
- two locomotives and snow removal equipment will be moved to Antonito for the winter.
- the railroad is spending about \$270,000 in advertising with TV ads focused in Albuquerque, Denver, and Phoenix.

Medardo Sanchez, vice chair of the commission, lauded the Friends organization for its 9,000 hours of donated time this past summer. More than 200 persons from 32 states and England were involved during the four weeks of work sessions. Volunteers worked on 29 projects.

Leo Schmitz, commission executive director, reported that

- the new drainage system around the depot and parking lot in Chama functioned well during some heavy rains.
- some 200 tons of rail from the Rocky Mountain Arsenal in Denver have been transported to the railroad at a cost of about \$55 a ton compared with \$300 per ton to purchase rail from a supplier.
- the Friends provided the labor and the Colorado Gaming Grant provided the funds to work on the Cumbres and Osier section houses. The last portion of the grant is for a foundation under the Osier depot.

In other business, the commission

- approved an operating budget of \$89,000 for the current fiscal year and a capital budget of \$657,645.
- approved a bid of some \$51,000 for the Osier American Disabilities Act project. Four other projects have been funded by the two states.
- approved requesting the two states for funds for construction of a new water tank at Osier at a cost of \$192,000 and installation of the gantry crane in the Chama machine shop at a cost of \$49,350.
- approved, subject to inspection by the railroad, the purchase of four truck sets from a private individual in Alamosa, Colorado. The trucks would work under some of the cars on the railroad and those swapped out could be used on two proposed new concession cars.

The commission meets next in December in Santa Fe, New Mexico.

The members of the Cumbres & Toltec Scenic Railroad Commission are Wayne Quinlan, chair; Medardo Sanchez, vice chair; Lewis H. Entz, secretary; and Robert Lynn, treasurer. Ray Kersting of Santa Fe edited this report. ✎

FRIENDS LIBRARY AND ARCHIVE

by Spencer Wilson

Donations

Magazines

We received several new interesting donations this summer at the work sessions. Chama businessman "Mac" McDowell, yes, Monica's husband, presented me with a number of copies of very historic railroad magazines variously dating from 1905 to 1911. They are in fair to good condition, some are missing covers and are dirty. There are three separate magazines published by professional trainmen's organizations. They are *Brotherhood of Locomotive & Firemen's Magazine* (16 copies, 1905-1906), *Brotherhood of Locomotive Firemen's and Enginemen's Magazine* (28 copies, 1905-1911), and *Locomotive Engineer's Monthly Journal* (12 copies, 1910-1911). Apparently, then as now, there are professional groups vying for your subscription. There are articles of general and technical interest on railroad topics, often accompanied by those wonderful mechanical drawings, some in color, so typical of that day. Then there are the usual items of information about activities, letters, and such.

There must have been some controversy brewing among or between these organizations. An accompanying pamphlet is "August 1907 Supplement to *Brotherhood of Locomotive Firemen and Enginemen's Magazine*. Reply to Circulars Issued by the Grand Chief of the Brotherhood of Locomotive Engineers. 'Learn the Real Truth!'" Professional jealousies? Research anyone?

A final item in Mac's donation. One copy of *Railroad Telegrapher Magazine*, October 1908. Interesting information naming telegraphers on every major, and some minor, railroads in the U.S. I looked up the D&RGW, Fourth Division, and there they are, names and offices, some on vacation, and others laid off for various reasons. Just how much do you want to know of the very detailed operations of a railroad?

Now the question is whether we want to keep these issues or not. I have not gone through them to see if there was mention of the D&RGW. In my opinion, the collection, with that possible exception, is beyond the scope of our library and archive. I am inclined to recommend they be sold at auction. Member opinions are solicited through the home office in Albuquerque.

Photo Album

A second interesting donation also came this summer during the work sessions. Friend Gus Wurtzer gave the item to me along with the name of the donor and the donor's request that the item be given in the name of his mother. Ronald B. Mahaffey, Jr. wrote to me with his mother's name, Theresa F. Mahaffey, and this has been so catalogued. The gift is a photograph album entitled "Rocky Mountain Views of the Rio Grande, The Scenic Line of the World. Consisting of Twenty-Three Colored Views from Recent Photographs. Made Exclusively for the Van Noy Inter-State Company, Denver, Colorado. For Sale Only en Route on THE DENVER & RIO GRANDE WESTERN RAILROAD. Engraved, Printed and Published by THE SMITH-BROOKS PRINTING COMPANY, DENVER, COLORADO, U.S.A. Copyright 1917."

The album is in very good condition with some damage to the front and back covers, but the rest is excellent—especially the color photographs. On the inside reverse of the title page and on the last page there are descriptions of each photograph. The photographs show Denver, Castle Rock, Palmer Lake, Elephant Rock, Colorado Springs, Manitou, Sky Line Drive and Canon City, The Royal Gorge (also on the cover), Salida and Mount Ouray, Marshall Pass and Mount Ouray, The Snow Angle of Mount Shavano, Summit of Pike's Peak, Leadville and Mount Massive, Eagle River Canon, Mount of the Holy Cross, Walls of the Canon, Colorado River, Shoshone, Hanging Lake, Glenwood Springs, Curricanti Needle, Black Canon of the Gunnison, Toltec Gorge, and Animas Canon. On the reverse of the last page

is a map of the western U.S. with the routes of the D&RGW and Western Pacific, showing the route from Denver to Salt Lake and San Francisco. I give all of this detail because Friend Mike Duggan says he has a similar album, dated 1909, with some different photographs. The D&RGW promotional folks in Denver? Research project any one? Most archives have a museum function as their holdings grow, and this very beautiful and historic item will be given proper archival storage and, when possible, will be put on display.

Flat Car Database

Also for the archives, we just received from Friend John Templeton another of his careful databases of "Flat Cars of the D&RGW," including those belonging to the C&TS. John's previous work covered the refrigerator cars and the drop-bottom gondolas. Each piece of rolling stock is listed by original number and, if applicable, the C&TS number. Numbers are followed by the history of each car—dates, rebuilds, cost, capacity, materials, type of trucks, and anything else that happened during the life of the vehicle. This valuable information is added to our archive on paper and computer file.

Again I hope this essay piques more interest and donations to your library. Keep 'em coming folks!

Spencer is the Friends' Librarian and Archivist. He is a director of the Friends and a former member of the Railroad Commission.

(Editor's note: The library has a new computer, including a long-desired faster printer. A donation by Spencer Wilson of a slightly used system, about three years old, provides much more power and flexibility with some of the bells and whistles associated with newer systems.) ✎

PRESERVATION PERSPECTIVE: NO. 13

by Keith E. Hayes, AIA

Preservation and Original Material

What is next for the Friends? Where do we go from here? Hey, this is a growing organization with lots of successes to build upon! Well, the rumors I hear portend of bigger and better things. But first, we need to pay attention to some basic preservation ideas, and make sure we execute our coming projects carefully according to these ideas.

One idea fundamental to preservation is that of original material. Wherever original material is in place and in a condition that is reasonable, every effort should be made to protect, preserve and restore the material as part of the final product. The idea here is pretty simple: the physical material is the object. If you have a desk the King of England used, and you replace all the material in the desk with new material, you will have a replica of the desk the King of England used.

Some sharper readers may note that during the 1920s the Rio Grande rebuilt almost all the narrow-gauge rolling stock with new and recycled materials—are these replicas? Well, yes and no. The rebuilt boxcars, stock cars and gondolas do not represent the original items, but then preservation was not the intent of the railroad at that time: they just wanted to extend the life of a capital item for a fraction of the expense of new rolling stock. This equipment was built in 1903, rebuilt between 1923 and 1926 and lasted to the end of operations in 1970, almost twice as long as before the first rebuilding!

I think of the cars the C&TS inherited as individuals with complex genetic heritage. That is to say, these are like humans with lots of transplanted parts and, like humans, with time the transplanted parts have become part of

each individual. Imagine how many repairs each gondola received over the course of some 45 years. And, as each repair was made, board after board became part of the gondola.

To build on this a little further, think about a screen door on an old house. The lock on the door is a wire hook which fits in a screw eye in the jamb. You can imagine over time the hook would inscribe an arc in the wood. Just to see the scratch in the wood conveys a sense of time: it represents wear and human presence.

You can see this presence in a gondola too. The top board got a lot of wear as men (most likely) shoveled coal, lime-



Donald Storm and Dave Sands survey the condition of the wood in the end platform of cook car 053, Chama, June 1997. Tom Cardin photo.

stone, cinders or ballast over the top and sometimes missed and either hit the board with the shovel, the rocks or both. To see a worn top board recalls not just the hard work of many, many laborers, but lots and lots of loads of material. So to replace the board with new material would represent a loss of embodied history. The challenge is that lots of folks want to see historic objects restored to "like new" condition. Quite often this work is not limited to fresh paint, but repair and replacement of damaged and worn parts. Museums make every effort to retain original material. In instances where wood components are in poor condition, the parts are injected with

epoxy resin or other filler products to permit them to be retained: the restored objects are then placed on static display.

The challenge the Friends face is when a structural part needs to be replaced which may compromise safety during operation, obviously, safety comes first on the railroad. In such a case, replacement with new, solid, sound material is in order. But decisions to replace material should be made with great care: we are potentially discarding part of the object's history.

One reason that these ideas are so critical to the Friends is that our approach to preservation is open to the scrutiny of outsiders. The railfan and model railroad public visit the railroad and expect to see and touch authentic items, and established preservation organizations are watching us too. As the Friends pursue more complex restoration projects, construction of a car repair facility and even the reconstruction of the Chama roundhouse, the board of directors will be looking to outside organizations for funding. Potential funders will look closely at our means and methods of preservation; by upholding the highest standards and careful decision making on each project we create the atmosphere of an organization dedicated to preservation and worthy of funding. The authenticity inherent in the railroad is our most important asset and the very thing we seek to save.

Keith lives in Denver. His column appears regularly in the C&TS Dispatch. ✎

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NARROW GAUGE NEAR AND FAR: NO. 14

by Earl G. Knob

1998 marks the 30th anniversary of the last operations of the D&RGW narrow gauge lines west of Alamosa. In this issue, we will look into the past at what was then thought to be the end of the narrow gauge as we know it today.

In the mid 1960s rumors continually flew about as to when the D&RGW was going to apply to abandon the narrow gauge mainline west of Alamosa. Wintertime operation had ceased when the Gramps Oil refinery in Alamosa closed in 1964. In the spring of 1967, the D&RGW announced there would be no more passenger excursions run between Durango and Alamosa because of increasingly poor track conditions. Finally, in September of 1967, the D&RGW did the inevitable when it applied to abandon the mainline west of Alamosa as well as the Farmington Branch.

As the abandonment paperwork slowly worked its way through the Interstate Commerce Commission, the D&RGW was forced to continue to operate trains west of Alamosa on an as-needed basis.

A total of 24 revenue freight trains operated west of Alamosa between May 28 and August 31, 1968. Motive power for these trains was provided by 483, 493, and 498. 478 and 476 were on the first train across the line from Alamosa to Durango on May 28, 1968. 478 made a round trip to Farmington on June 3, and ran light from Durango to Gato to help 498 westbound to Durango twice—on June 5 and June 14. 484 was fired up to help 483 west from Alamosa to Chama on the final revenue freight train operations on August 29–31. In this final operation, 498 came east from Durango while 484 and 483 ran west from Alamosa on August 29. The next day, 484 helped 498 to Cumbres, then 484 ran light to Alamosa while 498 handled the 14-car train. The same day 483 ran on to Durango with 20 cars from Alamosa. On August 31, 483 made the final revenue freight run by running to Farmington with the same 20 cars, returning with 30 cars. When the final revenue trains were run, the

serviceable locomotive lineup was as follows: Alamosa—484, 493, 498. Durango—473, 476, 478, 483, 497 (497 was stored serviceable but not used in 1968).

Even though no more revenue freight trains were run, a few more operations were conducted. In September and October, the

D&RGW contracted to film two major motion pictures on the narrow gauge. One film, "Butch Cassidy and the Sundance Kid," was filmed on the Silverton Branch as well as east of Durango near Florida. This filming used 473 and 478. Both locomotives were lettered "Union Pacific" (interesting to note who owns the D&RGW in 1998!) but for unknown reasons swapped numbers (D&RGW 473 became UP 478 and D&RGW 478 became UP 473). The locomotives shed their diamond stacks and were fitted with an even stranger balloon stack.

The other motion picture, named "The Good Guys and the Bad Guys," was filmed between Chama and Antonito, although a couple of days were spent filming near Willow Creek west of Chama. Motive power for this operation was 483. It was fitted with 473's diamond stack painted red, brown, and gold, lettered "Grand Mountain Line," and numbered 577 or 550, depending on the scene. 483's consist included two Silverton passenger coaches, baggage car 126, caboose 0505, and several freight cars. This consist deadheaded east out of Durango to Chama on September 16. Filming occurred between September 17 and October 11.

With the conclusion of the "Butch Cassidy" filming, 473 was sent as a light engine from Durango to Alamosa for minor shop work on October 9 and 10. It ran with its movie paint (UP RR 478) intact but lost its balloon stack. Its



December 5, 1968, last train out of Alamosa to Chama, 473 and 483 one mile north of Antonito. Photo by Jeff Stebbins.

proper number was placed on the smokebox plate. The afternoon of October 9, 1968, "UP 478" (473) and "Grand Mountain 577" were both nose to nose in Chama. 473 continued east to Alamosa on October 10, meeting the standard gauge Antonito local at Romeo—creating the last "dual gauge meet" on the D&RGW.

With filming concluded in Chama, 483 deadheaded the movie consist back to Durango on October 12, 1968.

Shortly after the D&RGW submitted its application to abandon the narrow gauge between Alamosa and Farmington, a group was formed to try to save at least a portion of the line. This group managed to get the National Park Service interested in saving the entire D&RGW narrow gauge (including the Silverton Branch) as a national monument. The NPS requested an inspection trip over the line from Durango to Alamosa. The preservation group managed to talk the D&RGW into allowing a special passenger train to be operated. The D&RGW had refused to allow any passenger excursions to be operated between Alamosa and Durango since the spring of 1967, so how this arrangement was worked out is a bit of a mystery. It is possible that deep down the D&RGW management really wanted the narrow gauge saved (by someone else) and relented to allow this operation to occur.



On November 23, 1968, the last east-bound train (either freight or passenger) to ever depart Durango whistled out of town behind 483. The locomotive had lost its borrowed diamond stack but, with the exception of "Rio Grande" lettered back on the tender, it was still in its movie paint job. As a precaution against any snow on the track, a pilot snowplow was attached. Behind 483 was caboose 0540, coach 331, combine 212, and business car B-7.

The train ran quite slowly, picking its way along the weed-grown, wobbly track, and tied up in Chama for the night.

The next day, November 24, 483 continued east with the special train for the National Park Service. The NPS was impressed with the narrow gauge, but decided against it. There were several reasons for this. The two most important were that there was great opposition from Durango businesses who feared that the other train ride would dilute their business. And the other reason was that purchase by the NPS would take an indefinite period of time, which the D&RGW was not willing to wait. As 483 rolled up the dual gauge into Alamosa, the last D&RGW narrow gauge passenger train rolled into history.

In early December 1968, 473 was done with its stay in the Alamosa shop and ready to return to Silverton Branch duty in Durango. Also in Alamosa, needing to be returned to Durango, were a gondola of boiler flues and the three passenger cars from the Silverton Train (brought over on the NPS Special). Locomotive 481 had been stored in Alamosa since its overhaul two years before, and it was deemed necessary to move it to Durango for possible future use. Because of all this, it was decided that one last trip across Cumbres was necessary. 483, still in movie paint, was to be used as a helper for freshly shopped 473. The train wasn't very heavy but there was a chance of snow drifts since the last train a couple of weeks prior and fitting 473 with a plow for one trip was a bigger project than the Alamosa shop wanted to tackle. In addition, some officials wished to have one last trip over Cumbres and two extra cabooses went along for the trip.

483 would pull these two cabooses back to Alamosa after it helped 473 to Cumbres.

On December 5, 1968, the last narrow gauge train to ever leave Alamosa departed behind newly shopped K-28 473. Behind 473 was 483, switched to the point from Antonito to Cumbres, five empty box cars, locomotive 481 being hauled dead in train, four empty box cars, one gon loaded with boiler flue pipe, coach 331, combine 212, business car B-7, and three cabooses for a total of 16 cars and one locomotive. The empty boxcars went along for additional braking power and as idler cars to space the locomotives apart on Lobato and Cascade Creek Trestles. 483 was cut off at Cumbres and ran light to Chama while 473 followed with the train.

The following day, 483 departed Chama with the last eastbound D&RGW narrow gauge train out of Chama. Behind 483 were two cabooses. 483 stopped at Sublette and picked up three cars of company equipment, including a couple of dump gondolas of "rotary coal" set out there over a year ago. 483 rolled into Alamosa at dusk with three cars and two cabooses closing out the D&RGW's narrow gauge operations out of Alamosa.

473 continued on west with what was to be the last train to be run between Chama and Durango. Behind 473 was the same consist as the previous day, minus two cabooses. The crew for this train had been deadheaded over from Durango that morning. The crew knew in their hearts that this was to be the *last run*. They all knew the end had come and time had finally run out for the narrow gauge.

The crew westward to Durango on December 6, 1968 consisted of: Andy Payne, engineer, Robin Yates, fireman, Jim Mayer, conductor, and John Nolan, brakeman.

As mentioned earlier, the D&RGW was given permission

to abandon the narrow gauge line between Alamosa and Farmington in the spring of 1969. According to a D&RGW employee who worked in Alamosa then, a train was scheduled to run to Chama in the spring of 1969. A crew was called and locomotive 483 was fired up in preparation for the trip west. It is not known what the consist was to be or if a train was also to be called from Durango. The trip was canceled a few days before it was scheduled, possibly because abandonment had been approved or because somebody "upstairs" with the D&RGW heard about the run and vetoed the plan. With the approval of the abandonment, the D&RGW promptly embargoed the line and canceled the freight tariffs between Alamosa and Farmington. No other trains were ever operated. 481 spent 1969 in the Durango Roundhouse while 497 rested outside.

In the spring of 1970, a large portion of the Durango Roundhouse was torn down leaving three stalls for locomotive maintenance while three or four other stalls were converted to a machine shop. Most of the machinery moved into the Durango Roundhouse came from the Alamosa Shop. 481 and 497 were moved outside where they slowly deteriorated. 481 went from being a freshly overhauled locomotive to a parts source for the K-28s used on the Silverton Branch, 481 was to provide parts for the remaining K-28s and slowly disintegrate until returned to service by the D&SNG in 1981.

See *Narrow Gauge*, page 11 →



December 6, 1968, 473 in Monero Canyon, the last train between Chama and Durango. Photo by Jeff Stebbins.

LETTERS

Riding the San Juan in 1948

Enclosed are some photographs that may interest readers of the C&TS Dispatch. I first rode the San Juan in August of 1948, exactly 50 years ago this past summer. My Dad was a trout fisherman living in Houston, Texas, so his idea of a summer vacation was to go trout fishing on the Conejos River west of Antonito, Colorado. That summer of 1948 my mother and I (I was between my junior and senior year at Missouri School of Mines studying mechanical-petroleum engineering) decided to ride the narrow gauge while my Dad went fishing. . . and I became addicted to 3 feet between the rails.

We only made a one-day round trip, going as far west as Lumberton before returning to Alamosa. I was using my grandfather's 116 folding camera in those days, so the pictures are not of the best quality, but capture the elements of the day. We made future trips to the narrow-gauge country, including two trips on the Rio Grande Southern Galloping Geese, but that is another story.

As a result of this 1948 encounter, I joined the Rocky Mountain Railroad Club, where my 1998 membership card is down to #57, and of course I am a member of the Friends, attending the work sessions at Chama . . . a trip that has now covered 50 years.

*Fred Springer
Salado, TX*

A Great Visit

My first visit to the Cumbres & Toltec was five years ago, and it made such an impression on me that I immediately joined the Friends. After five years of keeping in touch via the C&TS Dispatch, I finally managed a return visit in September.

I was lucky enough to travel on a two-day freight special on 28 and 29 September, and I would like to take this opportunity, through the C&TS Dispatch, to thank all the locomotive and train crew members, who made such tremendous efforts to make sure that the trip was an absolute success.

It was also a great pleasure to meet a few fellow members of the Friends, including President Terri Shaw, who I briefly met during our stop at Osier whilst we crossed the passenger trains. Even though I live some 5,000 miles away, I was immediately made to feel totally welcome. I wonder how many other railways in the world could achieve this.

What also particularly impressed me was to see how much had been achieved during the five years since my last visit. The improvements made to the buildings at Sublette, Osier and Cumbres, the cattle pens at Chama and the freight stock were really noticeable. Well done to all who have worked



The San Juan with K-28 class engine 478 waiting in front of the Chama depot in August 1948.



The westbound San Juan at Sublette, New Mexico, August 1948. Photos by Fred Springer.

so hard during the work sessions. I am even more keen now to pay a visit one summer and offer my time to help in some small way.

To sum up—it was a great visit—the other railways our group was to visit later were all an anticlimax. There is only one Cumbres & Toltec—my thanks to all of you who make it so special.

*David Jenner
Faversham
Kent
England*

E-Mail Address

I enjoyed reading the last two issues of the C&TS Dispatch and would be happy if you could publish my e-mail address: tach@smile.ch

*Boris Serena
Zurich, Switzerland*



Letters continued

Wild Oats Community Markets

I was pleased to see the article in the Summer 1998 issue recognizing our New Mexico Regional 5% Day in March. My husband, John (a proud Friends group member, by the way), approached Bill Lock with my idea of the Friends applying to receive one of the days. I was delighted when Bill accepted the "challenge," which involved quite a few hours of proposal preparation, as well as attending several meetings and pitching the group to our Review Board.

To my knowledge, this is the first time Wild Oats has supported a historic preservation organization in such a major way.

Since moving to Phoenix in January 1998, we have greatly missed our frequent trips to Chama, and participating in rides organized by the Friends. We'd love to get in touch with any Phoenix area Friends group members, and would be happy to organize a satellite group here in the Valley of the Sun. . . John's about to begin modeling his HO_n, and he could sure use some advice!

Kim McGlothlen

Regional Marketing Director for Arizona
Wild Oats Community Markets, Inc.

Phoenix, AZ

(602) 992-0401

PART-TIME OPPORTUNITIES

The C&TS operating company is looking for people interested in part-time work mid-June through mid-October 1999. Train Service personnel would be required to train on site at their own expense—no pay involved—and then be listed on the spare board during the railroad's busiest months of the season, at a pre-determined wage. The operator is interested in filling the following positions:

- Locomotive Fireman/Engineer Trainee
- Brakeman/Trainman/Conductor Trainee
- Shopworkers/Locomotive Mechanics
- Machinists
- Seasonal Track Supervisor with civil engineering background and maintenance-of-way management experience
- Track Workers
- Maintenance of Grounds/Coach Cleaners
- Car Inspector/Car Repair.

More information about these opportunities is available from George Bartholomew—Box 789, Chama, NM 87520; (505) 756-2151.

Narrow Gauge continued from page 9

After being overhauled in June 1967 and run for only six months, 497 slowly deteriorated until it was returned to service by the D&S in 1984.

Following the sale of the Antonito-Chama line to the states of Colorado and New Mexico in the summer of 1970, and the transfer of the states' owned rolling stock in the fall of 1970, contracts were let for the dismantling of the line west of Chama and the Alamosa Shop facility. Despite attempts by the Jicarilla Apache and Southern Ute Tribes to preserve the line through their reservations, all of the line was torn up except a short stretch at Gato and the siding at Arboles.

Eventually the entire Alamosa Shop complex was torn down except for a small portion of the roundhouse, the woodworking shop, the oil storage house, and a small portion of the machine shop locker room which was converted to train crew locker space. Much of the trackage was removed from the Alamosa yard.

All that remains of the narrow gauge between Chama and Farmington are a few large steel bridges, a couple of wooden water tanks crumbling slowly to the earth, and miles of cinder covered grade scattered with a few spikes and ties.

In Alamosa, a few road crossings with dual-gauge rail embedded in the asphalt remain. An empty roundhouse, complete with narrow gauge drop pit, stood waiting for locomotives that would not return for the next 28 years before falling to the wrecking crews of its new owners, the Union Pacific. Little remains to inform the visitor of the major shop and division point that at one time employed over 100 people.

(Editor's note: The November 1968 National Park Service train is featured in the March 1990 C&TS Dispatch.)

Shameless Plug Department: The Fort Worth & Western RR is proud to announce plans for its first Railfan Weekend on Saturday and Sunday April 10-11, 1999, in Fort Worth, TX. For details e-mail me at earlcktsr489@webtv.net.

Earl is former Superintendent of Operations of the C&TS and a consulting director of the Friends. His column appears regularly in the C&TS Dispatch. ✎

Terri Shaw Elected to ARM Board

Friends' President Terri Shaw was elected to the Board of Directors of the Association of Railway Museums at its annual convention November 4-8, 1998. President Shaw was among those who conducted seminars during the convention. Her topic was "How the Friends plan and carry out their summer work sessions." The Friends' program is seen as very successful in the number of volunteers who participate and the amount of work they accomplish. ARM's membership includes railway museums in both the United States and Canada. Its primary purpose is the education of members of the railway museum community to enable them to better carry out their missions of preserving railway history and interpreting it to the visiting public. Shaw believes her service on the ARM board will better enable her to share the Friends' experiences and also enable her to learn more about the operations of fellow museums.

1991

**1999
SCHEDULE OF EVENTS**

April 23, Friday
Friends' Snowplow Train

April 24, Saturday
Friends' Passenger Train

May 15, Saturday
Opening Day

June 14-18, Monday-Friday
Volunteer Work Session A

June 21-25, Monday-Friday
Volunteer Work Session B

August 16-20, Monday-Friday
Volunteer Work Session C

August 23-27, Monday-Friday
Volunteer Work Session D

October 17, Sunday
Closing Day



Rotary snowplow OY at the highway 17 Coxo crossing, May 10, 1997. Tom Cardin photo.



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

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