



C&TS Dispatch

Vol. 7 No. 1

February 1994

RAILFAN PHOTO FREIGHT TRAIN

Tank Cars to Cumbres

In this first issue of 1994, we present a new series, "Before and After." Beginning with the Car Inspector's House, the series will show the condition of structures and rolling stock before and after historic preservation work by the Friends. As you can see in the photographs, the results of our work are dramatic and evidence that we are indeed making a difference.

For the first time in the **C&TS Dispatch**, there are aerial views of the railroad. For those of you who have walked the sites of Cumbres, Osier, and Sublette, the photos show familiar structures; for readers who haven't been to one of the sites, the photos show the structures and how they are laid out.

We also show you winter perspectives. The Antonito yard was quiet on a Sunday in November, and the snow on the depot, the display engines, and the standard gauge boxcars was undisturbed. The photos taken at Chama in January show locomotives out in the cold, waiting for maintenance, and other locomotives inside the warm engine shop. At both ends of the railroad, there is no hint of the summer activities to come.

There is much more in this issue. We hope you find it a good read.

—the editor

The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is pleased to announce the debut of the narrow-frame tank cars in a special Railfan Photo Freight Train on June 11, 1994. The train will depart from Chama, New Mexico, at 8:30 a.m. and travel to Osier, Colorado. There the train will be turned on the new balloon loop, and then it will return to Chama at approximately 6:00 p.m. During the journey there will be numerous photo opportunities.

The consist of this photo freight train will include the six narrow-frame tank cars that the Friends acquired and brought back to their original home in 1992. During 1992 and 1993 volunteers of the Friends completed exact detailed restoration of the tank cars. The cars have been restored to their original appearance utilizing Union Tank Car Company reporting marks. In addition, the train will be double-headed up Cumbres Pass, and other freight cars will be included in the consist. Passenger cars will follow and there will be a rider gondola.

We are especially pleased to run this train, in

part, to thank our many dedicated volunteers and contributors who made the return and restoration of the tank cars possible. This is the first time that the tank cars will have been used on the line since 1963 and D&RGW days, when they carried crude oil from Chama to the refinery in Alamosa. Our freight train will be a re-creation of a typical Rio Grande freight train double-heading tankers up the mountain.

Tickets are strictly limited and will be sold on a first-come, first-served basis. They may be ordered from the Friends office at 5732 Osuna Road NE, Albuquerque, New Mexico 87109. Ticket prices, which include a box lunch, are \$95.00 for Friends members (\$105.00 for nonmembers). Because the ticket price for this train includes the restoration of the couplers, \$45.00 of each ticket sold may be considered a tax-deductible charitable contribution to our work. If you have any questions, please call (505) 880-1200. Plan to join us for this exciting day on the railroad. (Look for more details about the return of the tank cars to the C&TS in the 1992 issues of the **C&TS Dispatch**.)



The six narrow-frame, UTLX tank cars were parked just north of the depot on January 18, 1994. Full size couplers have been installed on the cars.

C&TS Dispatch

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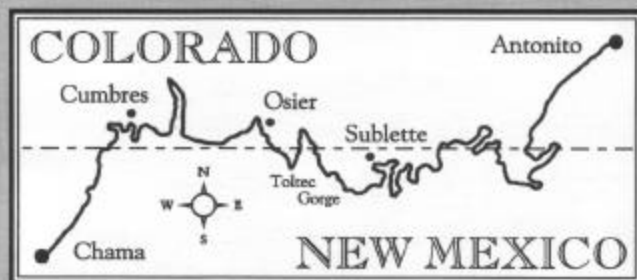
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The C&TS Dispatch is published by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., P.O. Box 222, Chama, NM 87520. The Friends of the Cumbres & Toltec Scenic Railroad, Inc. is a New Mexico nonprofit corporation.

The Friends is the official museum support group for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by Kyle Railways, Inc. As the museum support group, the Friends is dedicated to the preservation and interpretation of the railroad. Volunteers from the Friends have been especially active in restoring and preserving equipment and structures along the line.

Family membership in the Friends is \$20.00 per year; outside the USA membership is \$30.00. All contributions are fully tax deductible and will be gratefully accepted. Please write to us in Chama for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.

Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway — 1880 to 1921
Denver & Rio Grande Western Railroad — 1921 to 1970
Cumbres & Toltec Scenic Railroad — 1970 to 1994

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PRESIDENT'S COLUMN

The Windy Point

The new year has dawned with a great deal of excitement and enthusiasm. There are so many outstanding developments and opportunities for even better restoration and interpretation work that I am really gratified. Thank you for your generous support of our 1994 work through your renewals.

Last year closed with some very substantial donations to our work. Although our major fund drive is our membership renewals at the beginning of each year, members are always welcome to make additional contributions at any time. The end of the year is also a good opportunity to make contributions that will enable you to receive a deduction for income tax purposes. Planned giving such as this and gifts through estate planning can be of tremendous assistance to our work.

I also want to publicly acknowledge the support we have received from two excellent video photographers. Les Jarrett of Railway Productions (Indianapolis, Indiana) has again produced an excellent video tape of the 1993 work sessions. However, he has gone beyond the work sessions and in the 1993 C&TS Year in Review video tape (reviewed elsewhere in this issue of the Dispatch) he has done a magnificent job of providing an overview of all major activities on the railroad. Greg Scholl of Greg Scholl Productions (Batavia, Ohio) made a significant financial impact on our work by sharing with us some of the revenue he received from his charter freights last spring. Our restoration work enabled these freights to be a realistic recreation of the past.

I am tremendously excited about the debut of our tank cars. Our cover story is about the tank cars and the special *Railfan Photo Freight Train* that we are sponsoring on June 11, 1994. Each of you can take great pride that your membership and support of this organization has made this possible. As you think about the special run, remember that it was the hard work of members of this organization supported by your contributions that brought back these tank cars from Alaska and then restored them to their historic appearance. During the 1990s the Friends has brought back fifteen historic freight cars to the C&TS, but these six tank cars represent by far the greatest amount of work.

We have also been successful in obtaining two pieces of historic passenger equipment. The November 1993 C&TS Dispatch outlined the return of historic D&RGW Coach no. 0292 to the property. I am proud to announce that we have been able to purchase historic Pullman Sleeper 0252. It is structurally sound but needs a tremendous amount of work. This will be the oldest piece of passenger equipment on the railroad and will represent the only original sleeping car on the property as well. We will keep you informed about the many details concerning this car and its restoration, but I wanted to let you know that your support has enabled us to move forward quickly with the purchase of this car when it became available.

Our officers and directors are hard at work preparing for the upcoming year. The Publications Committee continues to work extremely hard on a number of assignments. Our Projects Committee really never stops working and has already finalized the proposed work session projects for the coming year and is now engaged in detailed planning for those. The Community Relations Committee is at work with both the Chama and Antonito local communities to ensure a close working relationship between the Friends and those towns. Our Membership Committee has taken over the responsibility of sending out membership cards, and I especially appreciate the prompt handling of your renewal contributions. We are also pleased that so many of you have responded to the questionnaire on the renewal form. We will be getting back to you on those.

Best wishes for a great 1994.

— BILL LOCK

■ FIRST DAY COVERS

The Friends of the Cumbres & Toltec Scenic Railroad, Inc., will offer the seventh annual First Day Cover envelopes to celebrate the opening of the 1994 season of narrow gauge passenger service on this historic railroad. As in past years, the envelope will feature a major element of the railroad. This year features the 70th anniversary of the construction of the coal tippie, or coaling tower, at Chama.

Coal was the big ingredient to make things go on any steam railroad. Feeding the engines at Chama with coal was doubly important as it was here that many extra locomotives were stationed to help loaded trains up the steep grade to the top of Cumbres Pass. The coal tippie was a big advancement in servicing all the engines because it allowed gondola cars loaded with coal to be emptied behind the tippie while engines were filled from in front of

the tippie. Endless conveyors carried the coal to the supply bins at the top of the tippie. This design of coal tippie was symbolic of the Denver & Rio Grande Western.

Friends volunteer Mary Cardin has prepared a beautiful drawing of the coal tippie to be printed on the envelope as a cachet. She has also designed the special pictorial postmark that will be used to cancel the postage stamps, which will depict railroad themes. The First Day Covers will be carried on Railway Post Office cars, just as the mail was carried during the decades of narrow gauge passenger service on the Denver & Rio Grande. Members will be notified by mail how to obtain the First Day Covers.

■ ELECTION PROCEDURES

Pursuant to our recently revised Bylaws, it is necessary to include in this issue a description of our Board of Directors' election procedures. Article Six provides that our members shall elect Directors—and eight of the fifteen seats on the Board are up for election this year.

Nominations for election to the Board are made by the Nominating Committee or by petition. The five (5) member Nominating Committee is appointed by the Board, and its duty is to nominate eight (8) qualified candidates. Additional candidates may be nominated by petition. A petition for nomination shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of three (3) voting members, brief biographical information about the nominee, and the nominee's statement of candidacy. Such petitions must be received by the Nominating Committee by May 15, 1994.

The Board will appoint the Nominating Committee at its March 19, 1994, meeting in Albuquerque. Interested candidates should contact any officer, director, or member of the Nominating Committee to express an interest in serving on the Board. All nominations by

petition must be received by our Albuquerque office by May 15, 1994. Election shall take place by written ballots which will be mailed by June 1, 1994. To be counted, ballots must be received by our Albuquerque office by Thursday, July 7, 1994 (fifteen days before the Annual Meeting in Chama on July 22, 1994).

■ EDITOR FEATURED

Steve Schroeder, Assistant Editor of the *C&TS Dispatch*, was featured in the Broker Profile in the January 1994 issue of the professional journal *Registered Representative*. The journal's circulation is over 86,000. Schroeder, who is also a Director of the Friends, is a Certified Financial Planner and owns and operates an independent securities office representing Linsco/Private Ledger Corp. in Albuquerque, New Mexico.

■ NEW VIDEO AVAILABLE

Member Les Jarrett of Railway Productions has just completed a video tape depicting the entire year of 1993 on the C&TS. This tape includes descriptions of all major Friends projects that were worked on during 1993. In addition, the tape includes many highlights, including the special guided tour from Chama to Durango along the now abandoned mainline of the narrow gauge of approximately 100 miles. You will see historic movie footage of the 1968 National Park Service excursion train featured in the March 1990 issue of the *C&TS Dispatch*. The tape also includes footage shot from an airplane to get a different perspective of the railroad. This tape is approximately 75 minutes long. Orders may be placed through the Friends office — 5732 Osuna Road NE, Albuquerque, New Mexico 87109 (505) 880-1200. The price is \$24.95, which includes postage and handling.

Katherine Hanna

Katherine Fagan Hanna, 72, of Boulder, Colorado, died Saturday, December 25, 1993, at Boulder Community Hospital. Kay Hanna was a supporter of the Friends of the Cumbres & Toltec Scenic Railroad. She would be pleased to be remembered to the Friends. Kay had a life long interest in Western history and was a frequent visitor to railroad properties with her husband, William J. Hanna. Kay, with her family, rode the very first C&TS train, sponsored by the Railroad Club of New Mexico, between Chama and Antonito. Her husband and son, Daniel A. Hanna, were both very active in preserving the D&RGW narrow gauge line twenty-five years ago.

NARROW GAUGE FEVER

I was once enamored and engrossed

By four foot eight and one-half being the most.

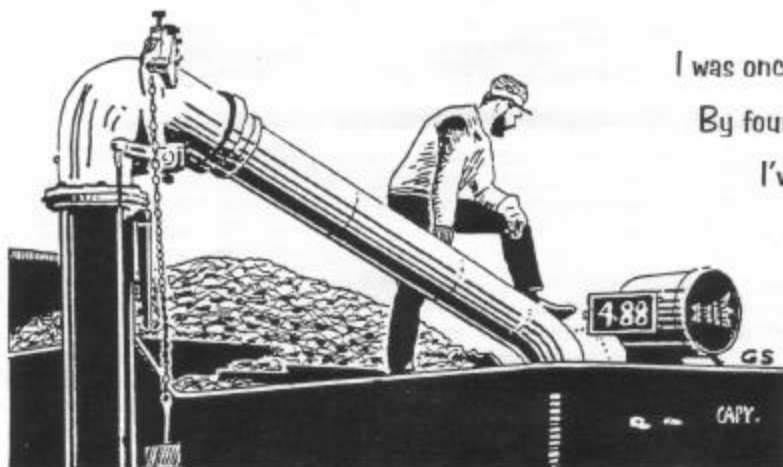
I've since been consumed with the fever

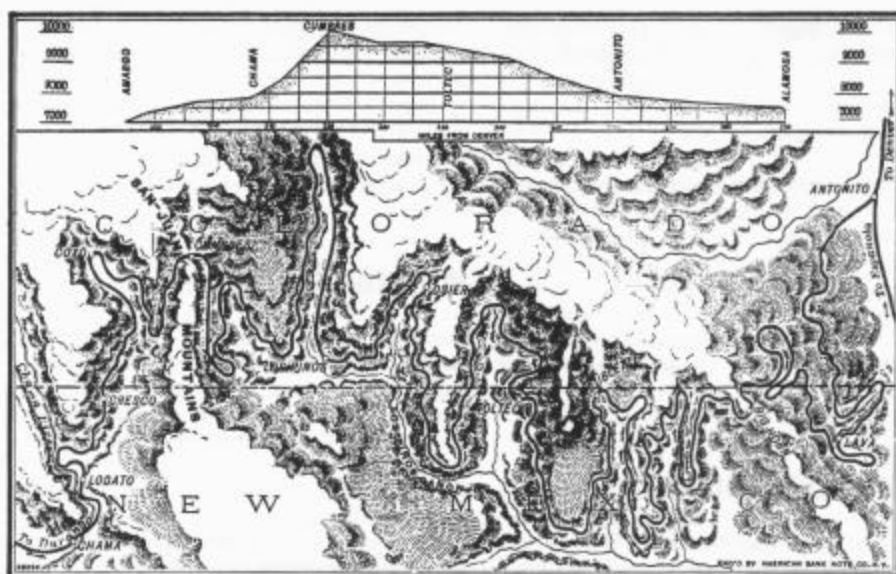
And become a passionate believer—

Leave the standard gauge to the rest,

For I know narrow gauge to be the best.

—Mark Yates





Over the Range to the Golden Gate: 1889

by KLAUS HAASE

Browsing through bookstores, in particular the used book sections, is always a great pastime with me. Returning to Santa Fe after the 1993 work sessions, I did just that. At Parker Books of the West I found and purchased what I think is a little gem — a book describing travel by railroad a century ago. People who traveled to the West in those days must have enjoyed the scenery just as we do today. After reading the absolutely eloquent passages in the book that pertain to the Alamosa to Silverton connection eight years after it was opened, I realized how little has changed along the still-existing connections. One can almost imagine how a casual traveler, coming back from the last century, would not notice many differences between now and then.

Over the Range to the Golden Gate, A Complete Tourist's Guide to Colorado, New Mexico, Utah, Nevada, California, Oregon, Puget Sound and the Great North-West by Stanley Wood was published in 1889 by R. R. Donnelley & Sons of Chicago. The book is full of descriptions of all the wonderful things and adventures the "far west" had to offer at that time. As stated in the Preface: "There is no journey which can be undertaken on the continent of North America that presents so much of interest to the tourist, and which can be taken with such comparatively moderate outlay of time and money, as the one described in the following pages."

Here is the description of what is now the Cumbres & Toltec Scenic Railroad. Please bear in mind that some words and phrases

may sound somewhat quaint, but that is the charm in reading about how people looked at the "railroad world of the Friends" in times so long ago.

At Antonito the line branches, that to Espanola and Santa Fe extending due south and that to Silverton turning to the westward. The trip from Antonito to Silverton is one of great interest and abounds in scenic attractions. The road gradually climbs out of the valley of San Luis and up the eastward slope of the Conejos range of mountains. The line from Big Horn to Arboles is constantly among the hills, and the stations are either for the convenience of stockmen or shipping points for lumber, and while of commercial importance to the railroad, of little interest to the tourist. During the summer the Conejos Mountains furnish one of the finest ranges for stock in Colorado, and it goes without saying that these grass-carpeted hills and vales are fully occupied. The forest growth on the western slope is of a larger and more dense character than that of the eastern. Many saw-mills have been here established, and the manufacture of lumber is a large industry. The climb to Chama is full of interest. The line pursues a tortuous course, following the convolutions of the hills and making the ascent up the less difficult grades of the gulches.

Los Pinos Valley. Describing a number of large curves around constantly deepening de-

pressions, we reached the breast of a mountain, whence we obtain our first glimpse into Los Pinos Valley, and it comes like a sudden revelation of beauty and grandeur. The approach has been picturesque and gentle in character. Now we find our train clinging to a narrow pathway carved out far up the mountain's side, while great masses of a volcanic conglomerate tower overhead, and the faces of the opposing heights are broken into bristling crags. The river sinks deeper and deeper into the narrowing vale, and the space beneath us to its banks is excitingly precipitous. We crowd upon the platform, the outer step of which sometimes hangs over an abyss that makes us shudder, till some friendly bank places itself between us and the almost unbroken descent. But we learn to enjoy the imminent edge, along which the train creeps so cautiously, and begrudge every instant that the landscape is shut out by intervening objects. To say that the vision here is grand, awe-inspiring, impressive or memorable, falls short of the truth in each case. It is too much to take in at once. We are so high that not only the bottom of the valley, where the silvery ribbon of the Los Pinos trails in and out among the trees, and underneath the headlands, but even the wooded tops of the further rounded hills are below us, and we can count the dim, distant peaks in New Mexico.

Phantom Curve. One of the most striking scenes on the line of this ascent is Phantom Curve. Just after the side-track station of Sublette (305 miles from Denver) has been passed, the road makes a great bend around the side of a mountain; on the left rise tall monuments of sandstone, cut by the elements into weird and fantastic figures. Here is indeed a wild spot, with the valley so deep below, the grotesque, red monumental rocks around, the tall, shelving cliffs above. A mile beyond the Curve the railroad crosses the head of the ravine on a high bridge of trestle-work. From this point the track runs directly toward the valley, on a line almost at right angles with it, to where it narrows into a mere fissure in the rocks at Toltec Gorge.

The approach to this great scenic wonder prepares the traveler for something extraordinary and spectacular. A black speck in the distance against the precipitous surface of a

frowning cliff is beheld long before Toltec is reached, and is pointed out as the entrance to the tunnel which is the gateway to the Gorge.

As the advance is made around mountain spurs and deep ravines, glimpses are caught of profound depths and towering heights, the black speck widens into a yawning portcullis, and then the train, making a detour of four miles around a side canon, plunges into the blackness of Toltec tunnel, which is remarkable in that it pierces the summit of the mountain instead of its base. Fifteen hundred feet of

TOLTEC GORGE,

A Scenic Wonder

Depth of Gorge,
1,500 feet.

Distance from Denver,
309 miles.

See *Over the Range*, page 5

Highlights of the November 13, 1993, Board of Directors Meeting

by ART NICHOLS — Editor

A meeting of the Board of Directors of the Friends of the Cumbres & Toltec Scenic Railroad, Inc., was held on November 13, 1993, at the Conejos Ranch, fifteen miles west of Antonito, Colorado. Directors present were Howard Bunte, Roger Breeding, Wade Hall, James Herron, William Kepner, Earl Knoob, William Lock, Richard Mathews, Warren Ringer, John Rupley, Steven Schroeder, and Christina Tebbens. Also present were Consulting Directors Theresa Shaw and Arthur Nichols and Railroad Commission Executive Director Leo Schmitz.

The minutes of the Annual Meeting of the Membership, held July 30, 1993, were approved, and the minutes of the Annual Meeting of the Board of Directors, held July 31, 1993, were approved as corrected. The report of the treasurer, Wayne Freeark, was also approved.

President William Lock announced that the Friends now has 1,030 members. Membership renewal letters will be mailed by December 1. A new Whistle Stop Shop list was mailed to the membership in early November.

Committee Reports

Community Relations: A meeting was held the previous evening with local people at the Conejos Ranch. It was a good start toward developing communication with the Antonito community.

Historical: Discussions are underway to develop coordination between this committee and the Projects Committee. One idea on the table is "project ownership" by volunteer work teams [see the November 1993 issue].

Information: The Friends may need several databases, to keep track of membership data as well as volunteers' skills and the status of rolling stock undergoing restoration.

Interpretation: Consideration is being given to a new walking tour brochure, one that reflects compliance with the requirements of the Americans with Disabilities Act. A copy of the Act will be sent to the Friends office in Albuquerque. The C&TS has already made a number of changes to accommodate persons with disabilities.

Membership: The TeleMagic software program is running on computers at both the Albuquerque office and at Howard Bunte and Terri Shaw's home in Claremont, California, allowing cooperation in maintaining the database and in processing membership renewals.

Narrow Gauge Convention: Members are needed to serve on this committee. The 1994 convention will be held in Colorado Springs at the end of August.

Operations: Consideration is being given to closer cooperation among the Operations, Projects, and Historical Committees.

Railfan: Plans are underway for a photographers' special charter train in June. It would be a combination freight/passenger and would include the six narrow-frame tank cars that were brought back to the railroad by the Friends.

The Sixth Annual Moonlight Train will be July 23.

Publications: The November issue of the C&TS Dispatch is in production and will be mailed shortly.

Projects: Projects for the 1994 summer volunteer work sessions were discussed [see "The Future of Projects" in the November issue].

Long-Range Planning: There was a discussion about preparing for a transition to an executive director or another form of administration for the Friends. Long-range planning will be given special attention at the March 1994 Board of Directors meeting in Albuquerque.

In other business the Board approved the purchase of Pullman sleeper 0252 contingent on approval by the Railroad Commission and Kyle Railways [such approval has been received]. A report from Betty Schuh on food preparation during the work sessions was presented and discussed. Noreen Breeding gave an overview of what would be needed to have a library/archives; the Board approved the establishment of a standing Library Committee. Visitors were John Cappell of the Rio Grande National Forest, who talked about the volunteer car host program, and Cheryl Manson of the Chama Valley Chamber of Commerce, who spoke on a proposed national narrow gauge museum to be located in Chama.

The next regular Board of Directors meeting will be in Albuquerque, March 18-19, 1994.

Over the Range, from page 4

perpendicular descent would take one to the bottom of the gorge, while the seared and wrinkled expanse of the opposite wall confronts us, lifting its massive bulwarks high above us.

*"Fronting heaven's splendor,
Strong and full and clear."*

When the train emerges from the tunnel it is upon the brink of a precipice. A solid bridge of trestle-work, set in the rock after the manner of a balcony, supports the track, and from this coigne of vantage the traveler beholds a most thrilling spectacle. The tremendous gorge, whose sides are splintered rocks and monumental crags and whose depths are filled with the snow-white waters of a foaming torrent, lies beneath him, the blue sky is above him and all around the majesty and mystery of the mountains.

Garfield Memorial. To the left of the track, just beyond the bridge, stands a monument of granite. Curiosity is naturally excited at beholding this polished shaft, and the questions which arise as to its origin can be briefly answered as follows: On the 20th day of September, 1881, the National Association of General Passenger Agents (then on an excursion

over the Denver & Rio Grande Railroad), at the time President Garfield was being buried in Cleveland, held memorial services at the mouth of Toltec tunnel and since have erected this beautiful monument in commemoration of the event.

Cumbres. This small station is on the summit of the Conejos Range, which we are now crossing, and, having passed it, we are on the Pacific slope. (Population, nominal. Distance from Denver, 329 miles. Elevation, 10,115 feet.)

Chama. This is an eating station, where, in spite of primitive accommodations, an excellent meal can be obtained. Large quantities of lumber are shipped from here, and the surrounding country is an excellent range for stock. (Popula-

tion, 250. Distance from Denver, 343 miles. Elevation, 7,863 feet.)

(Klaus Haase of Granada Hills, California, is a long-time Friends volunteer. It is with great pleasure that we acknowledge the assistance of R. R. Donnelley & Sons in reprinting this excerpt from Stanley Wood's book.)



Garfield Monument, 1987.

1993-1994

Winter Shop Work



The K-36s out in the cold. Chama, New Mexico, January 18, 1994. Compare the amount of snow this January in Chama with that of a year ago (February 1993 issue, pp. 4-5). Photographs by Art Nichols.

by EARL KNOOB

As happens every winter, the shop forces of the Cumbres & Toltec Scenic Railroad are busy with a multitude of projects involving the motive power of the railroad.

In addition to the locomotive repairs covered below, the shop forces changed the couplers on the six narrow-frame, UTLX tank cars, which were brought back to the line by the Friends in 1992, from three-fourths to full size, which was standard for the D&RGW narrow gauge lines. These couplers were changed to three-fourths size by the White Pass & Yukon Railroad after it purchased the cars in the early 1960s.

The installation of the couplers is a quite involved process because the draft gear under the cars has to be modified extensively to fit the new couplers.

Also, the shop crew is building a new lean-to addition on the east side of the new Chama engine shop that will house the shop air compressor and arc welder. Currently, these two devices are located inside the shop. Moving them outside will not only lower the noise level in the shop, but will also make available more floor space, which is badly needed.

New ceiling lights were installed in the engine shop in early January. The old mercury vapor fixtures have been replaced with new sodium vapor lamps that provide much improved lighting — the difference is truly amazing.

The status of the locomotive work being done in Chama and described here is up to date as of January 18, 1994.

No. 463 (K-27)

Work continues on this locomotive at a good pace. The tender has almost been completed. The tank and frame are done and a coat of black paint has been applied to them. The wheel sets in the trucks have been replaced. The brake shoe mounting heads are being modified so that standard off-the-shelf brake shoes can be used instead of purchasing them custom-made.

The boiler patches have been riveted and caulked

in place. Several washout plugs need to be tapped into the patches. The tubes are being sealed into the boiler tube sheets by a roller, placed inside a tube, which expands as it rotates, fitting the tube to the sheet. Complete new superheater units have been constructed and are ready for installation after the boiler

tubes have been sealed into the tube sheets.

The new cab, which was installed last summer, is close to being finished. The cab has the roof and portions of the front and rear walls of the old cab. Most of the cab plumbing is in place.

All of the major running gear has been completed, and the drivers are in the frame. Just before Christmas the pilot and trailing truck wheelsets were removed so that they could be replaced with new ones. (It was discovered that the trailing truck wheel was not concentric with the journal, which must have made for an interesting ride!) A new axle will be made for the trailing truck. While the wheels are out, the pilot and trailing truck frames will be inspected for wear and repaired as required. The crossheads and guides have been rehung, and the side rods, which have been bored, are ready for new bushings. The rear side rods have been inspected; they are of different lengths and both are incorrect. One will be lengthened and the other one will be shortened by heating the rods after they have been installed on the locomotive. An hydraulic jack placed between the counterweights of the locomotive will move the wheels (and the crankpins) to the proper position, changing the length of the side rod.

Other work in progress includes testing the air tanks and air cooling coils, straightening the running board brackets, and installing the mechanical lubricating system for the valves and cylinders.

It is hoped that the historic 463 will be done sometime in the spring, with a formal dedication tentatively scheduled for June.



(Friends members will be notified of the date when it is announced.)

No. 484 (K-36)

This locomotive received new boiler tubes last winter, and was returned to service in June 1993. It is running quite well. It also received a major running gear overhaul in the winter of 1990-1991. In addition to a minor amount of pilot truck work, only normal annual maintenance is scheduled for this winter.

No. 487 (K-36)

The locomotive came due for flue extension this winter in addition to needing its five-year external boiler inspection. All of the external plumbing was removed from the boiler along with the boiler jacket and lagging. Once this was removed, a hydrostatic test was made and the boiler was inspected for leaks. After the hydro test all of the internal smoke box appliances were removed and two tubes were removed from the boiler for inspection by the Federal Railroad Administration (FRA). The

boiler was inspected by the FRA in November and was given a one-year extension of its flue time.

The 487 has been operating with a nagging running gear problem that has been troubling it since being overhauled in 1991-1992. For most of 1993 the locomotive was limited to helper service out of Chama. It is suspected that one of the driver sets is out of quarter with the others, causing the driving wheel bearings to run excessively hot. The drivers have been removed and sent to the Durango & Silverton to be checked on its quartering machine. They should be back in Chama by the end of January.

No. 488 (K-36)

This locomotive also came due for a five-year external inspection and another flue extension. The boiler was inspected in November, along with 487, and received a one-year extension on its flue time. As of this writing, the boiler has not been stripped for its external inspection. No. 488 is scheduled to receive a minor spring rigging overhaul this winter. The

engine will be jacked up and the springs, saddles, hangers, and equalizers removed. Any worn parts will be replaced, and the engine will be leveled to correct an odd lean to the left side that developed after the spring rigging was worked on a few years ago. New bushings are scheduled for the valve gear, and the running gear if needed.

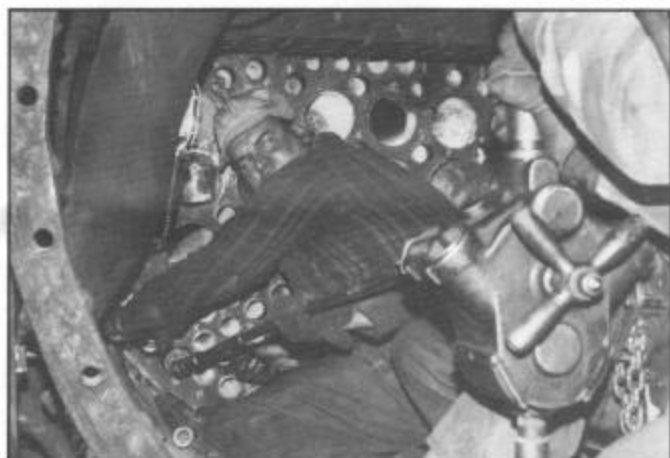
Once 487 is back together, the 488 will be moved into the shop. Of all the locomotives, 488 has the least chance of being ready for opening day because of the late start on its work.

No. 489 (K-36)

A thorough running gear overhaul was done last winter, and 489 did not return to service until August 1993. Because this locomotive ran relatively few miles last year, very little work needs to be done on it.

No. 497 (K-37)

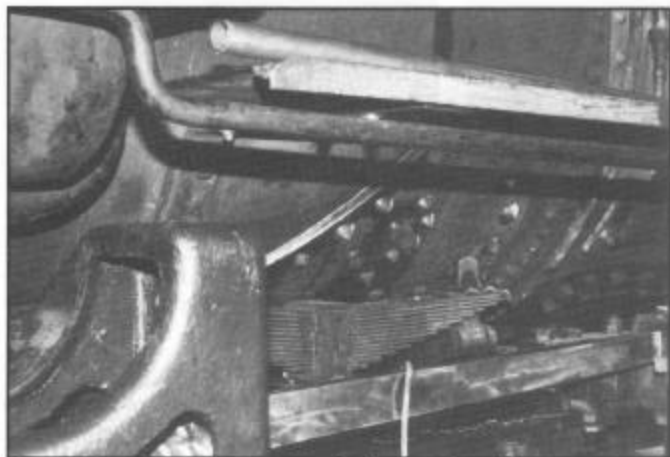
Along with 487 and 488, the 497 came due for a five-year external inspection and flue ex-



Inside the 463's smoke box, Donald Martinez guides the air-driven wrench that rotates the roller, expanding a boiler tube within its tube sheet. Open sheets can be seen just above the wrench.



The dismantled trailing truck frame for 463. The frames were fabricated in 1903 for the K-27 class of locomotives, but in 1925 cast frames were used for the K-36 class.



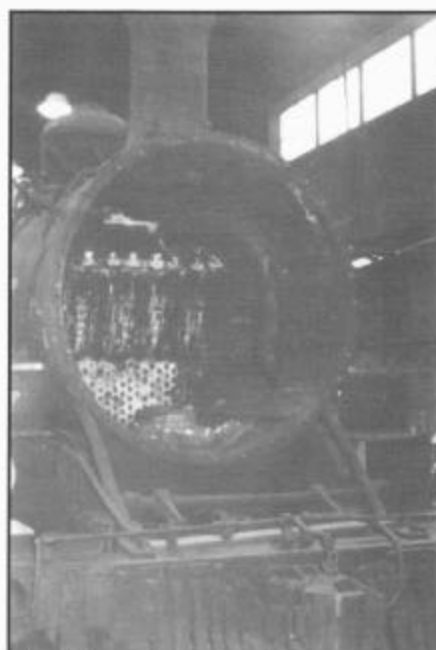
Rivets and washout plug in a new boiler patch on 463.



Rebored side rods for the 463. There are three rods on each side of the locomotive. Here, one rod is shown in front of two that are joined.



Engine 489. Chama, New Mexico, January 18, 1994.



The 497's smoke box door has been removed, exposing the superheater elements.



Engine 488. Chama, New Mexico, January 18, 1994.

tension. This was the first time the locomotive had been inspected by the FRA because the Durango & Silverton was not under FRA locomotive inspection when it ran there (the D&S is not an interstate carrier). The inspector passed the boiler for a one-year extension, but noted that it has considerably more scale buildup than the other two engines (the water in Durango has a higher mineral content than the water along the C&TS) and probably would not go too much longer before reflueing.

One superheater flue was replaced, as were

a couple of the small tubes. One of the arch tubes in the firebox was leaking and is being replaced — arch tubes run through the firebox from above the firebox door down into the throat sheet in the firebox front; they hold up the brick arch in the firebox and allow for good water circulation in the boiler. Plumbing, jacket, and lagging were removed from the boiler for external inspection shortly after the season ended. The boiler was hydro tested and there were no external leaks. The boiler was relagged, jacketed, and the plumbing reinstalled by November. Four broken staybolts in the boiler were replaced. It is interesting to see how the number of broken staybolts in 497's boiler is slowly decreasing. When we received the locomotive in 1991, it had thirteen broken staybolts; in 1992 we changed about a dozen over the summer; and only six were changed in 1993. I guess 497 likes working here better than over in Durango.

Only minor running gear work will be done this winter on the 497.

Diesels

Diesel no. 15, which was leased from the Georgetown Loop Railroad this summer and spent the season in Antonito, was run light to Chama this fall and is serving as the Chama shop goat this winter. Diesel no. 19 was sent to Antonito for some prime mover work and to serve as the switcher.

Because the three new coaches needed some minor work, 19 hauled them over to Antonito in early November. Because the three coaches were over tonnage, 15 was the helper to Cumbres. It was the first time since the two locomotives left Hawaii in the 1960s that they had worked together on the same railroad, let alone the same train. Undoubtedly, it was the



Orlando Ulibarri and Michael Ulibarri work inside 463's smoke box installing the boiler tubes. Note the new sodium vapor ceiling lamps in the engine shop.

first time the two locomotives had ever double-headed in the snow! Also, the two engines celebrated their fiftieth birthdays last October.

(Earl Knoob is Safety & Compliance Officer, Cumbres & Toltec Scenic Railroad, and a Friends Director.)

Aerial Views of the C&TS

On August 4, 1993, the last day of the summer work sessions, Karen Cowles took these photographs from a six-seat Cessna 205, with commercial pilot David Rigsby at the controls. Also on board were Charles Brown and Tom Evans. All four are members of the Friends.

TOP: Looking toward the west at Cumbres. State highway 17 is in the foreground. The helper engine for the morning train from Chama has been turned on the wye and is parked in front of the section house. When the crew receives word that the train has reached Osier, the helper will return to Chama, heading south over the trestle at the extreme left. On the hillside above the section house is the concrete-covered water reservoir. The car inspector's house is in the middle of the view, and the snowshed is in the upper right, at the end of the wye. Until 1918 water for the engines came from the natural lake just beyond the snowshed, but today water comes from a spring behind the lake. The depot was located where the highway now crosses the railroad. It was removed in 1954.

MIDDLE: Looking toward the east at Osier. The morning trains from Chama and Antonito have not yet arrived. The dining facility, which opened in 1989, is at the far right. The stock pens are across the tracks from the facility. Farther north along the tracks are the 1921 water tank and the section house; beyond them is the small depot.

BOTTOM: Sublette looking west. The buildings, from the left, are two outbuildings at the site of the former water tank, the section house, the log bunkhouse, and the shingle bunkhouse. The trail that leads down to Sublette from the forest road is at the top of the photograph.

Photographs copyright 1993 by Karen Cowles, used with permission.



Working on the Railroad: A Forest Service Volunteer's Story

by DAVID R. HOLLAND —
Rio Grande National Forest

Around 1880 the brother of Gerald "Moon" Mullins' grandmother was a contractor supplying ties to the same line that is now known as the Cumbres & Toltec Scenic Railroad. Mullins, a retired school counselor and teacher and a native of Colorado, probably never dreamed that more than 100 years later he would be working on the same line.

Moon Mullins is a Forest Service volunteer, and this past summer as Onboard Volunteer Host he rode the historic and scenic route that runs from Chama, New Mexico, to Antonito, Colorado, answering questions, visiting with tourists from around the world, and even having time to explore a possible camp where his grandmother's brother worked. His normal route was from Sublette, New Mexico, to Osier, Colorado.

After almost thirty years in junior high and high school classrooms, Mullins found he was learning even more and passing the new knowledge on. The outdoors classroom was impressive and the work as a volunteer rewarding.

Mullins became interested in railroads when he worked on the Denver & Rio Grande while in college and on the Climax Mine molybdenum train north of Leadville, Colorado. His wife, Phyllis, also worked as an Onboard Volunteer Host, but normally served on a separate route from her husband.

"Where's the wildlife?" was a frequently asked question. To Mullins' surprise, the first day out passengers saw a bear. In June and July elk cows and calves were seen on the Chama side, but most days he had to explain that the wildlife bedded down during midday and that most had a fear of the train.

Since he was wearing the Forest Service uniform (this alone caused interest from the tourists) there were many forest-related questions: "Why are there cattle in the forest?" He had to learn about the mission of the Forest Service and its multiple-use management, which allows for cattle grazing, oil and gas leasing, timber production, recreation opportunities, and travel management, which includes maintenance of roads.

So Mullins would board the front of the train each day, work his way through the cars and back again several times. "I found there were enough questions that I didn't need a stock presentation," said Mullins, who finished his teaching career in Monte Vista. The route passes through the Osier Burn, a fire that

destroyed 30,000 acres on the Rio Grande National Forest, and thousands more on the New Mexico side. The fire is believed to have been started by railroad crews in the late 1800s.

When the discussions turned to the trees of the forest — Douglas fir, Engelmann spruce, ponderosa pine, aspen, and others, most visitors were intrigued when Mullins explained why aspen was the first species to invade an area that had been burned. Flower identification questions were challenging — especially since there were different species blooming throughout the summer. Then there were the northerners who thought the aspens were birch trees. "What's that white thing up on that ridge?" A snow bank, Mullins would answer.

More challenges? A rock slide delayed one day's trip two hours, and a loose horse on Cumbres Pass was caught and moved to a pasture so his owner could claim him.

The experience reaffirmed Mullins' belief that folks are friendly and interested in the history of the places they visit — just like himself. "I think there are many railroad buffs around and that made it even more interesting," he said. "Overall, the experience was great. Everyone I worked with was helpful and I only met a couple of people who were antagonistic toward the Forest Service."



Moon Mullins (left) and friend. 1993. Photograph by Ralph Anderson, volunteer photo-journalist.

Mullins' train journey began on May 29, when Colorado Governor Roy Romer attended the season-opening ceremony in Antonito. He said he never tired of the experience. He heard about the Forest Service's volunteer program on a radio show in the San Luis Valley. "I'm ready to go tomorrow," he said, no doubt looking forward to the 1994 season.

The Rio Grande National Forest needs other Onboard Volunteer Hosts like Mullins

for the 1994 C&TS season. Other openings for 1994 include wilderness rangers, wildlife technicians/aides, range conservationists, trail-crew members, archaeological assistants, historians, backcountry photo-journalists, shop assistants, interpretive-program volunteers, campground hosts, office help, mountain-bike trail mappers, packers (pack volunteer gear to and from work sites), and many more opportunities. Many positions offer a stipend, no-frills housing, training, supervision, and limited transportation.

For more information contact Connie Knapp or Carolyn Keller, volunteer coordinators, Rio Grande National Forest, 1803 W. Highway 160, Monte Vista, CO 81144, or phone (719) 852-5941.

More About Track Gauge

In the November 1993 issue, we presented "A History of Track Gauge" by George W. Hilton. Now, in this issue we are very pleased to present an editorial by Harold H. Carstens, publisher of *Railfan & Railroad*, which also addresses some issues concerning track gauge. (Reprinted with permission from *Railfan & Railroad*, January 1994.)

From the Publisher's desk: Gauge

Whether or not standard gauge railroad track can be ascribed to the width of ancient Roman wheel ruts we'll leave to historians. The fact is that most railway experiments in England and the U.S. used a track gauge of 4' 8½", as did similar experiments on the Continent. The early short railways quickly discovered that a standardized track gauge made it easy to move freight cars on systems other than their own, providing savings for the railroad and for shippers.

There were dissenters. Eleazar Lord, first president of what became the Erie Railroad, envisioning heavy traffic density for his railroad, insisted on a gauge of six feet. Fifty years would pass before the Erie would convert to the standard gauge now used by most other railroads — and the price would be more than the cost of laying the Erie's original 394 miles of track.

In Maine, railroad planners opted for 24" gauge for a number of short lines, since they were so much less costly to build. By 1940 these miniature railways had largely been replaced by trucks, and we are fortunate that much of the equipment was preserved by Ellis D. Atwood, who would later build his famous Edaville Railroad in Massachusetts — and as our Railnews reports, much of that equipment was just trucked back home to Maine.

See *Track Gauge*, page 11

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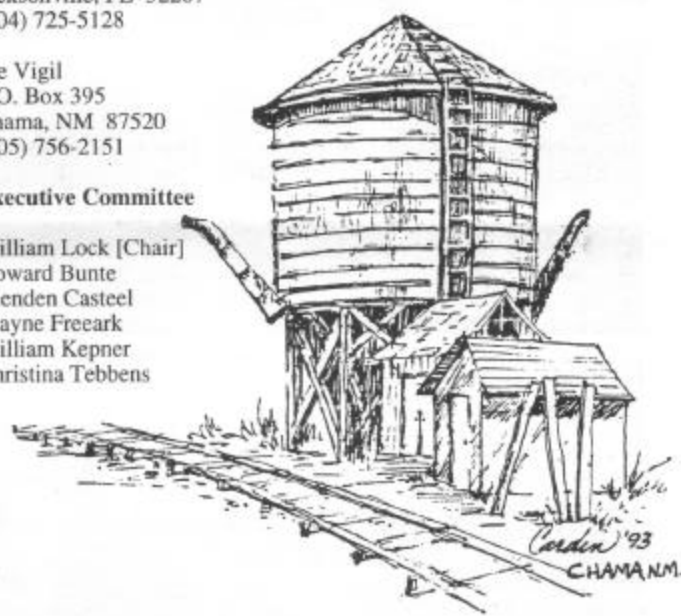
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Track Gauge, from page 10

Discovery of valuable ore deposits in the Rocky Mountains made railroad construction desirable. Engineers were sent to Wales to look into the possibilities of the 23 1/2" narrow gauge trains in use there which could not only haul heavy payloads but would also be more economical to build than standard gauge systems. While the great little trains of Wales weren't quite up to the rigors of the Rocky Mountains, the result was the 36-inch gauge system used not only in Colorado but many other states as well.

In Newfoundland, a 42-inch gauge system

was built. New Jersey's Pine Creek Railway has one of these cars converted to 36-inch gauge, along with a modified standard gauge Jersey Central caboose. Narrow gauge industrial and mining railroads were also common in varying widths.

Trolley lines also used other than standard gauge track. Many Pennsylvania street railways used broad gauge track to assure local citizens that freight trains would not run down their main streets. Builders of San Francisco's BART system insisted that their trains would run more smoothly if built to wide gauge. Los Angeles Street Railway's narrow gauge tracks shared a common rail with standard gauge Pa-

cific Electric.

Track gauges in other parts of the world vary. Russia and Panama use five-foot, India and Pakistan, 66-inch gauge. Many systems used meter gauge (39.37"), Ireland used 63" and Norway opted for 39 inches. There are many other fractional gauges. Most cog and mountain railways use some narrow gauge system.

There's even a short 15 1/8" gauge railway in England, a gauge considered amusement park stuff in the States but is considered a real railroad across the pond. Their steam engines are replicas of big modern British steam of yesteryear.

The Car Inspector's House

by FRANK BURTON

This report on the car inspector's house is the first in a series that will highlight specific historic preservation projects by the Friends. Frank Burton is a Consulting Director and former Treasurer and Director of the Friends. The photographs are by Roy Blizzard and Art Nichols.

Four years ago the effects of time, winter snows, and vandals on the unoccupied car inspector's house at Cumbres were quite apparent: the 110-year-old building was ready to collapse. To prevent the loss of this historic structure, which had been essential to the railroad operations of the D&RGW at Cumbres Pass, volunteers at the 1990-1992 summer work sessions stabilized and saved the house. The car inspector's house is an excellent example of how the work of the Friends is preserving treasures for future generations to enjoy. Today the house is an object of great pride for the volunteers who worked on it and for all the Friends members, whose support of our organization has made possible this and other historic preservation projects.



Volunteers survey the south-facing roof and the east wall in 1990. The fence was erected to keep curious persons away from the unstable structure.



The rotten and disintegrating decking of the south-facing roof indicated the almost hopeless condition of the car inspector's house at the beginning of the 1990 work sessions. But that summer the dedicated volunteers repaired, realigned, and jacked up the existing roof rafters and added new rafters between the old ones. The crews also replaced 50 percent of the original roof deck and installed new plywood sheathing and a temporary roof on the north-facing side. By the end of the work sessions, the volunteers had installed a new foundation under the southwest corner of the building, a replacement wall and a window opening on the southwest quadrant, and new second floor joists and plywood floor decking. The building came through the winter undamaged.



The west wall of the house in 1990 showed the effects of being left unoccupied and exposed to the elements at the top of Cumbres Pass. The outbuildings to the left (north) of the house have not yet been restored.



More work was done on the house during the 1991 work sessions. Volunteers completed the south-facing temporary roof and did much work on the exterior siding and battens. They also did many interior structural repairs. The crew is shown here priming the west wall; later they painted the house saffron yellow with brown trim. The snowshed can be seen in the left background.



The car inspector's house is shown here in 1992 at the end of the first summer work session. The wooden footing for the front (north) porch had been rebuilt and the porch, with new siding, had been reattached to the house. The final work on the building in 1992 was installing a galvanized metal roof, the cost of which was shared with the Railroad Commission. The building had now been saved.

DIRECTOR'S VIEWPOINT

by **JOHN RUPLEY** — Albuquerque, New Mexico

John was elected to the Board of Directors in 1990. He has completed historic preservation projects in Texas, New Mexico, Colorado, Arizona, and Alaska, and his career in the area of Historic Preservation Architecture spans twenty-six years. He has completed a dozen projects directly for the Cumbres & Toltec Scenic Railroad Commission, among them the design of the new passenger coaches, the passenger trucks, and the loop at Osier. John's son Jason was very active with F Troop — the track crew. Son Casey has worked at Cumbres and Sublette. Janet, his wife, has worked at Cumbres, Osier, and Sublette and has prepared drawings for Friends publications. Joshua, the youngest son at one year, has ridden the train three times and loves to camp in Chama and Sublette.

Proud! That describes the feeling when I see what were only ideas five years ago and are now complete. It is 1994! Come to the C&TS and see that the past is not Past — It Is Here! We are the premier Volunteer Railroad Historic Preservation Group in the country, working on a Premier Historic Property. The C&TS has sixty-four miles of opportunities that we have seized and saved! Other historic railroad sites cannot present such a total preservation image. Structures built in the 1881 to 1900 period along the narrow gauge line are stabilized and standing thanks to thousands of volunteer hours and members' contributions. Thank You!

My focus has been buildings and structures — where my expertise is, although I surely would like a chance to work on one of the historic cars. In 1989 Tina and Carl Tebbens, Janet, and I ventured out to Cumbres to do a survey of dilapidated structures. Other than for what our maintenance-of-way volunteer crews had done, this had not been tried before. We worked there each day, with beautiful

skies and bitter cold rains and snow flurries (all in the same afternoon). During the winter, plans were prepared and at the 1990 work session rehabilitation began on the car inspector's house. It was leaning severely to the west and missing interior walls (chain sawn out for, we presume, firewood), and there was a gaping hole of at least twenty-five square feet. As reported elsewhere in this month's issue, it is now mostly straight and has a new roof—it is saved. After that success other structures have been added to the list, and large groups of volunteers can be seen at sites along the railroad other than at Antonito and Chama. Since 1989 all major structures (except the Lava pump house on the Rio de los Pinos) have received the benefit of major stabilization and rehabilitation projects.

The Friends relationship with the Colorado and the New Mexico State Historic Preservation Officers has continued to climb. This is critically important because all our project activities require the approval of both agencies, regardless of their location. Dealing with two state governments has become a way of life, as has dealing with the increased quality and quantity of paper work. The execution of our tasks



John Rupley.

COMMISSION REPORT

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

DECEMBER 10, 1993, SANTA FE, NEW MEXICO. Joe Vigil, General Manager of the C&TS, reported that the 1993 ridership was 57,303, compared with 58,855 for 1992. He also reported that there were 3,364 no shows, a dramatic increase over the 1992 season. It is believed that the decline in the number of passengers was due to the Hantavirus in the Four Corners area; the sluggishness of the economy, in general; the Midwest floods; and the major film production on the railroad during August (while the film crew was in town, they filled the majority of rooms in Chama, and during that time ridership was down). Ridership on the Durango & Silverton Railroad was down 4.9 percent, compared to a 2.6 percent decline on the Cumbres & Toltec Scenic Railroad.

The replacement for the 1993 season was behind schedule. The track crew spent twenty-eight days working on the loop at Osier (which has been completed), and bad weather after the season prevented the crew from installing ties along the line. The crew will catch up in 1994. The reroofing of the shop facilities at Antonito and Chama has been finished; Colorado, New Mexico, and the Commission each contributed \$20,000 to the project. The Chama River bridge project has also been completed. Concrete work on the two abutments and the center pier was finished and the bridge painted this fall. Each state and the Commission contributed \$40,000 to the project. Replacement of the old ash pit at Chama is nearly done — a walkway will be put into place next spring. Approval has been received from the Colorado and the New Mexico State Historic Preservation Officers to build a modular shed on the east side of the Chama engine shop to house the air compressor and the gas welder. And the Commissioners approved installing new sodium vapor lights in the Chama engine shop.

The insulation material on the two display engines in Antonito (K-37s nos. 494 and 495) was tested, and the results verified that the insulation contained asbestos. The material has been removed by a licensed asbestos removal firm. In Chama the two display engines (K-36 no. 483 and K-37 no. 492) and the stationary boilers in the entrance to the machine shop were sealed with temporary patches until funding can be obtained to remove the material.

Concerning the status of grants, the Commission has received \$18,060 from the Colorado Gaming Fund for work on the Cumbres and the Osier section houses. Grants toward the building of four passenger cars have been received from the US West Foundation for \$10,000, the Boettcher Foundation for \$50,000, and the Gates Foundation for \$50,000.

The dedication of K-27 engine 463 was discussed by the Commissioners. One suggestion was to hold the ceremony on opening day this spring, although reservations were expressed about having time to test the locomotive and to resolve any mechanical problems that might be discovered. Another possibility would be to hold the ceremony the day after the Friends Railfan Photo Freight Train on Saturday, June 11. The event could also be scheduled while congressional representatives are back home for a work week. Further study will be given to scheduling the dedication.

The Commissioners granted approval to the Friends to purchase the narrow gauge pullman car 0252 (one of two in existence) and bring it on railroad property. The car, which is wood framed and could be converted to a parlor car, does not have trucks, truss rods, or couplers. The interior and exterior of the car are in relatively good condition. No. 0252 ran on the Denver to Silverton line and also between Denver and Salt Lake City.

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

See *Director's Viewpoint*, page 15

LETTERS TO THE FRIENDS

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

I very much enjoy and look forward to each issue of the *Dispatch*. You and all of the Friends are doing a terrific job, and deserve the thanks of all the "desk jockeys" like me.

I have been working on a history of D&RGW narrow gauge passenger cars for a number of years. Your article on coach 292 (or 0292) has a number of errors. The car was built in 1881 and the original number was 68. Also, it was not converted to work service until 1928. ...

Herb Danneman
Brookfield, WI

Thanks very much Herb for this information. We do indeed want to get it right.

Greetings from Bavaria, Germany! I am a Dallas born Texan and am employed with the Deutsche Bundesbahn (German Federal Railways) at Nuremberg Main Passenger Station as a service representative. I served with the US Army Transportation Corps and then was employed in Dallas/Ft. Worth with the St. Louis Southwestern Railway and with the Santa Fe in Dallas as a switchman-brakeman and engine foreman-conductor. ...

My grandmother, born in 1898 in Denver, is still living. She tells me that her stepfather, Curtis Williams, was employed out of Denver to Leadville and back in the 1890s on the South Park Line. My grandfather was working as an electrician on the then-building Air Force Academy in 1958. I spent the summer with my grandparents, who at the time lived in Manitou Springs. I fell in love with Colorado railroading. Their cabin "Maryland" was on property at the base of Ruxton Avenue, owned by a family named Altmann, if memory serves me well, and we were just below the old Colorado Midland-Midland Terminal right of way and tunnel 2.

I haven't joined any society or rail groups,

but I received a copy of the book review [May 1993 issue of the *Dispatch*] of the book *Taking Stock* by Victor Stone. ... I would be interested in joining up with you folks if you can take on another Texan.

Joseph Toth, Jr.
Ansbach, Germany

Welcome aboard, Joe!

On approximately May 14 I visited the Chama terminal, and when I asked one of the courteous clerks at the depot for permission to look around the premises, I was quite pleasantly surprised to receive such permission. She additionally pointed out your self-guided tour booklets. Three employees on their lunch break were most helpful, informing me of the diesel electric switcher recently arrived. (Could this be from the Oahu Ry or one of the naval depots?) They also told me to look at

the work they were doing on a K-27, the 463 if I recall correctly. In all, I was most impressed by the friendliness and positive attitude of the people with whom I came in contact there. ... I hope that you and the C&TS will continue your good work on what I believe is an important bit of American history.

Richard Boos
Tucson, AZ

The two diesels on the C&TS are nos. 15 and 19, both at one time on the Oahu Railroad. The most recent arrival is the 15, leased from the Georgetown Loop Railroad.

Enclosed is a photograph of the model of rotary snowplow OM I built in G scale, it really works in snow!

Jim Ferry
Burbank, CA



Photograph by Jim Ferry.

Director's Viewpoint, from page 14

at work sessions (and other times during the year) is why we have good relations. If we were not committed to "walk the talk," we could not accomplish our goals. The pat on the back doesn't lie with board members, it goes out to the several hundred volunteers who execute their assigned tasks with care, diligence, and pride. It also goes out to those 600 to 800 of you who can't come to the summer work sessions, but faithfully support our preservation activities with memberships and other donations. We simply couldn't have the work sessions without your support. Those of you who cannot come out to ride the C&TS, please get our 1993 video tape (see page 3) to view the work you have made possible, as well as some fantastic 1968 footage of the railroad.

Because of you, we are a premier organization that is widely admired. Help us keep up this track record. We can succeed in even our

wildest expectations and dreams. Someday you may be able to spend a night in the Osier section house, or maybe at Cumbres or Sublette. When you do that, know that it is a rare site that would have any of these structures still standing, much less habitable.

I would like to see the other sites addressed next. Sites that are without buildings can be transformed so that the visitor would know the size and location of former structures. This could be done with simple thin weathering steel skeletons (pole and beam style) representing only a bare outline of the long-removed structure, with painted capstones on the foundations that are still present. Sites such as Los Pinos, Big Horn, Toltec, and Coxo are a few examples. Somehow we must find a way to incorporate the Lava pump house; such an amazing building—out in the wilderness and losing to the river, vandalism, and weather every year.

1994 SCHEDULE OF EVENTS

March 18-19, Friday-Saturday
Board of Directors Meeting

May 28, Saturday
Opening Day

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

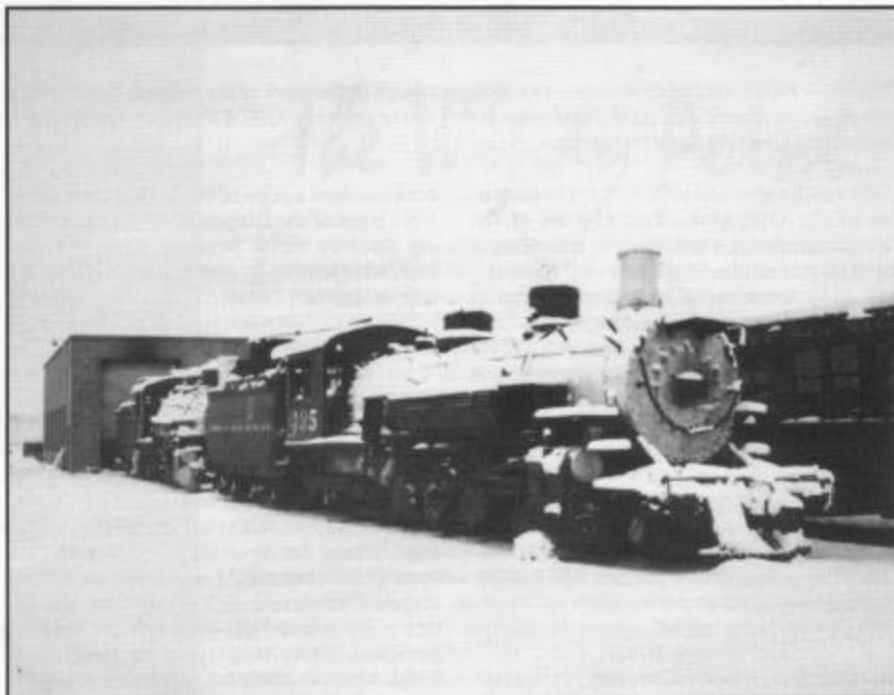
July 20-22, Wednesday-Friday
Volunteer Work Session "A"

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
Planned Closing Day



On Sunday, November 14, 1993, display locomotives 494 and 495 were parked outside the Antonito engine house. They had received a dusting of snow overnight.



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