



# ROTARY SNOWPLOW PASSENGER EXTRA

SPONSORED BY THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC. MAY 4-5, 1991

Good morning and welcome aboard the 1991 ROTARY SNOWPLOW PASSENGER EXTRA on the Cumbres & Toltec Scenic Railroad sponsored by the Friends of the Cumbres & Toltec Scenic Railroad, Inc.

Our train will be traveling over some of the most spectacular scenery in the Rocky Mountains as we ascend the 4% grade of Cumbres Pass and make our way towards Osier, Colorado.

The line we are riding today was once part of the San Juan Extension of the Denver & Rio Grande Railroad which went from Alamosa, Colorado to Silverton, Colorado. Construction of this route started in 1880 and was completed to Durango in July of 1881. The purpose of the San Juan Extension was to tap the booming mining districts of the San Juan Mountains of southwestern Colorado.

The line remained under the ownership of the Rio Grande until 1970 when the States of Colorado and New Mexico purchased the 64 miles between Antonito, Colorado and Chama, New Mexico. The line is leased to Kyle Railways which operates it as the Cumbres & Toltec Scenic Railroad. Included in the purchase were track and structures, 9 steam locomotives, numerous freight cars and other rolling stock. The equipment you are riding on today is part of that historical collection acquired in 1970. The remaining section of the line between Chama and Durango was removed in 1970.

The engine that is pulling our train was built in 1925 by the Baldwin Locomotive Works in Philadelphia and has spent its entire years operating on the narrow gauge lines of the Denver & Rio Grande and Cumbres & Toltec Railroads. The engine is an excellent example of the coal fired steam engines that at one time powered all the trains of this nation before the advent of the diesel electric locomotive.

We will be meeting Rotary OY at Cumbres and will be following it towards Osier. Rotary OY was built by the American Locomotive Company (Cooke Works) in Patterson, New Jersey in 1923. Research indicates that OY was first used on the Denver & Rio Grande Western in April, 1925 to clear Cumbres Pass. It was last used by the Cumbres & Toltec Scenic

Railroad in May, 1983. OY weighs 156,000 pounds and its rotary wheel is 9 feet, 8-1/2 inches in diameter.

## Schedule

Our schedule is listed below and every effort will be made to adhere to it, however, all times are approximate and are subject to change due to operating requirements.

7:30 a.m.	Depart Chama
8:45 a.m.	Arrive Cumbres
9:00 a.m.	Depart Cumbres
9:00 a.m. to 3:00 p.m.	Follow Rotary and off-load for photographs.
3:00 p.m.	Depart Osier
4:45 p.m.	Arrive Cumbres
6:00 p.m.	Arrive Chama



RIGHT: Cumbres Pass—May 25, 1983.  
Photograph by Joseph P. Hereford, Jr.

## Highlights of Our Route

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### CHAMA, NEW MEXICO

*Milepost 344.0, Elevation 7,863*  
Southern terminus of the C&TS Railroad. D&RG tracks reached here in 1880 and it has been a railroad town ever since, although lumber, ranching and now tourism have been important aspects of the local economy. At one time a number of logging railroads reached out from this community.

### LOBATO SIDING

*Milepost 340.0, Elevation 8,303*  
The "Weed City" depot was constructed by movie makers.

### LOBATO TRESTLE

*Milepost 339.8*  
This trestle is 100 feet high and 340 feet long. Here the 4% grade begins to Cumbres.

### CROSS INTO COLORADO

*Milepost 335.6*  
This will probably be our only state line crossing although the C&TS

actually crosses the two state borders 11 times along its 64 mile line.

### CRESCO, COLORADO

*Milepost 335.1, Elevation 9,193*  
Location of a 1,700 foot long siding and a water tank.

### COXO

*Milepost 332.2, Elevation 9,753*  
Site of former siding.

### WINDY POINT

*Milepost 331.6, Elevation almost 10,000*  
A spectacular view can be seen off to the south with the track noticeable far below.

### CUMBRES

*Milepost 330.6, Elevation 10,015*  
One of the most famous railroad passes in Colorado where winter storms can leave hundred of inches of snow. The railroad section house, water plug, wye and remnants of the wye snowshed can be seen here.

### TANGLEFOOT CURVE

*Milepost 329.7*  
To change elevation in a short distance the track makes a sharp loop here.

### LOS PINOS

*Milepost 325.5, Elevation 9,710*  
Location of a wooden water tank and also the foot of Cumbres Pass.

### CASCADE TRESTLE

*Milepost 319.9*  
A spectacular bridge, 137 feet high and 409 feet in length.

### OSIER

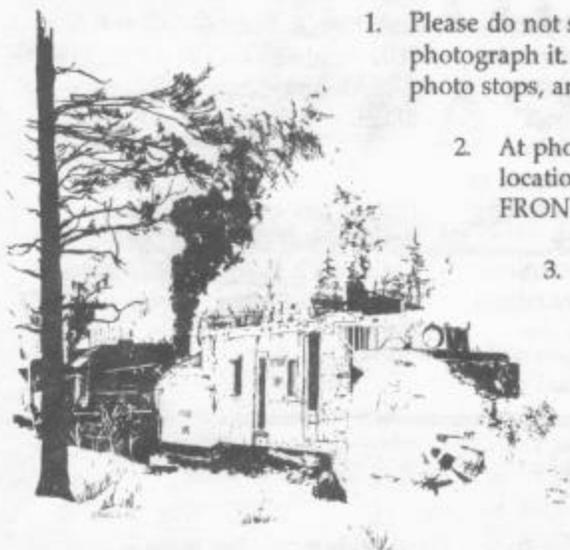
*Milepost 318.4, Elevation 9,637*  
At one time a small depot, post office, eating house, bunk house, water tank, covered turntable, cattle loading facilities and coal loading platform existed here. Today Osier is the site of a new dining facility completed in 1989. Antonito, the eastern end of the C&TS, is another 38 miles down the line.

BELOW: OY—May 25, 1983. Photograph by Joseph P. Hereford, Jr.



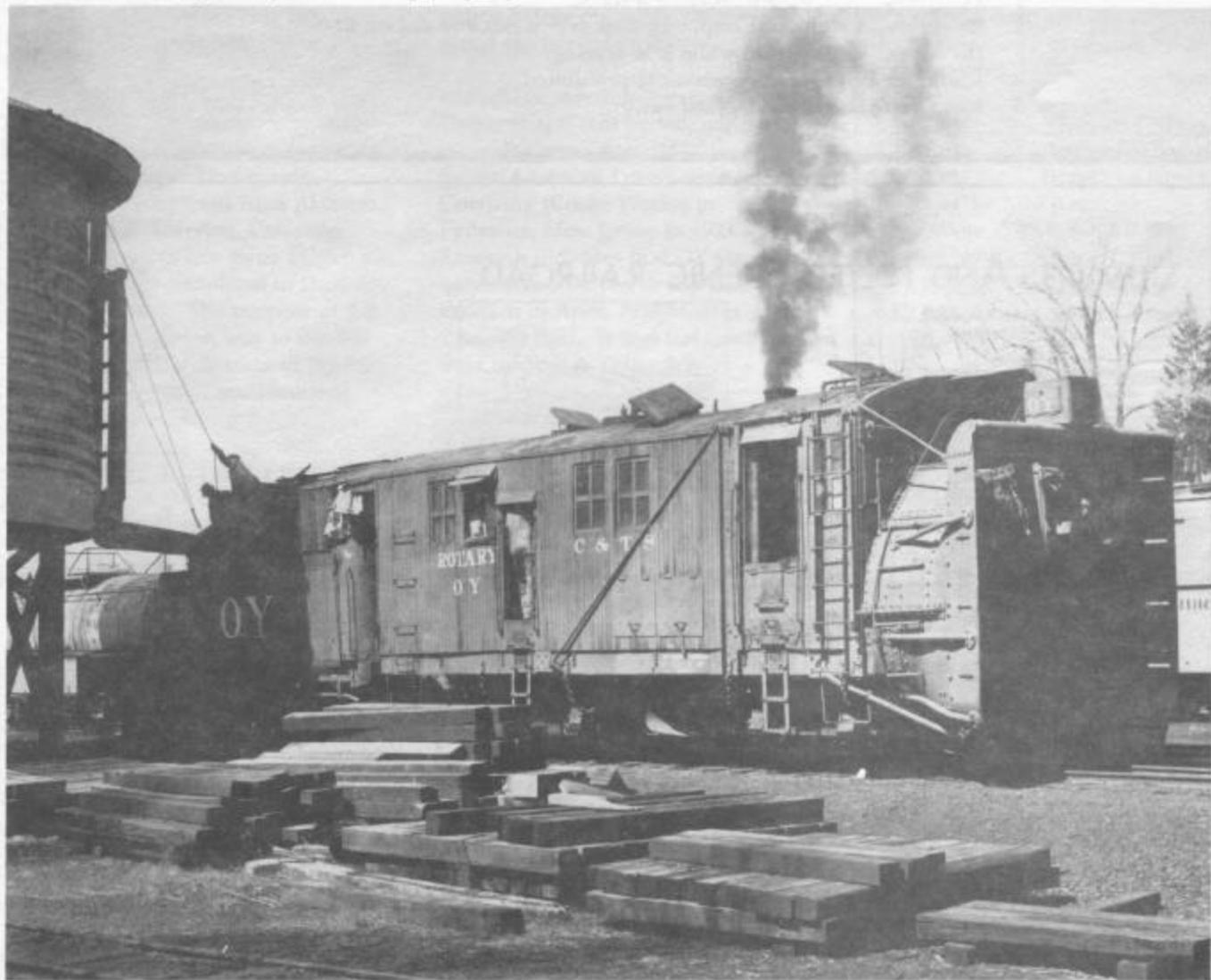
## Photo Stop Rules

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1. Please do not stand in front of the locomotive while others are trying to photograph it. Passengers not taking photos, who disembark from the train at photo stops, are asked to remain behind the line of photographers.
2. At photo run-bys, a **LINE OF PHOTOGRAPHERS** is to be formed at the location most beneficial to all. **PLEASE DO NOT TAKE A POSITION IN FRONT OF THIS LINE.**
3. **STAY CLEAR OF THE TRACK** during these types of movements. A passenger not adhering to this rule may cause the engine crew to terminate a photo run-by prematurely!
4. As the train comes forward during a photo run, please remain quiet for the benefit of those with sound recording equipment until the train is past the photo line.
5. To avoid unnecessary delay, please board the train immediately upon completion of each photo stop.

ABOVE: Original pen & ink drawing of Rotary OM by Jan Rons. Use donated by member Mel Koven of Unicorn Gallery in Chama.  
BELOW: OY in Chama yard—May 25, 1983. Photograph by Joseph P. Hereford, Jr.







# C&TS Dispatch

Vol. 4 No. 3

July 1991

## Standard-Gauge Box Cars Donated - Volunteers Start Restoration

The Friends of the Cumbres & Toltec Scenic Railroad is pleased to announce that the Denver & Rio Grande Western Railroad Company has donated two standard-gauge box cars to the Friends for display on the newly installed dual-gauge display track in Antonito, Colorado. Further, volunteers participating in the June work session of the Friends have started the restoration of these two historic box cars.

Standard-gauge box cars X-5082 and X-5086 (originally numbered Nos. 66306 and 66977, respectively) have been sitting in the Alamosa, Colorado railroad yard of the Rio Grande Western since the time of abandonment and sale of the narrow gauge in 1970. The picture below demonstrates that by 1976 the siding on which these two cars were sitting had been isolated from the rest of the railroad. Here they are used as storage for the Rio Grande until their transport by truck to Antonito in November 1990. These box cars were then rolled off the lowboy truck onto the east end of the dual-gauge track installed by Friends volunteers in August 1990.

Friends President William Lock has been working on the acquisition of these two cars for a dual-gauge display since August 1984. The cars were built in 1916 and are very special from a historical standpoint in their own right. Rio Grande records indicate that the cars were built as SG class, standard-gauge revenue freight cars and were used in that capacity for 43 years. In June 1959, at Alamosa, Colorado, they were converted to Maintenance of Way Tool-Material cars and issued new numbers of X-5082 and X-5086. They served in this capacity out of Alamosa for 22 years until April 1981 when they were retired as being "worn out." Between 1981 and 1990 the cars continued to be used for storage.

*Please Turn to Page 3*



*The two donated standard-gauge boxcars in the Alamosa railroad yards on July 14, 1976. X-5082 is on the left and X-5086 is on the right. The two cars are standing on the west end of the dual-gauge track which, by 1976, was already isolated. Photograph by Joseph P. Hereford, Jr.*

## The C&TS Dispatch

### DIRECTORS

Harry Babcock	William Lock
Roger Breeding	John Rupley
Howard Bunte	Roger Siverson
Frank Burton	Calvert Smith
Glenden Casteel	Christina Tebbens
William Kepner	Joe Vigil
Fred Knight	Hugh Wilson
Earl Knoob	Spencer Wilson

### OFFICERS

President	William Lock
Vice President	Christina Tebbens
Treasurer	Frank Burton
Secretary	Glenden Casteel

Editor Arthur Nichols  
Layout Steven Schroeder

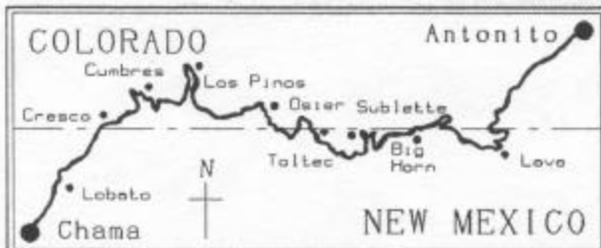
Please write the Editor at 1307 45th Street,  
Los Alamos, New Mexico 87544

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

THE FRIENDS is dedicated to the preservation and interpretation of 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 operated by Kyle Railways, Inc. Volunteers from the Friends have been especially 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 & 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 Present

(c) 1991 Friends of the Cumbres & Toltec Scenic Railroad, Inc.

## PRESIDENT'S COLUMN

### The Windy Point

1991 has already been a busy year for railroading on the Cumbres & Toltec, and the upcoming summer schedule of events should keep the Friends very busy. Elsewhere in this issue you will find a report on the tremendous work accomplished at our first summer work session. Our Third Annual Moonlight Train held June 22, 1991, was again sold out and was an outstanding success.

I just completed my vacation with my family. On our drive back to northern Illinois, we saw several short-line railroad operations that were working on former mainline railroads. We also had the opportunity to visit the Illinois Railroad Museum. There, volunteers have accomplished tremendous amounts towards the preservation, display, and operation of significant numbers of traction and other railroad equipment. I was awed by the collection that is there. Even more impressive, however, were the many covered shelters that they have erected for the preservation of their collection. It is apparent that the Cumbres & Toltec must take steps in the long run to protect our collection in the same way.



Most importantly, I want to tell you that even after visiting an impressive museum like the Illinois Railroad Museum, in my opinion there is absolutely no comparison between that museum and the Cumbres & Toltec. Being able to ride on the mainline railroad as we can in its original setting offers a very special view into the past that cannot be recreated. I am so pleased that we have mainline railroading at its best from a historical standpoint - the narrow gauge is interesting, the mountains and scenery are spectacular, but how fortunate we are that this unique mainline railroad has survived for our enjoyment.

On page 7 you will find a list of nominations for Directors. I want to publicly thank all of our Directors for their dedicated and valuable service to this organization. Even if you are not attending the August work session, I hope that you will feel free to attend our program and Annual Meeting on Saturday, August 10, 1991. Best wishes.

- Bill Lock



LEFT: West end of donated boxcar X-5082 standing on remaining section of dual-gauge track, August 1984. Photograph by William Lock.  
 RIGHT: Bill of Sale, dated April 19, 1991, from the Denver & Rio Grande Western donating these two cars to the Friends.

**BILL OF SALE**

KNOW ALL MEN BY THESE PRESENTS: That THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, a Delaware corporation, party of the first part, hereby donates to FRIENDS OF THE CUMBRES AND TOLTEC SCENIC RAILROAD, INC., a New Mexico nonprofit corporation, party of the second part, the following described property presently located at Alamosa, Colorado:

1. Wooden Boxcar No. X-5082, a standard gauge, tool-material car.
2. Wooden Boxcar No. X-5086, a standard gauge, tool-material car.

IN WITNESS WHEREOF, said party of the first part has caused this instrument to be signed by its duly authorized President and Assistant Secretary and its corporate seal to be here unto affixed, this 19th day of APRIL, 1991.

ATTEST: THE DENVER AND RIO GRANDE WESTERN  
RAILROAD COMPANY

By: D. G. Webster  
D. G. Webster, Assistant Secretary

By: A. L. Marzano  
A. L. Marzano, General Manager

## Standard-Gauge Box Cars Donated - Volunteers Start Restoration

*Continued from Page 1*

Following the restoration of the two cars, the Friends plan to donate them to the Cumbres & Toltec Scenic Railroad Commission. The Friends and everyone interested in the preservation of western history appreciate the donation of these cars by the Denver & Rio Grande Western. The cars will be displayed in historic Rio Grande lettering and will make an excellent display in the Antonito yard. The Friends also wishes to thank the Historical Society of New Mexico, and all those who have purchased books on the logging railroads of New Mexico written by Vernon Glover, for the donation of the transportation cost associated with moving the standard-gauge cars from Alamosa to the display track in Antonito. Also thanks go to Leo Schmitz, Director of the Cumbres & Toltec Scenic Railroad Commission, who coordinated and supervised the moving of the cars. As part of this transportation operation, the standard-gauge idler car was moved from

the display track on the southwest side of the Antonito railroad yard in May 1991 to the new dual-gauge display track.

Friends volunteers under the leadership of Director Howard Bunte started restoration work on the standard-gauge cars on Thursday, June 20, 1991, at the beginning of the June work session. This crew worked hard to inventory defects in the cars and to begin the replacement of broken boards and other needed items. Elsewhere in the Dispatch you will find photographs of the crew at work on the project. The crew also started working on the restoration of the standard-gauge idler car, as you can see from the photographs.

Upon completion of the restoration work by the Friends volunteers, an important part of the interpretation of the Cumbres & Toltec property will be added. Now visitors to the Railroad will be able to see the display of historic equipment in the actual context of a mixed-gauge freight train. It is also hoped that the dual-gauge switch on the west end of this display track will be installed during the winter of 1991-1992 so that this display will be complete.

## ALVA F. LYONS MEMORIAL FUND

Alva F. Lyons, former conductor with the Denver & Rio Grande Western Railroad, died in Durango, Colorado, January 30, 1990.

A number of his friends feel it important that he be remembered for his fifty-one years of service, during which time he played a major role in saving the Silverton Branch from abandonment.

The Durango & Silverton Narrow Gauge Railroad, the successor company to the Silverton Branch, has granted permission to place a bronze plaque in the historic Durango depot in memory of Mr. Lyons.

Dedication of the plaque is set, tentatively, for August 3, 1991. Donors will be notified on the exact date and time.

Contributions to the memorial fund may be sent to:

Alva F. Lyons Memorial Fund  
 First National Bank of Durango  
 P.O. Box "L"  
 Durango, CO 81302

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## Highlights from the June 1991 Work Session

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Above: Jack Ryan and Wayne Welkenback of the Antonito Car Repair Crew under Howard Bunte's leadership work on the standard-gauge idler car now on the dual-gauge display track. The two standard-gauge boxcars are in the background. Other crew members included David Peterson, Andrea Peterson, and Jennie Welkenback.

Right: For the first time major work aimed at restoring the Snowshed was accomplished under the leadership of Jack Schuh. Here the entire crew are hard at work, including Sam March, Dick Sons, Tom Donovan, and Warren Ringer.



Below: The Sublette Section House Roofing Team under captain Roger Breeding got a good start on essential repairs to that building. Friday afternoon found Marvin Sandmire, George Canham, Terry Woolsey, Frank Hoback, Wade Hall, Richard Mathews, Dick Kremers, Jim Woods, Mike Schalk, and Les Isaacowitz hard at work.



Below: The Cumbres Section House Paint Crew under Rod Day did a great job. The large crew included Vicki Mayfield, Jessica Ratliff, James Schalk, Frank Wilson, Nancy and Steve Bergmann, and Craig and Renee Story.



Right: We had 21 women among our 80 volunteers and here 3 hard-working members of the Property Maintenance Crew were loading lumber. Left to right Judy Pratt, LaMerle Boyd-Hoback, and Phyllis Reever.



Right: The Chama Car Repair Crew did much work on several freight cars in the Chama yard, especially including bunk car No. 04407. Bill Kepner and Wayne Freeark headed up this project with a crew including Ralph Flowers, Drake Rice, Ken Rice, Ross Wells, Dick Smith, Dan Brown, and Mike Lavrich.



Right: The Property Maintenance Team in Chama did an excellent job on numerous projects, including landscaping around the Chama Station, the rehab of the Fire Hose Shed in the north part of the yard, and the rebuilding of parts of the loading ramp for the coal tipple. Here Phyllis Reever has just finished rebuilding a section of the stone wall assisted by team members Bernie Nimon, Dwayne Reever, LaMerle Boyd-Hoback, and Judy and Orville Pratt.



Left: Temporary roofing of the Car Inspector's House at Cumbres was completed under the leadership of Ted Norcross. Ted was assisted by Kyle and Stacia Norcross, Mark Yates, Bill Nimon, Greg Roberts, and Charles and Celeste Curran.



The Friends is pleased and proud that we are receiving tremendous support from the merchants of Chama. Left: Marquee on the Chama Valley Super Market welcoming the Friends. Above: Cake donated by the Super Market to our volunteers.

Right: Keeping 80 volunteers from 15 states well fed through the middle of the day took talented Betty Schuh and her crew of the famous J B's restaurant ("Betty's Boxcar Beanery"). Assisting on the lunch crew were Dorothy Sandaire, Jamie March, Flo Stapleton, and Helen Schalk.



Left: Our meeting and program were excellent. Featured speaker was Leone "Mike" Goulding, co-founder of Goulding's Lodge in Monument Valley, Utah, who spoke on her days growing up in Chama. "Mike" answered numerous questions about what the olden days were like in Chama to the satisfaction of the large audience of over 100 people. Left to Right are Spencer Wilson, Joe Vigil, Mrs. Goulding, and Bill Lock. After a break, Earl Knoob gave an exciting slide overview of the running of Rotary OY in May 1991.



Other June 1991 volunteers included Bob Dike and Art Nichols, Lettering; Frank and Anne Burton, Registration; Bill Lock, Linda Donovan, and Mike Duggan; the Lava Pump House Crew, with Spencer Wilson and Leo Schmitz; the Chama Operations Crew with Joe Vigil, Earl Knoob, and Gerald Blea; the Facilities Management Survey Crew with George Swain, Anne Woolsey, Fred and Dale Springer, and John Stapleton. Working in the Tool Car were Chuck Emery and Jack Dillahunt, and Ken Spencer worked on the materials/paint inventory.

Photographs by Art Nichols and Bill Lock

## NOTICE OF ANNUAL MEETING AUGUST 10, 1991, 7:30 P.M.

The fourth Annual Meeting of the Friends of the Cumbres & Toltec Scenic Railroad, Inc., a New Mexico nonprofit corporation, will be held on Saturday, August 10, 1991, at 7:30 p.m. in the gymnasium of the Chama Valley Schools, located at the corner of Pine and First Streets in Chama, New Mexico.

All members as well as the general public are invited. The official purpose of the meeting is to elect nine Directors -- see the Report of Nominations below. In addition, we will have an auction.

### AGENDA

1. Call to order
2. Introduction of Directors and special guests
3. Report of nominations
4. Election of nine Directors for two-year terms
5. Other business
6. Auction
7. Program

### REPORT OF NOMINATIONS

The Board of Directors has nominated a slate of candidates pursuant to the By-Laws for election as Directors. The By-Laws provide that at the Annual Meeting the members elect up to twelve Directors to serve a two-year term, this term being from August 1991 through August 1993. In addition to the nominations from the Board of Directors, additional nominations may be made from the floor at the Annual Meeting. The Board of Directors has nominated the following nine persons for this two-year term:

Howard Bunte (Claremont, California)  
Glenden Casteel (Albuquerque, New Mexico)  
Wayne Freeark (Santa Fe, New Mexico)  
William Lock (Albuquerque, New Mexico)  
Roger Siverson (Dallas, Texas)  
Calvert Smith (Jacksonville, Florida)  
Hugh Wilson (Lakewood, Colorado)  
Spencer Wilson (Socorro, New Mexico)  
Joe Vigil (Chama, New Mexico)

The eight remaining Directors who will continue in office until August 1992 are:

Harry Babcock (Grand Junction, Colorado)  
Roger Breeding (Albuquerque, New Mexico)  
Frank Burton (Albuquerque, New Mexico)  
Bill Kepner (Ft. Collins, Colorado)  
Fred Knight (Cherry Valley, California)  
Earl Knoob (Chama, New Mexico)  
John Rupley (Albuquerque, New Mexico)  
Christina Tebbens (Denver, Colorado)

## The Right Degree of Restoration

by John H. White, Jr.

**Radical Left:** Believers in radical surgery favor this method of cutting away all of the old tissue when removing a cancer. Any part of the old fabric that shows the slightest wear is removed and replaced. Small blemishes, cracks, and holes are enough to condemn a piece. Everything must be made solid and like new.

**In the Middle:** Those who abhor extremes favor removing only the most battered or rotted pieces. When possible the more solid part of badly worn pieces will be saved by a skillful splicing with new material. Holes, cracks, and dents are repaired and made to blend in with the old surface. The major goal here is to make the object look neat and well cared for but not necessarily like new.

**Radical Right:** According to the less-is-better school, nothing much beyond prayer should be undertaken when treating historic objects. The arrest of corrosion and decay is a high priority. Even cleaning is done at a conservative level. Mechanical repairs are made only if necessary to stabilize and hence insure long-term preservation. After the work is completed, the object, looking no better than it did before the process began, is put in a safe environment free from pollution and sunlight.

(Editor's Note: The above article from the July-August 1988 issue of *Locomotive & Railway Preservation* is reprinted with permission here so that readers may have a glimpse into different theories of restoration.)

### PROGRAM: AUGUST 10, 1991

#### "A Race Against Time - The Completion of the Ft. Collins Municipal Railway"

Director Bill Kepner of Ft. Collins, CO provides an insight into the 1986 rebuilding of the Ft. Collins Municipal Railway. Through an exciting slide presentation, Bill discusses the race to complete the 1½ miles of track in time to meet the deadline imposed by the city of Ft. Collins.

### INVOCATION PRAYER OFFERED BY THE REVEREND STEPHEN BERGMANN FRIENDS JUNE 1991 WORK SESSION

*O' God we ask your blessing upon this gathering: upon the membership of the Friends, its leadership, and directors. We ask You to bless and guide us in our work as stewards of this living legacy. May we become aware of your Presence in all that we do. Bring us closer to You and each other so that we may grow together in fellowship and friendship. Amen*



### 1991 SCHEDULE OF EVENTS

August 8 - 11, Thursday - Sunday  
Volunteer Work Session  
Chama and Antonito

August 10, Saturday  
Annual Meeting and Program  
Chama

October 13, Sunday  
End of season on the C&TS

*LEFT: Cumbres Section House, Sunday,  
June 23, 1991, following the final coat of paint by  
volunteers during the June 1991 work session.  
Photograph by Bill Lock.*



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