



C & TS Dispatch

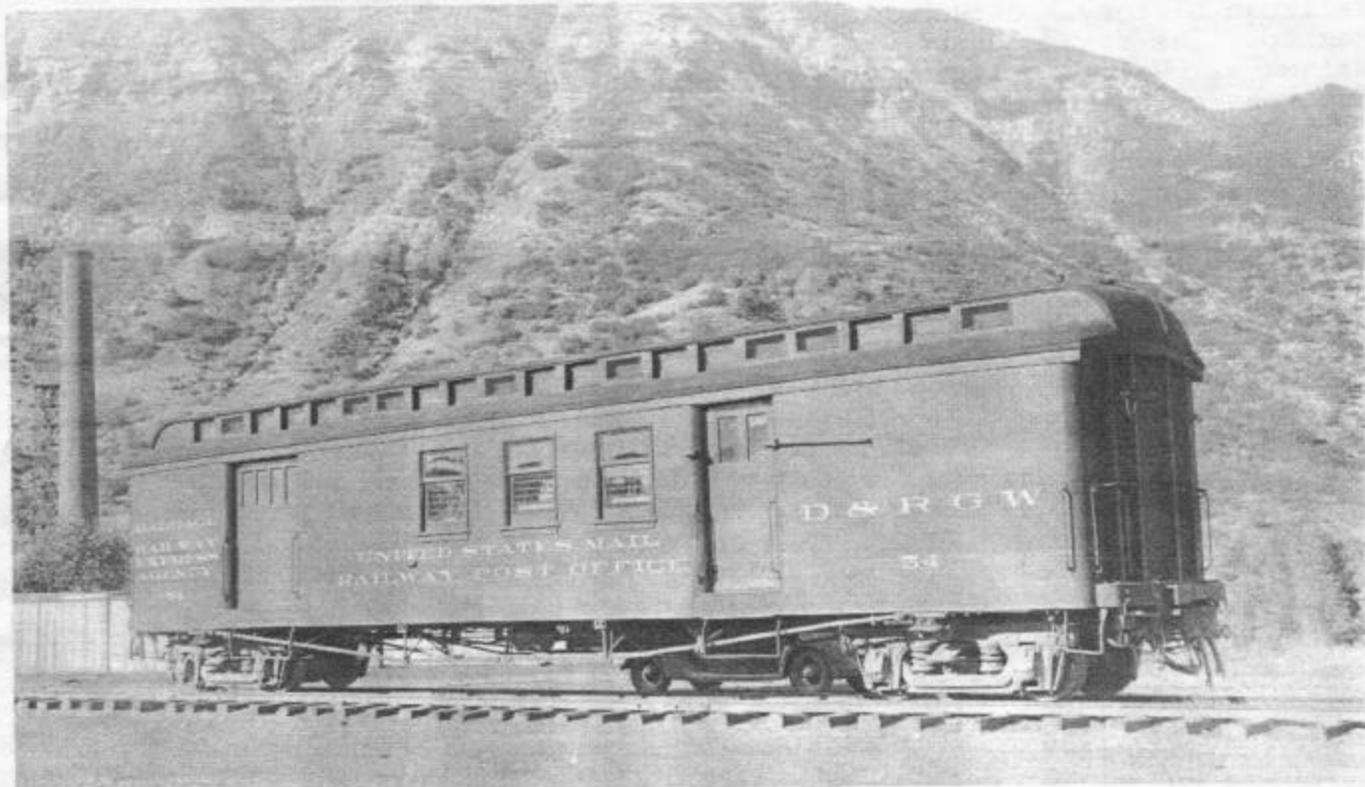
Vol. 2 No. 4

December 1989

THE RAILWAY POST OFFICE CARS OF THE CUMBRES & TOLTEC

By Art Nichols and Earl Knoob

Railway post office cars 54 and 65 were shown in the June, 1989 issue of the Dispatch. Car 54 was shown in the process of cosmetic restoration by Volunteers, and on opening day 1989 it was in the consist of the train out of Antonito. Compare the illustration of number 54 on page 4 of the June issue with the photograph here, taken 41 years ago. Space limitations did not allow us to include both photographs in the June issue.



RPO Car 54 photographed by Otto Perry in Durango on September 6, 1941
(Photo Courtesy: The Denver Public Library, Western History Department).

HIGHLIGHTS OF THE 1989 VOLUNTEER SESSION INSIDE

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THE C & TS DISPATCH

Published four times a year by the Friends of the Cumbres and Toltec Scenic Railroad, Inc., P. O. Box 222, Chama, New Mexico 87520. The Friends of the Cumbres and Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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The Friends is dedicated to the preservation and interpretation of the Cumbres and 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 operated by Kyle Railways. Volunteers from the Friends have especially been active in restoring and preserving equipment and buildings on the line.

Family membership in the Friends is \$15.00 per year. All contributions are fully tax deductible and will be gratefully accepted. Please write to us in Chama for information about the Friends. The Cumbres and Toltec Scenic Railroad is both a Nationally and State Registered Historic Site.

1990 SCHEDULE OF EVENTS

May 26, 1990	Opening day on Railroad
July 5, 6, 7, 1990	Volunteer Work Session - Chama
July 6, 1990	Slide Show - Chama
July 7, 1990	Moonlight Special Charter Train
August 16, 17, 18, 1990	Volunteer Work Session - Chama
August 18, 1990 (Saturday)	Annual Meeting and slide show - Chama
October 14, 1990	End of season

From the Editor

The Officers, Directors, and those of us who produce the C&TS Dispatch want it to be interesting and to reflect the ideas and contributions of as many Friends as possible. Write to the Editor and let us know how we are doing. If you have an idea for an article, tell us about it. Please make this publication your publication. -- Art Nichols, 689 Quartz, Los Alamos, New Mexico 87544.

THE WINDY POINT
by Bill Lock, President

My very best wishes to each of you and your families for a wonderful Christmas and exciting New Year. I bring you news that our organization is doing well in every sense. Thank you for your tremendous support and encouragement which has made our progress possible.



We now have over 300 family memberships and continue to grow. Continued growth will be good for our organization and I encourage you to help by telling your friends about what we are doing and by subscribing to guest memberships. An expanded membership will allow us to do even more things to promote and preserve the Railroad.

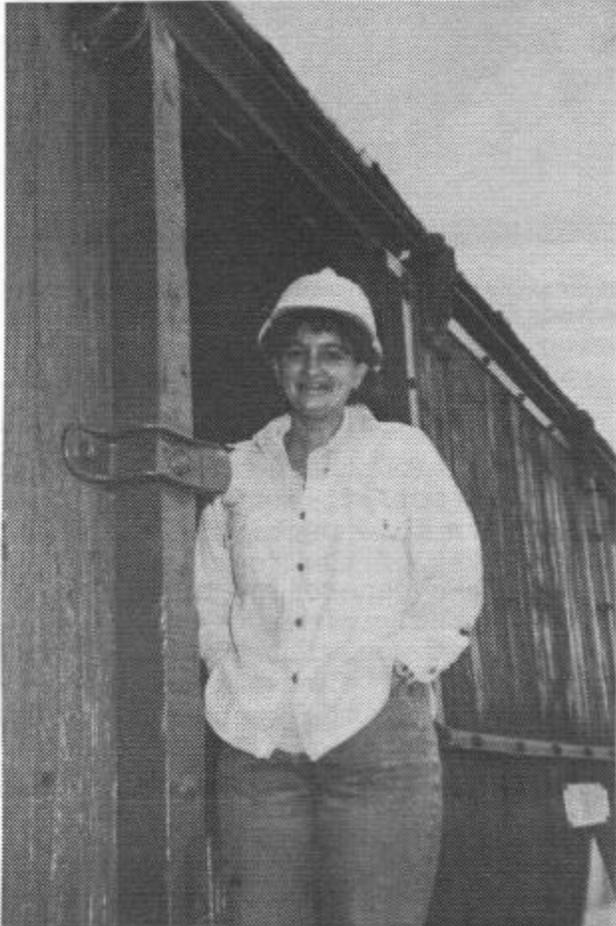
Our work session last August was without any question the best ever. This expanded issue of the Dispatch is devoted to a description of those projects that were accomplished by our volunteers this past summer. I want to add my personal thanks and appreciation to that of the team leaders, whose articles are featured in this issue, for the generosity of our volunteers, not only in money but especially in their time. We have been able to accomplish a great deal and I believe that you will notice one of the themes that runs throughout these reports is that our work on the Railroad has progressed from "plugging the dike" to a real sense of historic preservation and restoration.

Elsewhere in this issue you will also find highlights of the Moonlight Train that we sponsored last August, including excerpts from two letters typical of the comments we received about the Moonlight Train. Both of these letters come from members of the public who participated in the event. Because it was so successful, I am pleased to announce that we will be having another Moonlight Train on the night of the full moon on Saturday, July 7, 1990. More details will be forthcoming later, but this will be very similar to the one held last summer. Please mark your calendars now so that you can participate in this fun event and also note the other events shown in our upcoming events calendar on page 2.

Our past progress has brought us to the point where we can make tremendous additional strides in the future. Many things seem to be coming together that probably can only be accomplished by time. As we head into the second decade of our presence on the property, it is apparent that many seeds that we have planted are now germinating. I hope very much to be able to announce during 1990 that historic equipment will be brought back to the property. The work done by our Maintenance-of-Way Crew will allow us to work on the dual gauge display on Antonito, long an important goal of this organization.

I am really excited as we enter a new decade that our past work will bear much fruit for the future. Please feel free to make suggestions or comments in any way about our publication or about our organization. The strength that comes from our membership is why we have been successful and I look forward to a great year and a great decade ahead of us. Thank you again.

MEET DIRECTOR LAURIE SCHULLER



In this issue of the *Dispatch*, we feature Director Laurie Schuller of Placitas, New Mexico. Laurie has been at most summer work sessions in Chama starting in 1984, but this past August her son, Jacob Lawrence Lowe, born April 11, 1989, kept Laurie and her husband, Scott Lowe, at home rather than lettering gondolas and boxcars.

Laurie is a well-traveled rail fan. As a child in Buffalo, New York, she was lucky enough to experience some of the last great days of rail passenger travel—she remembers riding with her parents in a New York Central Club car through the Mohawk Valley on the way to Albany and New York City. And as she grew up, her love of trains became stronger and stronger.

Through the years, Laurie has been on many trains. She has crossed Canada from Vancouver to New Brunswick; ridden with Scott in the cab of an F unit from Winnipeg to Churchill, on Hudson Bay (things were a little informal); and been on every Amtrak line except for the Chicago to New Orleans, the Washington to New Orleans, and the Los Angeles to New Orleans routes.

About ten years ago, when work took her to Colorado (Laurie is a civil engineer), she had the chance to ride the Ski Train, the Rio Grande Zephyr, the Georgetown Loop, and the narrow gauge between Durango and Silverton. She also became a regular visitor to the Colorado Railroad Museum.

When Laurie moved to Albuquerque in 1982, she began going to the meetings of the Railroad Club. Through the club she met Bill Lock, and it wasn't long before she and Scott were working on the preservation and restoration work on the C&TS.

The history of railroading and early railroad construction techniques are of special interest to Laurie. A visit to her home shows the dedication to railroading. On their two and one-half acres can be found a salvaged Santa Fe semaphore, a hexagonal telegraph booth, and a gas-powered speeder.

We're looking forward to having Jacob at our 2003 summer work session, working alongside Laurie and Scott.

64-mile narrow gauge Cumbres & Toltec still job provider



Chieftain photo by Jean Davis

Gilbert Gallegos and Ray Martinez get ready for another run
... on the Cumbres and Toltec Scenic Railroad between Colorado and New Mexico

By **JEAN DAVIS**
The Pueblo Chieftain

ANTONITO — The 64 miles of narrow gauge railroad that now is Cumbres and Toltec Scenic Railroad continues to provide jobs after providing economic benefits for the area for more than 100 years.

Cumbres and Toltec became a reality 18 years ago under the joint ownership of the states of Colorado and New Mexico. Its track was part of the Denver and Rio Grande Western Railroad built in the late 1800s.

Kyle Railways, Inc., now operates the registered national historic site as a tourist attraction, running between Antonito, Colo., and Chama, N.M.

The corporation hires local people for the summer months the train runs. Crews consist of four people: engineer, fireman, brakeman and conductor. The snack car provides two more jobs.

Gilbert Gallegos ranches with his family, owns the Antonito Laundromat and works for Kyle Railway, Inc. He "changes hats" on the train, too, wearing any of the four mentioned. This is his fourth season.

"Each engine uses from four and a half to five tons of coal for one trip," Gallegos said, explaining his job as fireman. "And each uses from 7,000 to 10,000 gallons of water."

Steam engines pull eight or 10 cars beginning at each town and meet at Osier Station where the engine from Chama hooks onto the train from Antonito and vice versa for the return trip.

About an hour and a half into the ride, the train "takes on" water at Sublette, on the Antonito side, by a mechanically lowered pipe. The coal is not so easily administered.

"The fireman and the engineer watch the gauges," Gallegos said. "When the pressure drops, coal is shoveled into the fire box by hand."

The fireman scoops coal then turns, steps on a lever that opens the fire box, and throws the coal on the already hot fire, while the train sways along at an average of 13 miles an hour.

Another job undertaken as the train lumbers up the mountain consists of serving hot drinks in the snack car. Betty Horton said this is her eighth season serving.

"We wear layers of clothing," she said. "You never know what the weather will be like and we always leave a heavy coat hanging behind the counter."

She and Candie Duran, another snack car employee from Antonito, continue their services at Osier where lunch is served to an average of 275 people daily.

"I'm retired," Mrs. Horton said, laughing. "Four months is all I want to work."

"This is my first season," Ms. Duran said. "I began working in Pat's Port of Call Gift Shop last May. Pat also contracts to serve the lunches as well as running the snack car and gift shop on the train."

Her quarters are cramped in the converted freight car where she watches over the gifts while Mrs. Horton works the counter.

Conductor Ray Martinez, who lives in Chama, has worked 15 seasons, preferring to spend his winters in Chama where he was born.

"Our only benefit is retirement and we have to work 120 months for that. It works out to be 40 years," Martinez said. "But, I like the people I work with and meet, and I can live in Chama."

C&TS

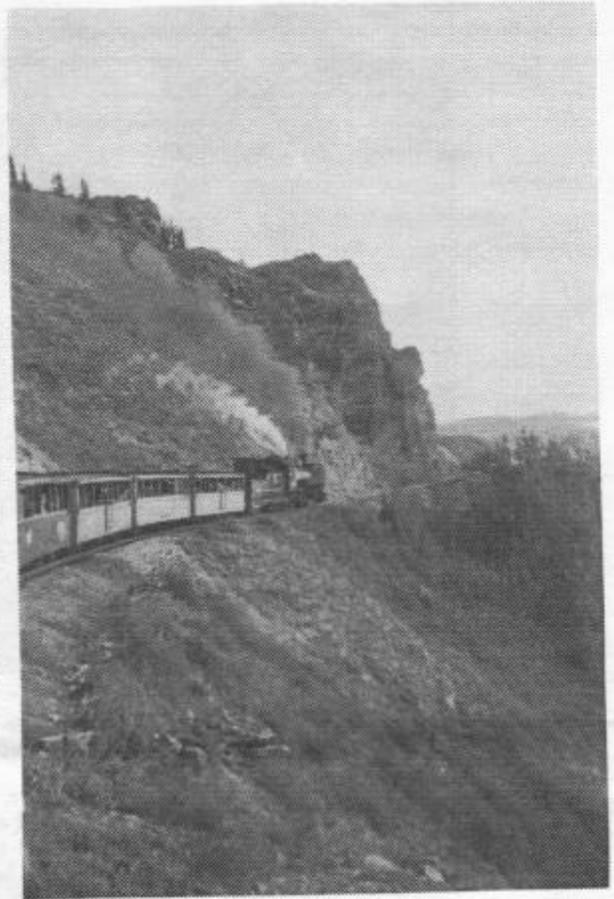
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MOONLIGHT TRAIN

A wonderful time was had by all on the August, 1989 special train called the "Moonlight Train". A prompt 3:30 p.m. departure from Chama was quickly followed by a meet at Lobato siding with the returning New Mexico Express regular train. Then a fabulous run-by was staged at Coxo. As the sun was setting the train pulled into Osier where the almost 300 passengers had a steak dinner. Of course, the highlight of the trip was the moon rising over the Los Pinos Valley on the way back. Pictures of the train (during the daylight) and excerpts from letters from 2 of the passengers follow.



The Moonlight Train rounding Windy Point just before reaching Cumbres.

We have allowed ourselves several days to think about the "moonlight excursion" we took this past Saturday evening with you. Could it really have been as good as we thought, or were we dreaming? We have decided, it was even better than we could have dreamed. We have been on the Cumbres and Toltec a number of times and each trip has offered us a different experience, however, this trip Saturday night was by far the very best. We appreciate all the time and effort spent on putting this event on. One question though, how did you manage the beautiful weather? We, of course, were hoping for a clear night, however, we also know it has been pretty cloudy lately. Also, if you could extend our thanks to the persons responsible for the steak dinners. Everything was done to perfection.

One other comment, the new dining hall in Osier. Whomever was responsible for seeing it through, hurrah. To find something that impressive was indeed a pleasure. Not only is it very functional but also a very comfortable building to be in.

Once again, thank you for a very enjoyable evening. Just don't wait so long before you have the next one.

Comments from Riders:

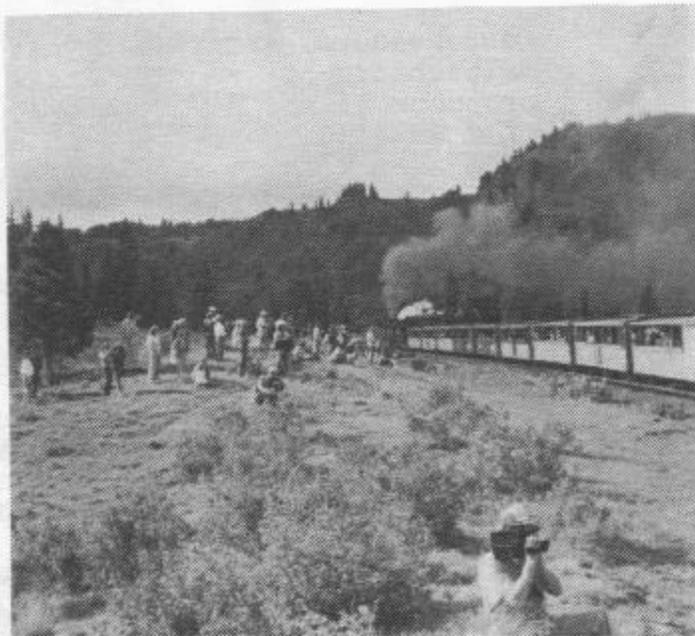
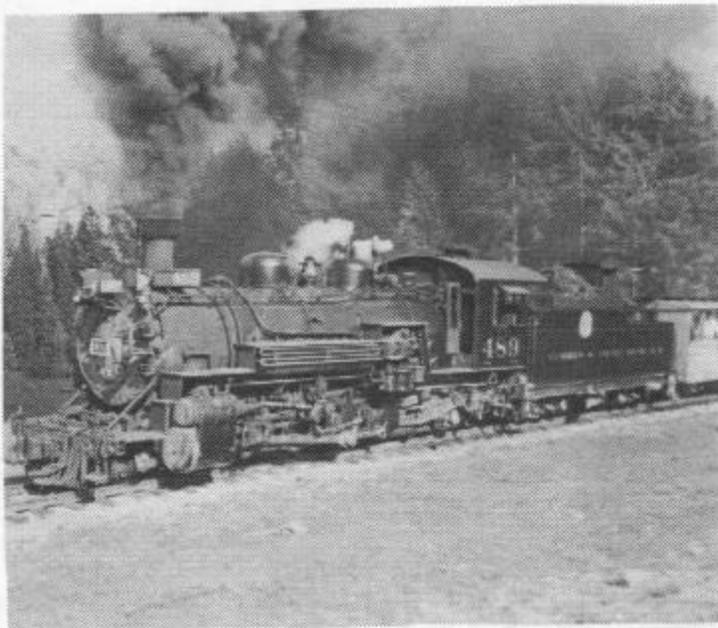
Above: From Mr. & Mrs. Art Tauch of Santa Fe

Below: From Mr. Lyle Leeper of Albuquerque

Just have to tell you...the moonlight train ride this month was a fantastic experience. We have ridden this train several times in the past, but this particular trip was not only unique but very enjoyable. The combination of perfect weather, amiable crew and volunteers made for a most happy ride. The group in charge of meal service should also be commended for their preparation and for producing a most tasty dinner with a maximum of efficiency. The new dining hall added the perfect touch and made the meal that much more pleasureable. Added touches on the trip, such as the picture taking stop tended to make the trip extra special. All this, coupled with the cooperation of weather and full moon completed a perfect train ride.

I realize that a lot of personal time, effort, and expense goes into a project such as this, so on behalf of myself and my group... thanks to you and all the others who made this possible.

RIDE HIGHLIGHTS



The photo run-by was a special opportunity for the riders. The train crew put on quite a show with smoke, whistle and tonnage train going up the grade at Coxo.



Engineer Earl Knoob backing the specially polished K-37 Engine No. 489 into the Cumbres Wye so the engine could be turned. Because there is no turning facility at Osier, the engine ran tender first from Cumbres to Osier.

M.O.W. 1989

(Or, What We Did on our Summer Vacation)

by Cal Smith

Dear Readers, after last year's glowing report of the Friends maintenance-of-way activities out on the line in the midst of scenic grandeur of the New Mexico / Colorado mountains, you might think that this year's report could be something of a bust, since the abandoned Public Service Co. of Colorado power plant on the south side of the D&RGW Alamosa yards is not noted for scenic grandeur nor its ability to inspire poetic prose. But read on!

On Wednesday, we arrived at the Chama yard raring to go, only to be greeted by the Thrifty Van, a windowless vehicle being used to test Klaus Haas's benches in over-the-road service. The chosen eight boarded, and Cal, embarrassed by the knowledge that Max had long since departed, rushed off toward Cumbres for the first leg of the 90 minute trip to Alamosa. MOW Crew tradition was upheld by leaving without our lunches, and we also brought no tools as we were assured that Max had everything we would need at the job site.

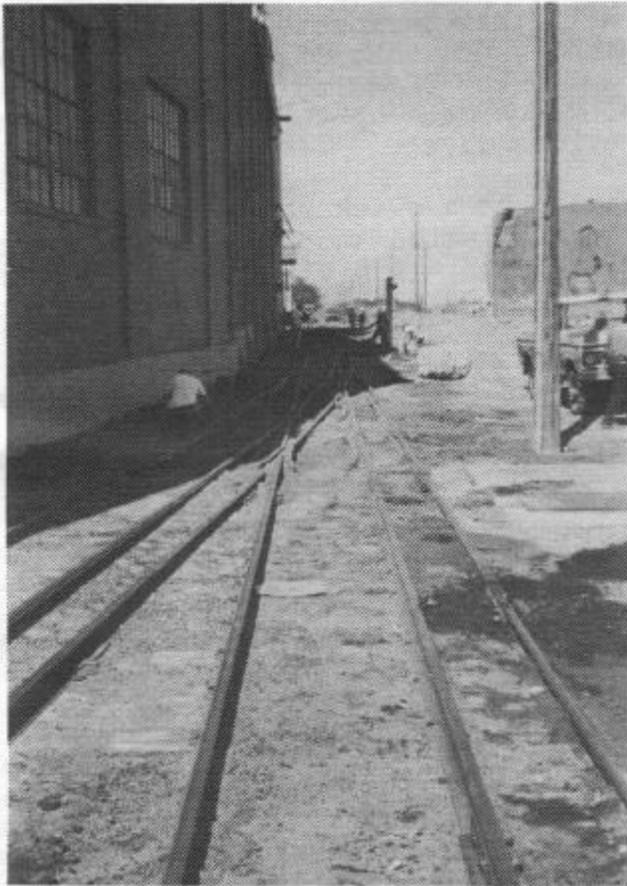
(By the way, if you are wondering what this is all about, this is the report of our mission to remove the Last Section of 3-Rail Track in Alamosa, which has been donated by the D&RGW and will be re-assembled into a dual-gauge display at the Antonito depot. It was important to do the job this summer, as the PSC property is up for sale, and a new owner might not be as cooperative or sympathetic to our cause as the power company has been.)

At any rate, the Chama-based crew arrived at 10:00 AM to find Leo Schmitz, Max, and Julian already at work digging out joints (most of the track was buried up to the railhead in dirt) and burning the track bolts. We also met Walt from PSC of CO, who had kindly agreed to drive all the way from Salida to open the gates and be sure we didn't damage the power plant.



Left: Volunteers uncover buried 3-Rail Track along side PSC power plant (L-R: Jason Rupley, Clay Wilson, Cal Smith and Jim Herron) Alamosa, August 17, 1989.

We set to with a will, and during the first day discovered that: 1. We were good at breaking sledge hammer handles, (Clay Wilson's five pound hammer lasted about 5 minutes), 2. Max's small drift punch was woefully inadequate for driving out the rusted bolts, 3. No amount of frenetic bashing on joints with the 10 lb. sledge will dislodge rusted-in fishplates, 4. Neither will all manner of jerking, bouncing, pulling, and wrenching on the joint with the front-end loader, 5. Railroad spikes driven in as wedges behind the fish plates don't usually work either, and, 6. Spike bars are heavy as hell and old spikes tend to have heads too rusted for the claw to get a grip on.



During the second day, we also found out that: 7. The supply of sledge hammer handles in Chama and Alamosa is not inexhaustible, 8. A makeshift drift-punch can be made by hanging an old bolt on a baling-wire harness so one team member can "hold" the punch with his hand safely out of the way of the flailing sledge wielded by the other team member, 9. Track bolts are best punched out while still hot immediately after the nuts are burned off, 10. A log-splitting wedge suitably ground to shape and persuaded with the 10 lb sledge can dislodge even the most stubborn fishplate (more about this Fishplate Popper later), and 11. Acetylene and Oxygen will always run out at the worst moment, and never at the same time.

Left: Dual gauge siding in Alamosa, August 17, 1989.

Anyway, back to day one. Hampered by lack of tools and having yet to learn what we now know, the crew struggled to pull and stack about 150 ft. of straight (3-rails) track. The switch still lay ahead, as did an unknown hurdle, the Coal Hopper. Exhausted, the crew knocked off at five for the long drive home, which was enlivened by various jokes and tall tales, mostly supplied by our official tale-teller, Wade Hall, with occasional brief but pithy comments from Dave Hoyt. A few grumblings about passenger accommodations in the Thrifty Van were interspersed among the jokes.

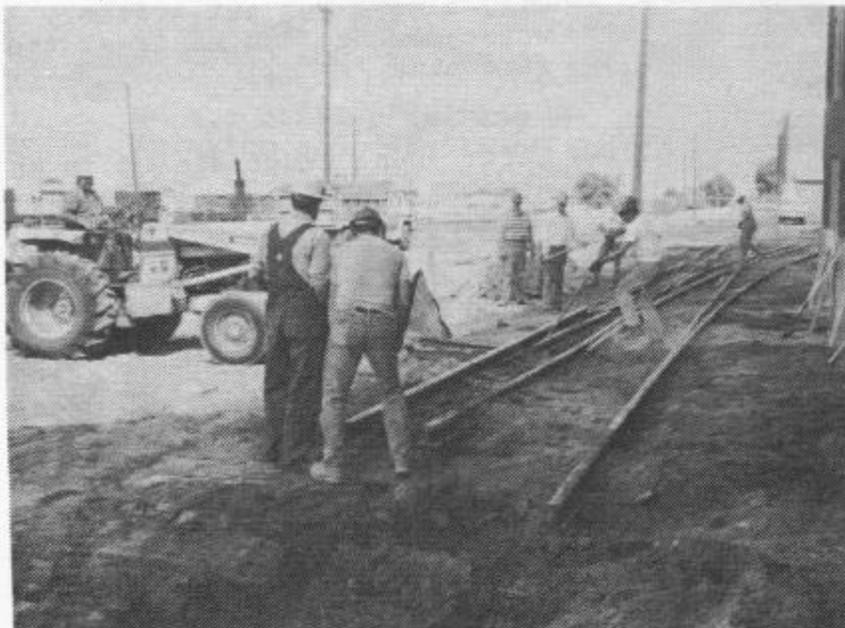
Next AM, Dave, dreading another 3 hours on one of Klaus's benches, allowed as how he would ride his bike, and other crew members miraculously appeared with their own vehicles. Also miraculously, all 8 of the Chama-based crew (now known, in spite of Cal's protestations, as "F Troop") showed up for a return bout with the Last Section of 3-Rail Track in Alamosa. Adversity had obviously built esprit de corps!

So armed with luxury transport and some fresh tools, the Troop again charged over Cumbres, La Manga Pass, and "the Longest 28 Miles Anywhere" (from Antonito to Alamosa or vice-versa).

Thursday's challenge was the Coal Hopper, a car-length pit over which the three rails were laid on I-beams, welded to same with 3/4 inch rods through the rail web and made inaccessible by grates set on the rail foot, bolted to the I-beams, and concealed by 3 inches of asphalt-like dirt. Dealing with this unexpected hurdle consumed much of Thursday, and even the culinary delights of an Alamosa Burger King lunch were unable to fully revive the flagging spirits of our valiant troop. Only about 100 ft. of track came up this day, and the trip home was quieter than the previous days'.

Friday saw a cold rain in Chama, but a quick phone call over the mountains indicated OK weather in Alamosa and we were anxious to have at it again. A repeat miracle; again all 8 of the Chama contingent showed up. Not only that, two more heroic Friends appeared to join "F Troop" for Friday's assault.

We tore into the 3-rail switch with gusto, and bolts, fishplates, ties, and rails went flying! After breaking another of Max's forks on a stubborn rail, we found that a logging chain worked better anyway for moving track, and the crew went to town. With Julian cutting and Dave punching out bolts, Bob Mundis, Jim Herron, Clay Wilson, Pete Smith, Jason Rupley, and Dave Hoyt working shovels, bars, Fishplate Popper and sledges to break the joints, Max on the loader, Wade (and others as needed) as tie bashers and stackers, and Cal and Lyle Anderson as hookup men, the Troop tore through the switch in record time, stacking the heavy parts ready for transport.



By about 1:30, we realized we couldn't finish everything so we concentrated on breaking joints (got 'em all) and yarding out the rails in the crossing. The tired but content crew knocked off around 4:00 and headed home for steak and slides.

Left: Volunteers working on Dual Gauge Switch. L-R: Wade Hall, Leo Schmitz, Jim Herron, Dave Hoyt, Cal Smith and Clay Wilson. August 17, 1989.

Accomplishment: Joints dug out and broken loose on the approximately 700 ft. of the Last Section of 3-Rail Track in Alamosa, about 300 ft. plus the switch stacked for transport, another 200 ft. yarded clear of the ties for easy retrieval, and the switch stand (Cal had paranoia about it being stolen) safely stored in Antonito.

Reward: The accomplishments above plus the building, in 3 days time, of a terrific crew of men working together, thoroughly enjoying each other's company, and sharing a camaraderie and esprit de corps unmatched anywhere. Guys, I salute you all and thank you for a wonderful experience being with each of you. Thanks also to Walt, who observed the "fun" and gave helpful advice. And finally (not least!) thanks for working safely - we pulled off about 200 man hours of heavy and dangerous (for us inexperienced folk) work without an accident.

[Editors Note: After the August session Leo Schmitz, Max, and the C&TS crew, successfully pulled up the rest of the rail and loaded and transported all of the Last Section of 3-Rail Track in Alamosa down the "Longest 28 Miles Anywhere", where it sits ready for installation as the only section of 3-Rail Track in Antonito.]



Here our Maintenance of Way Crew stands for group picture August 17, 1989 in Alamosa. L-R: Peter Smith, Cal Smith, Bob Mundis, Jason Rupley, Wade Hall, Jim Herron, Leo Schmitz, Clay Wilson, Max and Julian. All photos by Peter Smith, except the above taken by Walt.

THE CUMBRES PASS SNOW SHED

by John Rupley

A little over ten years ago a magnificent structure stood atop Cumbres Pass. For those of us that had the opportunity to walk through it in its wye shape - it was amazing. Today there is only 14 bays of the snow shed remaining. This is only 103'-6" of its original combined length of covered track of over 400 feet. The weather on the pass is brutal and relentless, and it has taken its toll over the years. During the August session Tina and Carl Tebbens, Janet Rupley and myself set out to see what was left and to create the necessary documentation for possible historic preservation projects at Cumbres Pass.

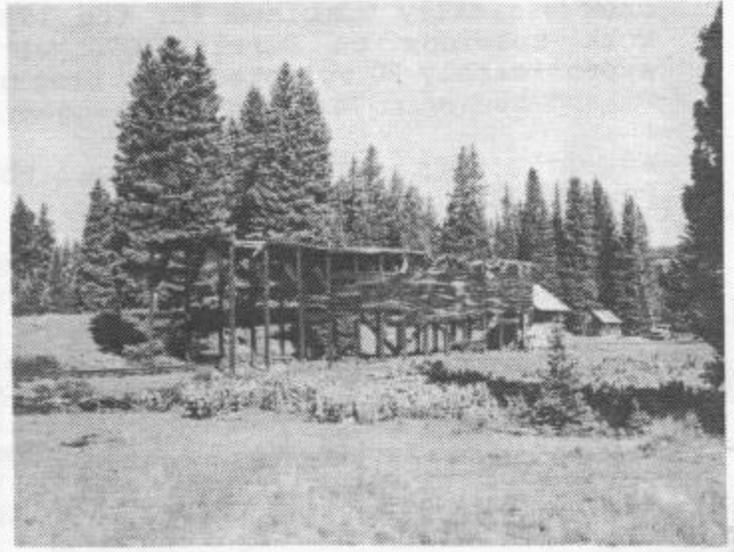
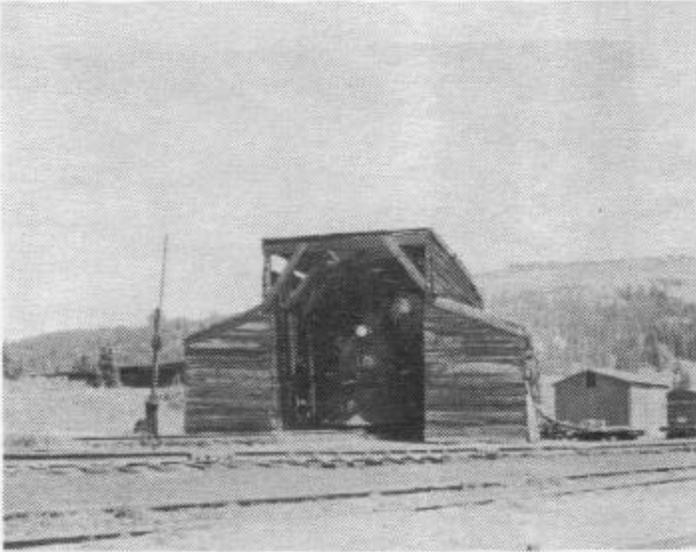
Earlier in the summer, preparatory work was started, with meetings with Bill Lock and Victor Chavez, PE (Structural Engineer from Chavez Grieves Engineers in Albuquerque), Janet and myself. I must say that the encouragement and support we received from Leo Schmitz was always a boost. Victor was able to get to Cumbres and assess in a rough way the stability of the structure, and discussed options with us. I was able to get the loan of survey equipment from the Albuquerque office of Greiner, Inc. (a national engineering & architecture firm). We began our multiple trips to Cumbres as soon as we arrived in Chama. We worked in the rain, the fog, and the bright mountain sun!

What we found is that the remaining structure is in a severe state of disrepair. We feel that if another snow occurs with the force of the one in 1979, the shed may be gone . . . for good. None of the outside braces exist, which help the structure withstand lateral forces of wind or snow. The roof deck is gone or deteriorated so bad that it must be completely replaced. The first 5 column bays from the main line (40+ feet) must be completely removed. The columns, beams and bearing plates have deteriorated too far. The remaining 63 feet requires immediate repairs. Leo Schmitz used our efforts in establishing a preliminary budget for presentation to the legislatures of Colorado and New Mexico for possible state funding.

We are still preparing the set of documents which note the location and details of the snow shed as we found it in 1989. This is only the beginning. Hopefully the shed can be restored bringing more of the feeling Cumbres was noted for back to the visitor.

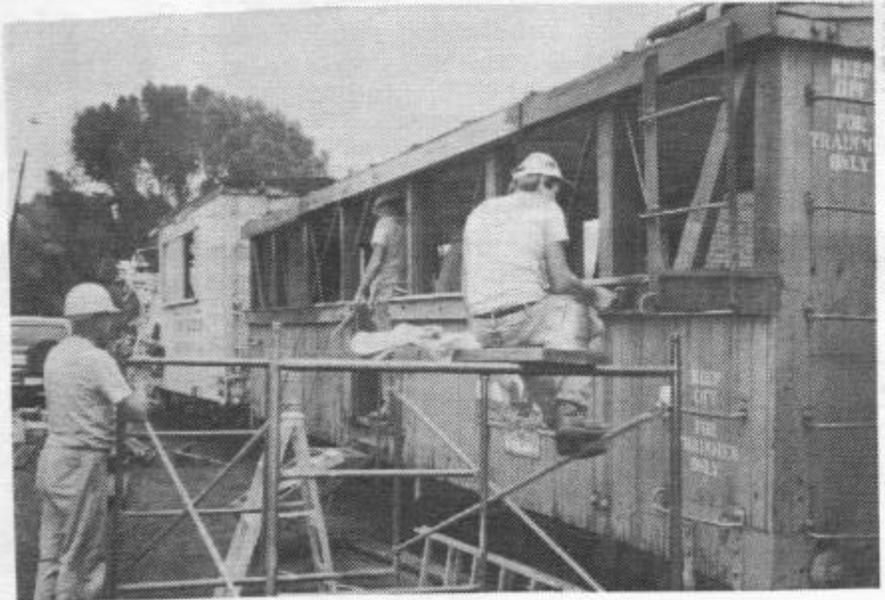
For those that have not had the chance, I must say that it is exhilarating to know that in some way I personally have helped to insure that the Cumbres & Toltec Railroad will be around for my grandchildren and their grandchildren. If I could afford it I would spend the rest of my life full time working for that end. Thanks to the Friends of the Cumbres and Toltec Railroad - I have that chance, at least on a part time basis.

Before and after pictures of the Snow Shed at Cumbres. At left is view as John Rupley recorded it in 1976, while at right is what remained in August, 1989. Hopefully the state legislatures can help to restore the Snow Shed. Photo credits: John Rupley.



On a happier note, our volunteer work crews are shown here refurbishing some of the original passenger cars for our use on the Moonlight Train.

Upper Right: Paint Crew painting some of the repairs. (L-R: Carl Carlson, Steve Schroeder and Hugh Wilson).



Lower Right: Car Repair Crew putting down new floor for an extra "snack car" for the Moonlight Train (L-R: Robert Ground and Guy Combs). Photos: August, 1989 by Bill Lock.

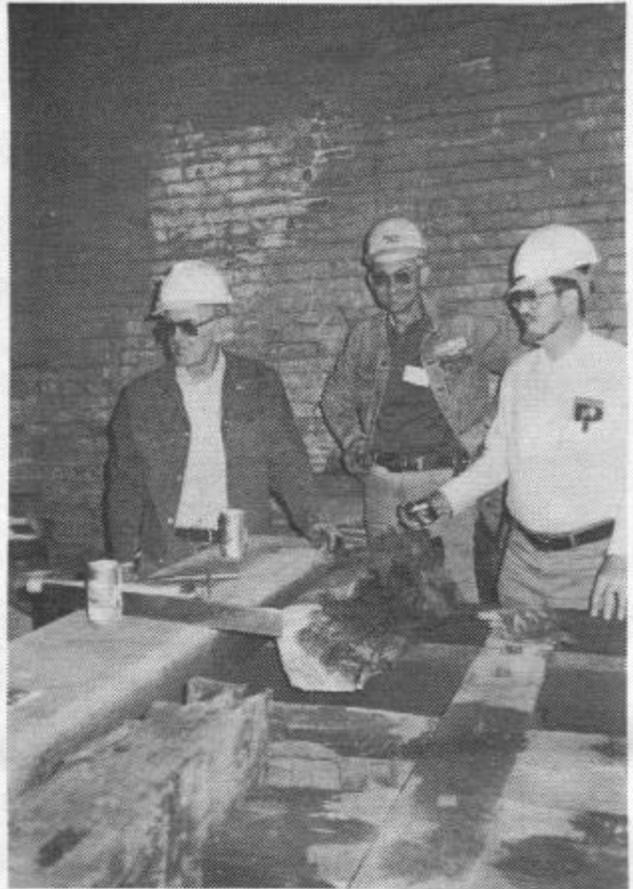


Derrick OP and Boom Tender Car No. 06063
by Roger Siverson

The carpentry crew and the car repair crew basically combined for the 1989 work sessions on Derrick OP, with approximately 20 volunteers working on OP and the Boom Tender Car in August.

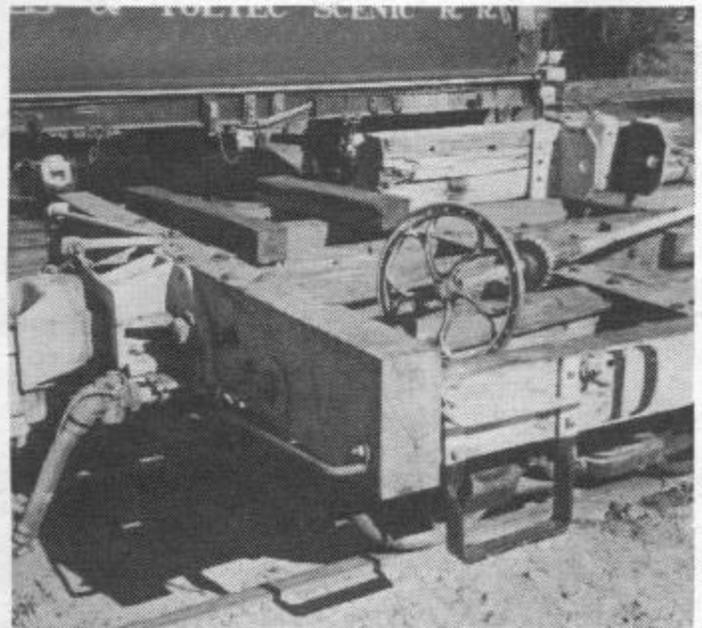
As for work accomplished on the Derrick OP:

1. Removed necessary rigging and appliances from Derrick deck.
2. Removed old deck.
3. Prepared new decking material with historically accurate shiplapping planks.
4. Installed replacement deck on Derrick.
5. Linseed oil applied to replacement deck.
6. Finished replacement of roof on Derrick, including removal of old roof and hardware, replacement of old roof with tongue and groove siding, covering with canvas and sealing with tar substance (Indukril).
7. Replacement of fascia on Derrick.
8. Replacement of some siding on Derrick with tongue and groove siding where needed.
9. Construction and installation of a new set of doors for the "front" of the Derrick "house".



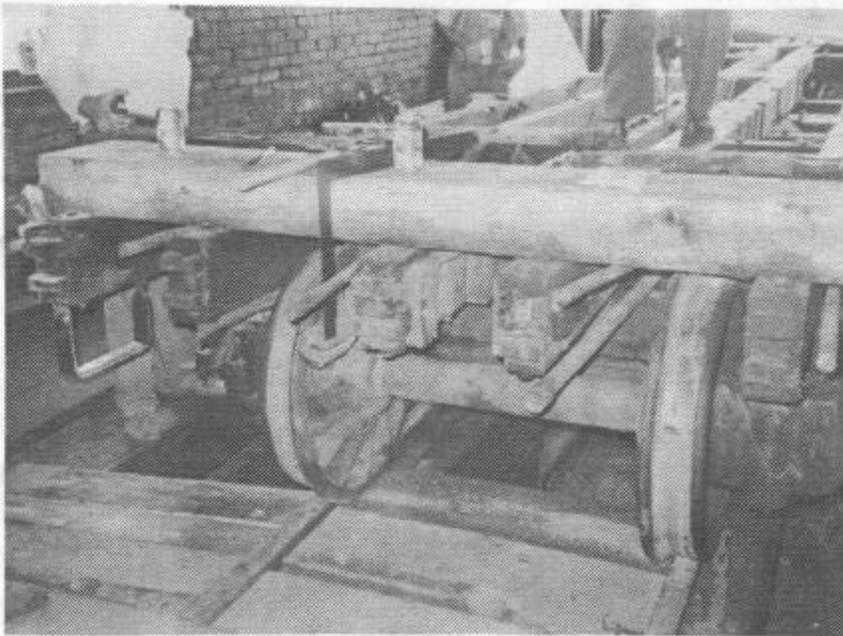
As for work completed on Boom Tender Car No. 06063:

1. Removed old deck.
2. Dry rot repaired on:
 - Center sill - scab installed
 - Intermediate sill - dutchman installed
 - Outside sill - dutchman installed
 - End sill - entirely replaced - including hardware.
3. All new wood oiled.
4. Many old bolts saved through efforts of Roger Breeding who rethreaded the old bolts and tapped the old nuts allowing their reuse.
5. Felt installed on tops of center, intermediate and outside sills to inhibit dry rot.





Thanks to the kind efforts of Baldrige Lumber and especially Kitts Lumber in Albuquerque, we were able to order and obtain in sufficient time a new oak sill for the boom car end sill replacement. This was shipped in from Kentucky just for our work and was a beautiful piece of lumber. Thanks so much to John Carson and Harry Babcock who directed the detailed work on the boom tender car of this significant magnitude, in the process teaching our newer volunteers how to handle such difficult jobs as installing a "scab", a "dutchman", and replacing of the end sill with all its mortises (a total of 12 mortises and numerous holes including the 4 truss rods).



A significant amount of additional work on the Derrick and Boom Tender Car next year is necessary. The roof of the Derrick "house" must be re-coated, the Derrick must be painted inside and out, the doors and some minor parts of the brake rigging have to be reinstalled and the running boards need to be installed. The rail tie-down and outrigger U-brackets have to be reinstalled and new jacking pads should be constructed. The Boom Tender Car needs the entire deck to be installed, the boom support reconstructed and the car painted. Completion of this significant project will be our highest priority next year.

Carpentry Crew Photos:

Upper Left: Working inside the old engine house (L-R: John Carson, Dave Gillio and Ed Walton); Lower Left: New oak end sill replaced on Boom Tender Car; Upper Right: The "Mortising Crew" (L-R: John Carson, Roger Breeding, Dave Gillio, Hawley Seeley, Harry Babcock and Howard Bunte) Note the dry rot in the old end sill parts shown upper left and right; Lower Right: Boom Tender Car without an end sill showing side, intermediate and center sills with tendons projecting with new oak beam being prepared for installation. All photos: Chama, New Mexico, August, 1989, Bill Lock.

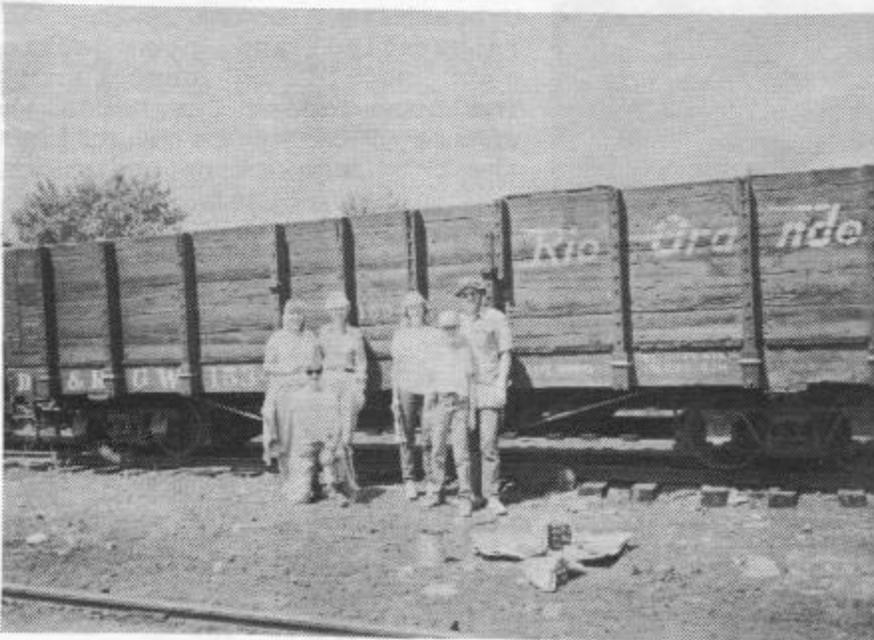
Report of the Lettering Crew
by Fred Knight

The Lettering Crew consisting of 8 volunteers had fewer cars to letter this year than at any other time during previous work sessions. This was due not to lack of effort or various delays, but rather the fact that for the first time in the volunteers short history, all rolling stock in the Chama yards has now been completely painted and lettered at least one time within the last five years.

During the 1989 August session the following was accomplished:

1. 6 D&RGW high-side gondolas were completely painted and lettered.
2. 8 Mile Posts were completely painted and prepared for placement along the line.
3. 4 Whistle Posts were also prepared for placement.
4. Crossing Sign stencils were cut out and all crossing signs at the wye (crossing signs were repaired and repainted ahead of time) were completely lettered.
5. At approximately 4:30 p.m. Friday afternoon, two box cars that had been completely worked over having new running boards applied, all loose boards tightened or replaced, sides scrapped and painted were presented to our crew for lettering!! (Annual meeting only 2 hours away) After the repair and paint crew under the direction of Harry Babcock had completed this task in record time, we decided to do our part in record time!

Each member of the lettering crew took a specific stencil and placed those needed markings on the two cars as quickly as possible. Jake Knight who until that time had been an observer during the work session was given the task of "touch up" and followed behind each crew member with the Box Car Red touch up brush. We are proud to say that by 5:20 p.m. the two box cars were ready for any "Magazine Cover" you want to name, and a good time was had by all.



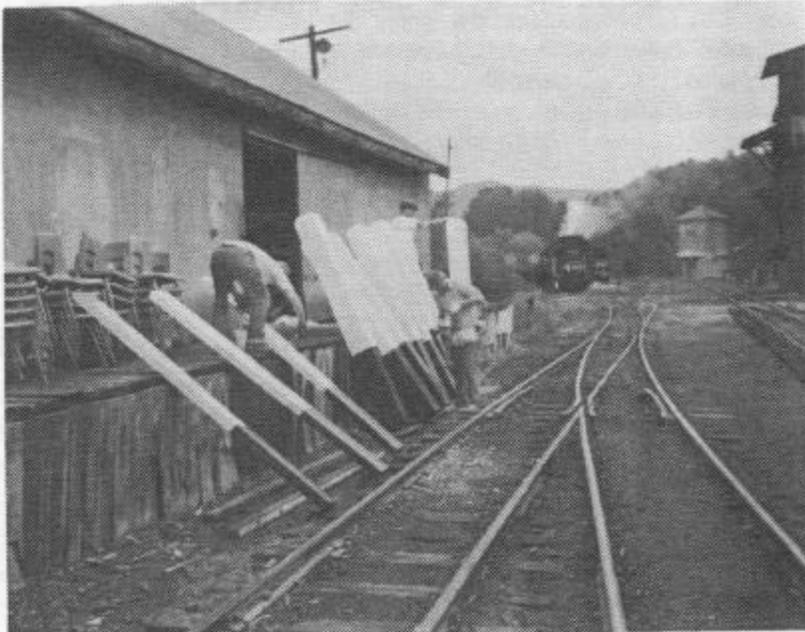
Left: High Side Gondola No. 1534 - one of six painted and lettered in 1989. (L-R: Renee Story, Robyn Schroeder, Martha Mackey, Robin Kumler, Jake Knight, and Fred Knight).



Lettering Crew Pictures:

Above: The "3 R's" - Renee Story, Robyn Schroeder, and Robin Kumler enjoy a break.

Below: Milepost painters getting a new batch of whistle boards and mileposts ready for installation next year.



Chama Landscaping Crew
by Claude Morelli

Wednesday, August 16:

1. Clearing of small trees, brush, and trash from areas around scale house, stockyards, and bunk house.

Thursday, August 17:

1. Repainting of grade-crossing signs in wye area at south end of yard.
2. Tracing and cutting of new stencils for crossing sign on south side of west track of wye.

Friday, August 18:

1. Cleanup of volunteer work areas around engine house.
2. Completion of crossing sign painting project in wye area.
3. Re-lettering of crossbuck on south side of west track of wye.

In general, the Landscaping Crew was able to do much clean up in the Chama Railroad Yard. Thanks to seven Volunteers who worked on these projects.

NEWS FROM THE COMMISSION

by

LEO SCHMITZ, EXECUTIVE DIRECTOR

CUMBRES & TOLTEC SCENIC RAILROAD COMMISSION

The Cumbres and Toltec Scenic Railroad Commission met at the High Country Restaurant in Chama, New Mexico, on August 25, 1989. Commissioners Spencer Wilson, Wayne Quinlan, and Wayne Smith were present. Commissioner Howard Coleman was unable to attend because he was undergoing cancer treatment in the Northwest United States. All present wished him a speedy recovery.

The 1989 season was a record breaker. The patronage numbers through the end of August for 1989 and 1988 are:

	<u>1989</u>	<u>1988</u>
Antonito	10,428	8,751
Chama	<u>18,314</u>	<u>16,319</u>
TOTAL 8/31/89	28,742	25,070
[Total as of 9/30/89	39,880	34,266]*
[Season Total 10/15/89	44,459	39,222]*

The tie installation project, acquired through a grant from the Farmers Home Administration, proceeded smoothly. A total of 5,385 ties were delivered and distributed along the track for installation. Also, 133 new bridge ties were delivered to the Lobato Trestle to be used in replacing old bridge ties. As of September 13, over 2,000 ties had been installed along the line and the project was entirely completed by the end of October. Also, after the season, the bridge ties were installed on Lobato Trestle.

Right: Three flat car loads of new ties sit at the siding at Cumbres awaiting one of many work trains to deliver them to their destinations along the line where they were installed. September, 1989.



Kyle Railways, Inc., presented the Commission with a proposal to extend the season--it was approved unanimously. Beginning in 1990, the season will open Saturday of Memorial Day weekend. The fares for adults will be increased by \$2.00 and children's tickets will be increased by \$1.00 next year. The end of the season will remain mid-October.

The Commission approved the reroofing of the log bunkhouse in Chama with new cedar shingles. Also, Mel Koven reported on the success of the opening day RPO run. He presented the Commission with a check for a percentage of Chama's gross sales for the first-day covers.

Governor Carruthers of New Mexico toured the Chama yard on August 22. On October 2, the Governor and about 35 persons from his office rode from Chama to Osier and back and had a delightful time.

During the 1990 legislative sessions, the Commission will seek funding from the states of Colorado and New Mexico for the following projects:

1. Installing a soil absorption septic system at Osier to replace the outdated lagoon.
2. Rehabilitating the first-generation passenger cars, to include new aluminum frame windows, interior remodeling, and new, softer springs to smooth the ride.
3. Cleaning cement, pouring a new layer of grout, and applying an epoxy coating on the Chama River bridge pier and abutments.
4. Stabilizing work on the snowshed and the car repairman's house at Cumbres.
5. Restoring engine No. 463 to operating condition.

The Commission will also seek grants and donations for the engine No. 463 project as part of the total funding package for the project.

*[Editors Note: I have been in touch with Leo since the season ended, and several items in this Commission report can be brought up to date. Howard Coleman has undergone bone-marrow transplant and is out of the hospital. He is still in the Northwest. Final patronage numbers for the 1989 season are: Chama, 28,638; Antonito, 15,821; total, 44,459 (1988 season total, 39,222; 1987 total, 38,721). The next issue of the Dispatch will report on the Commission meeting scheduled for December 15 in Santa Fe--Art Nichols, Editor.

Executive Director Leo Schmitz is not one to sit around. Leo is an active member of our Volunteers and he is the Chairman of the Dual Gauge Committee. Below is an article, sent in by a member in Little Rock, which appeared in the November 10, 1989, Arkansas Democrat about the 463 project.]

1903 locomotive may roll again out west

The Rocky Mountain News, Denver

DENVER - Old Engine 463, a narrow-gauge locomotive that once lugged travelers, cattle, ore and timber over winding mountain routes before being snapped up by cowboy film star Gene Autry, may be fired up again.

Members of the Cumbres and Toltec Scenic Railroad Commission appeared before

Colorado lawmakers last week to outline their plans for the year ahead, including putting Engine 463 back into operation.

The 1903 smoke-belching, coal-burner would become the fifth and oldest engine in operation on the 64-mile line, which has been jointly owned by the states of Colorado and New Mexico since 1970 and

leased as a tourist run during the summer months.

Thousands of people have ridden the narrow-gauge line, which crosses the two states' boundaries 11 times and takes travelers over 10,015-foot Cumbres Pass.

It also was featured in the opening, harrowing scenes of "Indiana Jones and The Last

Crusade."

Cost of getting old 463 into operation was estimated at \$265,000 by commission executive secretary Leo Schmitz.

"We're hoping we can attract more movies with this engine because it's older and would fit more easily into the movie scenarios," Schmitz said.



One of the most significant projects tackled by the Volunteers was the removal of the last 400 feet of dual gauge track in Alamosa, Colorado, including a dual gauge switch. Here Volunteers carefully remove the switch for future reinstallation in a dual gauge display in Antonito. L to R: Julian (on tractor), Wade Hall, Leo Schmitz, Cal Smith, Jim Herron, Jason Rupley, David Hoyt and Clay Wilson. August 17, 1989. Photo by Peter Smith. (See story by Cal Smith starting on page 8).

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