



C&TS Dispatch

Vol. 7 No. 4

September 1994

Projects '94

Friends at Work

by Bill Lock

I am pleased to be able to provide my annual report of historic restoration accomplished by the Friends of the Cumbres & Toltec Scenic Railroad. Two back-to-back work sessions were held during July 1994 after a tremendous amount of preparation and planning. The planning process now starts a full year in advance of the work sessions, and in fact, some of this year's effort was expended in order to have information for future work sessions.

We had one of our largest turnouts of volunteers ever in that we had 115 people working during work session "A" from July 19-22, 1994 and 83

volunteers working in work session "B" from July 25-28, 1994. Glenden Casteel was Project Manager for this effort which contributed significantly more than 5,000 hours of skilled restoration work for the property (this number does not include the hundreds and possibly thousands of hours of planning that went into preparing for the work session).

A complete roster of volunteers begins on page 6 and a photographic overview of the work sessions starts on page 8.

The purpose of this report is to give a brief summary of the work that was done. I will start in

See *Friends at Work*, page 4

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Member Robert Blewer caught 1994 Friends Moonlight Train at its Lobato run-by, July 23, 1994

C&TS Dispatch

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Glenden Casteel	Roger Breeding
James Herron	Roger Briggs
William Lock	Ralph Flowers
Warren Ringer	Earl Knoob
Steven Schroeder	Craig Kumler
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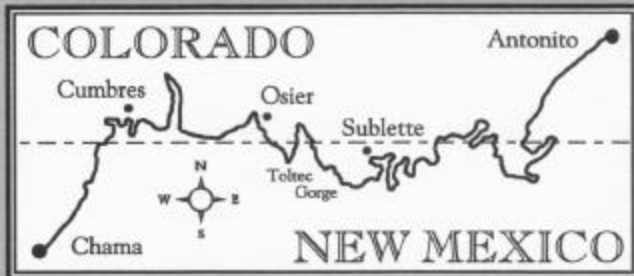
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The Friends is the official museum support group for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by 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 1994

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PRESIDENT'S COLUMN

The Windy Point

What wonderful work sessions we just completed. I am so proud of the 149 different volunteers who worked at one or both of our work sessions in the second half of July. They came from twenty-three different states and one province of Canada. I am very pleased that our volunteers had such a good time while they were working on the property and also extremely pleased that there were no injuries despite the over 5,000 hours of volunteer labor that was donated to the railroad. What a job they did too — all the way from Antonito to Chama (see the detailed report in this issue).

Several people asked me what most significant factor stood out to me during these work sessions. After reflection, I would have to say that to me the most unique factor was the large number of new faces that we saw in the volunteers. Of course, the majority of volunteers were people who had been on the property before and the change I mention in personnel is one that has taken place over a period of years.

However, I do think that the implication of these new faces is really exciting for our organization. Certainly it indicates that the Friends of the C&TS is a dynamic organization and its members continue to be vitally interested in historic preservation. The number of new volunteers gives me confidence that we have been successful in getting out our message and motivating people to come long distances at their own expense to preserve this wonderful property. In fact, there were so many people who wanted to work that we were not able to accommodate everyone.

However, I did regret not seeing and being with many of the long-time volunteers who were unable to attend. In fact, it is interesting to note that many of these people called in to explain their absences (not that they needed to!). Many of them did have very good "excused absences" and I know they will return in future years.

As I looked at these new faces, I have to say that it bodes well for our organization. Not only do we have new people standing in line to become involved, but our organization is flexible enough to accommodate them. As much as the long-time volunteers are missed, we are happy to meet and begin the process of getting to know our new volunteers.

All in all it was an exciting and extremely productive work session. I was also gratified by almost 200 people at our annual meeting and program.

I would also like to welcome our new Directors Thomas Abbott of Wheat Ridge, Colorado, Roger Briggs of Colorado Springs, Colorado, Drake Rice of Edmond, Oklahoma and Theresa Shaw of Claremont, California. The election of these Directors along with the re-election of Directors Roger Breeding of Albuquerque, New Mexico, Ralph Flowers of Pagosa Springs, Colorado, Earl Knoob of Chama, New Mexico and Craig Kumler of San Jose, California was announced at the annual meeting.

Best wishes for a great fall.

— BILL LOCK

463 Builders Plates Available

The restoration of K-27 engine no. 463 is complete and the engine has been an active member of the C&TS roster this summer. Because the original builder's plates for the 463 had disappeared over the years, John Bush, Chief Mechanical Officer of the railroad, determined to re-create exact replicas of the original builder's plates as a part of its restoration. Through an arrangement with the Friends, replicas of these builder's plates are also available to members for purchase.

To get a replica as close as possible to the original, John borrowed the builder's plate from C-25 engine no. 375 from the Colorado Railroad Museum. Engine no. 375 was originally delivered as Crystal River no. 103 and the plate had been acquired by Bob Richardson, founder of the Colorado Railroad Museum when engine 375 was scrapped in 1949. An identical copy of the 375's plate was cast, the incorrect data was machined off, and then the correct number and date were added to make the new mold. This mold was then used to cast replicas for the 463, which had been built by Baldwin Locomotive Works in Philadelphia in April 1903, just one month after the 375 had been built.

The replica plates are very beautiful and each one is curved to fit the shape of the boiler. The original number 21788 is used on the replica plate. A total of forty-five plates were produced and the mold destroyed, so this is an extremely limited edition. The plates can be purchased from the Friends for \$195, plus \$10 shipping, from our



Voted the most popular volunteer, Mary Cardin, leader of the lunch crew whose staff prepared over 700 nutritious meals during the 1994 Work Sessions.

Friends' Railroad History Center

In order to more accurately describe the purpose and functions of the new Friends' Interpretive Center, described in the July issue of the **C&TS Dispatch**, has been renamed the Friends' Railroad History Center.

Albuquerque Office (5732 Osuna Rd. NE, Albuquerque, NM 87109) or may be purchased at the Friends' Railroad History Center in Chama.

Documenting Our Work

For the second year, the work session crews included a group of "chroniclers." Fifteen volunteers, five of whom were veterans of the same assignment in 1993, photographed the stages of the work as it progressed. These photographs will form a historical record of the Friends' accomplishments over the years and will also be used by the Projects Committee in planning future work sessions.

Three chroniclers, Bob Hayes, Amy Mahony and John Rupley, were specifically attached to the survey crews. Their photographs will supplement the survey drawings and be helpful when this material is turned into more finished drawings. Another chronicler, Tom Cardin, had the pleasure of photographing the railroad property from the airplane of one of our local members, Dave Rigsby. The assignment was cut short, however, by a hail and rain storm that arrived earlier in the day than typical. Still other chroniclers, Art Nichols, Jim Gross, Diana McGuinness and Terri Shaw, took the photos that will give us our first photo essay on the process of creating stencils and relettering the cars.

These volunteers will be spending the next few months labeling and storing their photographs and writing descriptions of the work documented. They will use a coding, naming and storage system developed for last year's photographs by Noreen and Roger Breeding. In all, they will add around 1,200 photographs to the 2,000 taken last year.

Computer Wanted

The Friends of the Cumbres & Toltec Scenic Railroad is planning for a library to collect information needed for restoration projects. Computer equipment is needed to create a library catalog for organizing and locating materials in the collection. Specifically, the Friends would appreciate the donation of an IBM compatible 486 personal computer with 8-MB memory, 300-MB hard drive, 5.25" and 3.5" floppy disk drives, 14-inch color monitor, DOS 6.0, and a basic dot matrix printer. Please call our Albuquerque office (505) 880-1200 if you can help.

1995 Dates Announced

At its Annual Meeting in July, the Board of Directors established tentative dates for the 1995 work sessions and special trains for the convenience of our members in planning their vacations. These dates are as follows:

- Moonlight Train. Saturday, July 8, 1995.
- Work Session "A." Wednesday-Friday, July 26, 27 and 28, 1995.
- Annual Meeting. Friday, July 28, 1995.
- Railfan Charter Trip. Saturday, July 29, 1995.
- Work Session "B." Monday-Wednesday, July 31, 1995 and August 1 and 2, 1995.

Jot these dates down on your calendar!

Maryland Volunteers Meet in New Mexico

Ken Spencer and Andrew Dickard, both of Bel Air, Maryland, met each other for the first time at this summer's first work session. They both joined the Friends in 1989. Ken has been a volunteer since 1990; this is Andrew's first summer as a volunteer.

Friends at Work, from page 1

Antonito and work westbound and mention each of the projects by area.

Antonito

RIP Track. A 350 ft. RIP (Repair in Place) spur track was laid immediately south of Fort Knox along the Southern boundary of Commission property. This basic east-west alignment of track takes off from the approximately most southern tangent of the Antonito balloon loop main line and runs to the west. This track was laid using new ties and materials and used rail from our stock. This track was completed in just three days with the assistance of Max Pacheco and another member of Kyle's track crew with their equipment. This track should be available in the future for the repair of historic rolling stock and the Board did vote to move Coach O252 to this location so the trucks can be reinstalled underneath it. Please note that Kyle's track employees installed the switch in the main line immediately prior to the opening of the season with materials purchased by the Friends.

Fort Knox. The cinder block building on the south side of the Antonito yard known as "Fort Knox" has long been used as a storage facility for railroad supplies. In order to prepare for more intensive activity in car repairs by Friends members, Fort Knox needed to be cleaned out and space made available. Prior to the work session, Fort Knox was literally wall to wall with items. There were also many items outside of Fort Knox that were not only in the way of the new RIP track being laid but were an eyesore as well. As a part of laying the track mentioned above, the track crew loaded two gondolas full of spare parts that were laying about the Antonito yard with the purpose of moving those to Chama. An additional gondola was also loaded from the supplies inside Fort Knox during work session "B." In addition, a tube cutting machine and other parts were picked up by employees of Kyle Railways and taken to the Chama shop. Another major item which had been stored in Fort Knox was dozens of seats for use in future coaches. These seats were moved into the westerly standard gauge boxcar (which the Friends had made into a storage facility with lights in 1992). With a large, hard-working crew during work session "B," all of this work was accomplished and a good portion of Fort Knox was cleared to make available for eventual Friends equipment and restoration work. The Friends' Board of Directors has budgeted and it is contem-

plated that new electrical service will be installed in Fort Knox this fall or winter by a licensed Colorado electrical contractor.

Passenger Station. As a concrete example of the excellent working relationship which the Friends enjoys with the operator Kyle Railways, volunteers of the Friends painted the Antonito passenger depot (not ordinarily considered to be within the areas that the Friends work upon), as payment for the installation of the RIP track switch and assistance in laying the track provided by Kyle's track crew. Of particular note is the fact that because of the gabling on this building, scaffolding was not possible for some of the highest places and our longest ladder available (32 ft. extension) was necessary in order to reach the top of the building. In fulfillment of its responsibilities, it is also worth noting that Kyle paid for the paint that was applied to the building.

Lettering. In addition to all of the other work, the lettering crew was able to finish up several details. The standard gauge idler car no. 010793 (restored and painted in 1992) received its historic lettering. Engine no. 495 was lettered on one side (consistent with the limited paint that was applied in 1992) and boxcar no. 3524 with its unique and detailed lettering was lettered (it was painted during the 1992 work session). Lettering details on engine no. 494 were also completed.

Sublette

Shingle Bunkhouse. After significant research and debate, the colors for the shingle bunkhouse were agreed upon. The colors are an off-white called *Abandonment White* and a lime-green called *Abandonment Green*. A tremendous amount of paint was needed in order to cover both the old shingles and the brand new shingles on the south-facing side.

Survey. A survey team went in to measure and survey the town of Sublette. One specific project that the survey team was looking at was needed repairs to the Speeder House.

Roving Carpenters. The roving carpentry crew installed new fascia boards on the eaves of the shingle bunkhouse to finish off the new roof that was completed during 1993.

Telephone Booth Survey. A survey crew consisting of three people worked during work session "A" to survey all of the phone booths along the line.

Osier

Section House. A large crew worked both work sessions on the roof of the section house. The process was to apply properly spaced furring strips horizontally across the roof and then fasten down historic type shingles that had been dipped in a preservative called penofin. All materials for this job had been purchased through the Friends' excellent working relationship with the C&TSRR Commission. It is also of interest to note that these materials had been purchased by the Commission with funds acquired by grant from the Colorado Gaming Commission. The crew did finish to the roof peak so there would be water protection on that part of the roof that shingles had been applied, but there is more work to be done next year.

Cumbres

Snowshed. By the end of work session "A," our volunteers finished the complete restoration of the existing seven bays of the snowshed. There were some final battens to put on the horizontal boards of the snowshed and following the completion of those little items that had not been completed last year, the crew applied a complete spraying of linseed oil on the top and outside of the snowshed. The linseed oil was mixed 50/50 with paint thinner and it had been determined that because the snowshed appeared to be aging naturally no pigment was added to the mixture. This crew hopes that permission can be obtained for future reconstruction of some of the now destroyed portions of the snowshed in future years.

Survey. The survey crew worked hard to determine the problem and the solution for the footings of the car inspector's house. Again, it is hoped that this project will be approved for future work sessions so that this interesting building can be completely stabilized. The survey crew also surveyed portions of the snowshed for future reconstruction.

Chama

Steel Flat Cars. The redecking and restoration of two steel flat cars was another one of the most important projects of the 1994 volunteer sessions. This again was a cooperative effort between the three parties that make up the *Triad*; volunteers, operator, and owner. While these cars are certainly of historical significance, these cars are also used in maintenance of way service by the operator and we were requested to work on

these cars by the Commission and Kyle. Chief Mechanical Officer John Bush was of great assistance in some of the historical details of the restoration. Particularly there were small clips that assisted in holding on the wooden planking on top of the steel framework. It was necessary to replace the longitudinal nailing sills as the old ones were completely deteriorated. After the conclusion of work session "B", and the completion of all the decking, made with historically reproduced shiplap 7/4" decking, a coat of linseed oil was properly applied to the surface. The Commission paid for the decking that was installed on these cars and in addition decking was purchased for a third car which will be worked on during 1995 after the completion of mechanical repairs by Kyle's people.

Stock Car #5691. Stock Car #5691 is a cattle car that was one of the three owned by the Commission prior to the Friends' acquisition of six sheep cars (cattle car #5706 in Chama was reroofed with a metal roof and redooored in 1986 and repainted approximately 1987 and no. 5747 in Antonito was redooored and painted in 1992). Volunteers this year reroofed this car and completed the reinstallation of the proper roof walk. Car #5691 was redooored in 1993 and now needs to be repainted.

Sheep Cars. The Friends acquired six double deck sheep/stock cars in 1992 and brought them back to the property. Three of these cars were cleaned out and evaluated at the 1993 work session. During work session "A" this year, the clean-out of the remaining three sheep cars was completed (cars 5633, 5841, and 5600). The use of a newly acquired steam pressure washer assisted in getting out the manure and other debris. During work session "B", the remains of the doors on sheep car no. 5633 were removed and two new historically correct doors were manufactured. One of these two doors was installed and the components for the second were put in the Tool Car. In addition, during work session "B", the crew reroofed sheep car no. 5633. The roof walk needs to be completed next year along with other carpentry repairs and of course painting and lettering. All 5 additional sheep cars need significant work.

Short Reefer. Work continued on short reefer no. 55 during work session "A". The primary accomplishment was the installation of new needle beams. This process involved cutting the tie rods above the side sills and then repairing the tie rods by extending them through the new needle

beams. This also allowed a new scab to be added to the severely rotted side sill to strengthen the car. In turn that also allowed the replacement of a certain limited amount of damaged siding with historically accurate 1" by 4" T&G.

Coal Tipple House. During work session "A", the coal tipple house restoration was completed. The crew completed the installation of historically correct siding and then painted the new material to match the siding on the rest of the building which had been painted during the 1993 work session. In addition, the crew manufactured two new historically correct windows to replace the incorrect windows. Photographs were found in historic sources that indicated that the windows were sixteen pane divided light windows and these were duplicated in the restoration process. [See the *Smucker Gang* story on page 7.]

Stock Pens. During work session "B" additional major work was completed on the stock pens including the completion of the restoration of the double-deck loading ramp for sheep cars. New mud sills were laid to replace those that were destroyed beyond reuse and significant progress was made in the entire stock pen area.

Survey. An important group of volunteers was working on documentation of structures and sites in the Chama yard as well. This information will be extremely valuable for future projects and planning purposes. As more detailed restoration has been undertaken, the requirement for more additional information both from a construction standpoint and a historical standpoint has become apparent. In the Chama yard, these volunteers worked hard in the north end of the yard on the Log Cabin Bunkhouse and other adjoining structures. They documented the relationship of the coal house and sand house and loading track, they documented the scale house and adjoining area, and they worked to document the stock pens and yard. The work of these volunteers will continue after the work sessions as they compile their information into drawings and narratives that will assist us in the future.

Chroniclers. The chroniclers were based out of Chama and as with the survey groups were trained in the Friends' new Center. The job of the chroniclers was to document each step of the restoration process photographically and by narrative. It is important for us to have a historical record of the work that we have done, and this is especially important as we prepare to continue the work

and have records for future restoration work. As with the survey crew, chroniclers will have additional work during the upcoming year to prepare their reports.

Food Preparation. We had a full crew willing to help on the food preparation for the work sessions. The food preparation not only served lunches during all six days of the regular work sessions, but also prepared a magnificent steak dinner on Friday night, arranged for a catered barbecue dinner on Sunday night, and helped to prepare the Center for the open house held the night before the stamp First Day of Issuance the day after the work session ended. The food preparation crew made sure all volunteers had soft drinks and snacks as well.

Friends' Railroad History Center. Volunteers worked during both work sessions to refurbish our Railroad History Center (formerly the Friends' Interpretive Center). The crew primarily painted the building with a coat of primer over the cinder blocks and then a coat of station yellow (*saffron yellow*). In addition brown trim was painted at appropriate places and on the eaves of the building. This crew also worked to organize the Center inside, build shelves and take inventory of our merchandise available for sale in the Center.

Tool Car. No work session could operate without the assistance of volunteers in our tool car. They again worked hard to issue tools, safety equipment and all sorts of work equipment. They also kept track of the supplies that were being consumed and purchased additional items at various local business establishments. These volunteers, along with many others assisted in the loading and unloading of railroad cars going to and returning from the various remote work sites.

Projects Committee. None of our work sessions would be possible without the tireless work of the Projects Committee under the dedicated leadership of Glenden Casteel. Glenden and his committee members worked a full twelve months to prepare for these work sessions.

Additional credit needs to go to many people who worked behind the scenes not the least of whom included Tracy (Griffin) Guidry and Kathleen Dale here in our Albuquerque Office; Joe Vigil, General Manager and Earl Knoob, Operations Superintendent of the C&TSRR in Chama; Leo Schmitz of the C&TSRR Commission and many more.

Volunteer Roster—1994 Work Sessions, July 20–22 and July 25–27

The following dedicated volunteers participated in the 1994 Work Sessions.

A — Work Session "A"
July 20–22

B — Work Session "B"
July 25–27

* — Crew Leader

All Sites

Projects Manager:
Glenden Casteel, A B

Antonito

Site Leader:
Bill Kepner, B
Cal Smith, A

Ft. Knox:
Tom Garland, B
Gary Getman, B
Sam March, B
Bob Morrison, B
Bob Mundis, B
* Warren Ringer, B
Bill Kepner, B

Lettering:
Julie Mower, B
* Bob Dike, A B

RIP Track:
Orestes De La Torre, A
Al Jackson, A
Sean Jackson, A
Sam March, A
Gary McMills, A
Bob Morrison, A
Jason Rupley, A
Peter Smith, A
* Cal Smith, A

Station Painting:
Kevin Corwin, B
Carol Knight, A
Gary McMills, B
Orville Pratt, B
Maria Rupley, A
Mike Wissler, A
* Jack Knight, A
* Judy Pratt, B

Chroniclers:
Jim Gross, B
Diana McGuinness B
Ed Walton, A

Chama

Site Leader:
Malcolm Mackey, B
Ken Rice, A

Administration:
Bill Lock, A B

Registration:
Howard Bunte, A
Steve Schroeder, B

30-Ft Reefer:
Andrew Dahm, A
Matt Jameson, A
Claude Morelli, A
Wendy Wham, A
Mike Whitehead, A
* Randy Worwag, A

Chroniclers:
Tom Cardin, A B
Andrew Dickard, A B
Mike Duggan, A
Jim Gross, A
Glenn Hall, B
Bob Hayes, A
Diana McGuinness, A
Art Nichols, A
* Terri Shaw, A B

Coal Tipple Hoist House:
* Al Smucker, A
David Smucker, A
Frank Smucker, A
Josh Smucker, A
Mark Smucker, A

Door & Window Construction:
* Roger Briggs, A B
Al Dross, B
Jay McElroy, A
Ken Spencer, A
Wayne Thurston, B

Food Preparation:
Doris Akers, A
Rhonda Biggs, A
* Mary Cardin, A B
Nancy Gordon, B
Mary Metzler, A

Mary Milheim, B
Georgiana Thurston, A B
Mona Tully, B
George Weyer, A
Josephine Weyer, A
Anne Woolsey, B

Lettering:
Richard Caldwell, A B
* Bob Dike, A B
Art Nichols, A
Kirk Rohrig, A

Roving Carpenters:
* Roger Breeding, A B
Al Judd, B
Donald Metzler, A B
Con Slaviero, A

Railroad History Center:
* Howard Bunte, A B
Robin Kumler, A
Art Nichols, A
Kirk Rohrig, A
Heather Van Hoosear, A
Karen Van Hoosear, A

Sheep Cars, Cleaning:
* Craig Kumler, A
Susan LeMmon, A
Rob Lock, A
Allan Van Hoosear, A
Chris Van Hoosear, A

Sheep Cars, Roofing:
* Roy Blizzard, B
Irvine Milheim, B
Don Smith, B

Steel Flat Cars:
Robert Baumgardner, A
Robert Burggraaf, A
Al Dross, A
* Ralph Flowers, A B
Michael Lavrich, B
Jim Laycock, A B
Arthur Randall, A B
Wayne Thurston, A
Bob Tully, B
Drew Umpleby, B
Terry Woolsey, B

Stock Car #5691:
Roy Blizzard, A
Blake Forbes, A
Tony Kassin, A

* Drake Rice, A
Don Smith, A

Stock Pens:
George Berkstresser, B
Don Bush, B
Geoffrey Gordon, B
Rob Lock, B
John W. O'Connell, B
Jack Schuh, B
* Fred Springer, B

Survey:
Tim Bain, A B
* Tom Donovan, A B*
* Keith Hayes, A
Martha Mackey, B
Charles Mensing, A
Tim Mower, B
Ed Neubaum, B
Rick Newgard, A
Don Nicholls, A
Lee Ritterbush, A B
Joyce Shostrom, A
* Keith Shostrom, A B*

Tool Car:
Guy Combe, B
Chuck Emery, A
Gordon Forbes, A
John J. O'Connell, B
* Bob Seller, A

Cumbres

Site Leader:
Bob Ground, A

Snowshed:
Bob Akers, A
Donald Biggs, A
John DeRosa, A
Bob Dunlap, A
* Chris Mahony, A
Jack Schuh, A
William Stone, A

Car Inspector's House:
* Bob Ground, A
Kip Merker, A
Rick Olivas, A

Survey:
Bob Ground, B
Kip Merker, B

Chronicler:
Amy Mahony, A

Osier

Site Leader:
Ted Norcross, A B

Section House:
Gene Balderston, B
Kirk Binning, A B
Louis Hazlewood, B
Emmanuel Lopez, A B
Bill Nimon, A B
Kyle Norcross, A B
Stacia Norcross, A B
Michael Pacheco, A B
Jason Rupley, B
Jim Titsworth, A
Rudy Titsworth, A
* Ted Norcross, A B

Survey:
Joyce Shostrom, B
* Keith Shostrom, B

Chroniclers:
Karen Cowles, A
Mike Duggan, B
Keith Shostrom, B

Sublette

Site Leader:
Jo Blakely, B
* Troy Blakely, A B*
Richard Cowles, A
* Jim Herron, A
Maria Rupley, B

Chroniclers:
Jim Herron, A
John Rupley, A

Phone Booth Survey:
* John Rupley, A
Dick Smith, A
William Wells, A

We have carefully checked our records in compiling this listing, but if there are any errors, please contact our Albuquerque office at (505) 880-1200.
— the editor



The Smucker Gang stands in front of their work on the coal tippie. Left to right: Mark, Al, Russ Smith, Josh, Dave and Frank. Russ is a friend of Josh's who "came along for the ride." Photograph by Mike Duggan.

The Smucker Gang

or "The Great Coal Tippie Caper"

by Mike Duggan

One of the great stories of the last work session is that of the Smucker family. This group of five men, comprising three generations, came together at Chama and set to work. The coal tippie will never be the same again.

Mark, alias "Gramps" was the ringleader, although Al, his son, was officially listed as project leader. Al's brothers Dave and Frank provided strong backup, while Al's son Josh acted as a very capable "go-fer." Each morning, the gang got to the site before 8:00 and worked until noon. After lunch, it was head-down seriousness until 4:30, when they packed up their gear — they brought their own bench saw, routers, drills, and hand tools — and vanished until the next morning. Just like little elves. Well — BIG elves;

all of them were well over six feet tall except the stripling Josh. But he's still growing.

During the three days of the first work session, this Smucker gang finished the clapboards on the track (west) side of the coal tippie building, constructed and replaced two ladders for the coal pit, and built eight replacement windows from scratch to help weatherproof the tippie machinery house. These windows are historically correct in the 1920s style. Al did the research using old photographs and Richard Dorman's book *Chama/Cumbres*.

Their practiced skill and apparent ease of work would make you think they were a carpentry crew. But, surprise number one, Mark is an electrical engineer, Al a computer analyst, Dave a metallurgist, and Frank a history teacher. Josh is still in high school but wants to study engineering as well.

Well, then, they must live near each other and help each other on projects around the house. Surprise number two, Al and Josh live in Topeka, Dave in Tennessee, and Mark and Frank in Boulder. And, surprise number three, they have not worked together on a project since they built a summer cabin near Buena Vista, Colorado in the 1960s!

What they do have, however, is no surprise. All share a strong work ethic, and a love of fine craftsmanship, instilled in each son by Gramps as they were growing up. He is the key to their success and teamwork. And his is a story unto itself.

Mark Smucker graduated from Iowa State in the middle of the Depression. Unable to find work as an engineer — he said that only one of his graduating class actually was employed out of college as an engineer — he started selling windmill-and-battery rigs to farmers for household power. This lasted several years until the Rural Electrification Act was passed. He worked for a year or so for the REA, then landed his lifelong job, as an engineer (slide rule kind, not locomotive) with the

Association of American Railroads. For over thirty years he worked mainly on bridge design and testing, traveling all over the country setting up strain gauges to test bridge capacity. The boys would go along with him during their summer vacations; during the winter they lived in Wheaton, Illinois. Another of his projects was the development of the concrete railroad tie. He is a good storyteller; I enjoyed the time I spent listening to him talk about his work for the AAR.

The story of how the Smuckers got involved in the Friends is typical. Al and Josh were driving through Chama in 1989 at the time of the work session. They picked up a brochure, joined the organization, and later recruited the other family members. Their first work session was in 1993. The Smucker family is indeed making a difference on the C&TS.

Projects '94

Friends at Work

Photographs by Bill Lock — except where noted



Crew working on the installation of a new roof using historic materials for stock car no. 5691, July 22, 1994.



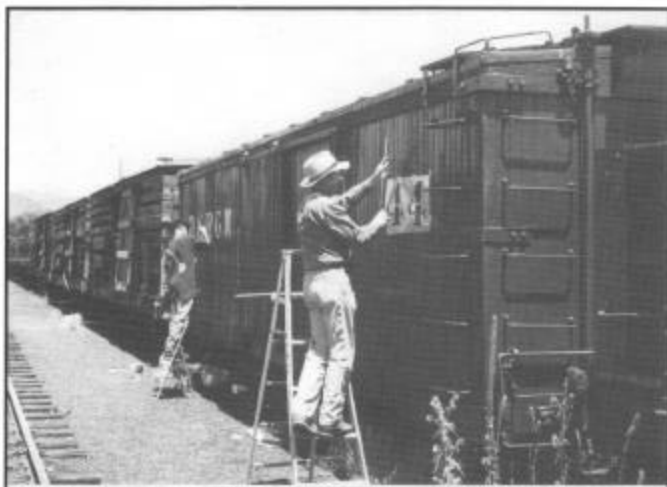
By the end of the second work session, hard-working crews were able to finish a second stock car roof in the form of sheep car no. 5633, July 27, 1994. Photograph by Glenden Casteel.



Work proceeding on steel flat car no. 601 with the decking approximately half completed, July 25, 1994.



Work on the second steel flat car no. 601 has been completed and linseed oiled at the end of the work session, July 27, 1994. Photograph by Glenden Casteel.



Lettering boxcar 4444 in the Chama yard, July 21, 1994. Photograph by Kirk Rohrig.



The Smucker family took on the project of the coal tipple house for the second year. Here father and son are working on replicating the original windows, July 22, 1994.



Much work was completed on the stock pens this year. Survey activity for future work was also a major activity. Shown here are members of the Survey crew preparing for next year's work projects, July 25, 1994.



A large crew working on the stock pens at the South end of the Chama yard was cleaning up at the end of the work session, July 27, 1994. Photograph by Glenden Casteel.



Major work was undertaken both inside and out on the new Friends Railroad History Center in Chama. Here inventory of some of our merchandise is taken following excellent sales at the Annual Meeting and on the Moonlight Train, July 25, 1994.



Volunteers painting the Friends Railroad History Center, July 20, 1994. Photograph by Art Nichols.



In the public part of the Railroad History Center, shelves were built to display our books and merchandise. Shown on the left is a collection of insulators, and one of several paintings on display, July 25, 1994.



View of new First Day of Issue T-Shirt showing engine no. 488 with five newly issued USPS postage stamps. Sales of the new shirts have been brisk.



Annual meeting at Chama Valley School Gymnasium, Friday, July 22, 1994, with almost 200 people in attendance.



Final touches were put onto the remaining section of the Snowshed at Cumbres Pass. Here volunteers spray linseed oil to help preserve board and batten siding installed over the last five years, July 22, 1994.



Last year the Osier Section house was stripped of the old layers of shingles and heavy felt paper was put down. This year the beginning of the job saw furring strips placed and wood shingles started, July 20, 1994.



All work stops on the Osier Section House roof when the Chama-bound train pulls out of Osier station after its lunch stop, July 22, 1994.



By the last day of the first work session, significant progress had been made on the shingles on the Osier section house roof, July 22 1994.



The population of ghost town of Sublette mushroomed during the work sessions. Some unknown (?) prankster added "Drive Slow! Children at Play!!" to the sign "Welcome to Sublette, N.Mex.", July 22, 1994.



Volunteers standing in front of fully restored log bunk house at Sublette completed last year, July 20, 1994.



Volunteers starting the job of painting the shingle bunkhouse on the eastern edge of Sublette on the first day of the work session, July 20, 1994.



Painting in the historic abandonment white and abandonment green was almost completed at the end of the first work session. These colors were chosen to represent the last thirty years of the railroad under the D&RGW, July 22, 1994.



At Antonito, the crowded interior of Fort Knox is shown here before Friends volunteers started work to clean it up and make it into a shop facility for Friends' restoration work, July 22, 1994.



Before the track laying project could get under way at Antonito, the area had to be cleaned up. Here volunteers sort valuable parts to be transported to Chama and trash items no longer needed, July 20, 1994.



Kyle's track foreman Max Pacheco (right) assists Friends volunteer to lift a rail in preparation for setting it in place on new ties for the Antonito RIP track, July 20, 1994.



Volunteer crew members look on as final adjustments are made before spiking down the second rail on the new RIP track in Antonito, July 21, 1994.



Several lettering projects were completed in Antonito including detailed lettering on engine no. 494 which had been painted in 1992, July 25, 1994.



Standard gauge idler car no. 010793 on the dual gauge display track receives its lettering, July 25, 1994.



Display train boxcar no. 3524 which was painted in 1992 received its historic lettering, July 25, 1994.

Chama Speech given by Spencer Wilson for Steam Locomotive Stamps First Day of Issue on July 28, 1994

Good morning and welcome on this wonderful occasion — the celebration of the steam locomotive by the U.S. Postal Service. I bring particular greetings from the Railroad Commission and the Friends of the C&TS, as I am privileged to serve on both the Commission and on the Board of Directors of the Friends.

Now, your history lesson for today. I will direct your attention to the historic relationship between the development of the railroads and of the Postal Service. For in many respects both were developments of the nineteenth century and continue to be closely linked today.

We all know, for instance, that people had experimented with boiling water and resulting steam for a long time, and with the exception of a little experimental steam-powered vehicle in France in the eighteenth century, nothing much was accomplished until the 1820s and 30s. Then the iron wheel, the iron rail, and steam developed into the modern railroad.

We also know that Ben Franklin was the first postmaster in the colonial period and postal service was well established by the

beginning of the nineteenth century. But the greatest growth and development of the Postal Service was also a mark of that same century — down to the moment. I suggest, however, that more important developments come when the two are combined.

By 1831 the steam cars were traveling at the "unconscionable speed of 15 miles an hour." They were denounced as instruments of the devil, and were sure, it was believed, to drive the rider into madness! On the other hand, Satan notwithstanding, the first mail was carried by rail as early as 1832 from Philadelphia to West Chester, Pennsylvania — all of 30 miles — and the Post Office paid the railroad \$400.00 per year. In 1838 a congressional act established all railroads as "post" roads for the carrying of the mail, and the long lasting partnership was born.

The Post Office, of course, realized that the railroads could carry more mail, faster, and cheaper, than stagecoaches. The railroads also realized a profit in the mail contracts — a form of subsidy for the railroads which often made the difference between profits and losses. Many a branch line railroad remained in use almost exclusively due

to the mail contract.

The western railroads and the mail, for example, our own Cumbres & Toltec, made possible communication between East, West, and in between. Isolated communities such as Chama, formerly linked by a difficult toll road over Cumbres Pass, was placed in rapid contact with markets and events in the East.

We can point to other developments — rural delivery and postal savings, often the only bank many people knew.

Rapid transportation as a result of steam power and equally rapid communication as a result of the postal service utilizing the rails brought people closer together, stimulated commerce, and built a nation.

Those famous words of an ancient Greek, "Neither snow nor rain nor gloom of night stays these couriers from the swift completion of their appointed rounds" — we could also say — the iron wheel on the iron rail hastened or sped them on "the swift completion of their appointed rounds." Thank you.



Taking down the scaffolding after completion of the paint job showing the south side of the Antonito Station, July 27, 1994. Photograph by Glenden Casteel.



Progress on painting the Antonito Station at the end of the first work session, July 22, 1994.

DIRECTOR'S VIEWPOINT

by **Earl Knoob** — Chama, New Mexico

Earl is Safety & Compliance Officer/Superintendent of Operations of the Cumbres & Toltec Scenic Railroad. He has been a member of the Board of Directors since 1989. Earl has been employed in the steam railroad business all of his adult life, and except for a nine-month period in 1990-91, he has been with the C&TS since May 1981. He has served the railroad in many capacities, starting as a shop mechanic and working his way up through Brakeman, Fireman, Engineer, Conductor, and Trainmaster to his current position.

I am probably one of the longest lasting "volunteers" on the Cumbres & Toltec Scenic Railroad. My interest in the railroad goes back to its inception in 1970, when Colorado and New Mexico bought the property from the Denver & Rio Grande Western. Upon my first visit to Chama in 1971, I realized the magic that the C&TS possesses, and my father and I made many annual pilgrimages to the railroad. I joined the old Narrow Gauge Railroad Association in the early 1970s, hoping to get involved in its work at Chama, but that group folded shortly thereafter. In 1981, after convincing the management that hiring me would be a good thing, I began to spend my days off in painting some of the rolling stock in the Chama yard. My first project was painting outfit car 04407. That year I met two guys from Albuquerque, Glendon Casteel and Bill Lock, who spent a weekend painting the bunk house in Chama. Soon after I joined the Railroad Club of New Mexico, which was the group from which the Friends sprouted in 1988.

I have a unique position with the Friends: I get to look at the railroad every day. It is easy to become blasé about Chama when you look at it twelve hours a day, all summer long, but occasionally I have to step back and wonder at the marvel of two locomotives straining mightily on the head end of a maximum tonnage train to remind me of the magic here. There are many places in this country where one can see a steam locomotive run, but there are very few where one can see real steam railroading. And of those few places, there is only one with a nearly 100 percent accurate setting — the Cumbres & Toltec Scenic Railroad.

The Friends has done much to enhance the appearance of the railroad. Back in 1981 I thought that the long string of high-side gondolas would never be painted — but they were. The Friends has begun to make strides in structural work on rolling stock and has made significant progress in restoring structures that otherwise would have been lost. The Friends will undoubtedly play an important role in the further restoration of rolling stock and structures. Many of our wooden cars are simply rotting away from old age and years of neglect. Plans need to be formulated soon to keep our historic freight car collection from literally turning to dust. Taking on a project of this scope will not be easy, and the problems are many — for instance, finding the right location for the work, creating the proper facility, paying for the necessary materials, and getting volunteers to come more often than two weekends a year. The consequence of doing nothing will be the loss of irreplaceable artifacts, which would be an unacceptable alternative.

Another area where the Friends has made progress is in the interpretation of the railroad. Our recently opened Railroad History Center above the depot on the main street in Chama is a place where the public can learn about the railroad through photographs, historic documents, and artifacts. The center is also a good place for the Friends to display photographs of its efforts, and perhaps inter-

COMMISSION REPORT

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

JUNE 18, 1994, CONEJOS RANCH, WEST OF ANTONITO, COLORADO.

The Small Business Administration project is basically complete. Engine 463 is finished and its inaugural run will be June 19. The cost of restoring the engine was approximately \$240,000. The three new passenger cars are complete and will be dedicated on the 19th. The three coaches cost approximately \$363,000. The Commission commended Kyle Railways employees for their fine work.

Ridership is up 5.4 percent compared to the same time in 1993. The computer reservation system is on line and working well. Thus far this season, the no-shows are still a problem, with an average of 35 no-shows per day.

The Commission is the recipient of a grant from the Colorado Gaming Fund for \$30,075. The funds are to be used to do structural repairs to the foundation of the Cumbres and Osier section houses. The Commission has also received capital appropriations from Colorado and New Mexico for the Chama water tank (\$32,870) and for the Chama depot-ADA (\$57,000).

The commissioners approved increasing the price for a child's meal at the Osier dining facility from \$4.30 to \$4.75. It was estimated that the increased yearly revenue would be \$1,600.

There was a discussion concerning the pros and cons of annexing the Antonito railroad yard to the town of Antonito. If this were done, the town police department could then provide protection and response to any problems on the property. Water rates would also be approximately one-third cheaper. An argument against annexation is that any merchandise sold on the railroad property might be subject to sales tax. Commissioners Lewis Entz and Wayne Quinlan and Executive Director Leo Schmitz will meet with officials of the town and then make a recommendation at the next meeting.

A report developed for the New Mexico Legislative Tax Committee shows that for the past five years grants have provided the funds for 57 percent of the capital projects undertaken by the Commission. The Commission has provided 30 percent, and each state has supplied 6.5 percent. These figures do not represent the cash and volunteer labor that the Friends has provided over the same time. Kyle Railways will give information to the Commission about its outlays over the past five years.

Officers elected for the coming fiscal year are Wayne Quinlan, Chair; Carl Turner, Vice Chair; Lewis Entz, Secretary; and Spencer Wilson, Treasurer.



See *Director's Viewpoint*, page 15 Earl Knoob, September 19, 1993. Photograph by J.A. Johnson.

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.

SUPPORT APPRECIATED

We certainly appreciate the support of the Friends for our building fund. ... This is a big project for us, but we are optimistic about our chances for success. Making the information in our library available for more use is a prime concern for us. ...

Coach 0252 has found a proper home on the C&TS. We do not claim any monopoly in the preservation of Rocky Mountain rail history. It is only through cooperation such as this that any of us will achieve the goals we are seeking.

Charles Albi
Executive Director
Colorado Railroad Museum
Golden, CO

The Colorado Railroad Museum is raising funds for the construction of a library building to house a collection of railroad history that has been described by the Smithsonian Institution's transportation curator as the most complete in the United States. In addition, the museum plans to construct a building in which to restore and refurbish its collection of historic railroad equipment.

WANTED

I am a member of the Puffing Billy Preservation Society, and I am building a 1 and 1/2 inch scale D&RGW gondola. I have plans for it, but I don't have plans for the archbar bogies [trucks]. Do you have plans for them or know who does? Also, I would like to get plans for other D&RGW freight cars, e.g., reefers, stock cars, boxcars, idler flats, dump cars, and cabooses (especially the 17 footers 0537-0580). I will pay for any plans that are available.

Greg Pepperell
11 Harley street
Dingley 3172
Victoria, Australia

Can one of our readers help Greg?

Director's Viewpoint, from page 14

est others to join the fun. The Walking Tour Brochure, which the Friends produce and distribute free to the public, has done much to enhance the visitor's experience to the C&TS.

My unique position with the railroad and the Friends allows me the best of both worlds. I am involved in the operation of the greatest steam railroad in the world and, along with my wife Carmen, who heads the all-volunteer staff at the Friends' Railroad History Center, in the work of one of the most active railroad preservation groups in the world.



Creating memories in the Chama yard, July 24, 1994. Photograph by Art Nichols.

Creating Memories

by Mark Yates

A father and his young son and daughter look with interest and fascination at the several simmering steam locomotives waiting for their turn to go into action. Intrigue captures their attention as they stand at a distance captivated in their own thoughts and imaginations. Seeing these beasts live is much different than the many static displays in parks, pictures, or even videos.

Sitting in the cab adding water to one of the locos, I see them standing, all with the same expression of awe. I surprise them by inviting them up in the cab; the father with the same enthusiasm as the children almost runs over and the three climb up in the cab. They are further awed by the apparent complex network of plumbing and the many handles and valves. The boy and girl begin asking questions their father is too polite to ask: "What's that do? What makes it go? Where's the whistle? Can I blow it?" I answer each of their questions with patience even though I have heard them a hundred times before. The most fascinating part is to operate the air-operated foot pedal that opens the two doors to expose the firebox, where the coal is shoveled to burn and, in turn, heat the water in the boiler to make steam. When the doors spring open, they are startled and gasp; then they are amazed at the heat produced. I tell them that this is mild compared to when the locomotive is working — then the fire is much more intense.

To permit people to express and fulfill their curiosities about locomotives and to see the pleasure in their faces at doing so makes my job rewarding. The father, son, and daughter climb down having imagined what it was like to be an engineer or fireman. Perhaps unbeknownst to them they learned a little more about nineteenth and early twentieth century technology. They also take with them memories they will share with others and cherish themselves for a lifetime.

Friends member Mark Yates is a Shop Mechanic with the Cumbres & Toltec Scenic Railroad. Mark's poems have appeared in previous issues.

Plenty of steam action during the 1994 Work Sessions, including recently restored engine no. 463 shown here on July 22, 1994 as the helper engine on a double-headed passenger train. Photograph by Bill Lock.



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