



# C&TS Dispatch

Vol. 8 No. 1

Spring 1995

## The History of 463

### A Little Engine with a Big Heart

**by Earl G. Knoob** — with contributions by Klaus Haase and photographs by Gerald Best, Robert Graham, Stan Kistler, R. P. Middlebrook, Otto Perry, Robert Richardson, and Stanley Schwedler.

*Earl is Safety & Compliance Officer/Superintendent of Operations of the Cumbres & Toltec Scenic Railroad and a long-time member, former director, and consulting director of the Friends.*

Engine 463 was built by the Baldwin Locomotive Works of Philadelphia in April 1903 as shop number 21788. The locomotive was very much state of the art for turn-of-the-century locomotive design and was one of the first 2-8-2 types constructed for use in this country. In addition, the outside-frame design for narrow gauge locomotives was a relatively new concept that had appeared on very few engines. Number 463 was one of fifteen engines that had been ordered by the Denver & Rio Grande for use on the Third Division between Salida and Gunnison, Colorado, over Marshall Pass. With a locomotive weight of 125,000 pounds, the engine was placed in class 125.

#### Increased Efficiency Through Compounding

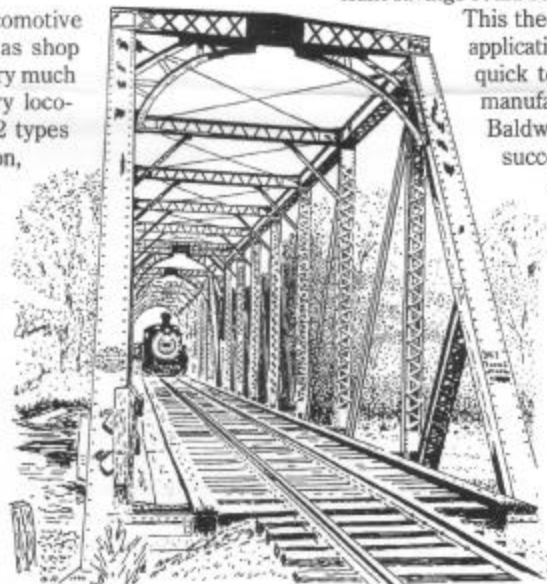
The 125 class had several unique technological innovations that were common to engines of the period. At the turn of the cen-

tury, many attempts were made to increase the efficiency of the steam locomotive. Superheating had not become a practical idea, and boiler technology limited steam pressures to the 200-pounds-per-square-inch range. Locomotive designers were stuck with 200-pound saturated steam boilers.

One way to increase efficiency was compounding. By using the steam from the boiler to push the pistons more than one stroke before exhausting it to the atmosphere, designers figured that significant savings could be made in water and fuel consumption.

This theory had proven successful in marine applications. Locomotive manufacturers were quick to jump on compounding, and every manufacturer had its own patented design.

Baldwin's design was probably the most successful: four cylinders (two high pressure and two low pressure) with two cylinders on each side, one above the other. A piston valve in between the cylinders controlled the steam admission to the cylinders and exhaust up the stack. Standard Stephenson valve gear between the frames was used. The cylinders of the 125 class were 13 x 22 and 22 x 22 inches. For the engine to develop its full power, the high-pressure cylinders had to make a complete stroke before the steam would be exhausted into the low-pressure cylinders to make ad-



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Our readers will notice several new things about the C&TS Dispatch as we begin our eighth year reporting on the work of the Friends of the Cumbres & Toltec Scenic Railroad. In response to reader requests, two new columns have been added to our other regular features. For the many model railroaders in our organization, Ed Walton presents "The Modeler's Column," and to keep our members up to date on other narrow gauge railroads and developments, Earl Knoob begins "Narrow Gauge Near and Far."

There will be four issues of the C&TS Dispatch in 1995, to be distributed in the spring, summer, fall, and winter. Although there will be one less issue than in past years, members will receive the same, and probably more, pages in the four issues as they did in the five issues. We are making this change to ensure that the C&TS Dispatch has a variety of in-depth, interesting, and timely articles. Your comments and suggestions are always welcome.

— the editor

# C&TS Dispatch

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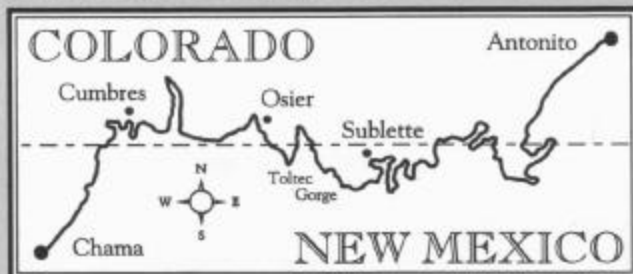
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The C&TS Dispatch is published by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., P.O. Box 222, Chama, NM 87520. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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. Volunteers from the Friends have been especially active in restoring and preserving equipment and structures along the line.

Family membership in the Friends is \$20.00 per year; outside the USA membership is \$30.00. All contributions are fully tax deductible and will be gratefully accepted. Please write to us in Chama 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 1921  
Denver & Rio Grande Western Railroad — 1921 to 1970  
Cumbres & Toltec Scenic Railroad — 1970 to 1995

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## PRESIDENT'S COLUMN

### The Windy Point

It seems like spring is already here. We have been blessed in Albuquerque with a very mild winter, although I am pleased to report that there has been at least an average amount of snowfall in the high country for this summer's water supply. The amount of snow on Cumbres through mid-February was very low compared to previous years, but snows in late February and early March have been extremely heavy with high moisture content. As a result there is a chance that a rotary snowplow will again be needed to open the line this year. We will keep you posted.

As I look forward to the coming year, I am certainly pleased and excited about a number of things. First, let me thank all of you for the tremendous response to our renewal requests for memberships. The number of members having already renewed is ahead of last year, and the average contribution is up significantly. We have also had a number of special contributions to assist us in our work. Thanks again to our member and CPA Dennis Sterosky for his article in the November 1994 issue explaining the benefits of gifting appreciated property (which has a tremendous tax benefit for the donor). I also want to publicly thank Ted Rose for his donation (see news article on page 3 and special insert enclosed).

One of the most significant achievements of the Friends has been to start a new area of historic preservation and interpretation by the publication of our first book. *Rotary Snowplows on the Cumbres & Toltec Scenic Railroad* is a wonderful record of rotary snowplow operations during the tenure of the C&TS. This is especially appropriate as we begin the year of the twenty-fifth anniversary of the railroad. Orders from our members have been coming in rapidly, and there still are numbered copies available to Friends members. All orders have been filled and we certainly appreciate the support of members by purchasing these books.

I am proud at how hard our officers and directors have been working on your behalf. The officers met in Phoenix in mid-February for a special meeting of the Executive Committee to plan for a very busy year. All of our directors will be meeting in Colorado Springs in mid-March for our winter Board of Directors meeting. You know that our officers and directors not only serve without compensation, but are not even reimbursed for their travel expenses.

We have an ambitious program of summer work projects on the drawing boards. Although I regret that long-time project coordinator Glenden Casteel is no longer able to continue, I am very pleased that Roger Breeding has assumed the chair of the Projects Committee and other directors have stepped in to reorganize projects. Among the most exciting projects that we are going to be undertaking this summer are the final installment of reroofing the Osier section house, continuing the work on the restoration of sheep cars in Chama, and the beginning of significant amounts of car repair work in Antonito utilizing the building known as "Fort Knox" and the new spur track that our volunteers built there last summer. Many other exciting and important projects will be undertaken during the work sessions at the end of July and the beginning of August.

The railroad is looking forward to a great 1995, and I hope that your year will be outstanding. Best wishes.

— BILL LOCK

## 1995 Volunteer Work Sessions

As we did in 1994, the Friends is having two back-to-back work sessions during 1995 for doing historic restoration work on the Cumbres & Toltec Scenic Railroad. A mailing will be sent out this spring describing the work to be done and providing a preregistration form enabling members to send for a complete registration packet. The dates for this year's work sessions are:

July 26-28, 1995, Wednesday through Friday, Volunteer Work Session "A."

July 31-August 2, 1995, Monday through Wednesday, Volunteer Work Session "B."

## 1995 Special Trains

The Friends is pleased to announce that again in 1995 we will be sponsoring two special trains on the railroad. This year the Moonlight Train will be on a date separate from the work sessions and the Photo Freight Train will be during the work sessions.

Our Seventh Annual Moonlight Train will run on Saturday, July 8, 1995. This will be similar to the ones in the past, and of course it is scheduled to coincide with the nearest available date to the full moon. The train ride will again include a cooked-to-order steak dinner. While regular ticket prices will be \$60.00 for adults and \$35.00 for children, Friends members' prices will be \$55.00 for adults and \$30.00 for children. A special color brochure done by watercolor artist Ted Rose will be sent to members so that they will have the first opportunity to purchase tickets for the Moonlight Train.

Our photographers Freight Train will be held on Saturday, July 29, 1995, between the two work sessions. The Annual Meeting is scheduled for the previous evening, Friday, July 28, 1995, and will feature a birthday party for the twenty-fifth anniversary of the founding of the railroad. Our freight train will depart early the next morning for a round trip to Big Horn, New Mexico, and will include numerous run-bys. The ticket prices for this will be \$85.00 for nonmember adults, \$80.00 for Friends member adults and \$75.00 for 1995 volunteers (public nonmember children will be \$65.00 and member children \$60.00). This train will include many freight cars that have been restored to their original appearance by Friends volunteers, in addition to the boxcar passenger cars. Some special plans have been made for the operation of this train — look for a brochure on this train in the mail as well.

## Election Procedures

Pursuant to our revised Bylaws, it is necessary to include in this issue of the **C&TS Dispatch** a description of our Board of Directors election procedures. Article Six provides that our members shall elect directors — and seven 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 seven (7) qualified candidates. Additional candidates may be nominated by petition. A petition for nomination shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of three (3) voting members, brief biographical information about the nominee, and the nominee's statement of candidacy. Such petitions must be received by the Nominating Committee by May 15, 1995.

The board will appoint the Nominating Committee at its March 18, 1995, meeting in Colorado Springs. 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, 1995. Election shall take place by written ballots which will be mailed by June 1, 1995. To be counted, ballots must be received by our Albuquerque office by Thursday, July 13, 1995 (fifteen days before the Annual Meeting in Chama on July 28, 1995).

## New Book Published

The mission of the Friends is to preserve the history of the Cumbres & Toltec Scenic Railroad. Not only does this preservation take place with our volunteer activities, where we physically assist in the preservation of the property, but it also takes place via the written word. One of the most important reasons for the **C&TS Dispatch** is to preserve the history of the railroad and to make it more widely available.

Preservation of the history of the C&TS is precisely why we have published a new book on rotary snowplow operations. Joe Hereford's *Rotary Snowplows on the Cumbres & Toltec Scenic Railroad* has been received from the printer and copies are now being distributed. An order form to enable members to purchase this book (along with other new books) is enclosed with this issue of the **C&TS Dispatch**. All of these books are available for immediate shipment.

This new book records the operations of

the rotaries OM and OY during the post-D&RGW era. These rotaries have been run for display purposes and for the very practical purpose of opening the line for regular operations. The operation of both OM (the first narrow gauge rotary built) and OY (the last narrow gauge rotary built) are detailed in this book. In addition, the historical background on the rotaries themselves and their use on the D&RGW is included, along with an article written by Earl Knoob, Friends consulting director and C&TS Superintendent of Operations, discussing what it is like to be in the cab of the rotary while it is running.

The book is published by the Windy Point Press, the new publishing arm of the Friends. Of course, all net revenues from the Windy Point Press, as well as any other merchandise sales of the Friends, are dedicated towards historic preservation on the railroad. If you have not done so, we hope that all of our members will take advantage of the opportunity to purchase this book.

## Ted Rose Donation Announced

The Friends is pleased to announce that nationally known watercolor artist Ted Rose and his wife Polly have donated over 1,000 offset lithography prints of Ted's work to the Friends for future resale. As Ted said, "the sale of these prints by the Friends would be my contribution to the organization.... I hope they will be a real benefit to the Friends." Ted has long supported the work of the Friends and has assisted us in many ways, including the donation of the art work for the beautiful Moonlight Train brochures, which have been produced for many years.

In donating all of his existing inventory, Ted will allow the Friends to be the exclusive distributor for these prints. He has agreed to forward any orders that he receives from his national advertising campaign for the prints to the Friends. Information about ordering any of the four prints may be obtained by calling the Friends office in Albuquerque at (505) 880-1311. Included in this issue of the **C&TS Dispatch** is a special order form describing the prints and giving our members the first opportunity to purchase these very beautiful prints, since they will not be reprinted.

Ted is now concentrating on continuing his painting of original watercolors. If any members are interested in talking to Ted about purchasing his art or commissioning a particular painting, feel free to contact Ted at his phone in Santa Fe, NM (505) 983-9481.





Figure 1. Otto Perry photographed 463 in the Chama yard on June 3, 1923. Its appearance was much different from what it is today. Denver Public Library, Western History Department.

## History of 463

*Continued from Page 1*

ditional power. To start a heavy train, high-pressure steam went to both the high- and low-pressure cylinders. Once underway, the engine would go back to compound operation.

### Slope-Backed Tenders

Because of the supposed efficiency of compounding, the 125 class was built with very small slope-backed tenders with a capacity of only about 5 tons of coal and 2,500 gallons of water. Another probable reason for the small tenders is that the existing short turntables would not fit the 125 class with a longer tender; if the engines were not able to turn and had to run backwards any distance, the slope-backed tender would improve visibility. The 125 engines were equipped with oil head lights and Westinghouse automatic air brakes with one 9½-inch air compressor. The center two pairs of drive wheels were equipped with blind driver tires.

### Waddling Mudhens

The 125 class was placed in service between Salida and Gunnison over the steep Mar-

shall Pass with its miles of 4 percent grades both to the east and to the west. The engines were capable of replacing the existing small (30–35 tons) 2-8-0s on a 3 to 4 basis (three 125 class engines did the work of four 2-8-0s). At first the crews were very reluctant to run them because they were twice as big as anything they had ever run before, but they quickly found the 125s as stable as any of the smaller engines. The outside frames gave the engines a low center of gravity, and this, combined with their waddling gait while working heavy trains, gave them the nickname "Mudhens," which stuck with them for as long as they worked on the railroad.

### 1908 Rebuilding

Within a few short years of operation, the D&RG became disenchanted with the compounding idea. The high- and low-pressure cylinders connected to the main rods through a common crosshead. Although it was intended that the two cylinders would develop close to the same power, the high-pressure cylinder tended to develop higher power than the low-pressure cylinder. This put an undue strain on the crosshead and crosshead guides, and broken crossheads and guides were a problem. Also, the incredible mass of the cylinder blocks often

caused broken frames.

Because of these and other problems, beginning about 1908 the D&RG converted the 125 class to simple two-cylinder locomotives. As rebuilt, the engines had 17- x 22-inch cylinders with flat slide valves. The Stephenson valve gear was retained. The engines continued to use the small sloped-back tenders for a couple of years, but soon were equipped with larger tenders to take into account the extra coal and water needed for simple engines. The larger tenders that were constructed held 7½ tons of coal and 4,100 gallons of water. Because the two blind center drivers were not needed, all drive wheels were flanged. The locomotives, as rebuilt, developed 27,000 pounds of tractive effort.

The rebuilt engines were definitely more reliable than the original design, but they lost considerable efficiency. They were notorious for being hard to fire and consumed large amounts of coal and water; however, they could pull a healthy sized train and they were better than the small 2-8-0s. To make the engines steam better, many had their smokeboxes shortened to help create a better vacuum in the smokebox and to create a better draft. This conversion must not have been 100 percent successful because some engines kept their long smokeboxes into the late 1930s. In 1913 the electric headlight law

went into effect, and all engines were equipped with electric generators and headlights. Most engines kept the old oil headlight cases and had electric lamps installed in them.

### Arrival in Chama

In 1914 enough heavier rail had been laid on the west side of Cumbres Pass to allow the 125 class to work in helper service out of Chama. Several 125s were sent to Chama by way of Alamosa and Antonito. However, because of the light rail existing between Salida and Chama, they had to be hauled dead without coal or water. Upon arriving in Chama, the engines were fired up and placed in service. Also, sometime shortly thereafter, heavier rail was laid between Cimarron and Montrose, allowing 125 class engines to be used on the steep grades over Cerro Summit.

Thus, the 125 class continued to wheeze through the teens. In about 1918, engines 454, 456, 458, and 461 were rebuilt with piston valves, but the Stephenson valve gear was retained. In order for the valves to line up with the existing valve gear rods, the piston valve was placed inboard of the cylinders. The boiler remained as saturated steam.

Otto Perry photographed 463 in Chama on June 3, 1923 (Figure 1). The engine certainly looked different than it does today: it had slide valve cylinders with Stephenson valve gear; the smokebox was long, as originally built, with the converted oil headlight mounted on top; a round, brass-rimmed number plate was on the front of the smokebox; the original 9½-inch air pump had been complemented by another pump of the same size, giving the engine two air compressors; the running boards were stepped, as they are presently, but the steps were angled and the running boards ended just back of the steam chests; an additional main air reservoir was mounted on the top of the tender behind the coal space; and the cab had a steel panel placed on the side below the window, with the engine number painted on it. The engine had a look totally

foreign to what one would expect about this class.

### Leased to Rio Grande Southern

In the early 1920s, there was a general upgrading of the trackage on the narrow gauge lines. Almost all of the mainlines were relaid with heavier rail, allowing the 125 class to operate over nearly the entire 1,000 miles of the Denver & Rio Grande Western (the suc-

cessor to the Denver & Rio Grande) narrow gauge system. Also, at this time the Rio Grande Southern, which operated between Durango and Ridgway, Colorado, began relaying its mainline with heavier rail. Eventually, the 125 class would be found just about everywhere on the narrow gauge system except the mainline through the Black Canyon of the Gunnison between Gunnison

### 156 (K-28) Class

In 1923 the D&RGW purchased its first new narrow gauge power in twenty years. These new engines, from American Locomotive Company, came with all the modern improvements of the era. The new engines, numbered in the 470 series and originally classified as 156 class, were equipped with superheaters and Walschaert valve gear. They soon proved to be considerably better than the 125 class even though they only were slightly larger. Where a 125 class would average 10 miles per hour with a train, a 156 class could run all day at 15–18 mph and use three-fourths as much coal and water. This made the D&RGW's mechanical department start thinking: "If we rebuilt the 125s with superheaters and Walschaert valve gear, maybe they would be almost as good as the 156s."

### 125 (K-27) Class

Beginning in 1924 and continuing through 1926, the 125s — now known as the K-27 class — were sent through the Alamosa and Salida shops and rebuilt, for the third time. New cylinder blocks were cast along with new Walschaert valve gear pieces. As might be expected, the new parts were nearly identical in appearance to the same parts on the 156s — now known as the K-28 class. The boilers were rebuilt with a 22-element Schmidt Type E superheater. This required new front and rear tube sheets in the boiler barrel, as well as a superheater header in the smokebox. After being rebuilt, the engines weighed in at 140,000 pounds, quite an increase from the original weight.

In the two-year period, engines 452, 453, 455, 459, 463, and 464 were rebuilt. Engine 462 got a partial rebuild in the form of new Walschaert valve gear, but never got its boiler superheated. Engines 454, 456, 458, and 461 had been equipped with piston



Figure 2. Still sporting a brass-rimmed number plate and six-pane windows, 463 switches the dual-gauge yard at Montrose, Colorado, on September 5, 1936. Also note the headlight without "winged" number boards. All three of these things were changed after 463 fell through the bridge at Cimarron, Colorado, on June 16, 1938. Photograph by Gerald M. Best. California State Railroad Museum.



Figure 3. Engine 463 rests in Gunnison, Colorado, on August 31, 1938, after falling through the bridge at Cimarron. The cab roof and the entire left side of the cab is missing. The engine was later hauled to the shop in Salida, where a new cab was built. Robert Graham photo, Tufford Collection.

cessor to the Denver & Rio Grande) narrow gauge system. Also, at this time the Rio Grande Southern, which operated between Durango and Ridgway, Colorado, began relaying its mainline with heavier rail. Eventually, the 125 class would be found just about everywhere on the narrow gauge system except the mainline through the Black Canyon of the Gunnison between Gunnison

valves a few years before, and as time allowed, they were rebuilt with superheaters and Walschaert valve gear. Interestingly enough, engines 450, 451, 457, and 460 were never rebuilt. Engines 450, 451, and 457 were set aside during the Great Depression and were scrapped in 1939. Engine 460, complete with its original long smokebox, was still in standby service out of Salida on the Monarch branch when it too was retired and scrapped in 1939.

### Into the Cimarron River

Engine 463 more than likely was superheated and converted to piston valves in 1926. It spent much of the 1920s and early 1930s working all over the narrow gauge system, including the Rio Grande Southern. Photographs have surfaced of the engine at Cumbres as well as working in helper service in Colorado between Montrose and Cimarron (Figure 2). It had a bit of an embarrassment on June 16, 1938, when the bridge over the Cimarron River in Cimarron collapsed under the engine, dumping it into the creek and squashing the wooden cab (Figure 3). The engine was sent to Salida, where a new cab, slightly different than the old one, was installed. The side windows of the new cab had only four panes of glass, whereas the old cab had six-pane windows. Also at this time, 463 lost its round, brass rimmed smokebox number plate and received a cast iron rectangular plate. For the remainder of its years on the D&RGW, 463 carried both of these new items.

### World War II

In the late 1930s and early 1940s, 463 was again leased to the Rio Grande Southern (Figure 4). Correspondence from the railroad shows that it was leased for a time while the Rio Grande Southern's own K-27, number 455, was under overhaul. Because the engine was under RGS control for some time, 463 did not get the "flying Rio Grande" style lettering on its tender until about 1941 (most other engines were relettered in the 1939-1940 period). During World War II 463

continued to work, either leased to the RGS or working out of Durango on the Silverton and Farmington branches, as well as making occasional trips on the main line to Chama and Alamosa.

Until the discontinuance of the Shavano passenger train between Salida and Gunnison in 1940 and the abandonment of the

Cimarron and Montrose. In addition, this class ran on the RGS.

### Postwar Years

As the traffic on the narrow gauge began to dwindle after World War II, 463 began to spend more time in storage. In 1947 the D&RGW began a brief attempt to promote the Silverton branch, and a freshly painted 463 (Figure 6) was used to promote the Silverton Mixed. The D&RGW featured 463 in advertising and promotional material, showing the engine on the head end of the Silverton Mixed.

At the beginning of 1949, number 463 was overhauled in the shop at Alamosa and was equipped with a large wedge plow for use in bucking snow on the Silverton branch. This huge plow covered the whole front of the locomotive and reached up to the headlight. Bob Richardson's photograph (Figure 7) shows 463 south of Alamosa on a test run right after it emerged from the shop. According to Bob the engine ran light to Antonito ahead of a freight train. At Antonito the 463 was used to help the train to Cumbres, ran light to Chama, then worked a train on west to Durango. Quite possibly, it was the last time 463 worked a train through Chama.

In Durango, plow-equipped 463 was the regular engine on the winter runs of the Silverton Mixed. It appears that in some summers the engine shed its large wedge plow. Some photographs show it in storage with the plow affixed to it (Figures 8 and 9), while others show it in service without the plow (Figure 10). Using the 463 to switch cars when it

was equipped with the big plow was very difficult because there was no coupler on the front and the engine had to be turned every time it needed to couple nose-first to a car. This was certainly a very time-consuming project.

### Narrow Gauge Abandonments

By the end of the 1940s, the Rio Grande was beginning to get more hostile towards the



Figure 4. Either in the late 1930s or early in 1940, 463 waits next to the engine house at Rico, Colorado, while under lease to the Rio Grande Southern. Note the old style lettering, no number on the tender, and the lack of a back headlight. Stanley Schwedler Collection.



Figure 5. On October 2, 1947, engine 463 headed south with the weekly Farmington branch train. Before the oil field pipe rush started in 1951, Farmington, New Mexico, was served by a weekly freight, many times powered by a K-27. The fourteen-car train is crossing a wooden trestle two miles south of Carbon Junction. The trestle is still standing today. Photograph by Otto Perry. Denver Public Library, Western History Department.

Santa Fe branch in 1941, there was not an over abundance of modern narrow gauge power available. The K-28 class were kept busy running the remaining passenger trains and the Santa Fe branch, and the larger K-36 and K-37 classes held down the main line freight assignments over Cumbres and Marshall Passes. The K-27 class was the mainstay of the Silverton and Farmington branches (Figure 5), as well as being used in helper service over Cerro Summit between





Figure 6. Freshly painted engine 463 switches the Silverton Mixed in its namesake's yard on June 3, 1947. R. P. Middlebrook photograph. Stan Kistler Collection.

narrow gauge's existence, and abandonments of narrow gauge lines began. First to go was the old main line between Cimarron and Montrose. Next was the abandonment of the Rio Grande Southern. Because these lines were strongholds of K-27 power, these abandonments created a surplus of old K-27 power. Engine 452 was leased to the RGS until the line was abandoned in 1951, and the locomotive was scrapped shortly afterward. Engine 453 became the Durango yard switcher until it was scrapped in 1953. Engines 454 and 456 held down what business there was out of Montrose on the Ouray branch until the RGS abandonment, which put them out of work (both were cut up in 1953 and 1952, respectively). Engines 458 and 459 were sold to the National Railways of Mexico in 1941; they were later converted to standard gauge and were scrapped in the early 1960s. Engine 461, which had been under lease to the RGS for years, was purchased by the RGS in 1950 and ran until the line was torn up; 461 and 455 were scrapped in 1953. After years under lease to the RGS,



Figure 7. Freshly shopped 463 makes a test run down the dual-gauge main line south of Alamosa (near Henry), Colorado, on January 12, 1949. From Antonito the engine helped a westbound freight to Chama and Durango. Photograph by Robert Richardson.

462 (Figure 11), the last saturated steam K-27, was cut up in 1950.

This left 463 and 464 as the last K-27s on the D&RGW. Engine 463 continued as standby power for the Silverton branch until 1954, when it became due for overhaul; at that time 463 was set aside for scrapping. Engine 464 continued to soldier on as the yard switcher in Durango (Figure 12) until

1957, when it too was set aside. The engine made at least one trip to Silverton in the summer of 1956, when the regular 470 series engine broke down moments before departure. Called in to pinch-hit and struggling terribly with the train, 464 had to stop several times to get up steam. Because it probably hadn't left Durango Yard in years, the smokebox was full of cinders and the boiler tubes were clogged with soot, which must have made steam hard to come by. As far as is known, this was the last trip a K-27 made on the D&RGW narrow gauge. Engine 464 was retired to track next to the Durango roundhouse, where it was slowly stripped of parts. It seems that the railroad just never got around to cutting it up.

### **Saving 463 & 464**

With the Rio Grande's new, more positive attitude to the narrow gauge in the early 1960s, no more engines were scrapped. Eventually 464 was sold to Knott's Berry

Farm in southern California, where it was returned to service in 1973. Knott's converted the engine to burn oil and removed the superheater from the boiler to simplify maintenance. It operated at Knott's until the early 1980s, when it was sold to the Huckleberry Railroad in Flint, Michigan, where it is currently in service.

Meanwhile, in the fall of 1954, 463 was hauled dead in a freight train to Alamosa for its appointment with the cutting torch, but it was spared when Gene Autry purchased it in 1955 for his western movie set and theme park he was setting up north of Los Angeles. The vision that Autry had for his Melody Ranch ended, however, when in 1962 a fire destroyed much of the movie set. In November 1971 Autry gave 463 to the town of Antonito, Colorado, and the engine was returned to the narrow gauge in the spring of 1972. After a year or two on display, money was made available to begin restoration of the locomotive, and work began in a newly constructed enginehouse in Antonito. After a year or so of work, funding ran out and 463 took on the role of a half-forgotten orphan, sitting in the enginehouse collecting dust in a disassembled state.

In 1989 Antonito turned over 463 to the C&TS Railroad Commission and a search for funding began. Eventually, federal funding was obtained through the work of New Mexico and Colorado congressmen. The engine was trucked from Antonito to Chama in the summer of 1992 and work began soon thereafter. The restoration, which took over two and one-half years, eventually cost \$240,000. Engine 463 was fired up for the first time in over forty years in late April 1994 and entered service on Memorial Day weekend a month later.

*The story of how 463 was brought back to the Cumbres & Toltec Scenic Railroad will appear in the next issue of the C&TS Dispatch.*

### What's Original?

One question asked about 463 is "How much of it is original?" The answer is "Very little." The original tender tank and frame were re-

placed in 1909-11, and a new tank was installed during the 1994 restoration (the tender frame is still that of 1909-11). There have been at least four or five cabs since 1903. The original was replaced with one with a steel panel below the windows before 1923, and then sometime later it was equipped with the six-pane window cab without a steel panel. This cab was de-

appears that the firebox is older than that; it probably was changed during the 1926 rebuilding, when it was also equipped with a large number of flexible staybolts. The frame is a replacement, as is the pilot and trailing trucks. Of course, the cylinders are the third set. This leaves the sand dome, the drive wheel centers, the counterweights, and perhaps the main rods as original — maybe.



*Figure 8. After being equipped with a large wedge plow for bucking snow on the Silverton branch in 1949, engine 463 spent the summer of 1950 in storage waiting for the next winter's snow. The cab windows were covered to prevent snow damage while plowing. Durango, Colorado, June 21, 1950. Stan Kistler Collection.*



*Figure 9. Engine 463 waits out the summer of 1950 next to the Durango, Colorado, roundhouse. Note the air hose on the steam dome. A length of hose was attached to this to melt ice and snow while clearing drifts from the line. August 13, 1950. Photograph by Otto Perry. Denver Public Library, Western History Department.*

stroyed when 463 fell through the bridge at Cimarron and was replaced with the four-pane window cab, which it kept until retirement. A new cab was installed in 1994.

The boiler is original — or at least part of it. The steam dome has apparently been replaced, and a large portion of the middle course of the boiler was replaced somewhere in time. The Rio Grande applied two patches to the front course, and these two patches were replaced by one large patch in its 1994 restoration (in addition, a patch was placed in the third course at this time). The firebox has been changed at least once. One report shows it replaced in 1947, although it

### A Little Engine with a Big Heart

It has also been asked "How does the 463 compare to the other engines?" It is a much lighter engine than the other classes we run on the C&TS (K-36 numbers 484, 487, 488, and 489 and K-37 number 497) and it rides much better. After a day on the 463, one realizes how clumsy the big engines feel; 463 pulls very well, better than its small size would suggest, and keeps its feet on the rail very well. It has been said that a K-27 could actually out-pull a K-28 when the going got tough. After running 463, I wouldn't doubt it. The engine has a much smaller firebox than the big engines, and a different firing technique is needed. If too much coal is fed at one time, the fire gets too deep and chokes off the draft. When this happens the steaming ability suffers badly. Where the big engines are somewhat forgiving about this, 463 is quite temperamental. But if the fire is kept thin, 463 makes steam quite well.

Operationally, the 463 is a quite different breed. The smaller boiler gives a totally different feel inside the cab.

The throttle lever attaches directly to the backhead of the boiler. The reverse lever and quadrant runs directly beside, instead of in front, of the engineer as on the larger engines. The notches on the reverse quadrant are much larger, and moving the reverse lever one notch makes a big difference in how the engine runs. Because of 463's lighter weight, when the brakes are set on the train, the braking response is much faster.

The 463 sounds totally different than the other engines. Because of a different smokebox arrangement and a tall stack, it has a very sharp, loud bark to its exhaust. It is





Figure 10. Heading west out of Durango, Colorado, on the Rio Grande Southern on August 10, 1949, engine 463 crosses Lightener Creek trestle. The canvas draped flat cars are loaded with new highway trucks for Dolores, Colorado. Photograph by Robert Richardson.

quite possible that it is actually louder than the bigger engines. One thing is certain: when 463 is doubleheaded, it can be heard quite plainly over the other engine. As one fan put it after seeing 463 doublehead with 497 on the Friends Tank Car Special in June 1994, "463 is a little engine with a big heart."

### Postscript

On October 18, 1994, a deadhead move was made to Antonito. The consist was two dump gondolas of cinders, caboose 0306, diesel 19 (towed dead), and ten passenger coaches. The train was just about maximum tonnage in good weather for 463 and helper engine 489. However, an unseasonal snow storm had passed through a few days before and the temperature that morning had dropped into the low 20s, making the train very stiff and difficult to move. The rail had

been plowed the day before, but the snow had washed off the thin coating of oil that gathers on the inside of the rail, lubricating the flanges on the curves. The 463 showed what it was really made of that day. With the dry rail increasing the adhesion, 463 and 489 struggled up the hill at an average of about 6 miles per hour. The K-27 was running with the throttle wide open and the reverse lever about two notches from the corner all the way up the hill. When the K-36 would occasionally, "stub her toe" and slip, 463 would hunker down, dig in and hang on and keep us moving until 489 could get its feet again. It took us an amazing two hours and twenty minutes to make the fourteen miles from Chama to Cumbres — including a stop at Lobato to break the engines apart for crossing the trestle and a water stop for both engines at Cresco tank. I have had many memorable trips up the hill over the years, but

this will go down as the longest trip I have ever made without stalling once. I have never in all my years railroading beat an engine so hard for so long and have it still hang on and come back for more. A little engine with a big heart? I should say so.

### Acknowledgments

I would like to thank the persons who contributed information and photographs for this article: Klaus Haase for historical information; Stan Kistler and Stanley Schwedler for the reproduction of photographs from their collections; and Craig Story for locating photographs at the California State Railroad Museum. I must also thank my wife, Carmen, for her reviewing and proofreading. Special thanks go to Bob Richardson for many stories about 463, as well as all the great photographs he took of the engine. We

owe Bob a great amount of gratitude for his foresight in recognizing the significance of the narrow gauge and in photographing history as it passed before his eyes.

### General Information

Road number..... 463  
 Type..... Mikado (2-8-2)  
 Built for..... Denver & Rio Grande Railroad  
 Builder.....  
 .. Baldwin Locomotive Works, Philadelphia  
 Builder's number..... 21788  
 Month and year built..... April 1903  
 Valve gear..... Walschaert  
 Superheater..... Schmidt Type E  
 Boiler pressure..... 200 lb  
 Tractive power..... 27,000 lb

### Dimensions

Cylinders .. 17-in. diameter by 22-in. stroke  
 Length of engine..... 58 ft, 10 in.  
 Width over cylinders..... 9 ft, 5 in.  
 Width over frame..... 4 ft, 8 in.  
 Driver diameter..... 40 in.

### Weights

Weight of engine..... 140,250 lb  
 Weight of engine on drivers ... 107,400 lb  
 Weight of tender (loaded)..... 83,300 lb  
 Gross weight (engine with loaded tender) ..  
 ..... 223,550 lb

### Tender Capacity

Water..... 4,100 gal  
 Coal..... 7.5 ton



Figure 11. Engine 462 spent many years in the 1940s leased to the Rio Grande Southern, and it is shown here at Ridgway, Colorado, between assignments in May 1947. The engine was the last nonsuperheated K-27 in service, being scrapped in 1950. Part of 462 still exists — the tender was saved as water car W-462, which is in Chama today. Photograph by Gerald M. Best. California State Railroad Museum.



Figure 12. End of the line — 464, the last K-27 in service on the D&RGW, sits between switching assignments at Durango on June 1, 1957. The engine was taken out of service in August 1957, but was not officially retired until 1962. Stan Kistler Collection.

## Members Help with Card Returns

January, February, and March are the months for membership renewals. Our Albuquerque office receives your contributions and updates our database. The new data are sent to Membership Committee members Howard Bunté and Terri Shaw in southern California, who prepare your new membership cards and a letter acknowledging your contribution. As our membership has grown, this

work has grown. This year, in the true spirit of the Friends, helpers from all over the country are assisting with the assembling, folding, and stuffing.

Ted, Nancy, Kyle, and Chris Norcross (North Carolina), Joyce and Keith Shostrom (South Dakota), Tom, Isabel, Reef, and Valerie Abbott (Colorado), Bill and Cindy Kepner (Colorado), and Terry and Anne Woolsey (Kansas) helped with the first group of almost 600 returns.

Marvin and Dorothy Sandmire (Utah), Malcolm and Martha Mackey (Arizona), Sam

and Jamie March (Colorado), Jack and Carolyn Knight (Colorado), Mark, Edna, Eric, and Marsha Reed (southern California), Allan, Karen, Chris, and Heather Van Hoosear (northern California), and Craig and Renee Story (northern California) will be helping as the rest of the returns come in. We thank you all!

## COMMISSION REPORT

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

**DECEMBER 9, 1994, SANTA FE, NEW MEXICO.** General Manager Joe Vigil reported that 58,102 passengers rode the Cumbres & Toltec Scenic Railroad in 1994 — a 1.4 percent increase over 1993. The railroad ran 141 days, there were 3,129 no-shows, and trains doubleheaded twenty-five more times than in 1993.

Superintendent of Operations Earl Knoob announced that he has tentatively scheduled five charter trains for the 1995 season, including a British group for a four-day period. The tie replacement program proceeded well with 3,800 ties installed during the season, and the railroad will install 3,700 ties during 1995.

Chief Mechanical Officer John Bush reported that five steam locomotives were available all summer; engine 487 was not in service during 1994 but will be ready for the coming season. John was pleased with the level of equipment availability and the decrease in breakdowns. He plans to have all six steam and both diesel locomotives in operation for 1995. The passenger cars from the Chama train have been taken to Antonito for work on their running gear. The brake rigging on the cars has been redesigned to reduce sliding wheels, thereby reducing wheel damage and brake shoe replacement. Because an axle under engine 488 is below the condemning limit by Federal Railroad Administration standards, a new axle will be installed — Kyle Railways will pay for the machining costs and the Commission will pay for the material.

The Cascade Trestle tie project has been finished with the exception of reinstalling some guard rail and installing shims and L bolts. This work will be done by the C&TS track crew in spring 1995.

The Chama Water Tank project is moving ahead: the old tank has been taken down, new concrete slab and piers have been poured, the roof has been rehabilitated and painted, and the timbers and tank materials are on site.

The Commission has received an opinion from the Colorado Attorney General's Office concerning the annexation of Commission property into the Town of Antonito, stating that the Commission property is not subject to local zoning. The commissioners adopted the following resolution:

WHEREAS the Cumbres & Toltec Scenic Railroad Commission is desirous of having the Antonito railroad yard annexed into the Town of Antonito, in order to obtain police protection and preferential water rates.

THEREFORE, be it resolved by the Cumbres & Toltec Scenic Railroad Commission that they request the Town of Antonito to allow the C&TS RR Antonito yard to be annexed into the Town of Antonito.

The railroad has received a special award for excellence in the restoration of a railroad engine (K-27 no. 463) from the Tourist Railroad Association, Inc. The plaque from TRAIN will be placed on display in the lobby of the Chama depot.

Joe Vigil commended the Friends for its excellent volunteer work sessions in 1994. Everything went smoothly and the volunteers worked diligently and accomplished great results. Commissioner Wayne Quinlan expressed the gratitude of the Commission to the Friends for all its hard work.

*Cumbres & Toltec Scenic Railroad Commission: Wayne Quinlan, Chair; Carl Turner, Vice Chair; Lewis Entz, Secretary; and Spencer Wilson, Treasurer.*

## BOARD HIGHLIGHTS

by **Art Nichols** — Editor

The Board of Directors met in Albuquerque, New Mexico, on November 11 and 12, 1994. Over the two days the directors dealt with the ongoing business of the organization, as well as hearing reports from the standing committees, from the Railroad History Center in Chama, and about preparations for the summer volunteer work sessions.

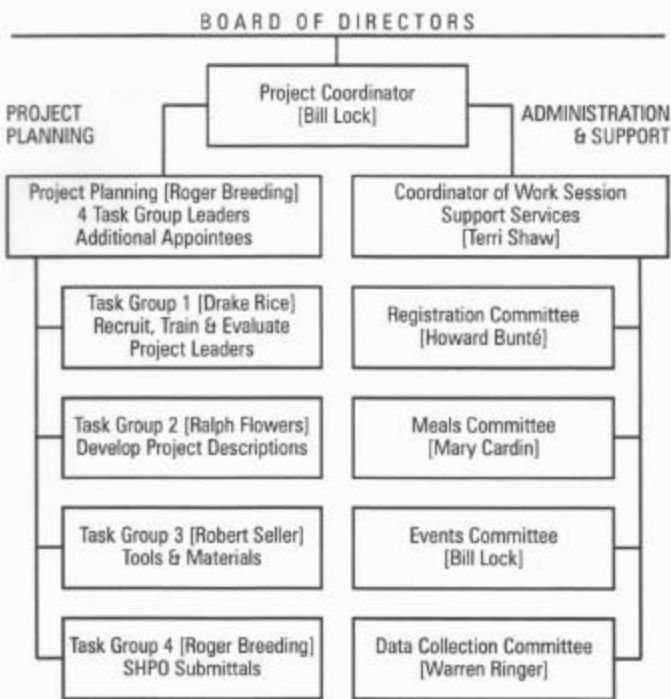
The board expressed gratitude to the National Model Railroad Association, Rocky Mountain Region, for its \$1,000 contribution to further our historic preservation work and to the National Garden Railway Association for its \$2,000 contribution for the same purpose.

The board voted that for the coming year, the minimum contribution for membership will remain at \$20 for U.S. addresses and \$30 for foreign addresses.

The Friends will sponsor two charter trains in 1995: the Seventh Annual Moonlight Train on Saturday, July 8, and a railfan freight train from Chama to Big Horn and return on Saturday, July 29, in conjunction with the volunteer work sessions.

The board discussed the Railroad History Center and its operation, both in the summer months when tourists are in Chama to ride the C&TS and in the off-season months when very few tourists visit the Chama yard. The board also looked at the center's mail-order fulfillment business and its walk-in tourist business. There will be further discussions about the center at the board's March meeting.

The directors gave much of their attention to the 1995 summer work sessions and the recommendations of a Projects Committee Task Force, which proposed organizing the planning and conduct of the work sessions into seven tasks areas: Planning, State Historic Preservation Offices, Project Coordination, Tools and Materials, Registration, Meals, and Events. After extensive discussion there was general agreement that the duties should be divided into the seven areas, and the chart below shows the organizational plan finally developed for the work sessions, with leaders identified.





## THE MODELER'S COLUMN

by Ed "Boomer" Walton

*Ed Walton is a member of the Friends, and he and his wife, Lyn, have been volunteers at the summer work sessions for many years.*

Welcome to "The Modeler's Column," which will be devoted to modeling various aspects of the Denver & Rio Grande Western/Rio Grande Southern narrow gauge circle of Colorado and New Mexico. The contemporary Cumbres & Toltec Scenic Railroad and the Durango & Silverton Narrow Gauge Railroad will be within the scope of this column.

Just as I have tried to be as inclusive as possible concerning the railroads that did or still operate today, as column editor I want to include the contributions from members of the Friends of the Cumbres & Toltec Scenic Railroad who are model railroad hobbyists, as well as suggestions from all members. Since model railroading will be the focus of this column, all scales will be welcomed from "G to Z."

In model railroading parlance, there are two major designations. The first is scale — a numerical ratio that exists between reality and its model; reality has the assigned number 1, and the model could have any number from 1 to infinity. For example, HO scale is 1:87. This means that for every foot of track or unit of 1 in real life (prototype), 87 scale feet or 87 scale model units exist. Other scales include G (1:22.5), O (1:48), S (1:64), TT (1:120), N (1:160), and Z (1:220).

The second designation is gauge — the distance between the rails. Standard gauge for U.S. railroads is 4 feet 8½ inches. Narrow gauges are smaller derivatives of standard gauge. For example, there is a designation  $On_3$  — "O" is the scale, the "n" means narrow gauge, and the subscript "3" means there are three scale feet between the rails. Since we will be involved with narrow gauge railroading in the San Juan region, you may occasionally see something like  $Sn_3$  or  $HOn_3$  or even  $Nn_3$  (that's small).

Here is how you can help make this column an interesting, challenging, and fun-filled part of the **C&TS Dispatch**. Line drawings and black and white or color prints of the prototype will be accepted.



*The Chama water tank was built in 1897. Its unique twin water spouts are still in use today. An excellent structure that says, "Model me!" Photograph by Ed Walton, all rights reserved, used with permission.*

"How to" construction articles describing how you built something found on the narrow gauge circle will also be welcome. Any submissions should be made with the following in mind.

All copyrighted materials must be accompanied with written consent for publication from those who control ownership of the materials (texts, drawings, or pictures). Please make sure that proper credit has been given to all who were involved in the production of the submitted materials. If you wish to have your materials returned, please send all necessary remailing items like self-addressed envelopes, mailing labels, packaging, and adequate postage at the time that you first submit your materials for publication.

I am curious about the number and interests of modelers who are members of the Friends. I would appreciate your completing the enclosed survey, which is included on a separate sheet in this issue, and mailing it to me. I will tabulate the results and include them in a future issue of the **C&TS Dispatch**. Thanks!



*LEFT: Membership Committee Chair Howard Bunté and Vice President Terri Shaw organized a meeting of southern California members on October 8, 1994, at El Roble School, Claremont. Attendees had lunch, looked at photographs of work session projects, shared stories about the railroad and the Friends, and talked about possible future activities. From the left (back row), Tom Cardin, Warren Ringer, Marsha Reed, Berne Miller, Pat Miller, Erick Reed, Mark Reed, Mike Wissler,*



*Howard Bunté, and Mary Cardin; (front row), Robert Reed, Edna Reed, Klaus Haase, Terri Shaw, Jim Gross, Amy Mahony, and Christopher Mahony. Photograph by Maurice Bertino.*

*RIGHT: Southern California members (from left) Christopher Mahony, Amy Mahony, and John De Rosa publicize the Friends at the Great American Train Show in Pomona, California, on August 13, 1994. Photograph by Terri Shaw.*

## DIRECTOR'S VIEWPOINT

by James N. Herron — Salt Lake City, Utah

*James is Associate Professor of Pharmaceutics at the University of Utah. He has been a volunteer at the summer work sessions since 1988 and a director of the Friends since 1993. For the past two summers he has been paint crew leader at Sublette.*

Everyone probably has their own reasons for getting involved with an organization like the Friends; it may be a love of railroading, a desire to see a piece of railroad history preserved, or the camaraderie that develops at a work site. In my own case there are probably several motivating factors, including an interest in historic preservation, an affection for wilderness, and the unique opportunities that the Friends offers to the railfan. One thing that I found surprising about the Friends was that a number of active volunteers don't think of themselves as railfans (although it could be argued that anyone who pays several hundred dollars for hard labor at 8,000 feet and higher just to preserve a lot of old train equipment must either be a railfan or crazy). Whatever one's reasons, many people find the volunteer experience to be rather enjoyable and return year after year to the Friends work sessions. The property has profited greatly from this dedication, certainly being in much better shape than when I first observed it in 1983.

I often reminisce about my first trip to Chama (later, such trips would become pilgrimages, but in 1983 I was still uninitiated in the lore of the narrow gauge). My father and I arrived on a warm summer's day in the late afternoon just before train time, and I was totally unprepared for what greeted me. As we descended from the highway down into the train yards, it was like leaving the modern age and entering the 1930s. The view to the north, the coal tipples, water tower, and cottonwood trees, with the sound of the train whistle in the distance helped to reinforce this perception. I can remember thinking that this was a unique place and that we should do our best to preserve it. Perhaps that's why I got involved with the Friends.

To my knowledge, there are relatively few "tourist" railroads that are authentic preservations. Most are conglomerations of different equipment and structures, few if any original to the property. For example, the Heber Valley Railroad here in Utah is a former D&RGW branch line that, like the Cumbres & Toltec Scenic Railroad, was saved from the scrapper in the early 1970s. Unlike the C&TS, however, the Heber Valley runs Erie Lackawanna passenger equipment behind Union Pacific motive power; and the only remaining original structure is the old D&RGW depot, which is located about a mile away from the present passenger station. That's not to say that the Heber Valley Railroad is a not great little tourist line, it's just not a historic preservation.

One of the most remarkable features of the C&TS is its depth of preservation. The collection includes three classes of narrow gauge locomotives, examples of almost all types of narrow gauge freight equipment, a growing assortment of narrow gauge passenger cars (thanks, in part, to efforts of the Friends), maintenance-of-way equipment, and an abundance of structures; and then there's Chama, an authentic division point with functional shops and yards. Further, the entire collection is original D&RGW equipment that was operated on the property during the historic era. This depth in a collection of railroad equipment is rare. Only a few other comparable sites come to mind, the Durango and Silverton, the East Broad Top, the Nevada Northern Railway, and the Sierra Railway. Of these, only the East Broad Top rivals the C&TS with respect to the depth of the collection, but unfortunately the future of the East Broad Top is



*James Herron has been painting crew leader at Sublette for the past two summers. Here, he is priming the shingle bunk house, July 1994.*

presently in question (see Mark Smith's "Going Places," in the January-February 1995 *Locomotive & Railway Preservation*).

As the twentieth century draws to a close and our memories of the Industrial Age fade away, sites such as the Cumbres & Toltec Scenic Railroad and the East Broad Top take on increasing importance in preserving our heritage. In my opinion, these sites can be effectively used to educate the public about a bygone era, in addition to taking them on a scenic train ride. Those of you over fifty will remember a time in America when the railroads were the backbone of our transportation system, moving all manner of things in a timely and efficient fashion. With the shift in the postwar era to highways and air transportation, the role of the railroads changed, and along with it the very fabric of our society. Whereas a person living forty years ago would probably have ridden a train (either common carrier, interurban, or streetcar) on almost a daily basis, most people today are probably not aware of train movements in their own communities, say nothing of actually riding on one. Thus, the Friends' volunteer activities are vital to preserving a bit of this bygone era so that future generations will have the opportunity to observe it firsthand.

### PROJECT IDEAS WANTED

I'm sure that members of the Friends who have ridden the sixty-four miles of the Cumbres & Toltec Scenic Railroad or have enjoyed the wonderful videos that are available about the railroad have had ideas about projects the Friends could work on in our summer work sessions. Perhaps the idea came to you during a tour of the yard in Chama, or maybe while walking around the static displays in Antonito. The Projects Committee is looking for ideas for future challenges and would appreciate any suggestions. Of course, these projects would be for 1996 and future years. Send your ideas to the editor of the *C&TS Dispatch* and they will be forwarded to the appropriate committee.

*Roger Briggs  
Member of the Board of Directors*

## NARROW GAUGE NEAR AND FAR: NO. 1

by Earl G. Knoob

*This column is intended as a clearing house for information on the various narrow gauge (and a few wide gauge ones, too) operations around the country. If any of our readers has information on narrow gauge operations of interest, please forward it to ye olde editor in Los Alamos or to me in Chama. Likewise, if for some unearthly reason, I happen to publish misinformation, feel free to correct me.*

Last October the Durango & Silverton Narrow Gauge Railroad had a visit from a very historic locomotive. It was originally Eureka & Palisade Railroad no. 4 and is owned by Dan Markoff of Las Vegas, Nevada. The engine is an 1875 Baldwin wood-burning 4-4-0, operated on the E&P between its namesake towns in Nevada until the early 1900s when it was sold to a lumber operation in the Lake Tahoe, California, region. Warner Bros., which purchased the engine in the late 1930s as a movie prop, owned it until the late 1970s (its last appearance under steam was John Wayne's *The Shootist* in 1976). It was then sold to the ill-fated Old Las Vegas theme park, where it sat until Mr. Markoff purchased it in the late 1980s. Dan moved it to his home in Las Vegas, where he laid some track in his back yard, built a shop, and proceeded to rebuild the whole engine pretty much single-handedly (it would be interesting to hear what the neighbors thought of all that). The locomotive is a masterpiece. It qualifies as a piece of living room furniture.

E&P no. 4's appearance in Durango was for the filming of a PBS-TV documentary on the old West, scheduled for airing in the summer of 1996.

Number 4 arrived in Durango on Wednesday, October 26, on two semi-trucks and was quickly unloaded and placed in the roundhouse to be fired up. Your author, who has known Dan for several years and went over to Durango simply to watch, was quickly shanghaied into fixing the air pump and firing the fool thing. Steam was up by about 3:00 pm, and the rest of the afternoon was spent running around the yards in Durango.

Thursday found the engine and caboose 0500 making a test run from Durango to the wye at Cascade. Departure was around noon with an after dark return, 4's oil headlamp probing its way through the dark.

Friday the 27th found no. 4 out again, this time performing for the cameras. Again with caboose 0500 behind, the 4-4-0 made it all the way to Silverton, tying up for the night there. Along with no. 4, the D&S provided a work train consisting of engine 473, a box car, two coaches, a flat car loaded with firewood for the engine, a caboose, and private car B-3 (the *Nomad*). The work train also tied up for the night in Silverton.

On Saturday, no. 4 traded the caboose for the B-3 and spent the day filming between Silverton and Elk Park. They met the regular passenger runs at Elk Park and returned to Silverton at dark. Because 473 was running out of coal, engine 482, running the passenger train, traded places with 473 on the work train at Elk Park in the afternoon.

On Sunday the 29th, no. 4 again performed before the cameras up in Silverton before turning on the wye and heading south. Your author and his wife had the honor of riding back from Silverton in the B-3 pulled by the oldest operating narrow gauge locomotive in the U.S. There was fresh snow on the ground and it was certainly cold, but it was a once-in-a-lifetime ride. We met the passenger train (with former Friends board member Chip Irwin on the back platform of the parlor car) at Elk Park and managed to stay ahead of the passenger all the way back to Rockwood, where we got off the train and



*Eureka & Palisade Railroad no. 4 at Durango, Colorado, on October 26, 1994. Photograph by Carmen Knoob.*



*Number 4 drifting down grade near Needleton, Colorado, on October 29, 1994. Photograph by Earl Knoob.*

returned to Silverton to get our car.

Number 4 was loaded on to trucks on Monday and returned to Las Vegas. Stay tuned for word on the engine's next trip to narrow gauge country!

Other news from Durango: In a surprise maneuver, the Winter Holiday train is scheduled to run through the ski season (early April). A deal was cooked up between the railroad, Purgatory Ski Area, and local resort owners. So if you get in desperate need for a winter steam fix, wander over to Durango; the winter ride is something you won't forget. Power for the winter trains is 473 and 482.

One of other narrow gauge lines in business during the winter is the Roaring Camp & Big Trees in Felton, California. Former C&TS manager and Friends member Dan Ranger is in charge of keeping things running there. The ride is very pretty through the redwoods on grades of 8 1/2 percent. Motive power is a two-truck 1912 shay from a West Virginia coal operation and a two-truck Heisler from the Westside Lumber Co.

Another west coast operation worth seeing is the Yosemite Mountain Sugar Pine Railroad at Fish Camp, California, near the

*See Narrow Gauge Near and Far, page 15*



## LETTERS TO THE FRIENDS

Readers are encouraged to write on any topic pertinent to the work of the Friends and the history, preservation, and interpretation of the Cumbres & Toltec Scenic Railroad. Send your letters to the editor at 1307 45th Street, Los Alamos, NM 87544. All letters will be acknowledged and some editing may be done to conserve space.

### 463 BUILDER'S PLATE

I am enclosing a check for the purchase of a replica builder's plate for engine number 463. I've always had a special interest in this engine since first seeing it "in pieces" on a visit to Antonito in 1975... I was fortunate to see it and photograph it in action on Cumbres Pass during a visit to Chama to ride the train. The plate is certainly an interesting and novel momento of narrow gauge railroading, and a nice tribute from the Friends... I just wanted to let you know how much I enjoy your first-rate publication, the *C&TS Dispatch*. The articles detailing the Friends' restoration efforts are quite interesting, and the news items outlining developments with the railroad are informative. The importance of organizations such as the Friends cannot be underestimated in preserving this working piece of history. I'm looking forward to coming down to Chama and helping out on one of the work crews next summer, and meeting some Friends!

Steve Jorgensen  
Grand Prairie, TX

### THANKS

Our family wishes to thank [the Friends] for the individual and group pictures of the 1994 Friends work teams. The picture idea was

great and I am sure all of those who received them were grateful. We also would like to thank you for the summary sheets describing what each team did. Since many of us were busy at our sites, we don't really know what else was going on and the summary sheets were very informative. [We] are looking forward to next summer when we can go to Chama and work on the restoration of more equipment. On behalf of Susan and David LeMmon and Mary and me, thanks again.

Don Metzler  
Glendale, AZ

### NEWS FROM MALAYSIA

Long-time members and volunteers Carl and Tina Tebbens (Tina is a former Friends director) have been in Kuala Lumpur since the middle of last year. Carl, of Greiner, Inc., is on assignment to Pengurusan Lintas Berhad (a Malaysian company that is technical support consultant to the Malaysian airport authority) as Chief Operations Advisor on the design and construction management of a new \$3 billion airport. The following excerpts are from letters Tina sent to us several months ago. Carl and Tina's address is 8D-1-6 Prima Damansara, 8 Jalan Chempennai, Bukit Damansara, 50490 Kuala Lumpur, Malaysia.

... I was organizing an album of our August trip to Hong Kong and found this photograph. Thought you might pass it on to anyone who might be interested in seeing train stuff from China. ... English is the second language to most people and everyone wants to be helpful. Originally my problem was that Malaysians speak English as if all the words are one sentence. My most repeated remark was "pelahan," which means "much slower." Now I think we've caught on. Saying "terima kasih" instead of "thank you" guarantees a smile and a pleasant "sama-sama" or "you're welcome." Bahasa Malaysian is not difficult, as everything is pronounced phonetically with no strong accents on any syllable. ... Due to our exposure to so many British people and the fact that Malaysians speak English with a British accent, I'm finding that I use a lot of British phrases.



Shenzhen, China, train station platform. August 1994.

## Narrow Gauge Near and Far

Continued from Page 15

south entrance to Yosemite Park. Max Stauffer is the owner, and he has a pair of three-truck former Westside shays, as well as a nice collection of Westside Lumber rolling stock. Max doesn't run in the winter but he opens up fairly early in the spring and runs well into the fall. The line uses the grade of the long-abandoned Madera Sugar Pine Lumber Co.

Speaking of California logging lines, many of the grades of the Westside Lumber Co. are now forest service roads, which can be negotiated in a regular car. On my last visit out there (in the fall of 1993), a couple of trestles were still standing, as well as the remains of donkey engines and camp cars in the woods. About five miles of track are still intact out of Tuolumne.

While on the subject of California, last spring I visited the Laws Railroad Museum near Bishop. They have a nice display of old Southern Pacific narrow gauge equipment, including 4-6-0 no. 9 and a few cars. Also at the site is the Laws water tank and oil tanks, along with the turntable. Miles of old grade are visible both north and south of Laws. The line north included the climb over Mt. Mont-

gomery Pass, some of which can be driven on. The tunnel on the west side has caved in, but one can still drive to the portals.

Of course, everyone knows about the Rio Grande equipment that runs at Knott's Berry Farm in southern California. Most of the hard-core types tend to turn their noses up at Knott's, but Knott's owns a nice collection of Denver & Rio Grande Western and Rio Grande Southern equipment. Something to ponder: The RGS bought the 41 in 1916 and ran it until 1951, some 35 years. Knott's has owned the 41 for 44 years! At what point does Knott's become a "legitimate" railroad? Despite rumors to the contrary, Knott's recognizes the historic value of its railroad and is trying to run a quality operation. Gone are the weird paint jobs and phony diamond stacks. The old "40" has been returned to no. 340 and the 41 flies the RGS herald on its tank. Several years ago they reworked the parlor car *Durango* with impressive results. Knott's also has RGS business car *Edna* on its roster.

Does any reader have the latest scoop on the East Broad Top in Pennsylvania? The last report was the state was trying to come up with money to buy the whole railroad from Mt. Union to Alvan and that if the state didn't come through this was the last summer for the operations and that the property would be sold piecemeal to the highest bidder. Let's hope not.

## 1995 SCHEDULE OF EVENTS

May 27, Saturday  
Opening Day

July 8, Saturday  
Seventh Annual Moonlight Train

July 26-28, Wednesday-Friday  
Volunteer Work Session "A"

July 28, Friday  
Annual Meeting and Program

July 29, Saturday  
Railfan Trip to Big Horn

July 31-August 2,  
Monday-Wednesday  
Volunteer Work Session "B"

October 15, Sunday  
Planned Closing Day



*Engine no. 463 at Cumbres, Colorado, October 18, 1994. Photograph by Joseph P. Hereford, Jr.*



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