



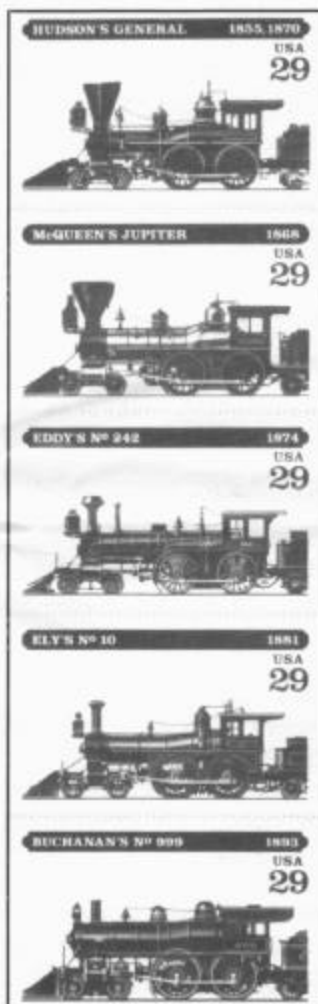
C&TS Dispatch

Vol. 7 No. 3

July 1994

FRIENDS PARTICIPATE IN FESTIVITIES

Chama Chosen for First Day of Issue



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ANTONITO
Site of 463
Dedication
see page 3

The United States Postal Service has announced that Chama will be the site for the First Day of Issue of five postage stamps, each commemorating a nineteenth century steam locomotive. The five, first class 29-cent stamps will be placed on sale for the first time July 28, 1994, at a ceremony to be held near the depot of the Cumbres & Toltec Scenic Railroad.

The stamps depict famous American-type steam locomotives built between 1855 and 1893. The American type became the most popular locomotive in North America in the nineteenth century. It had four leading, or pony, wheels up front for stability and guidance, with four taller driving wheels for power. This arrangement gave the American type both a graceful symmetry and good riding qualities. The locomotives shown on the stamps are William S. Hudson's *General*, 1855/1870; Walter McQueen's *Jupiter*, 1868; Wilson Eddy's *No. 242*, 1874; Theodore Ely's *No. 10*, 1881; and William Buchanan's *No. 999*, 1893.

The day's activities in Chama will get under way with a formal ceremony at 9:00 a.m., allowing passengers the opportunity to attend before boarding the scheduled train to Osier. Abigail French, Chama Postmaster, will preside over the program. Allen R. Kane, Vice President of Marketing, United States Postal Service, will represent Postmaster General Marvin Runyon and give the address. Also coming to Chama from Washington, D.C., will be Jolene Molitoris, head of the Federal Railroad Administration, and William Withune of the Smithsonian Institution. Other distinguished guests will be Spencer Wilson, Professor of History, New Mexico Institute of Mining and

Technology, Socorro, and a member of the C&TS Railroad Commission and a director of the Friends of the C&TS; George Lopez, Acting Albuquerque District Manager of the Postal Service; and James L. Ozment, D&RGW Railroad, Construction Engineer (Retired), Denver, Colorado. Several Chama residents will participate in the program: Sharon Berryman and Reynaldo Chavez will sing the National Anthem, accompanied by Mary Rose Esquibel; Rev. Daniel M. Balizan, Pastor, St. Patrick's Catholic Church, will present the invocation; and Mayor Antonio Gonzales will welcome the participants and audience to Chama. The Presentation of the Colors will be given by Pack no. 427, Boy Scouts of America.

The USPS will have a booth at the site, where stamps may be purchased and cancelled. Stamps will also be available in both sheet form and in booklets, and the USPS will offer other collectables and a souvenir program featuring an original watercolor by John Coker—*The Meet at Caracas* (a siding halfway between Chama and Durango on the old D&RGW narrow gauge line). The Chama Chamber of Commerce will register and oversee the surrounding booths, where many organizations, including the Friends of the Cumbres & Toltec Scenic Railroad, will offer cachets and other mementos to the public.

The Friends will be offering a special cachet envelope, also designed by John Coker, featuring locomotive 488. The envelopes will be stamped by the Postal Service with the date of July 28, 1994, and "Official First Day of Issue." The envelopes

See *First Day Issue*, page 11

C&TS Dispatch

Directors

1993-1994	1993-1995
Roger Breeding	Howard Bunte
Ralph Flowers	Glenden Casteel
Wade Hall	James Herron
William Kepner	William Lock
Earl Knoob	Warren Ringer
Craig Kumler	Steven Schroeder
Richard Mathews	Spencer Wilson
John Rupley	

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Vice President	William Kepner
Treasurer	Robin Kumler
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Editor	Arthur Nichols
Assistant Editor	Steven Schroeder

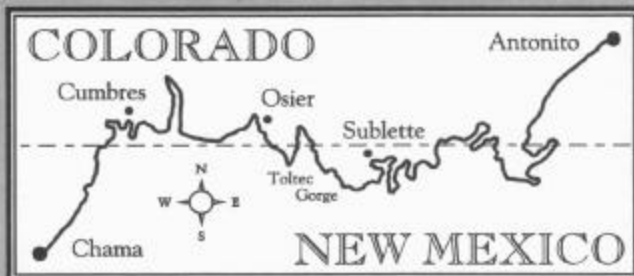
Please write the editor at
1307 45th Street, Los Alamos, NM 87544

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 1994

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PRESIDENT'S COLUMN

The Windy Point

June 11, 1994, will forever stand out as a significant day for the Friends! Many members and I experienced perhaps the best photo freight train exhibition that I have ever seen. The weather, the planning (done so ably by Vice President Bill Kepner), and the execution of the planning (done by Director Earl Knoob and the crew of the C&TS) were superb. In addition, there were two other very important aspects of the day for me that really proved to be icing on the cake.

Running those six historic tank cars at the head of this train (behind double-headed engines 463 and 497) was the culmination of a great deal of work and support by many people. My first letter to the White Pass & Yukon RR was in 1982, six years before we even officially chartered the Friends. Seeing those tank cars go up the mountain for the first time in thirty-one years gave me tremendous satisfaction for the hard work of so many people that had gone into the project. It also represented the fact that in all respects the Friends of the Cumbres & Toltec Scenic Railroad had come to maturity as an organization. We had made a sufficient track record to attract the donations necessary to raise money for the project, we had the credibility to contract for the return of the tank cars, and we had the ability to restore those cars to their original 1927 appearance. What a great compliment to our organization!

The other special thrill from June 11, 1994, was the opportunity to be with three wonderful corporate officers from the Union Tank Car Company of Chicago. I could not have enjoyed more spending the day with President Ken Fischl and Senior Vice Presidents Chuck Ferczok and Lou Kulekowskis, all from the Chicago area. They accepted our invitation to participate in the tank car run and came to Chama for this special event. On a business level I can see why with people of this caliber Union Tank Car Co. has been so successful over the years. All of the Friends directors who were on the trip and I really enjoyed spending time with each of them, and they also seemed to have a wonderful time on the trip. All in all, it was a great day.

Planning and preparations are actively under way for our upcoming volunteer work sessions at the end of July. We have received a large number of applications and we should be able to carry out the projects that have been planned for this summer. Look for a detailed account in the September C&TS Dispatch of the work accomplished during 1994.

I hope that the summer is going well for you and best wishes.

— BILL LOCK

463 Dedicated at Antonito Inaugural Run to Osier

It was a welcome sight on opening day, Saturday, May 28, to see such a large turnout at Antonito for the christening ceremony of locomotive no. 463. The emcee, Colorado Commissioner Wayne Quinlan, welcomed everyone and introduced Joe C. "Swede" Johnson of Antonito, who

gave a brief history of how 463 came to be and acknowledged all those who had helped to make this twenty-four-year dream a reality. Representatives from New Mexico Governor Bruce King's office were present, as was Greg Devejian, of the federal Small Business Administration, who spoke about

the achievements of the Cumbres & Toltec Scenic Railroad Commission in finding the funds and restoring the historic K-27 engine.

Nonalcoholic champagne was poured for everyone and Lewis H. Entz, Colorado's other commissioner, presented a toast to the rebirth of 463. Swede Johnson was then given the honor of breaking the champagne over the engine's smoke box—it made those present feel proud to be part of the process that brought this historic engine back to life.

On Sunday, June 19, there was another large turnout at the Antonito depot for the dedication ceremony of the three new passenger coaches and the inaugural run of 463 to Osier. Addressing the gathering were Jim Grisenti, US West Foundation; Jack Carraher, Manville Fund; Richard Gomez, Farmer's Home Administration; Hugh Fowler, Denver; Swede Johnson, Antonito; Bob Loevy, Colorado Senator Mike Bird's representative; and Terri Morton-Wheeler, Colorado Congressman Scott McInnis's representative. Also acknowledged were the local county commissioners, the Antonito City Council, the C&TS Railroad Commission, and many Kyle Railway employees.

At Osier, Richard Gomez dedicated the newly built balloon loop, and plaques and photographs were presented to the Commission recognizing the contributions of everyone involved in the projects.

Watch for more about 463 and the Osier loop in future issues of the **C&TS Dispatch**.

Joe C. "Swede" Johnson christens historic K-27 locomotive no. 463. Antonito, Colorado, May 28, 1994. Photograph by Leo Schmitz.



Friends Interpretive Center opens

The Friends realized another one of its important long-range goals with the opening of an Interpretive Center in Chama, New Mexico, on June 11, 1994. After months of planning, an opportunity to lease a commercial building in downtown Chama became available, and the Friends has leased a building at 614 Terrace Ave., on the main street and just south of the C&TS depot. The goal of the center is to provide an opportunity for visitors to Chama to learn more about the history of the railroad and its operations. The head of the all-volunteer staff manning the center, Carmen Knoob, stated "the Interpretive Center is a natural outgrowth of the interpretation of the railroad provided by the Friends through our walking tour brochure" (which guides visitors through the railroad yards).

The Interpretive Center has a large TV

monitor, which plays video tapes of the railroad provided by Friends member and video photographer Les Jarrett of Railway Productions. In addition, many of our artistically inclined members have provided a beautiful display of art, showing the history of narrow gauge railroading through oil paintings, watercolors, and photographs. More displays will be added, including photographs, RPO cancellations, and artifacts from the railroad.

Visitors to the center will be encouraged to ride the C&TS if their plans have not included doing so, and it is hoped that they will have a much greater understanding of the role the railroad played in opening the

Rocky Mountain West when they leave Chama. All proceeds from the gift shop in the Interpretive Center will be used to support the work of the Friends.

Persons who have items they believe may be appropriate for display or who want information about the Interpretive Center should call Carmen Knoob (505) 756-1875, or write to her care of the Friends, P.O. Box 222, Chama, NM 87520.

Members outside the Friends Interpretive Center in Chama (from the left): front row, Glenden Casteel, Bill Lock, and Bill Kepner. Back row, Ralph Flowers, Roger Breeding, Mark Yates, Earl Knoob, Carmen Knoob, and Ted Rose. June 11, 1994. Photograph by Steve Schroeder.



Tank Cars to Cumbres



The six historic tank cars from Alaska have been fully restored and returned to service. On June 11, 1994, the Friends chartered a freight train on the Cumbres & Toltec Scenic Railroad to inaugurate the restored tank cars and to re-create a typical double-headed historic freight train on the 114-year-old line.

There were no examples of these historic tank cars when the states of New Mexico and Colorado purchased the railroad in 1970. After over ten years of work, the Friends of the C&TS, the museum support group that assists in the historic restoration of the railroad, acquired the tank cars in Alaska in 1991 and brought them home to Chama in March 1992. These cars had been among the original ones running between Chama and Alamosa from 1927 to 1963,

This gesture drawing is from member Carol Anne Freeman's sketchbook. At Lobato, passengers stand along the photo line as the freight train made one of several run-bys.

when they were moved to Alaska. After almost thirty years in Alaska, the cars were restored to their original appearance and numbers by the Friends.

In addition to over 100 passengers, also aboard the train were three corporate officers from Union Tank Car Co. of Chicago: President Ken Fischl and Senior Vice Presidents Chuck Ferczok and Lou Kulekowskis. The Union Tank Car Co., which originally built the cars in 1907, made a major donation to assist in the purchase of

the tank cars. In addition, other corporate sponsors included the Burlington Northern, the Union Pacific, and the Southern Pacific railroads, which donated transportation along much of the almost 4,000 mile return journey to New Mexico.

President Ken Fischl of UTLX stated that "it is a proud day for both the Union Tank Car Co. and the Friends of the C&TS to have these authentic, original tank cars running exactly the way they did over sixty years ago."



Photo run-by at Lobato. June 11, 1994. Photograph by Steve Schroeder.

From the left: Friends Tank Car Committee Chair Fred Knight; UTLX Senior Vice President Lou Kulekowskis; Friends President Bill Lock; UTLX President Ken Fischl; and UTLX Senior Vice President Chuck Ferczok. June 11, 1994. Photographs by Ernie Robart.



The C&TS proudly displayed as helper engine for the Friends charter trip recently restored engine 463 (K-27 class) along with road engine 497 (K-37 class). The six handsomely restored narrow-frame tank cars immediately followed the engines on their way up Cumbres Pass.

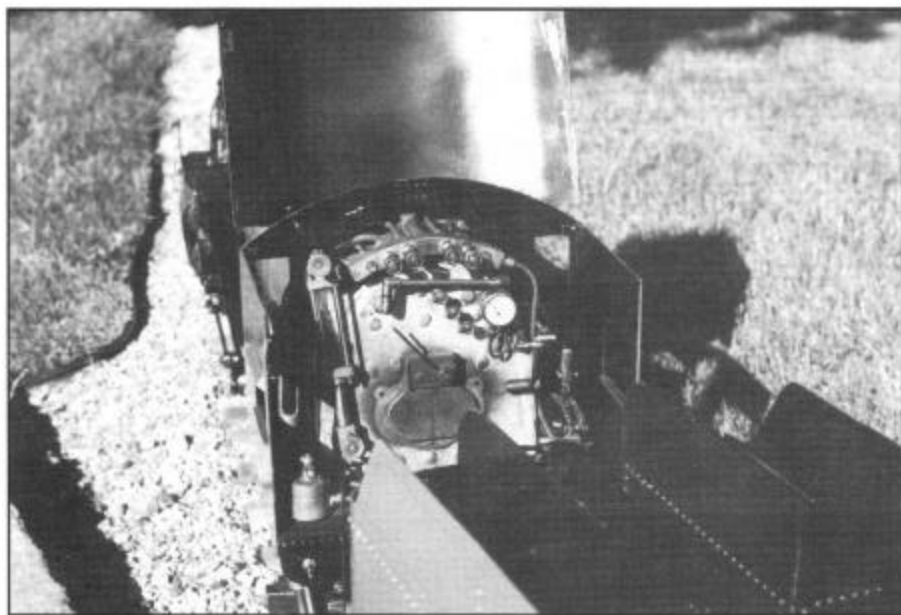


The Friends charter freight arriving at Cumbres. Here, helper engine 463 turned on the wye and returned to Chama.

The Wasatch & North and The North Georgia Live Steamers

"Steam in Miniature" appeared in the May 1993 issue. It featured member Fred Springer's live steamers and his Hamlin, Outer Belt & Orient Railroad. In this issue we feature the live steamers of two more members: Charles DeWitt of Kaysville, Utah, and Douglas van Veelen of Dunwoody, Georgia.

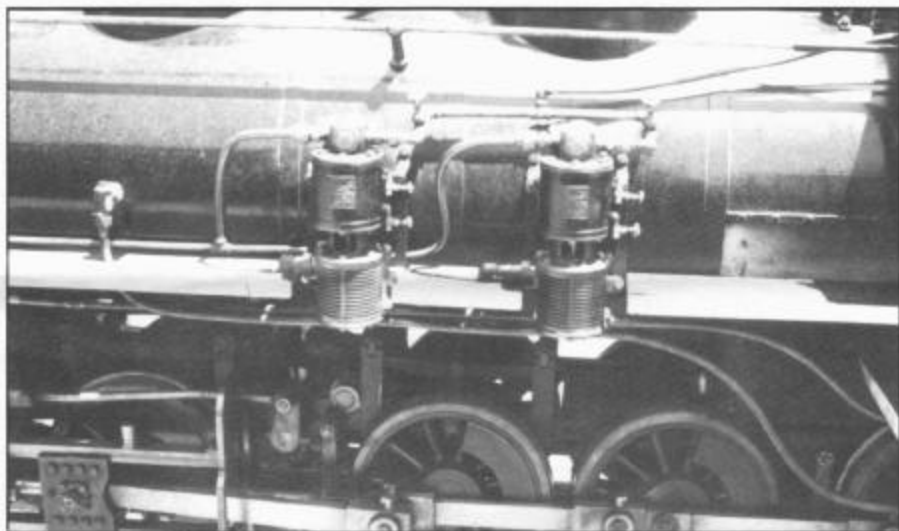
Charles DeWitt's Wasatch & North Railroad is 1 inch to the foot scale with a gauge of 4 and 3/4 inches; 700 feet of track circle the house and garden, with a spur track to the engine house. The railroad has a 4-6-2 locomotive modeled after Southern Railroad's no. 1405, built by Baldwin in 1928. Charles built the engine between 1976 and 1987, with time out for construction of a milling machine and a bit and tool grinder using castings and plans from England. The Wasatch and North also has two flat cars (for riding), a boxcar, and a caboose. The cars were scratch built except for couplers and trucks. In this view the Wasatch Mountains can be seen in the distance. Photographs by Charles DeWitt.



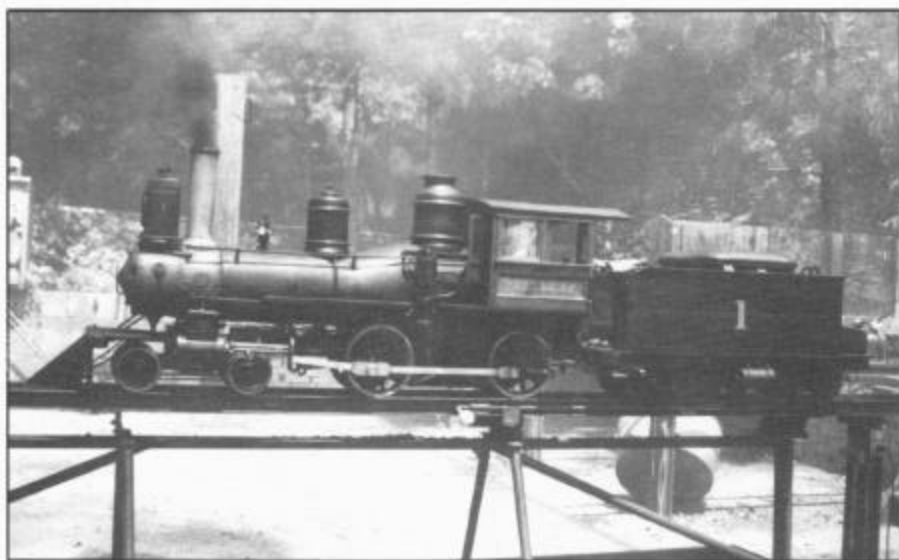
The 4-6-2 engine is coal fired and carries 100 psi. Water capacity is 6 gallons in the tender and 2.75 gallons in the boiler. The engine frames, drive wheels, leading and trailing trucks, tender trucks, cylinders, and saddles were purchased. The remainder was scratch built. Charles is completing a second locomotive—a 1 and 1/2 inch to the foot scale narrow gauge Shay. He writes that "building a steam locomotive has really allowed me to appreciate and understand the full size engines and has made my trips to Chama more enjoyable than they would have been."



Member Douglas van Veelen sent us information about the live steam club in Atlanta named the North Georgia Live Steamers. The club has 3,000 feet of 7 and 1/2 inch gauge track on the property of the Atlanta Chapter, National Railway Historical Society Museum. Members of the Friends are welcome to visit the club. It steams up with the museum on the third weekend of the month from April to October. Douglas was an HO_{n3} modeler until he saw an ad for a 1 and 1/2 inch to the foot scale, 4 and 3/4 inch gauge 2-6-2. His equipment now includes D&RGW no. 50, with both narrow and standard gauge wheel sets. Because there is very little 4 and 3/4 gauge in the Southeast, he is going to 7 and 1/2 inch gauge. Shown here is D&RGW no. 340; the C-19 was modeled 2 and 1/2 inches to the foot scale by club member Kevin Doe, who was an active member of the Colorado Railroad Museum until he transferred to Georgia. Photographs courtesy of Douglas van Veelen.



The twin working single-stage air pumps on engine 340.



Fulton County narrow gauge no. 1 (American type) on the transfer table in the steaming bays of the North Georgia Live Steamers.

Highlights of the March 1994 Board of Directors Meeting

by ART NICHOLS — Editor

The Board of Directors met in Albuquerque, New Mexico, on March 18 and 19. The meeting was devoted to both immediate business and long-range planning.

Several vacancies were filled: Ralph Flowers was unanimously elected to fill the vacancy created by the resignation from the Board of Tina Tebbens, and Richard Mathews was appointed as the Colorado representative on the Executive Committee, a position that had been held by Tina. Robin Kumler was unanimously elected treasurer, filling the vacancy created by the resignation as treasurer by Wayne Freeark. Also by a unanimous vote, Steven Schroeder was elected assistant treasurer.

The Cumbres & Toltec Scenic Railroad Commission will order a replacement builder's plate for engine 463, and the Friends will purchase twenty-five castings of this replica for resale.

Committee Reports

COMMUNITY RELATIONS: Carmen Knoob and Richard Mathews are the newly appointed co-chairs of the committee. Carmen will be "Ambassador" to Chama and Richard will be "Ambassador" to Antonito. The Friends will open an Interpretive Center in Chama [see page 3 in this issue].

FUNDRAISING: T-shirts and sweatshirts have been reordered with an engine 463 design. With the engine returning to service this year, there should be a large demand for the shirts. Craig Kumler reported that he had undertaken to sell a cache of back issues of the *Narrow Gauge Gazette*, and he presented the Friends with a check for \$337 from the sales profits.

HISTORICAL: New Mexico's State Historic Preservation Division supports our idea of using different color schemes on structures along the narrow gauge to indicate different eras during passage over the line.

INTERPRETATION: The walking tour brochure from previous years will be reprinted for the upcoming season. A new brochure is being written.

LIBRARY: The Board approved recommending to the C&TS Railroad Commission that the Commission explore with the Friends the establishment of a joint-use facility for a library and an archives.

PROJECTS: To this date fourteen projects have been established for the summer work sessions. We are working with the Commission and Kyle Railways to piggyback the purchase of materials. Project planners will have all material requests ready by the end of April.

RAILFAN: Ted Rose will provide new art for the Moonlight Train brochure. A delegation from the Union Tank Car Company

headquarters in Chicago has accepted our invitation to ride the Railfan Photo Excursion on June 11.

SAFETY: Although OSHA compliance is not required by the Friends because of our all-volunteer work organization, we still desire to observe the safety regulations that all train employees must follow, that is, the Federal Railroad Administration regulations. As always, we should "exercise due care," as the Denver & Rio Grande Western urged.

One day of the Board of Directors meeting was devoted to long-range planning. The directors made several major decisions: (1) the Friends will maintain a permanent office and (2) the organization will continue to use Bill Lock's office in Albuquerque as our permanent office. There was extended discussion about the administrative tasks in the office, the work involved in carrying out excursions, the administrative tasks associated with the summer work sessions, the function of merchandise offers from the Friends, input into the C&TS Railroad Commission's long-term planning, and the establishment of a yearly calendar for Friends projects.

A telephone Board of Directors meeting was held on May 14. The 1994 Annual Meeting of the Board will be held Saturday, July 23, in Chama, New Mexico.

Wanted

Leslie Tribble, consultant to the Rio Grande Forest Service, is interested in acquiring old photographs of the Cumbres & Toltec Scenic Railroad. They would be used in a display provided by the Forest Service; its proposed location would be Antonito. Readers who have such photographs and would be willing to loan or donate them to this project should contact

Leslie Tribble
580 Spruce
Monta Vista, CO 81144
Telephone: (719) 852-0729

Narrow Gauge Convention

The Friends will be represented at the Fourteenth Narrow Gauge Convention to be held at the Holiday Inn (I-70 and Chambers Road) in Denver, Wednesday, August 31, to Saturday, September 3, 1994. For informa-

tion call Sam March, who is chair of the committee overseeing the Friends' booth — (303) 699-8329.

Correction

Edgar Boles, shown at the left in the photograph on page one of the May 1994 issue, is an architect in the Historic Preservation Division of the New Mexico Office of Cultural Affairs. At the time of the awards ceremony, Lynne Sebastian was Acting State Historic Preservation Officer.

1994 Schedule of Events

July 20-22, Wednesday-Friday
Volunteer Work Session "A"

July 22, Friday
Annual Meeting and Program
Chama

July 23, Saturday
Sixth Annual Moonlight Train

July 25-27, Monday-Wednesday
Volunteer Work Session "B"

October 16, Sunday
Closing Day

DIRECTOR'S VIEWPOINT

by **WADE HALL** — Delta, Colorado

A native Coloradan, Wade Hall has been a railroad enthusiast as long as he can remember, and he has been a regular narrow gauge visitor since the 1960s. He is a charter member of the Friends and has served on the Board of Directors since 1992, also serving during 1992-93 as secretary of the Friends. Wade is also the author of a book chronicling the railroad history of Salida, Colorado. Wade and his wife, Cathy, live in Delta, Colorado, where he is county assessor.

My first visits to "narrow gauge country" occurred in 1967 and 1968, during the last days of D&RGW operations from Alamosa to Durango and Farmington. During those dark days if someone had told me that over a quarter-century later trains would still be crossing Cumbres Pass, I would have said they were nuts. I still find it hard to believe that the C&TS exists at all. Its survival is truly a miracle. Equally miraculous to me is the fact that a group of individuals dedicated to the preservation of this historic, operating treasure has grown into the 1,000 plus member organization known as the Friends of the C&TS. There are also many equally dedicated people, most notably those of the C&TS Railroad Commission and of the Cumbres & Toltec Scenic Railroad itself, who toil tirelessly on as the railroad prepares to enter the twenty-first century.

I have been an active volunteer on the property since 1986. I'm not sure that makes me an "old head" (to borrow a railroad term), but I have been around long enough to see the Friends grow into a large and respected railroad preservation organization. And I firmly believe our best days are yet to come! We, as an organization, are undertaking projects now that would have looked like Mount Everest in 1986; we have come a long way. We've hit a few low joints (railroading term again) along the line, but all in all we enjoy a status which few volunteer railroad preservation organizations (or any other) have attained.

Before we all get giddy patting ourselves on the back, however, we need to remind ourselves of a few things. First, as much as we have accomplished, far more remains to be done. Our list of potential projects is long and growing longer. We will never be finished. The need for preservation work on the C&TS is continual.

Second, our success has bred its own set of challenges. Many of the "simple" projects have been accomplished. Our future projects are going to become more lengthy, more complicated, and more costly. They will demand more planning and more resources, and the results will be highly visible and highly scrutinized. We're entering the big leagues of historic preservation.

The commitment, cost, and complexity of our future projects brings me to my final point: our membership and volunteers. Everything we have done to date has come to fruition because of the dedication of our volunteers membership. I have special regard for



Wade Hall

See *Director's Viewpoint*, page 11

COMMISSION REPORT

by **LEO SCHMITZ** — Executive Director
Cumbres & Toltec Scenic Railroad Commission

MARCH 26, 1994, ALAMOSA, COLORADO. The Commission received information and took action on many issues at the March 1994 meeting. Listed below are some of those issues.

The Small Business Administration (SBA) project is nearing completion—the three new passenger coaches were placed into service at the end of the 1993 season and K-27 locomotive no. 463 is almost finished [the first steam-up was on April 27]. The dedication and christening of 463 will be on opening day, May 28, and the inaugural run will take place on June 19 [see page 3 in this issue.]

The 1994 season looks very promising. General Manager Joe Vigil reported that a seat assignment system is in place and that many reservations have been booked. There has been a full-time reservationist in the Chama office this past winter in contrast to a part-time person in previous years. The advertising program has been increased by 10 percent over 1993: TV advertising is up 73 percent and outdoor ads are up 78 percent. Certified Brochure Distributing will distribute 200,000 new brochures, covering Colorado, New Mexico, west Texas, and the I-40 corridor across Arizona. There will be year-round coverage in Denver, the Front Range, Taos, and Santa Fe. An additional 275,000 brochures have been printed. The advertising budget is \$151,000; the brochures are a separate promotion line item of \$25,000.

Equipment is being readied for the season. The open rider gondola in Antonito will be repaired, and the ballast regulator has had bearings and axles installed and is ready for service. Five locomotives should be available on opening day, with the sixth engine ready shortly thereafter.

The status of Commission grant applications and awards is as follows:

- Colorado Gaming Fund—\$18,060, Cumbres and Osier section houses
- Boettcher Foundation—\$50,000, applied toward four passenger coaches
- Gates Foundation—\$50,000, applied toward four passenger coaches
- US West Foundation—\$10,000, applied toward four passenger coaches
- FHA—\$75,000, new ties on Cascade Trestle
- SBA—\$550,000, three passenger coaches and engine 463
- EDA—seeking \$250,000, applied toward four passenger coaches
- ISTE—seeking \$144,000, Chama depot.

(FHA, Farmers Home Administration; EDA, Economic Development Administration; ISTE, Intermodal Surface Transportation Efficiency Act.)

The new ash pit in the Chama yard is complete, with the exception of the sidewalk, which will be poured towards the end of April. The design of the new pit is deeper, with more structural support, resulting in a much more secure and useful pit.

The Friends of the Cumbres & Toltec Scenic Railroad requested approval to come onto the property and undertake historic preservation projects during their summer volunteer work sessions. The commissioners approved the request by a unanimous vote.

Cumbres & Toltec Scenic Railroad Commission: Spencer Wilson, Chair; Wayne Quinlan, Vice Chair; Carl Turner, Secretary; and Lewis H. Entz, Treasurer. A report on the June 18, 1994, Commission meeting will appear in the September issue.

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.

PEN PAL WANTED

Please find enclosed a completed form and cheque to join the Friends of the Cumbres & Toltec Scenic Railroad. The reason I am writing is that I am interested in corresponding with someone who is involved in the C&TS Railroad.

My interests are in narrow gauge railroads, particularly the Rio Grande. I am looking at modeling the region as soon as my wife and I move to a bigger home which can accommodate a layout. As well as railroads I am interested in corresponding on a more general level.

So if you could help me find a C&TS pen pal who would like to write to Australia, I would very much appreciate it. By the way, we recently watched a video of the C&TS and were impressed with the scenery as well as the trains. Keep up the good work.

Thanking you in anticipation.

Michael Dixon
27 Washington Street
Essendon
Victoria, Australia 3040

0252 AN ASSET

Enclosed is my check for the video offered in the February 1994 issue [Les Jarrett's "1993 C&TS Year in Review"].

It was another excellent issue, with variety, great pictures, and attractive layout. I was particularly pleased to read of the purchase of Pullman sleeper 0252. That is a great move, and it will be a real asset.

Keep up the good work! I'm just sorry that I live so far away.

John G. Schisler
Towson, MD

TUNNEL NEAR CRESCO

About one mile east of Cresco on the C&TS, there is a small tunnel in the hillside on the north side of the track. There is a mound of earth in the entrance, which at one time may have blocked access, but now leaves enough room for a person to enter the tunnel. I have hiked in the area looking for the site of a W. H. Jackson photo of Hamilton's Point and just to see that part of the line.

On one of my hikes, I went into the tunnel to see what more I could learn about it.

(The rock looked solid, and showed no sign of collapse.) There was a low buzz from some kind of gnat. I found that the tunnel went back 30 feet or so, and then split. The right branch formed a larger chamber that ended in about ten feet. The left branch angled away and then disappeared behind another mound of earth after ten feet or so. I didn't attempt to go farther than the junction, as the knots were getting thicker the farther I went in, and made a loud eerie buzz behind the second mound of earth.

From the construction of the tunnel and its location on a change in the type of rock, I think the tunnel must have been a prospect hole.

In the interest of safety, it may be advisable to seal (or reseal) the tunnel. Before this is done, I would like to suggest that for some special occasion, such as one of the Friends' moonlight excursions, it might be fun to recreate a fly-by-night mining camp there. Mining activity was the driving force behind the building of this rail line, but there are few evidences of mining work existing or remaining along the C&TS. How about a few tents, with signs such as "Honest John Assay Office" and "Lizzie's Boarding House," and a wheelbarrow of rocks, perhaps with a big chunk of fool's gold on top,

and some rough-and-ready actors to wave at the passengers as they go by? An actor on the train could offer "stock" in the mine, and thus let people know when the train is approaching the site.

In any event, I would like to know more about the tunnel—when was it dug, who labored there, and who financed it? The tunnel

See *Letters*, page 11



Right: the tunnel entrance. Below: a view inside the tunnel. Photographs by George Swain.



First Day Issue, from page 1

will be available with a number of different combinations of the five stamps. The same design will be available on T-shirts and sweat shirts produced by the Friends. The Friends will also host an evening reception at its new Interpretive Center in Chama.

The five locomotives featured on the stamps have a rich history. The *General* was built for the Western & Atlantic Railroad and is most famous for its adventure, "the great locomotive chase," when Union raiders stole the engine in April 1862 and headed down the line, destroying track and bridges behind them. The *General* is displayed today in Kennesaw, Georgia, the city from which it was stolen in 1862. It was extensively rebuilt in 1870, and is displayed today in that

form.

On May 10, 1869, the Central Pacific Railroad locomotive *Jupiter* participated in the famous Golden Spike ceremony at Promontory, Utah, celebrating the completion of the first transcontinental rail line. A replica of the *Jupiter*, along with a replica of the Union Pacific's American-type No. 119, operates today at the Golden Spike National Historic Site at Promontory.

No. 242, formerly the *Crocker*, was built by Wilson Eddy in the Western Railroad shops in Springfield, Massachusetts, for the Boston & Albany Railroad. Eddy's locomotives ran so smoothly that their precision earned them the title of "Eddy Clocks."

No. 10, was the prototype for the Pennsylvania Railroad's Class K passenger train locomotives designed to run at very

high speed. The last surviving American-type of the Pennsylvania, a Class D-16, is displayed at the Railroad Museum of Pennsylvania, Strasburg.

No. 999 was built for the New York Central & Hudson River Railroad, and it set a speed record of 112.5 mph near Batavia, New York, on May 10, 1893, while pulling a four-car Empire State Express. After setting this record, the engine was displayed at the Columbian Exposition. No. 999 is displayed today in a greatly altered state at the Museum of Science and Industry in Chicago. The museum is one of the remaining Columbian Exposition buildings.

The Friends is pleased that we were a part of the team that suggested to and assisted the USPS in holding the ceremony in Chama.

Letters, from page 10

is at MP 334.1. In land office terms, it is in the NW 1/4 of the NE 1/4 of Section 24 of Colorado T32N, R4E. If anyone has information, please send it to me in care of the editor.

George Swain
Cando, ND

ridden. The mix of photo opportunities with a relatively early arrival back to Chama made for an excellent combination. I hope everyone had as an enjoyable time as I did.

Enclosed is a photo taken of the train departing Lobato siding just after the first run-by. Not to fear, I had a ticket and joined the group at Cumbres. Again, hats off to the crew behind the organization of this trip.

Richard P. Reiff
Pueblo, CO

RAILFAN PHOTO FREIGHT TRAIN

Hats off to the Friends and the crew for the recent tank car freight special of June 11. I feel that this was one if not the best charter trips conducted by the Friends that I have

The planning and carrying out of this very successful event was done by the Railfan Committee, headed by Vice President and Director William Kepner.



Director's Viewpoint, from page 9

all volunteers, not only ours. Volunteerism is a great virtue. Our volunteers, however, are truly special. None of our volunteers are "ivory tower" types. Every one of our volunteers has slogged it out in the trenches of preservation work. Our survival as an organization, and our success in meeting our preservation goals, depends on growing, nurturing, and challenging our volunteers—they transform our goals from abstract ideas into tangible reality. Similarly, it is the moral and financial support of our membership which gives the volunteers the tools to accomplish the goals of our organization. The roles of volunteers and membership are intertwined and symbiotic. The Friends' survival and growth depend on all of us.

I would like to close on a personal note. Has the opportunity for me to do volunteer work on an honest-to-God operating railroad been great? Absolutely! Has the chance to help preserve some of our historical railroading heritage been fulfilling? You bet! What has been truly wonderful for me, though, is the friendships I've developed among volunteers and members of the Friends of the C&TS, the Cumbres & Toltec Scenic Railroad, and the C&TS Railroad Commission. The people associated with this historical anachronism are truly outstanding. For those of you who haven't visited or volunteered, you need to come see what I mean. You won't be disappointed.

Tank car freight special at Lobato. Photograph by Richard P. Reiff.

All three classes of locomotives on the C&TS are seen in this view looking west from the Antonito engine house. From the left: K-37, no. 495; K-36, no. 484; and K-27, no. 463. June 19, 1994. Photograph by Ernie Robart.



**Friends of the Cumbres & Toltec
Scenic Railroad, Inc.**
5732 Osuna Road NE
Albuquerque, New Mexico 87109

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