



C&TS Dispatch

Vol. 7 No. 2

May 1994

Friends Receive Preservation Award

The State of New Mexico has awarded the Friends of the Cumbres & Toltec Scenic Railroad, Inc., a prestigious Heritage Preservation Award.

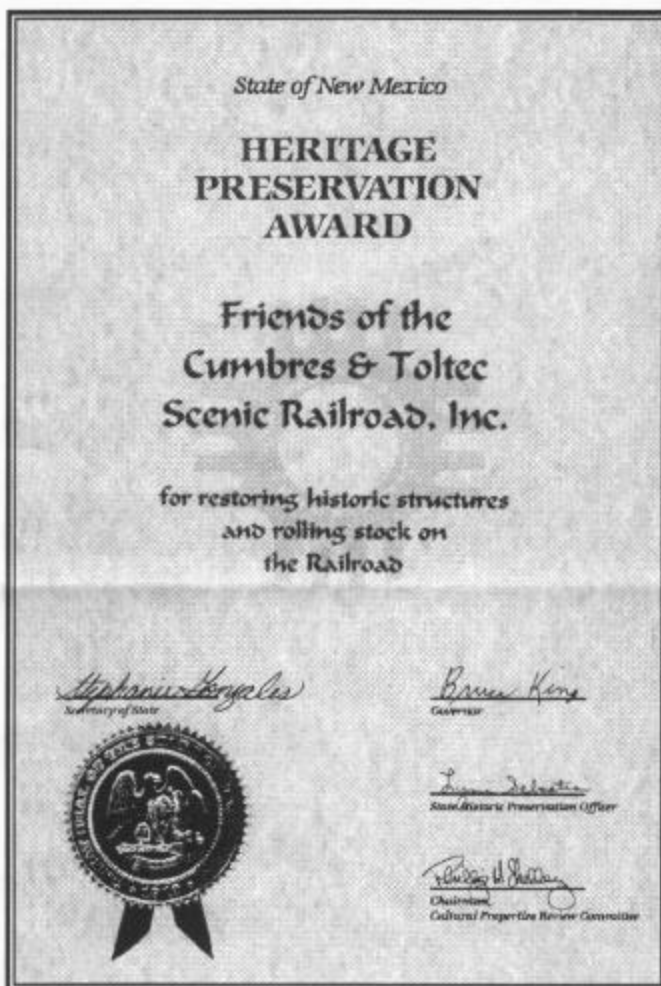
More than 100 persons were in Meem Hall of the Laboratory of Anthropology in Santa Fe, New Mexico, on Friday, May 6, 1994, for the 22nd Annual New Mexico Heritage Preservation Awards ceremony, where the historic preservation work of nine organizations and individuals was recognized. The Friends received the award "for restoring historic structures and rolling stock on the Railroad." Robert Torrez, New Mexico State Historian, officiated and presented the award to William Lock, Friends President. Other members attending were Glenden Casteel, Wayne Freeark, Judy Lock, Art Nichols, John Rupley, and Spencer Wilson.

In a news release announcing the award, the State Historic Preservation Office stated that

"the Friends has adopted the *Secretary of the Interior's Standards for Rehabilitation* to apply in its projects. They document projects thoroughly and take care to see that volunteers work safely. The old saw, 'many hands make light work,' may not apply to working on the railroad, but the Friends is bound to find out. More historic sites need friends like the Friends."

The restorations that have been undertaken by the Friends at Antonito, Sublette, Osier, Cumbres, and Chama are the result of the support and work of the entire membership. Each member of our organization can take great pride in the recognition the Friends has received by this award.

President William Lock accepted the New Mexico Heritage Preservation Award on behalf of the Friends. From the left: Ed Bowles, State Historic Preservation Officer; Spencer Wilson, Chair, Cumbres & Toltec Scenic Railroad Commission; Wayne Freeark, Friends; William Lock; Phillip Shelley, Chair, Cultural Properties Review Committee; Robert Torrez, New Mexico State Historian; John Rupley, Friends; and Glenden Casteel, Friends.



C&TS Dispatch

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1993-1994	1993-1995
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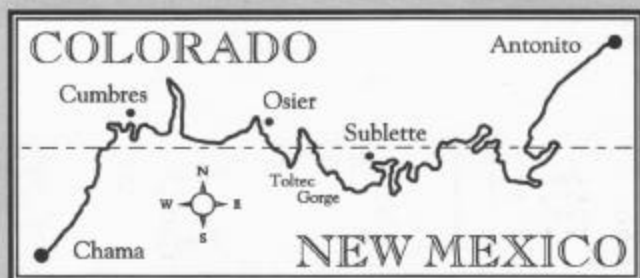
Please write the editor at
1307 45th Street, Los Alamos, NM 87544

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

With the flurry of activity going on, there is no doubt that the railroad season is fast approaching. Our major Board of Directors meeting in mid-March kicked off these activities. I want to thank our directors for their dedicated service. We had all of our directors present for the meeting except for one. These directors came from all over New Mexico, Colorado, and California at their own expense, and they worked very hard during the one-and-one-half-day-long meeting. We covered many long-range issues, as well as important business matters, and I am pleased to report that the directors have a very positive and forward looking view of our organization.

The Board of Directors and I want to commend and publicly thank Wayne Freeark for his great service as treasurer of this organization. Wayne served for two important years and spent many hours every week paying the bills promptly and putting the financial records into the computer for our accounting purposes. Wayne resigned in order to prepare for retirement and a move from Santa Fe, New Mexico, to Alamosa, Colorado. We hope not only to continue to have Wayne's leadership during our work sessions, but to see him back on the Board in a few years. I am also very pleased to report that CPA Robin Kumler of San Jose, California, was elected at our March meeting as our new treasurer to replace Wayne. Robin has been a regular volunteer along with her husband, Craig, at every work session since 1989. We look forward to much good advice from Robin with her professional background.

Another change of personnel took place because of Tina Tebbens' resignation from the Board of Directors. Tina has done a wonderful job leading the Board to new visions and getting out the message about the Friends to people in the Denver area. Tina got "hooked" as a volunteer, like so many other family members, when she accompanied her husband, Carl, to the 1986 work session. She just couldn't stand to watch everybody else having a good time without joining in. Tina and Carl have attended every work session since then, even bringing daughters Carolyn and Alicia with them for many sessions. Carl has taken an important position in airport development overseas for his company. We look forward to getting them back after that assignment is over. Long-time member and volunteer Ralph Flowers of Pagosa Springs, Colorado, has been elected by the Board to fill the vacancy created by Tina's resignation.

Last year Claude Morelli started the Railway Post Office/Opening Day project and did a fine job. This year I want to commend Frank Burton for putting in countless hours to organize the RPO/Opening Day activities and the postal cachet. Frank has also assisted in the upcoming First Day of Issue celebration on July 28, 1994. Frank has enlisted Mary Cardin, whose drawings have been featured in the Dispatch, to do the artwork for the RPO cachet. Mary has also agreed to lead our lunch team during this summer's work sessions.

I hope to see many of you on our special Railfan Photo Freight Train, which will include the narrow-frame tank cars, on June 11. Best wishes.

— BILL LOCK

Elections for Board

As a member you are entitled to vote for Directors of this organization. By the end of May you will be mailed a ballot containing nominees for a two-year term on the Board of Directors from 1994 through 1996. Please review the qualifications of these Directors carefully and cast your ballot and return it by July 7, 1994. Ballots received after that date cannot be counted pursuant to our By-Laws.

Last year was the first year for a mail ballot procedure. There was an excellent response and we hope that the response will be even better this year. Please take time to cast your ballot and return it when you receive it in the mail. There will be a self-addressed envelope for your convenience in returning your ballot.

Chama site for first day issue

The United States Postal Service has announced that Chama will be the site for the First Day of Issue of five postage stamps commemorating nineteenth century steam locomotives. The five first class (29 cents) stamps will be unveiled and placed on sale for the first time July 28, 1994, at ceremonies to be held adjacent to the depot of the C&TS. It will be a day of old-fashioned fun with activities of interest to stamp collectors, railfans, history buffs, and children of all ages.

Wanted: domestic goddess or god trainee(s)

Do you like fresh air (with a little coal smoke for flavor)? Do you like roughing it? Camping out? Do you like to be highly valued for your opinion? Do you like to be adored? Do you like to be "in the know"? Can you count to a hundred? Do you like to do really big shopping on someone else's money? Would you like a staff of volunteers to do all the dirty work? Well, this is the job for you! Boxcar lunch team leader for the summer work sessions at Chama. You will study and work side by side with the greatest team leader of all time in our newly remodeled boxcar kitchen. All you have to remember is that railroaders don't eat sprouts. For details call or write Mary Cardin (714) 897-2437, 15632 Aulnay Lane, Huntington Beach, CA 92647.

Can you draw this?

If you like to draw, please join us for a sketching tour of the Chama yard during the summer work session. Mary Cardin, noted artist and teacher, will guide the group to picturesque spots and offer plenty of sketching tips and help for beginners. Meet at the boxcar kitchen at 10:30 a.m. on Saturday, July 23, and

Sunday, July 24, for a two-hour artist retreat. Tom Cardin will be on hand to offer his expertise to any photographers who would like to learn how to take better photos. Supplies to bring: no. 2 pencil; rolling ball pen; art gum or kneaded eraser; 9x12 spiral-bound drawing tablet (70 or 80 lb paper) for sketching in pencil, pen, charcoal, or light wash; and, if possible, a folding chair. For more information call or write Mary Cardin (714) 897-2437, 15632 Aulnay Lane, Huntington Beach, CA 92647.

Tom and Mary's artwork can be seen at the Ridgway, Colorado, Arts & Crafts Festival, Saturday and Sunday, July 16 and 17. Ridgway is between Montrose and Ouray on highway 550.

Special trains

The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is sponsoring two special charter trains during 1994. There are still seats left for the Saturday June 11, 1994, Special Tank Car Train. This will be a double-headed photo freight train out of Chama featuring our restored tank cars and other historic equipment restored and maintained by the Friends. Please call our Albuquerque number immediately for reservations (505-880-1200).

Our Sixth Annual Moonlight Train will run on Saturday, July 23, 1994. Brochures are at the printers and will be mailed by the end of May. This has been a sellout every year and so you should plan on getting your reservations in promptly to assure yourself a seat on this very special event. Look for another beautiful brochure done by our member, artist Ted Rose.

We are pleased to announce that we are now able to accept credit cards for your convenience in paying for your tickets for these events. Please have your card handy if you want to charge your purchases when you call.

Summer Projects

by **GLENDEEN CASTEEL** —
Chair, Projects Committee

We are rapidly closing in on the Friends most important time of the year—the summer and its volunteer work sessions. This is what it's all about: the fund raising, the book and sweatshirt sales, the membership drives, and everything else we do as Friends make these sessions and our historic preservation work possible. The summer of 1994 will be exciting for what we will finish, as well as for what we will start.

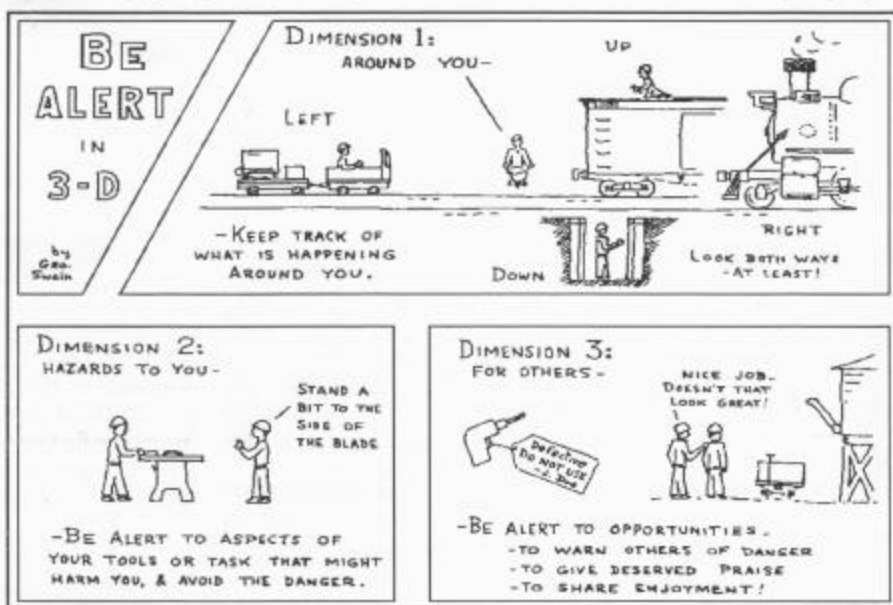
The to-be-finished list is quite impressive. Our most ambitious project thus far has been the Cumbres snowshed. This year we should be able to finish our work on it with a coat of stain. Other projects that should be complete by the end of the summer are the Chama coal tipple, the Osier section house roof, and the exterior stabilization of the village of Sublette.

Along with lots of projects finishing this year, we have a good variety starting. We will be doing carpentry work on a total of seven stock cars—one cattle car and six sheep cars. Two steel flat cars will be redecked in order that the C&TS can use them for tie replacement and other work.

This summer will see the first concrete step toward establishing a serious car repair facility. The Friends will be constructing a 375-foot siding in Antonito dedicated to car repair work, and we will also be given a permanent space in the yellow block building in Antonito known as Fort Knox. This building will be rewired with lights and electrical outlets and will house our support facility for car repair activities in Antonito.

The work in Antonito this summer is a fine

See *Summer Projects*, page 7



Wyatt Earp Comes to the Narrow Gauge

The Cumbres & Toltec Scenic Railroad has been the location for many Hollywood films since 1970.

by EARL G. KNOOB

The narrow gauge has appeared in such films as "Shootout," starring Gregory Peck; "Bite the Bullet," with Gene Hackman and Candice Bergen; and "Indiana Jones and the Last Crusade," starring Harrison Ford and Sean Connery. The Chama area has also been featured in many commercials, and the BBC included the C&TS for a sequence in "The History of English." (For more about film making along the railroad, see the Chama Valley Tattler for summer 1991, Margaret Palmer, P.O. Box 666, Chama, NM 87520, and Doris Osterwald's Ticket to Toltec). In the following account Friends director and C&TS officer Earl Knoob describes the filming of "Wyatt Earp" at Antonito and Chama in August 1993. The film will be released in July 1994.

The saga of "Wyatt Earp" began in February 1993, when Kelly Consadey of the New Mexico Film Commission called to tell me that she was working with a group who wanted to film a western on the railroad and would I be available to visit with them the following week. After meeting with the film company personnel, including the production manager, location manager, art director, and producer, I learned that they were interested in filming a gunfight sequence on the railroad, were very impressed with what they saw here, and that they would be in touch. After dealing with movie companies over the past several years, I've translated that commonly heard statement to "Don't call us, we'll call you."

A couple of weeks later, Kelly again called, saying that she was bringing the "Wyatt Earp" gang back to Chama, and the director, Lawrence Kasdan (writer of two of the "Star Wars" films and director of "Silverado") was going to be along. Hmm, sounds slightly more promising. The Earp clan arrived in Chama on a lovely April afternoon—about 35 degrees and mud up to your knees. Mr. Kasdan climbed on top of a caboose next to the depot, looked north at the coal tippie and



The Hinman coach remodeled and lettered for the Atlantic & Pacific. Photograph by Richard Millard.

water tank, and said, "This is it; this is the shot; this is exactly what I want." Hmm. Now it's starting to look a wee bit promising.

Over the next three months, there was a steady stream of phone calls back and forth between the production office in Santa Fe and my office setting the fees for the shoot, where they wanted to film, what times, and the best time of the season to shoot (a first—Hollywood asking us when they should do something). We decided that the pre-Labor Day slump in late August was the best time for them to descend on Chama.

The construction crew showed up in town the first of August and set up camp in the tin-sided warehouse building in the Chama yards. This crew would do the modifications to the rolling stock (which they would restore after the filming) and would construct the sets (they built a small depot for a scene west of Antonito). By this time the details of the production had been leaked. Indeed, this would be a full-length feature film on the story of Wyatt Earp. It would star Kevin Costner and Dennis Quaid. Costner's own production company, bankrolled by Warner Bros., was in charge of the whole show. Big Time Stuff.

There were cosmetic changes to C&TS motive power. Locomotive 487 was dressed as "no. 38" of the Atlantic & Pacific Railroad Company. Making its debut in the movies, en-

gine 497 became "no. 58," also from the Atlantic & Pacific. In addition to a new paint job, 497 was decked out in a fake oil headlight and diamond stack. The equipment was lettered "Atlantic & Pacific" or "A&P." In addition, several boxcars and the short reefer were lettered either "A&P" or "CPRR."

The Wyatt Earp Movie Train was deadheaded east to Antonito on Saturday, August 21. "Extra 497 showing no. 58 east" left Chama at 7:15 a.m. with seven cars and met train no. 1, the daily passenger train from Antonito, with engine 484 at Big Horn. Arrival in Antonito was about 12:30 p.m. The crew went back to work at 5:00 p.m. and shot some second unit background scenes until dark.

On Sunday, August 22, the crew was called at 10:30 a.m. and proceeded to back out to the movie set at MP283, where we spent the day shooting a scene showing the Earp Clan leaving on the train from "Contention, Arizona." Yours truly and his wife, Carmen, had brief parts as extras in this scene. The crew tied up at dark and we all went home about 9:00 p.m. Originally, there were two days scheduled for filming in Antonito; however, they managed to get everything done in one afternoon (another Hollywood first). So, the next day the train was deadheaded back to Chama for night filming in the Chama yards.

"Extra 497 showing no. 58 west" left Antonito at about 8:00 the morning of Monday, August 23; met passenger train no. 2 from Chama with engine 484 at Los Pinos siding; and arrived in Chama at 2:50 p.m. The movie train crew was called for 7:00 that evening. For the next five nights our crew worked from 7:00 p.m. to 7:00 a.m. on the shoot. The first few days were the toughest, getting your poor body used to sleeping all day and working all night. Just about the time we were getting used to this work-all-night program, the shoot was over and it was back to "normal life."

The scene in the Chama yards included 497 with the same train that it had over in Antonito facing south (timetable direction west) on the mainline, with engine 487 facing north on track no. 4. During the scene 487 with three boxcars departs north out of the yard over the ready track (this is the track usually used for car repair when the Friends are in town). As an added treat engine 492 was dressed in an old headlight and diamond stack and placed on track no. 3 with three boxcars behind.

The scenario of the sequence shot in Chama consists of the train with the Earp Clan arriving in "Tucson, Arizona." Wyatt, anticipating an ambush, gets off the train. He gets the drop on one of the bad guys and guns him down. The train then leaves town headed west. Of course, this is an over-simplification. The scene was shot from probably a dozen camera angles. On some shots two cameras were used: one a wide-angle view, the other a close-up angle. Because all of this was done at night, extra lighting was used. Two cranes, 50 to 70 feet high, were brought in with giant floodlights on them. One was placed about 100 feet south of the depot, the other just north of the coal tipple.

During the first few nights, I wondered why the location was hosed down with water before shooting. The director responded, "in case it rains." After seeing the befuddled look on my face, he added: "If it rains, all of this is going to get wet. It's a whole lot easier to



"Tucson, Arizona." The Chama depot was repainted to its C&TS colors after the filming. Photograph by Richard Millard.

make this look wet now than to make it look dry after it rains. Besides, the reflection of the lights on the wet ground looks great on film." This was proven to be a good idea because it rained all day on Friday the 27th and most of that night. The rain didn't slow the movie folks down—they brought out big tarps and frames to make tents over the camera gear and keep the big name persons dry. (Of course, I had to be near the director to make sure all the train movements went right, and that meant I was one of the lucky persons who kept dry. Well, it sounds like a good story.)

The filming in Chama was completed by 7:00 a.m. on Saturday, August 28, and the production people moved on to the next location in Abiquiu, New Mexico, sixty miles south of Chama, leaving the construction crew to change everything back to the way they had found it on the first of August. The only car that was not restored to its original condition

was the Hinman coach because it is a permanent movie prop.

It amazes me what movie companies have in their prop departments. For example, a wonderful pair of antique coach lamps showed up for use in the Hinman coach, and when filming began there were two large wall lamps on the side of the Chama depot. Investigation revealed "Scott Coach Lamps. Pat. 1869" on each lamp. And an enameled sign on the top of each lamp stated "Property of The Virginia & Truckee Railway." There was a great temptation to liberate one of the lamps.

The railroad will be shown less than ten minutes in the film, but I understand they are important scenes to the plot. Here are some things to look for in the film; I found them while watching the dailies: Old boxcar coaches with open windows in the background

See Wyatt Earp, page 6



"Extra 497 showing no. 58 east" waits on the Big Horn siding for train no. 1 on August 21, 1994. Photograph by Carmen Knoob.



"Extra 497 showing no. 58 east" rounding Coxo curve in pouring rain, August 21, 1994. Photograph by Carmen Knoob.

BOOK REVIEW

GUNNISON: COVERING MARSHALL PASS, LAKE CITY, CRESTED BUTTE THRU TO OURAY Compiled by RICHARD DORMAN

R. D. Publications, Inc., Santa Fe, New Mexico, 1993, 223 pages, (ISBN 9616656-61-1).

In 1882 the Denver & Rio Grande Railway opened the narrow gauge line from Salida west to Montrose, Colorado, over Marshall Pass and thru the town of Gunnison and the Black Canyon of the Gunnison River. Far to the south the D&RG San Juan Extension had reached Chama at the end of 1880. In this book Richard Dorman has compiled a photographic record of the Salida to Montrose narrow gauge operation from its earliest days until it was scrapped in the 1950s. The fif-

teen chapters follow the line from Marshall Pass to Sargent, the Gunnison Country, the Crested Butte and Baldwin branches, Sapinero, the Lake City branch, the Black Canyon, Cimarron, Cerro Summit, and Montrose and Ouray. Included are many previously unpublished photos, and the text and captions help the reader in following the journey from east to west.

Members of the Friends will be particularly interested in the photos of locomotives now or recently on the Cumbres & Toltec Scenic Railroad. The 489 is shown under the snowshed at Marshall Pass station, as a helper on a stock extra over the pass, and at Sargent and Gunnison. There are also views of 482, 483, 484, 487, 494, and 495. The excellent photos of the coal tippie at Gunnison are a reminder that the Chama tippie had its counterpart on another D&RG line. I have returned to the book many times, and each time I have discovered something new in the photos of how things were at one time. *Art Nichols*

Antonito Specials

The Conejos Parks Education & Heritage Foundation has announced that it is sponsoring two moonlight trains out of Antonito during 1994. These trains will run round trip from Antonito to Osier on June 25 and August 20. For additional information contact Roger Romero at (719) 376-5693.



RIGHT: In preparation for the opening of the season, the 484 was in the Chama engine shop for inspection and maintenance on Monday, August 6, 1991. Photograph by Tom Cardin.

Wyatt Earp, from page 5

of one shot. The PVC drainpipe on the Friends kitchen car in the background of another shot. When one of the bad guys gets shot off bunk car 04982, he hits the ground, gets up, and runs away, with a clear view of the manhole cover on the sewer drain in the yard. Oh well, if I hadn't told you, you never would have noticed.

Railroad Equipment Used in "Wyatt Earp"

Chama to Antonito and return:

497	Locomotive
522	Coach
Hinman Coach	Movie coach
163	Refrigerator car
65	RPO
3231	Boxcar
5691	Stock car
0306	Caboose

Track no. 3 at Chama:

492	Locomotive (dead)
3570	Boxcar
3090	Boxcar
3669	Boxcar

Departing on track no. 4 at Chama:

487	Locomotive
3014	Boxcar
3331	Boxcar
3073	Boxcar

In background next to Chama roundhouse:

3585	Boxcar
3016	Boxcar
401	Souvenir car
3422	Boxcar
3125	Boxcar
3484	Boxcar
55	Refrigerator car

RIGHT: Hinman coach interior, note the post that has been removed in the left foreground to allow placement of the camera. Photograph by Richard Millard.



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.

DIESELS

Each issue of the *Dispatch* has had a most interesting article about rolling stock, and I want you to know that I do very much appreciate the series. I am wondering if you have plans to publish a similar piece about the C&TS diesels, 15 and 19, both of which have quite an interesting history of their own. It would be interesting to know how they are being used, how they have been modified, and what future is in store for them.

Robert A. Ramsay
Arcadia, CA

A series on the motive power of the C&TS is in the planning stage.

EBT

I saw a comment in a recent C&TS *Dispatch* [November 1993] that the C&TS is the only narrow-gauge railroad in the U.S. still operating in its original location, using the original water plugs, etc.

You never heard of the East Broad Top?

Let me gently suggest that you remedy your myopia. The C&TS is not the only interesting railroad left in the country. The EBT is equally a historic treasure, it is equally beautiful, it is seriously threatened, and it needs and deserves our support. I am a member of the Friends of both railroads. According to the November 1993 *Dispatch*, the Friends of the C&TS has 15 members in Pennsylvania. How about returning the favor? I think a plug for the East Broad Top and for Friends of the East Broad Top in the *Dispatch* would be very fitting.

Edward C. Miller
Broomfield, CO

The three-foot gauge East Broad Top Railroad is a National Historic Landmark in Huntingdon County, Pennsylvania. The EBT's address is Rockhill Furnace, PA 17249 (tele-

phone: 814-447-3011). The Friends of the East Broad Top publishes a quarterly magazine, "The Timber Transfer." For membership and summer activities information write Ruth Keller, Dept. P, R.D. 1, Box 966, Three Springs, PA 17264.

TRES PIEDRAS

This image of "downtown" Tres Piedras, New Mexico, and the "Chile Line" of the Denver & Rio Grande Western Railway is from my collection and just recently acquired. It is believed to be unpublished. The only published photograph of Tres Piedras that is known to this collector is of the depot and is seen in several publications about the railroad. I am sure that there are folks out there who will correct me if that is not the case.

This picture is looking northwest and was taken from about the location of the later school house. That building is still there and serves as a house. The water tank also still stands. The message on the reverse and the

Antonito postmark are both dated January 17, 1916. The writer's name was Ross and he addressed the card to Guy Poulson, 477 N. A Ave., Provo, Utah, as "Sport."

"Hello Sport, what are you doing [sic] for fun now days. This sure is a forsaken hole, I haven't seen any body for so long I can not remember. Well you want to have a good time for bouth [sic] of us in their [sic] because their [sic] is nothing to do here."

Ross certainly did not have a very good opinion of Tres Piedras, and the photograph supports his view. Furthermore, Guy Poulson may never have received the card. There is an official looking stamp under the address which says: "Moved from this address."

I think it is a miracle that the card and the wonderful real photograph ever survived.

Spencer Wilson
Socorro, NM

Spencer Wilson is Chair of the Cumbres & Toltec Scenic Railroad Commission and a Friends director.



"Downtown" Tres Piedras, circa 1916. Spencer Wilson collection.

Summer Projects, from page 3

example of the excellent spirit of cooperation that exists among the Friends, the Railroad Commission, and Kyle Railways. The Commission has generously made the indoor shop space available in Fort Knox; Kyle Railways will install the switch linking our car repair spur to the main line; and the Friends will be painting the Antonito station.

Other projects are neither new nor likely to

be finished soon. The two most obvious projects of this type are the Chama stock pens and the short refrigerator car. Volunteers have mentioned to me that they have been stopped by Chama residents and commended for the new and improved appearance of the historic stock handling facility. A complete restoration of either of these projects will probably take two or three more summers.

Last summer the Friends began a comprehensive photographic survey and measure-

ment project on all of the rolling stock and buildings on the Cumbres & Toltec Scenic Railroad. This project will probably be on-going for as long as the Friends work in northern New Mexico and southern Colorado. This summer will see a major effort to cut this activity down to size. Fifteen to twenty percent of our volunteers will work on an activity either recording the work being accomplished by the Friends or documenting the current condition of the property.

1994 SCHEDULE OF EVENTS

May 28, Saturday
Opening Day

June 11, Saturday
Railfan Photo Freight Train
Inaugural Run of Tank Cars

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



Historic K-27 locomotive no. 463 is finished after a long restoration process. Here, it is shown during the first steam-up on Wednesday, April 27, 1994, on the north side of the Chama engine house. The locomotive ran that day and the next to the Chama River bridge and subsequently handled switching duties in the Chama yard as part of its break-in process. The 463 is beautiful and should be an outstanding addition to the motive power roster on the railroad. The dedication ceremony for 463 will be on Sunday, June 19, at Antonito. Photograph by Joseph P. Hereford, Jr. Used with permission.



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

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