



# C&TS Dispatch

Vol. 9 No. 1

SPRING 1996

## Freight Car Lettering, with a Bit About Brakes

by George Swain and Earl Knob

You've seen or perhaps have helped paint all those letters and numbers on the historic cars in the Chama yard of the Cumbres & Toltec Scenic Railroad. What do they all mean? What did they convey to the shippers and trainmen who used these cars? The messages given by car lettering may be divided into four categories: (1) identification data; (2) loading data; (3) safety data; and (4) historical data. In this article we will explain these categories, using boxcar no. 3570 to illustrate the details.

We will handle quotations of lettering data in the following way. If the lettering on a car includes punctuation, we will include the punctuation between the quotation marks, for example, "CU. FT." If the lettering does not end with a punctuation mark, we will put any punctuation needed for the sentence outside the quotation marks, such as "FOR TRAINMEN ONLY". If the lettering begins with a lower-case letter, so will our quotation.

### Identification Data

Identification data always includes reporting marks, which identify the owner of the car, and a car number. Sometimes this lettering includes the owner's name or a herald or logo, or a designation of the type of car. Reporting marks and the car number are displayed in prominent positions on the sides and, except for flat cars, on the ends of cars. For refrigerator cars and boxcars, such as our car 3570, the reporting marks and number are roughly centered on the side to the left of the door. On the end of the car, they are positioned high enough to be easily read by an employee either on top of an adjoining car or on the ground. On some refrigerator cars, the label "REFRIGERATOR" is included above the reporting marks and car number.

Reporting marks are a series of letters that uniquely identify the owning railroad or shipper. Thus "D&RGW" on 3570 identifies the owner as the Denver and Rio Grande Western Railroad, as it was before 1970 when the railroad and rolling stock were purchased by the states of Colorado and New

Mexico. (In the case of the equipment on the C&TS, many of the cars bear reporting marks for their historic owners rather than their present owner.)

These reporting marks were assigned by the Association of American Railroads and were published in the commercial periodical "The Official Railway Equipment Register" (we don't know when this started, but this was the way it was handled for most, if not all, of the twentieth century before 1970). Thus a railroad clerk anywhere in the country could look up the meaning of D&RGW and find out how to send a car with those reporting marks back to its home railroad. The periodical also tabulated various loading data for each class of freight cars owned by railroads and other car owners.

Because the line between Antonito, Colorado, and Chama, New Mexico, was narrow gauge (3 feet between the rails, rather than the 4 feet 8 1/2 inches used on standard gauge lines), the possibilities for interchanging cars with other railroads were somewhat limited. Cars other than from the D&RGW and its predecessor the D&RG (Denver & Rio Grande Railroad or Railway) had to be either narrow gauge from a connecting narrow-gauge railroad or standard gauge cars at Antonito, Colorado, brought down the line from Alamosa, Colorado, which was dual gauge (three rails) from 1901 to 1970. Some of the reporting marks that might once have been seen on this portion of the narrow gauge included

C&S—Colorado & Southern Railroad (narrow gauge cars were exchanged at Leadville, 1898–1925)

See *Lettering*, page 5 →



The lettering on a freight car such as boxcar 3570 gives many messages, each one vital to the safe and efficient operation of the railroad. Chama, May 11, 1995.

## C&T'S Dispatch

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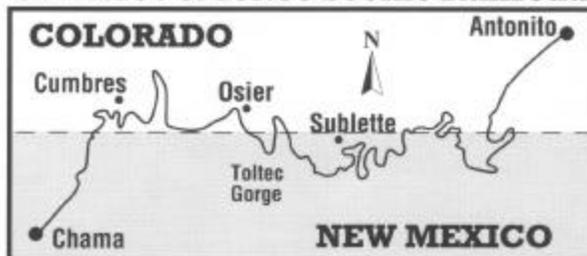
Please write the editor at  
1307 45th Street, Los Alamos, NM 87544  
e-mail: [asm1307@aol.com](mailto:asm1307@aol.com)

The C&T'S 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 and is operated by Kyle Railways, Inc. 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 1996

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## PRESIDENT'S COLUMN



I want to tell you about some steps the Friends have taken to protect and plan the restoration of the historic coaches in the C&T'S collection.

The weather is always on our mind in our project planning. In the summer we know our work day may be cut short or challenged by thunderstorms (and, occasionally, hail storms as 1994 work session volunteers will remember). In the winter the rolling stock and buildings that stand unprotected are affected by the snow and cold.

The earliest projects of the Friends were scraping and painting cars to stop further deterioration of the wood, and our first work on buildings was either to paint them or to repair or replace the roofs. In our recent longer range project planning, we have focused some attention on six coaches in the collection, how the weather affects how we care for them and what capabilities we must have to protect and to restore them. The cars are 053, 054, 065, 0452, 292, and 252.

Board member Craig Kumler chaired a subcommittee consisting of Commission Executive Director Leo Schmitz, General Manager Joe Vigil, Assistant Superintendents Earl Knoob and John Bush, and board members Roger Briggs and Warren Ringer. They investigated and discussed the historic life of these cars on the railroad and reached some conclusions on what period they would be restored to and how they might be used once restored.

Their recommendations were recently reported to and adopted by the Board of Directors: 053, which started life as a mail-baggage car, was most recently used as a cook car for the rotary snowplow and will be restored to that period; 054 and 065, both RPO cars, will remain as they are for the time being; 0452 will be restored as a business car; 292, purchased by the Friends in 1993, will be restored either as a chair car or a "plush" coach; and 252, purchased by the Friends in 1994 but not yet transported to the railroad property, will be restored as a parlor car.

The amount of work each of these cars will require varies a great deal. The project planning committee has been charged with identifying what restoration work can be done on these cars during our summer work sessions and what restoration work can best be done in an enclosed facility. We have identified end platform repair on car 053 as work that can begin this summer, and also this summer, a volunteer crew will begin assessment of these cars and development of restoration plans for them.

See *President's Column*, page 4 ➔

# Spring News and Events

## Two Special Trains Scheduled

This year the Friends will again sponsor two special trains. As announced in the Winter 1995 issue, the Eighth Annual Moonlight Train will run from Chama to Osier and return on Saturday, June 29. Members will receive a brochure with information and a form for purchasing tickets.

In addition to the Moonlight Train, the Friends will sponsor a railfan charter train on Saturday, July 27, the day after the annual meeting and between volunteer work sessions. This mixed freight and passenger train will run from Cumbres to Big Horn and return to Chama. Included in the consist will be historic freight cars restored by the Friends, as well as several of the tank cars brought back to the railroad by the Friends in 1992.

This railfan charter is being run in cooperation with the Union Tank Car Company, which helped in the effort to bring the tank cars from Alaska. Work session volunteers will receive a special discount on tickets. Members will also receive a brochure on this railfan event.

*Watch for it in the mail.*

## Magazine Features Friends

The March-April issue (Issue 58) of "Locomotive & Railway Preservation" magazine has as its cover story the Friends of the C&TS. The story is written by long-time Friends member Curt Bianchi and chronicles the history of the Friends and how we work to interpret and preserve the Cumbres & Toltec Scenic Railroad. This is an article that you will not want to miss.

For the convenience of our members in obtaining a copy of this magazine, the Whistlestop Shop has purchased extra copies that are for sale. The price of the magazine is \$3.95, and if just this magazine is ordered, the reduced shipping and handling charge is just \$2.00 for a total of \$5.95. You can call our Albuquerque office (505-880-1311) or write to us to order this magazine. Visa and Mastercard are of course accepted.

## Election Procedures

In accordance with our bylaws, we are publishing in this issue of the C&TS Dispatch a description of our Board of Directors election procedures. Article Six of the bylaws provides that our members shall elect directors—and eight of the fifteen seats 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 eight (8) 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. Such petitions must be received by the nominating committee by May 15, 1996.

The board will appoint the nominating committee at its meeting in Albuquerque, New Mexico, on March 29 and 30, 1996. 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 May 15, 1996. Elections shall take place by written ballots that will be mailed by June 1, 1996. To be counted, ballots must be received by our Albuquerque office by Thursday, July 11, 1996 (fifteen days before the annual meeting in Chama on July 26, 1996).



## Jack A. Dillahunt

Charter member and long-time volunteer Jack Dillahunt died in Albuquerque on January 27, 1996. Jack was out publicizing the Friends from the very beginning, and he was a consistent volunteer until his health prevented him from coming to Chama. Jack also actively promoted our Moonlight Trains, selling many tickets to fellow eye doctors and serving as a car captain several times.

Several Friends members were able to attend Jack's funeral. In recognition of Jack's strong support of the Friends and the many members who visited and wrote Jack in the nursing home, Jack's family requested that all memorials go to the Friends for the acquisition of books for our narrow gauge railroad history library. Additional memorials may be sent to the Friends' Albuquerque office, and letters and cards are being received by Jack's oldest son, David Dillahunt at 101 Leininger Drive, Yakima, WA 98901.

Jack's humor and enthusiasm will be long remembered. Howard Bunté fondly remembers Jack coining the phrase "I came to Chama the first time to work on the trains, but after that I came to be with the people."

— Bill Lock

## Volunteer Help Wanted

The Friends want to convert their method of keeping membership information from the flat database program they are now using to a relational database. If you have experience with database design and management and have some knowledge of Microsoft Access and would be willing to devote time to help in this project, you are requested to contact Terri Shaw at 651 Citadel Avenue, Claremont, CA 91711, (H) 909-626-0121, (W) 909-624-8530, FAX 909-621-3179, or e-mail to [bunshaw@cyberg8t.com](mailto:bunshaw@cyberg8t.com)

Terri would also like to hear from any member who has experience in retail merchandise sales and would be interested in serving on a committee that will concern itself with the Friends' merchandise operation. Some experience with electronic record keeping and analysis would also be helpful.

## President's Column

*Continued from page 2*

At the 1995 work session, survey teams photographed and measured three of these historic cars. Survey team leader Keith Hayes was prompted by this work and by discussions at the work session of our long-term restoration goals and the role of a building-based restoration facility to recommend that the board take action to accomplish the short-term goal of preventing further deterioration of these cars, namely by covering them in the winter. Keith spoke to the site manager for the Colorado State Historical Society at Georgetown-Silver Plume regarding the source and performance of covers they purchased in 1989. I discussed the proposal with our executive committee, the executive director of the commission, and with the railroad operator. All parties having agreed, the executive committee approved the purchase of tarpaulins for the four cars that needed structural protection: 053, 0452, 292, and 252. In mid-November Friend and Chama resident Tom Cardin, with help from Ralph Cardin, Tom Cardin, Jr., and Chris King did the job of putting them on, as shown in the accompanying photos by Tom.

Winter is a quiet time in the yards, but a time of activity in the engine house, as reported in our winter shop work article. John Bush and his assistants are working on rotary OY. For the Friends winter is our season for asking members to renew their financial support. You have responded generously and we greatly thank you for your contributions to the work we plan for this summer.

—Terri Shaw 🍀



*Car 252 is owned by the Friends but has not been moved to the railroad property. Chama, November 19, 1995. Photos by Tom Cardin.*



*Center: Car 252 after being covered with a tarpaulin on November 19.*

*Bottom: In the Chama yard cars 053, 0452, and 292 were covered with tarpaulins on November 19.*

On March 1, 1996, a good friend and much loved Friends' member passed away in Phoenix, Arizona. Orion Steen, an enthusiastic, energetic, and just plain wonderful man, will be sorely missed.

Earl and I first met Orion in the fall of 1992 when he was photographing the C&TS, something that he loved to do. He would turn his photos into picture greeting cards for sale to help his favorite organizations. Orion also loved to share all of his knowledge about photography with everyone who would take the time to listen. He volunteered with the Friends as a chronicler and enjoyed

talking and working with everyone in the group.

Orion was a person who could never give enough of himself, always willing to lend some time, an ear, a shoulder, a nickel or even an opinion. He worked with the Forest Service last year as a car host on the C&TS, delighting many passengers, both young and old, with his extensive knowledge and quick wit. Orion helped me many times and many ways at the Interpretive Center and never hesitated to lend a hand any way he could.

Orion had a special touch with kids and always had a magic way of entertaining even

the most restless child. Orion treasured the drawings that happy kids would give him and basked in the glow of bright smiles from kids of all ages after a cab tour or just some special treatment.

Seldom in this life do you find a person such as Orion who is so willing to give of himself, so dedicated to his beliefs and so in love with life and his family. My heart goes out to Helen, his wife, in this time of great loss.

Orion, we love you and will miss you greatly.

*Carmen & Earl Knobb*

## Lettering

*Continued from page 1*

DSP&P—Denver, South Park & Pacific Railroad (1874–1889)

F&CC—Florence & Cripple Creek Railroad (1894–1915)

RGS—Rio Grande Southern Railroad (1889–1952).

Other railroads, including lumber company lines such as the Rio Grande & Southwestern Railroad (1903–1928), and mining-related haulers such as the Silverton Railroad (1888–1923), the Silverton Northern Railroad (1895–1942), and the Silverton, Gladstone & Northerly Railroad (1900–1910) had narrow gauge trackage that once connected to the D&RG in southwestern Colorado or northern New Mexico (the dates given here are the approximate times that some track was in place). Because the logging equipment stayed in the woods and the mining companies had few freight cars of their own, it was not unusual to see D&RG cars on these lines, but somewhat rare to find any of their cars on the D&RG. (Cars from the Silverton Northern and the Silverton, Gladstone & Northerly that had brought ore down from the mines could be found on occasion at the Durango, Colorado, smelter.)

Reporting marks that are represented on the C&TS today include

C&TS—Cumbres & Toltec Scenic Railroad (1970–present day)

D&RGW—Denver & Rio Grande Western Railroad (1921–1970)

D&RG—Denver & Rio Grande Railroad (1886–1921), Denver & Rio Grande Railway (1870–1886)

UTLX—Union Tank Car Lines.

The last of these, UTLX, labels cars that were not owned by a railroad company. Such cars are sometimes called private-owner cars, and their reporting marks usually end with "X". Other private-owner tank car reporting marks once found on this part of the narrow gauge included

CONX—Conoco (Continental Oil Company)

CYCX—General American Transportation Corporation

TCX—Texaco (The Texas Company)

Tank cars labeled "GRAMPS" were part of the UTLX fleet.

On occasion you may spot cars in the Chama yard that have railroad names or reporting marks that do not correspond to any actual past or present railroad. These are remnants from the movie-making that has been done on the Cumbres & Toltec Scenic Railroad from time to time.

Railroads had many freight cars, and assigning a unique number to each car let them keep track of the current locations and assignments of their cars. Car numbers were assigned from blocks of numbers that went with the type of car. Narrow gauge boxcars from the Denver & Rio Grande Western had numbers in the three or four thousands and standard gauge boxcars in the 11000–14000s (and more recently from the 60000s). Our example, car 3570, was one of over 700 similar boxcars numbered in the range 3000 to 3749. Other types of narrow gauge cars include drop-bottom gondola (National Dump) cars with numbers assigned from the range 700 to 899; stock cars, from the range 5500 to 5999; flat cars, from various ranges in the 6000s; and gondola (coal) cars, 1000 to 1899. (Today some flat cars have numbers in the 1000 to 1899 range; this occurred when some of the gondola cars had their sides removed, thus converting them into flat cars.) Refrigerator cars had numbers in the range from 32 to 169 (32 to 149 were mostly 30-foot cars and 150 to 169 were forty feet long). Although passenger cars and some locomotives often have names as well as numbers, freight cars almost never do. (The Navajo Mine railroad in the Farmington, New Mexico, area had names as well as numbers on their coal cars, as of 1980.)

Identification data sometimes included a herald or a logo, or more rarely the name of the owner spelled out. This lettering was placed to the right of the door on the sides of box and refrigerator cars. One logo used by the D&RGW was sometimes called the flying Rio Grande, since it had the "Rio Grande" in slanted letters implying speed. An older logo had a circle-and-banner shape with "D&RGWRR", "ROYAL GORGE ROUTE", and "SCENIC LINE". Another variation had "RIO GRANDE",

"ROYAL GORGE/MOFFAT TUNNEL", and "SCENIC LINE OF THE WORLD". Our car 3570 has the flying Rio Grande logo.

### Loading Data

Loading data specifies the interior dimensions and weight capacity of the car, and are located below the reporting marks and car number on 3570.

CAPY. 50000

LD. LMT. 55000

LT. WT. 22300

Other data is below the flying Rio Grande logo.

CU. FT. 1310

I.L. 29 FT. 4 IN.

I.W. 7 FT. 3 IN.

I.H. 6 FT. 4 IN.

The meaning of these abbreviations is as follows. "CAPY." — capacity, the nominal weight in pounds that the car can carry, a general guideline; "LD. LMT." — load limit, the absolute maximum weight the car should carry, based on the weight the truck journals (the car wheel bearings) and axles can support, taking into account the weight of the car itself; "LT. WT." — light weight, the weight of the car without a load; "CU. FT." — the volume of space available in the car for its load in cubic feet; "I.L.", "I.W.", and "I.H." — the inside length, width, and height available for the load, given in feet and inches. Following the light weight information there frequently was a notation indicating the location where and the date when the car weight was determined.

### Safety Data

Safety data includes warnings to the public, such as "FOR TRAINMEN ONLY" or "KEEP OFF" near the grabirons or ladders on the car, as well as brake system and other operating information. The public warnings did not originally appear on the cars but are now put on as the policy of the C&TS to promote safety for visitors on the property. On some boxcar doors, there was the message to employees "DO NOT CLEAT DOOR", indicating the door was not to be nailed shut.

At the end of the cars, there is usually a symbol representing a control valve



nearby and the lettering "10 LBS.", "20 LBS.", "RELEASE", and "RETAINER MUST NOT BE USED IN THE 20 LBS. POSITION ON EMPTY CARS". This refers to part of the brake system, and this lettering has to do with the operation of trains on steep grades, such as from Cumbres down to Chama. Lettering on the air reservoir underneath a car indicates when the brake system was serviced. For example, on car 3570, "DU 11-11-66 D&RGW" means that the system was serviced at the D&RGW Durango shops on November 11, 1966. When the cars were in regular freight service, the brake systems were serviced about once a year.

Around the turn of the century, railroads went from simple air brakes supplemented with manual brakes to a usually engine-controlled and fail-safe braking system. The brake system in use when this part of the D&RG was built in 1880 was called "straight air," since compressed air from the locomotive was piped down the train to activate brake cylinders linked to the brakes on each car. For the manual part on those early brake systems, brakemen had to walk along those narrow walkways on top of the cars while the train was moving and tighten the brake wheels with the aid of a club, inconceivable by modern safety standards! If something happened to the air line and the air pressure was lost, it was entirely up to the brakemen and their muscle to keep the train from running away. The cars still have brake wheels, which are tightened by hand to keep cars from rolling when they are not part of a train.

More recently on the D&RGW and today on the C&TS, the cars use a fail-safe system in which a reduction in pressure in the air line from locomotive to car to car along the train applies all the car brakes. Thus in the extremely unlikely possibility that one of the couplers between cars does fail, for example, the air line is also parted, the pressure in the line drops and the brakes are applied, both in the cars on the front of the train and the cars behind where the coupler failed.

In order to do this, each car of the train has its own air storage tank, called the auxiliary reservoir. When the engineer is not using the brakes, air is pumped down the train line and charges these res-

ervoirs with compressed air. When the engineer applies the brakes, his brake control valve reduces the pressure in the train line somewhat, and a gadget on each car called the triple valve allows air from the auxiliary reservoir to flow to the brake cylinders on the car, thus pushing brake shoes against the wheels of the car.

When the train is on a long downgrade, such as the twelve miles of 4 percent grade (the track level drops four feet in each one hundred feet of travel) between Cumbres and the river bottom outside of Chama, the engineer needs to apply the brakes frequently, but not at one setting all of the time. All of these applications would take air from the auxiliary reservoir in normal operation, without leaving enough time to recharge the reservoir. This could eventually lead to the train being without brakes. To avoid this possibility, the cars have a retainer valve. When this is set, a certain minimum air pressure is maintained in the brake cylinders, even when the train line pressure is increased. Thus, the lettering indicates how much pressure is to be retained on the brake cylinders all the time on such downgrades. Taking trains safely down steep grades is serious business: the C&TS train crew checks the brakes of the daily passenger train before heading down the grade to Chama, and during D&RGW days a car inspector lived at Cumbres.

### Historical Data

Near the dimensional and capacity data on car 3570 and in small letters is "RPKD.CH.-56 D&RGW", which means that the journal boxes were repacked in Chama in 1956 (the day and month are usually given).

Near the dimensional and capacity data "REBLT 6-24" would indicate that the car was rebuilt in June 1924 (most of the freight cars on the C&TS were rebuilt at some time during their days under the D&RGW, the boxcars between 1924 and 1926, but some cars may be lettered "BLT 04", indicating that it was originally built in 1904). A note high on the side of car 3570, "NEW ROOF ALA. 7-26", indicates that a new roof was installed in Alamosa in July 1926 (the car was probably rebuilt at the same time).



*Lettering about the brake system retainer valve is on the end of the car near the brake wheel. Chama, May 11, 1995.*

On some cars, low on the side at the end, there is a star and a notation of when the car was repainted. For example, "FCT 8-88" would indicate that the car was repainted by the Friends of the Cumbres & Toltec Scenic Railroad in August 1988.

Thus we see that none of the lettering on a freight car is arbitrary. Identification data allowed the railroads to track the locations and assignments of their cars, as well as cars of other companies on their lines. Loading data facilitated the correct assignment of cars for the job they had to do. Safety data allowed the trainmen to operate the cars correctly, and historical data helped the crews that maintained the cars.

*The authors are indebted to Kathleen Denison, Robert Dike, and Vernon Glover for helpful comments and useful information, and to Arthur Nichols for the photographs. Long-time Friends member and volunteer George Swain participated in the effort that saved the narrow gauge line in 1970 and was a volunteer in the early days of the C&TS, and at various times since then. Earl Knoob is Superintendent of Operations of the C&TS. He is a consulting director of the Friends, and his column "Narrow Gauge Near and Far" appears regularly in the C&TS Dispatch. ♣*

## Projects for 1996

by Roger Breeding

We will again have two large projects along the line this year: new doors and windows (with shutters) for the Osier section house and a new roof for the Cumbres section house. The Railroad Commission has received grant funds from Colorado to purchase the materials for these projects. The grants come from a portion of the tax on gambling in the state which is set aside for historic preservation projects. The labor of the Friends' volunteers is used as the matching contribution in the grant request. As with the grant received to purchase the roofing materials for the Osier section house, the project must be completed in the calendar year.

Because of the large amount of work that needs to be done at these two sites, we have decided to work during three weeks this year. Work session A will be Wednesday the 17th through Friday the 19th of July, work session B will be Monday the 22nd through Thursday the 25th of July, and work session C will be Monday the 29th through Wednesday the 31st of July. Only work at Osier and Cumbres will take place during work session A. Since many of us have had difficulty cleaning up in time for the dinner and annual meeting (and staying awake during the meeting) on Friday evening in past years,

we have not scheduled work for Friday July 26th. Friday morning may be a workday at the option of the leader, but lunch will not be provided. Some people may wish to use part of Friday to visit other sites on the railroad and observe the progress being made there. The charter train is planned for Saturday the 27th.

Other new projects for 1996 include the start of a rehabilitation of MW02. You may have seen MW02 back in the old engine house in Chama. It was used for inspection of the track and is partially based on Ford automobile components. It had a tendency to overheat and has not been used for some years. Art Randall took a brief look at it last year and hopes to do more exploratory work on the engine and cooling system this coming summer. We also hope to start replacing the end platform of car 053. We will begin work on the doors, hatches, and roof walks of the three long refrigerator cars in Chama. At Sublette we plan to paint the section house and start work on new doors and window covers.

In addition to the projects mentioned above, we will again have work on the stock cars and the short reefer as well as car painting and lettering in the Chama yard and work on the Chama stock pens. And there will be milepost painting

somewhere along the line and work on flat cars and drop-bottom gondolas in Antonito.

Finally, there are seven support projects; five of these take place during the work sessions: mill work, chronicling, food preparation, tools and materials, and registration. In addition, there is a car loading and materials distribution project before the first work session to get the tools and materials out to the work site for the first day of work, and a car unloading and storage project after the last work session to get the tools and materials that come in from the sites along the line put away for the winter.

Once again it looks like busy summer work sessions. By spreading the work out over three weeks, we hope to accommodate more people while having fewer people at Chama all at once. The work session before the annual meeting has been the most popular, that will be Session B this year, and we envisage having to limit the number of volunteers for that session to about 100 again this year.

*Roger is a director of the Friends, chair of the Long-Range Planning Committee, and cochair of the Project Planning Committee. ♣*

## LETTERS

### Announcement

*Mahony & Mahony Engineering are proud to announce the birth of a new 0-4-0 type at the Granada Hills, California, facility on December 28, 1995. Named the Sara Victoria, the axle weight was 6 pounds, 1 ounce, overall length from coupler to coupler is 19 inches. Type of fuel required for the new spunky loco is milk. Field testing of the new unit is currently going on around the clock.*

*Christopher and Amy Mahony  
Granada Hills, CA*

### Thanks

*Just a note to pass along the depth of pride I felt when the latest issue of the Dispatch was received. What a work session! Reading through the copy and reviewing the photos . . . thinking of the depth of organization . . . the dedication . . . the commitment of everyone involved.*

*I was going to write a long letter. Yet, I can't seem to think of ways to express myself any better than to say, "my gosh I'm proud of the Friends of the Cumbres & Toltec Scenic Railroad!"*

*Thanks so much to all who took part in the work sessions.*

*John E. Bush  
Omaha, NE*



*Repairing doors on a drop-bottom gondola during the 1995 summer work session. August 1, 1995, Antonito, Colorado. Photo by George Swain.*

# Winter Shop Work 1995–1996

by Earl Knoob

Photographs by Tom Cardin

## 484

Engine 484 is due for its five-year external boiler inspection. All of the plumbing, jacket, and lagging have been removed from the boiler. At the same time the flexible staybolt caps were removed for inspection of the staybolts. As of this date, the staybolt caps have been replaced, but the boiler still needs to be lagged, jacketed, and replumbed.

The engine is scheduled for a spring rigging overhaul, including the equalizers, fulcrums, hangers, etc. The pilot and trailing trucks are also scheduled for overhaul.

Because 484 is not yet under flue time extension, it may be equipped with a snowplow from one of the other locomotives if time allows.

## 487

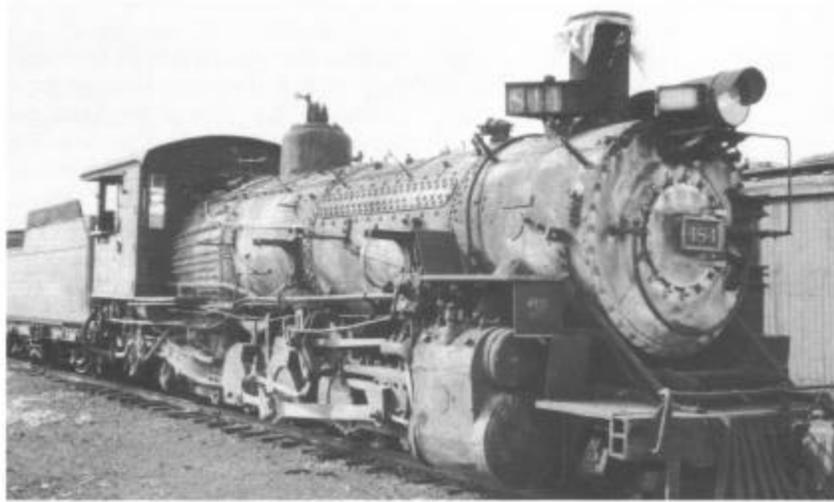
This engine is up for flue extension. The smokebox front has been opened and all draft appliances removed. The two bottom boiler tubes were removed for inspection. The boiler was inspected by the Federal Railroad Administration (FRA) in late November and granted a one-year extension of the boiler tubes.

At the end of the season, 487 suffered from steaming troubles. A post-season inspection showed several boiler tube leaks in the smoke box. Several superheater elements were leaking up front also. These leaks ruin the vacuum in the smokebox, which creates the draft for the fire. These leaks have been repaired.

Valve gear work is also scheduled. Because 487 is on flue extension and the front end has to be opened up every winter, its snowplow may be replaced with a standard pilot if time allows.

## 488

It was disassembled last winter for a running gear overhaul that was never finished. The drive wheels have been turned and quartered, and two new driving wheel axles have been installed. New crankpins were installed in the main (no. 3) drivers and the other crankpins were turned round again.



*Top: Engine 484 without its plumbing, jacket, and lagging was parked just south of the Chama depot on January 11, 1996. The absence of snow was unusual for the middle of January.*

*Bottom: Engine 487 with its smokebox opened was parked ahead of 484 in the Chama yard on January 11.*

New shoes and wedges are being machined and fitted. The shoe is a brass fitting that is flat on both sides and rides on the front of the driving wheel box. By machining the shoe, the tram, or alignment of the wheel in the frame of the locomotive, is set. The wedge is (as it is named) a tapered brass piece that rides on the back of the driving wheel box. The locomotive frame is machined to match the angle on the wedge. As the shoe and wedge wear, the wedge is drawn up tighter in the frame, keeping the driving wheel box from moving forward and backward in the frame. The old shoes and wedges were badly worn, allowing the driving wheel boxes to move laterally in the frame. This allowed 488

to bend around curves nicely, but it didn't like going in a straight line too well.

488 will also have its spring rigging overhauled with rebuilt equalizers, pins, and hangers. Once this is done, the valve gear will get some attention.

The engine is suffering from serious cab neglect and will receive some new sheet metal on the sides and back, as well as new interior wood. Friends of the C&TS member Roger Briggs has spearheaded a program to rebuild the doghouses on the tenders. Roger's first rebuild now graces 488's tender.

## 489

Engine 489, like 484, is due for its five-year external boiler inspection. All of the



*Inside the engine house major work has been going on with 488 throughout the winter. This view from January 22, 1996, shows the new sheet metal siding on the engine's cab.*

plumbing, jacket, and lagging were removed from the boiler along with the flexible staybolt caps. With the inspection completed, the boiler was relagged, and reinstallation of the jacket and plumbing is progressing. All of the staybolt caps have been reinstalled.

489 is also under flue extension. All of the smokebox appliances have been removed along with two boiler tubes. In late November, the FRA inspector granted 489 a one-year flue extension. Because the engine is under flue extension and the smokebox must be opened every winter, its snowplow has been replaced with a conventional pilot.

489 is also due for spring rigging work along with overhaul of the pilot and trailing trucks.

#### 497

Engine 497 entered service at the end of September with new boiler tubes, new front and rear tube sheets, bored pistons and valve cages, and new piston and valve rings. 497 is spending the winter in the Antonito engine house in order to

make more room in Chama and because the engine does not need much attention this winter. When 497 returns to Chama, the valve gear is scheduled for a minor tune up.

#### 463

This engine made it through another season with a few troubles, and it has developed an undiagnosed steaming problem that will be addressed this winter.

One trouble the 463 has come up with is wear on its piston rings. After only two seasons there is excessive wear. The 463 has an old style bolt-together piston made of cast iron. There are several pieces that sandwich together and are held together with large bolts. One of these bolts broke last summer, and the bolt head fell into the cylinder. The piston mashed the bolt head into the front cylinder head bending the piston rod. Investigation is proceeding to replace the fabricated piston with a cast steel, one-piece piston like the 480s have. The D&RGW also recognized the same problem and developed a drawing for a one-piece replacement piston. It is not known if the change was ever implemented because both 463 and the other remaining K-27, 464, both have the old style piston.

For the record, 464 has developed the same problem. The good folks at the Huckleberry Railroad are interested in sharing the cost with us for developing the new lightweight piston.

#### OY

Rotary OY, as you may well know, suffered a major mechanical failure while plowing the line last spring. The shaft that connects the crank flywheel disk to the pinion gear on the left side of the plow sheared off (this would be somewhat the same effect if you broke an axle on a locomotive). With nothing to hold the piston back, the piston hit the front cylinder head, breaking it and bending



*Mark Yates looks over the rotary OY's gears. The broken shaft is shown in the bottom center. This shaft connects the crank flywheel disk to the pinion gear on the left side of the rotary. December 1995.*

the main rod and the valve gear eccentric rod. When the crosshead went forward with the piston, the crosshead struck the rear cylinder head, breaking the back cylinder head. Along with all this, the left rear valve head and guide yoke broke.

The rear cylinder head and valve head can be repaired, but the front head will have to be replaced. A new casting will be made. It is interesting that the head can also be used for replacements for the 463 if it ever breaks a head. The remainder of the power shafts have been magnafluxed for

cracks, and the same shaft on the right side has been diagnosed with internal cracks, so it too will be replaced.

When the left-side shaft finally let go, the amount of steel holding it together was about the size of a quarter!

#### DIESELS

This winter both diesels are living in Chama. No. 15 had to have a couple of cylinder heads replaced, as well as having fuel injector work done.

As you can see there is always enough to keep us busy.

*Earl is Superintendent of Operations of the C&TS, and he reports each year on the winter shop work. Tom is a long-time volunteer at the summer work sessions, and his photographs appear regularly in the C&TS Dispatch. 🐾*



*On January 22, engine 463 was part of a normal winter scene in Chama.*

## NARROW GAUGE NEAR AND FAR: NO. 5

by Earl Knobb

Over the Thanksgiving Holiday I made one of my many trips to California to visit family. This trip was a quick ten-day affair that was very sadly devoid of operating steam locomotives both narrow gauge and standard gauge. In fact the only steam locomotive I saw was a nice Baldwin 2-8-0 from the Death Valley RR at the Furnace Creek Visitor's Center in the middle of Death Valley—and it was too dark to take a picture!

I did manage to spend a day exploring the remains of one of the many logging lines in the Sierra Nevadas. The Michigan-California Lumber Co. operated a fascinating three-foot gauge logging operation north of Camino, California. They had begun by building a logging line north out of Camino into the woods and hauled the logs to Camino for cutting into lumber. They soon ran out of timber and purchased a large stand further north. Unfortunately the 1,000 foot deep and one-half-mile wide American River Canyon was between them and the trees to be cut (imagine having the Toltec Gorge in the way).

To cross the canyon, Mich-Cal built a cable tramway across the canyon to the north side. To cut down on the amount of cars that would have to be hauled across the canyon, they built a mill out in the woods at a place called Pino Grande, where the logs were cut into rough cut lumber and hauled out to the cable tramway on flat cars. The cars were carried across the canyon on the cable, then hauled by a different crew into Camino, where the lumber was recut into finished lumber. This was a rare case where the railroad both brought the logs into the mill, then shipped the rough cut lumber out to a finishing mill.

In essence they had three divisions to operate: (1) the spider web of logging spurs that reached into the timber and hauled the logs into Pino Grande, (2) the north side operation that hauled the rough cut lumber from Pino Grande to North Cable, and (3) the south side operation that took the loads from South Cable over the ridge and down to Camino. A standard gauge subsidiary

line, the Camino, Placerville & Lake Tahoe RR hauled the finished lumber down to the Southern Pacific at Placerville. It was a fascinating operation.

The north side locomotives were mostly two-truck Shays of the 40-ton size that were equipped with big diamond stacks and burned wood into the late 1940s. The south side operation utilized larger 60-ton oil-burning three-truck Shays. In the later years, the north side locomotives were largely converted to oil and a few of the three truckers ended up on the north side too. All of the motive power was transferred across on the cable tramway. Mich-Cal owned the oldest Shay in existence—an 1884 vintage boot-boilered two-truck engine that was used for years as the mill switcher in Camino. This engine is the only Shay from the Michigan-California Lumber Co. to survive, although a couple of small saddle tank 0-4-0s are also on the preserved list.

In the early 1950s the tramway house on the north side caught fire. The fire burned through the cable and the whole works fell into the canyon. A truck road was quickly bulldozed into Pino Grande to haul the lumber out for the remainder of the cutting season. In this last year the logs were hauled by rail into Pino Grande and then cut into rough cut lumber. The lumber was loaded on to flat cars and hauled about 1/8 mile around to a truck reload where the lumber was reloaded on to trucks for shipment to Camino. This lasted only one summer, after which the railroad was abandoned, the mill at Pino Grande scrapped, and the logs were hauled directly into Camino. It is assumed that all of the locomotives left on the north side were cut up at Pino Grande. A rough cut mill was erected in Camino and the old finishing mill continued in service until a fire burned it a few years ago. With the demise of the finishing mill, the Camino, Placerville & Lake Tahoe was abandoned. Today all the rough cut lumber is sent out by trucks.

Our adventure into the woods to Pino Grande was guided by past Friends volunteer Dave Peterson, who had been there "once... about ten years ago, but

I wasn't driving." We wandered hopelessly around in the woods through areas that had been clear-cut and replanted with ten-foot-tall trees. We had a now out-of-print book (and soon to be reprinted) about the Mich-Cal, the map in the book was hopelessly outdated. We finally located the truck road into Pino Grande and got to our destination about 2:30 in the afternoon. We poked around the few ruins we could find and discovered that whoever scrapped this place did a good job and left very little in the way of steel behind—even track spikes were rare. The ruined remains of the log pond dam and the brow log that the logs were rolled over from the log cars into the pond could be found, along with the remains of the car shop pits. Most of the buildings were built on pilings and were completely removed with no trace that they were ever there. Without a map of the site, it would have been hard to tell where anything was. The trees in the area have grown considerably and many 40- to 50-foot trees now cover the site. Many have been marked for cutting, and if what we observed about how the nearby countryside has been left is any indication, Pino Grande will be scorched earth shortly. There is much more to explore out there. I understand there may be piles of locomotive fire wood out along the grade toward North Cable. They were there some years back, but it is not known if they are still there. Also unknown is if there are any remains at either end of the cable. After I got back, I came into the possession of a new up-to-date map to guide me on further explorations.

The above is by no means the gospel history of the Mich-Cal. I only got to thumb through the book, so I stand to be corrected on much of the above. Are there any Michigan-California fans out there who will share their knowledge?

I made a quick trip over to Durango before Christmas and ran across the Rocky Mountain Railroad Club's fan trip on the Durango & Silverton. Engine 473 pulled the passenger train consisting of three coaches, a concession car, an open gondola, and parlor car *Alamosa*. The D&S simply sold the railroad club the regular train that day and did not run an extra

train. The special left Durango a half hour ahead of the regular schedule. They had about 115 riders. It was fun to wave at everyone who waves at me from trackside all summer. Because the sun was so low in the sky, picture taking was marginal at best on the northbound trip. I heard from several passengers who said they had a great time and did some nice runbys on the southbound trip, including one on the highline near Rockwood.

Motive power for the winter runs is 473 and 476, not 473 and 480 as reported last issue. After being without two of the 480s for most of last summer, it was wisely decided to spend a large portion of the winter getting the 480, 481, and 482 into good shape. Engine 481 at last report was sitting without a rear flue sheet, while the

decision was being made whether to have the sheet built by our shop over here in Chama. Most of my spies over in Durango have either left for the winter or left permanently for other jobs, so my connections there are not as good as they used to be.

Our illustrious Chief Mechanical Officer John Bush made a couple of trips to Skagway, Alaska, this fall to inspect their steam locomotive no. 73 and their rotary snowplow. The 73 apparently needs some firebox work and White Pass is looking into restoring the rotary for the WP&Y's centennial in 1998. When Bill Lock and I went to Skagway to look at the X-UTLX tank cars that the Friends later bought, I got to look at the 73. It is a very attractive little engine. It is inside framed, so it

stands real tall and skinny. In reality it is a bit less powerful than a K-27. The engine was built in 1946, and probably is the newest three-foot gauge 2-8-2 still around. It was neat to see all the modern devices and one-piece cast parts one normally associates with modern steam on a little narrow gauge 2-8-2. A few days ago, I saw a short article in a magazine stating that the WP&Y was for sale. If I hear more, I'll pass it on.

That's all for this issue. If any of you have any information to pass on feel free to write to me in care of the C&TS Chama Office.

*Earl's column appears regularly in the C&TS Dispatch.* ♣

## FROM THE MODELER'S VIEWPOINT: NO. 4

by Ed "Boomer" Walton

Did you notice this column's new title? It was the most popular choice expressed by those who responded to our reader's survey. Incidentally, if you still would like to send me your survey form, please do so. It is not too late. Some members were in the process of moving or, if you are like me, sometimes I think I have done something so I go on and find later that I hadn't done what I thought I had done (how's that again). Anyway, send in your survey if you haven't done so. They are always welcome.

Have you ever noticed how time seems to fly when you are having fun? That's the reason why I wasn't able to submit a winter article. I became heavily involved in two field research projects late this summer and earlier this fall and time just evaporated. In one project I returned to Chama with hopes of photographing the C&TS in the fall colors. When I arrived in Chama the trees were as green as a new dollar. However, they did begin to change as I was leaving after twelve days of waiting. I had to settle instead for two triple-header steam trains, a couple of double headers, and an early rain/snow storm in the mountains near Cumbres Pass followed by some of the bluest skies on the day that began a three-day European freight charter. Was that ever rough!

In a second research project, a friend and I followed the Chicago & North West-

ern from Fremont, Nebraska, across Iowa and Illinois to Chicago. The C&NW is no more, having been taken over by the Union Pacific, which may also have what was the D&RGW/Southern Pacific before the year is over. At any rate, I read where Kodak's third quarter profits rose, and I am now on a first name basis at Fox Photo, my local friendly film processor!

But now let us return to the dream of the RIO GRANDIOSO RAILROAD — CUMBRES & TOLTEC SCENIC RAILROAD DIVISION. Accompanying this exercise in prose is a modular map of what I think are the most interesting portions of the road. It is offered as a beginning point for the possibility of modular construction or for ideas that can be put to use in a home/club setting.

My original intent was to gain an understanding of what is available for modeling so that when I win the Publishers' Clearing House Sweepstakes I will be ready! Anyhow, a scaled down version in any scale could be built using any of the scenes you would like. The full plan would be most suitable for N scale, with HO and larger scales possibly modeling selected parts. For convenience the layout is modular with each module 6 feet long and 30 inches wide with some exceptions (numbers 19 and 29 each 4 feet long). Each module ideally would have

a built-in skyboard and folding legs. A sturdy box construction of 5-ply AC plywood would surround a 2-inch sheet of extruded styrofoam subroadbed. The skyboard would consist of 1/8-inch-thick untempered Masonite held in place with 1 x 2s built into the rectangular base. The leading edges along the viewing side and the skyboard would be capped where possible with 1 x 2s secured to the plywood sides with glue and wood screws. The modules can be constructed so that one module can be secured to another, resulting in the formation of a box easily handled by two people. One person can handle two modules joined together, but I have found that a suitable two-wheeled cart is necessary. If the scenery is constructed of styrofoam and other light-weight products, the modules are not very heavy and very easy to transport.

The modules would make a very interesting display at one of our annual meetings in the summer or at a National Narrow Gauge Railroad Convention. Just think—what better place is there than a National Narrow Gauge Convention to have set up a diorama or operating modules that would promote the Cumbres & Toltec Scenic Railroad, a part of the former D&RGW's narrow gauge mainline—not a branch line, that would also

See *Modeler's*, page 15 ➔

## PRESERVATION PERSPECTIVE: NO. 3

by Keith Hayes, AIA

### Our Human Memory

Quite often we forget to do the easy things. In the preservation world this happens when we focus on objects and forget people. While the objects—the trains—are what we see, what we work with every summer, it is the stories about human experience on the railroad that animate the Cumbres & Toltec and leave us asking for more. For me this has a more personal aspect: my grandfather was born in Chama in 1909.

When Grandpa was born, Chama was a town of wood-frame buildings in the Territory of New Mexico. Photographer Fred Jukes was living in the area, and many of his photographs of the D&RG are from this era. In photos the rail yards appear busy, full of rolling stock with ore, merchandise, and lumber waiting to be hauled east and west by small diamond-stacked Consolidations, some of the most powerful engines on the system. These locomotives shared the roundhouse with sprightly, clean-looking Ten Wheelers, 4-6-0s that powered the passenger trains that brought travelers and mail to and from the San Juan Basin. Photos from that period show the large coaling trestle dominating the yard at the site of the current coaling tower, which was built in 1924.

My great-grandmother, Grams, was married to a German fellow named Weisner. He had railroading in his blood and got a job as a watchman on the D&RG. I don't know how long he held the job, but understand that he let the water in a Class 60 2-8-0 get low, and the engine exploded. Mr. Weisner disappeared shortly thereafter, and Grams remarried to a D&RG engineer named Fitzer. I don't know where they lived during this time, but I always imagine it was one of the houses on Terrace Avenue, west of the coaling tower.

Grandpa's early memories are of playing Cowboys and Indians in the yards. It surely must have been a great place to play, among the boxcars, reenacting a scene from a serial western motion picture he had seen the past Saturday. Of

course, it wasn't very safe, and when Mr. Fitzer spotted Grandpa one day, he stopped his train and gave him a thorough spanking. After that, the games either retreated to the area around the log section house north of the depot, or to the sheep dip pens east of the roundhouse.

Grams and Grandpa moved to Durango, where Grandpa attended high school. He spent summers during those years working at the Sunnyside Mine in Eureka, north of Silverton on the Silverton Northern. Grandpa worked at the mine camp above Eureka at an elevation of 12,250 feet. He was too young to work in the mine itself and instead helped in the kitchen, peeling potatoes by the hundred. These were devoured in minutes as the hungry miners returned to daylight from their shifts below ground. Occasionally Grandpa would visit Eureka on an errand or to get supplies—he would ride in a tram bucket down and back. Photos from this period show dozens of boxcars in the yards at Eureka, carloads of supplies that had journeyed through Chama several days before and carloads of ore that would be shipped over Cumbres Pass in the days to come.

Eventually, Grandpa found work with the Colorado State Highway Department, or State Haywire Department, as he put it. This led to a number of jobs with federal agencies, and lots of trips back to Chama and Durango. I never recall him speaking of his rides over the Cumbres & Toltec, but my Grandmother loathed the dusty, day-long trip between Durango and Alamosa in the San Juan coach. Equally unappealing were occasional rides in a Galloping Goose. Grandpa worked as a soils engineer, and helped locate many highways in Colorado and some western National Parks. He would identify suitable gravel sources near the highway alignment to save on shipping costs. One of his projects in the early 1960s was the realignment of Highway 17 over Cumbres Pass.

Grandpa took me to Chama in 1973. He and Grandma and I journeyed there so

we could ride the Cumbres & Toltec. I'm impressed he could tolerate my ten-year-old enthusiasm as the double-header journeyed upgrade to Cumbres. I probably lost some steam about the time the train left Big Horn, and slept the whole bus ride back to Chama. He enjoyed supporting my interest in railroads. The year before, we traveled to South Dakota and were in Hill City the morning the crew fired up the steam engine there for the summer season. Grandpa negotiated a cab visit, and the hostler offered me the chance to blow the whistle for the first time that season. When I gave a gentle tug and nothing happened, the hostler helped me out with a firm pull on my wrist. It was sooo loud! I think I established the world record for exiting a locomotive cab that day. Grandpa had a heck of a laugh.

Grandpa passed away on December 31, 1995. Fortunately, his memory, and his stories survive; they help me add life to historic photographs that are otherwise mute. The easy thing to do is to sit, and listen, and write down the stories you hear—and ask lots of questions while it is fresh on the mind. One of the best examples of this kind of preservation is the book *Goin' Railroad: Two Generations of Colorado Stories* (Pruitt, 1991). Although this book is not about the Rio Grande or Cumbres & Toltec, it is a fascinating story about narrow gauge railroading—and life—in the late 19th and early 20th centuries. Read it and talk with the friends and loved ones around you, and write down their experiences so that we can all enjoy them before they disappear!

*Keith is a member of the Car Restoration Facility Planning Committee. His column appears regularly in the C&TS Dispatch.* 🍀

# More News and Events

## Railroad Conference Scheduled

The University of Texas at Arlington and the Lexington Group in Transportation History will jointly sponsor a conference September 26–28, 1996, on "The Railroads and the West," at Fort Worth and Arlington, Texas.

The conference will feature numerous sessions on topics including

- Railroad Preservation in the West
- Railroads and Society in the West
- Western Railroads and the Regional Economy
- The Future of Western Railroads

A special reception and exhibit on Historic Railroad Maps of the West and the conference keynote speech will be held at Arlington, but most of the conference will be held at Fort Worth. A Saturday

field trip to modern and historic railroad facilities in Fort Worth will be part of the conference.

Contact the Center for Greater Southwestern Studies, The University of Texas at Arlington, Box 19497, Arlington, TX 76019, or call (817) 272-3997; e-mail to [center@library.uta.edu](mailto:center@library.uta.edu)

## More About the Friends at Work

In the Fall 1995 issue, we presented a summary of the work accomplished at the summer volunteer work sessions. We reported that the car painting crew in Chama during the first work session painted three drop-bottom gondolas and one flat car. Crew leader Marvin Sandmire reports that his hard working

crew actually painted six gondolas (9378, 1039, 1145, 1159, 1246, and 1667) and two flat cars (6755 and 9557). Also during the first work session Cal Smith's well-traveled milepost crew set four new mileposts and three new whistle boards. They painted and lettered six mileposts, six whistle boards, and five yard limit and location signs. The crew thanks Kyle Railways for providing a speeder, which allowed them to work in the Toltec to Los Pinos section.

## Work Sessions

A preregistration notice (otherwise known as the purple flyer) for this summer's volunteer work sessions was mailed in mid-March. Members who do not receive their purple flyer should call or write the Friends' Albuquerque office.

## What About the Board of Directors?

by Noreen Breeding

Did you ever wonder how this organization operates and has managed to survive? Who handles your membership renewal every year? How is money raised for restoration projects? How much money is needed for projects? If you travel to Chama, Antonito, or points in between to work on restoration projects during the summer work sessions, have you ever wondered how the projects are chosen?

The answers to all these questions can be provided by the members of the Board of Directors and related committees. They are responsible for determining the direction of the organization and for carrying out its mission. The job is a demanding one, especially for volunteers. The Friends has grown very quickly, and increasingly larger, more complex restoration projects require more personnel and more materials. More personnel entails more planning to match skills and interests with sites, more registration work, and more precise scheduling of supply and cleanup operations. More materials requires more money, and more work procuring and delivering supplies to remote sites. The tasks just multiply.

Cooperation and coordination of tasks with Kyle Railways, the Railroad Commission, and the State Historic Preservation Offices (SHPOs) are also necessary. Because the C&TS is a National Historic Site, all preservation and restoration projects must be approved by the SHPOs and, to get approval, research must be done to determine the appropriate materials and techniques. Projects can proceed only if approved and they must follow the written specifications. There are more structures and rolling stock needing repair than the Friends can handle in the near future; therefore, a system of prioritizing repair projects is used to select each year's projects.

Who does all this work and makes these decisions? Members of the Board of Directors and the various committees do (committee members frequently are directors). Other members also contribute.

The work of the Friends goes on year round, at least weekly most of the time and daily at certain times of the year. Directors and committee members read and write reports, answer correspondence, telephone businesses and commit-

tee members, attend meetings, locate supplies, and perform many other tasks.

Three board meetings are held each year: one at a Colorado location, one at Albuquerque, and one at Chama. Directors receive no financial compensation; they pay for their own transportation, lodging, and food. Several telephone conference meetings also take place during the year. Five states are represented on the current board.

Serving as a director is a way to sustain the Friends. It fulfills a sense of responsibility while providing the satisfaction of preserving a historic narrow gauge steam railroad. It is also a way to participate directly in making the decisions that steer this organization.

If you are interested in becoming a board member, chat with a director or attend a board meeting—comments from members are always appreciated. And more hands to share the work are always needed.

*Noreen has been a long-time volunteer at the summer work sessions and has been chair of the library committee. ✎*

# Opening the Line: 1952

In 1949, John D. Smith of Cedar Rapids, Iowa, made the acquaintance of D&RGW engineer Robert D. Shock of Durango. They exchanged many letters over the years. One letter from Mr. Shock described the blizzard of January 1952. He was called out in the early morning

of December 30, 1951, as engineer to Chama. From there to Cumbres took five days, and he didn't get to Alamosa until the 13th of January. We thank Mr. Smith for sending us the letter, along with photos that he also received from Robert Shock.

## Durango, Colo. 1-17-52

*Dear Friend:*

*Guess I better answer your letter while I am laying around. Cumbres pass was blocked the 29th of Dec with 1 light engine, 2 engines and flanger, 2 engines and jordan spreader and 1 engine and rotary. I was called out at 2:45 a.m. 12-30-51 as engineer to go to Chama as they needed 2 engines to take the rotary out of Chama. Did not say we were to go to work on it. Took us until the morning of 13th to make Alamosa. Saw more snow than I ever hope to see again 10' 9" on the level on Cumbres and drifts and slides up to 15 feet deep, sure was tough going. Three 490's pushing the rotary, took us five days to get to Cumbres, the 2 engines with flanger were stuck at Windy Point just west of Cumbres and both engines dead so had to dig and pull them out of the snow. The 49B was completely buried except the downhill side of the tender. It was all we could do to pull it out with 2 engines pulling downhill.*

*They started to open the Silverton branch today. Took 2 engines and 2 bulldozers to buck out the slides. We had quite a lot of snow and then it warmed up and rained and wet snow and . . . then came the big snow and nothing to hold it up on the ice so it came down and of course the track was the place it stopped. We have had no trains over from Alamosa since about the 27th of Dec. The night we got into Alamosa it was a regular blizzard on Cumbres and the pass was supposed to be opened yesterday but did not get thru with the rotary. I guess there is another storm on the way so don't know if we will get the roads open to stay or not. It is sure tough on the R.R. We do not have diesels here yet, hope we do not get any. . . .*

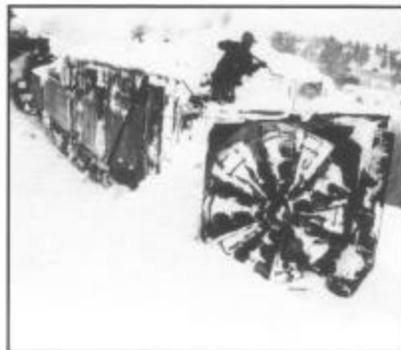
Your friend,  
Bob



*Many members followed the progress of rotary OY as it opened the line last spring. Carol Anne Freeman sketched rotary OY at Cumbres on May 11, 1995. Terry Woolsey (e-mail: terry.woolsey@symbios.com) of Wichita, Kansas, was also there to get footage for his video tape of the run from Chama, which began on May 10. ♣*



*Flanging out ice after backing out the rotary.*



*Shoveling snow from the top of the rotary.*



*Coaling engines and the rotary at the loop on Cumbres.*



*Rotary cutting through a drift east of Osier.*

## Modeler's

*Continued from page 11*

promote the Friends of the Cumbres & Toltec Scenic Railroad (modeling projects to illustrate what the Friends have done or are doing)? And finally, just think how you would feel as you go home from the convention knowing that you played a part in completing the attendees' education. What a warm fuzzy!

If some of you are interested, I will be glad to act as a facilitator and try to match interested people of a particular scale who have responded to the survey. Write to Ed Walton, 3200 Fox Hill Road, St. Charles, MO 63301-0010.

Until next time remember...

...3' > 4' 8 1/2"

*Ed is a long-time volunteer and his column appears regularly in the C&TS Dispatch. ♣*

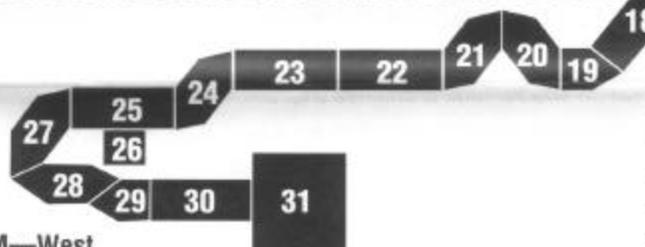
- 1 Chama WYE
- 2 Chama Yard—West
- 3 Chama Yard—East
- 4 Rio Chama Bridge/Jukes' Tree

- 5 Weed City/Lobato Trestle
- 6 Cresco Siding/Water Tank
- 7 Coxo Siding
- 8 Windy Point—West

- 9 Windy Point—East
- 10 Cumbres Pass
- 11 Cumbres Pass WYE
- 12 Tanglefoot Curve—West



### Modular Map of the Cumbres & Toltec Scenic Railroad



- 23 Sublette, NM—West
- 24 Sublette, NM—East
- 25 Big Horn WYE
- 26 Big Horn WYE
- 27 Lava Tank—West

- 28 Lava Tank—East
- 29 MP 285.87 Hangman's Trestle
- 30 Antonito Transition
- 31 Antonito Yard (6' x 6' Square)

- 13 Tanglefoot Curve—East
- 14 Los Pinos—West
- 15 Los Pinos—East
- 16 Cascade Trestle
- 17 Osier Approach—West
- 18 Osier, CO
- 19 Rock Tunnel
- 20 Phantom Curve—West
- 21 Phantom Curve—East
- 22 Mud Tunnel

#### Internet Addresses

Tom Donovan, Albuquerque, NM  
[donovan@apsicc.aps.edu](mailto:donovan@apsicc.aps.edu)

D. A. Hanna, Senior Project Manager,  
Union Pacific Railroad, Omaha, NE  
work: [DAHanna@Notes.UP.Com](mailto:DAHanna@Notes.UP.Com)  
home: [NGHogger@Probe.Net](mailto:NGHogger@Probe.Net)

Marvin E. Sandmire, Centerville, UT  
[drgw463@prodigy.com](mailto:drgw463@prodigy.com)

We will print e-mail addresses of members. Please send the editor a letter with your e-mail address requesting that we print it.

#### Chama Central Reservations

Friends member Carmen Knoob has opened a new business in Chama—Chama Central Reservations. The toll free number is 1-800-585-7092 to obtain information, make railroad and lodging reservations, or learn about events happening in the Chama, Antonito, Durango, and Santa Fe areas. There is no charge for using this service.

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## Schedule of Events

May 25, Saturday  
Opening Day

June 29, Saturday  
Eighth Annual Moonlight Train

July 17, Wednesday–July 19, Friday  
Volunteer Work Session "A"

July 22, Monday–July 25, Thursday  
Volunteer Work Session "B"

July 29, Monday–July 31, Wednesday  
Volunteer Work Session "C"

October 13, Sunday  
Planned Closing Day



*Rotary OY between Coxo and Windy Point on May 10, 1995. The snowplow was pushed by engines 487 and 489. Photo by N. G. Wilson.*



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

5732 Osuna Road NE  
Albuquerque, New Mexico 87109

ADDRESS CORRECTION REQUESTED

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