



The OB platform car frame is tied together by cross bolts, shown here, 7/8 in. diameter and 8 ft. long. (Photos by Roger Briggs.)

## Restoring Pile Driver OB

Pile driver OB was moved on two flat-bed trucks from Chama to the Friends facility in Colorado Springs in the summer of 1999. The volunteers started work on the heavy steel-frame platform (base) car by replacing the end sills. These sills are 7-in. by 10-in. oak, 10 ft. long. Inserted in each of the sills are 4 horizontal steel plates each 1 in. by 7 in. by 3 ft. These had to be placed in the solid oak sill, through bolted, and the completed end sill attached to the frame of the car by the truss rods. The volunteers also replaced some decking and then painted the unit.

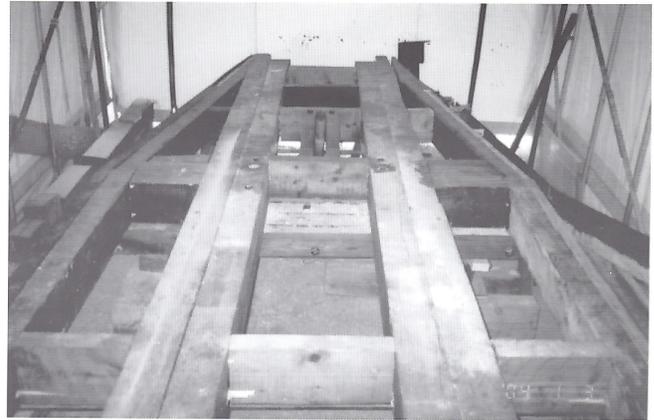
As the pile driver unit itself was disassembled the crew found that dry rot had consumed most of the main sills. These sills under the house were no more than sawdust—the cab siding had been holding that end of the unit together. The more than 400 photos that the team chronicler has taken during disassembly—documenting each part—have been invaluable in the assembly process.

The main frame of the unit consists of 6 beams each 7 in. by 10 in. by 38 ft long. The two outside beams are cut where the front end tapers in. Cross spacers are mortised and tenoned into the sills. These cross members and end sill joints required approximately 130 mortise holes and a like number of tenons. After these joints were finished and the frame assembled, it was tied together with 15 cross bolts 7/8 in. diameter and 8 ft long. At the front end of the base are two channel irons 3 in. by 10 in. by 17 ft. 4 in. long giving support and stiffness.

Now comes the work of assembling wood and steel deck pieces, placing the many pounds of counter weights, building the house, rebuilding the boom and supports, refurbishing the two steam engines (steam comes from the locomotive), and placing all the cables and chains and various pieces of hardware.

The OB crew have in excess of 1800 work hours to this time, and thanks to a dedicated group of volunteers we will prevail and OB will ride the narrow gauge rails again.

—Roger Briggs, Team Leader



The front of the OB platform car frame is tapered. The cross spacers are mortised and tenoned into the sills.

## Pile Driver OB Mini Work Session Scheduled

There will be a mini work session in Colorado Springs the week of September 13, 2004. Twelve to fifteen people are needed who can do woodwork or restoration of steam engines and gearing. Please call Roger Briggs at (719) 495-4973 if you are interested.

## Friends Offer Video Programs

The Friends office now has two video programs for sale. They are available as two VHS cassettes or one DVD. The programs are "Revolution by Rail" and "Rails Out of the Past." Using a dissolve slide format, with narration and music, the first program details the coming of the AT&SF to New Mexico in the 1880s. The second program follows the construction of the D&RG Railway from Denver to Durango and Silverton, with particular interest in the 4<sup>th</sup> Division, known as the San Juan Extension from Antonito to Chama. The program also follows the creation of the C&TS.

The programs were created in the mid 1980s by Friends Director and Archivist and historian Spencer Wilson. The two VHS tapes are \$15.00 each, shipping included, and the single DVD is \$25.00, shipping included. Available from The Friends of the Cumbres & Toltec Scenic Railroad, 6005 Osuna Road NE, Albuquerque, New Mexico 87109. Telephone (505) 880-1311; fax (505) 856-7543.

### Another Century of Narrow Gauge Steam

February 13, 2004

Pledges/Contribs. Rec'd to Date	Cash Rec'd to Date	Cash Rec'd in 2003	Cash Available for Use
<b>\$615,000</b>	<b>\$393,000</b>	<b>\$143,000</b>	<b>\$202,000</b>
ACNGS Funds Dedicated to Friends' Endowment Fund		ACNGS Funds Paid to Date to Initial EDA Locomotive Grant	
<b>\$35,000</b>		<b>\$60,000</b>	

All amounts are approximate estimates based on current, unaudited information.



*Bob Triggs setting up to measure faces on a driver box for 484. Below, two sets of drivers with new tires under 484. (Photos by Tom Cardin on February 3, 2004, except where noted.)*



*Tommy Garcia brings a set of drivers to the wheel lathe in the Chama shop, while Steve Montano guides the drivers into place.*

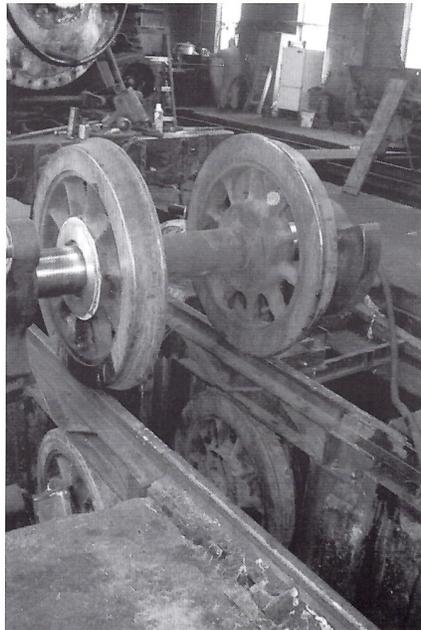


### WINTER SHOP WORK 2003–2004

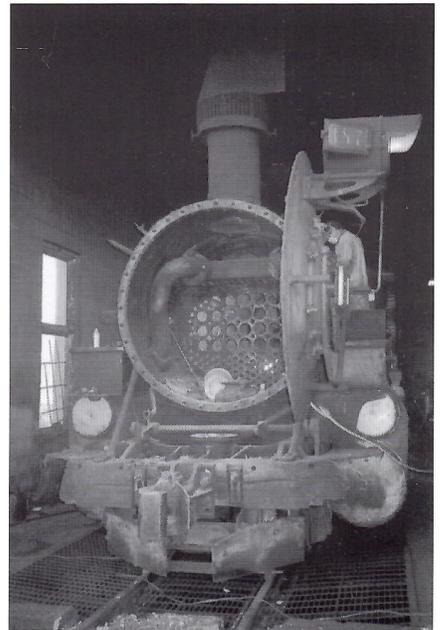
The shop crews in Chama and Antonito are busy preparing locomotives 484, 487, and 488 for the opening of the season on Saturday, May 29. Here are scenes from the shops.



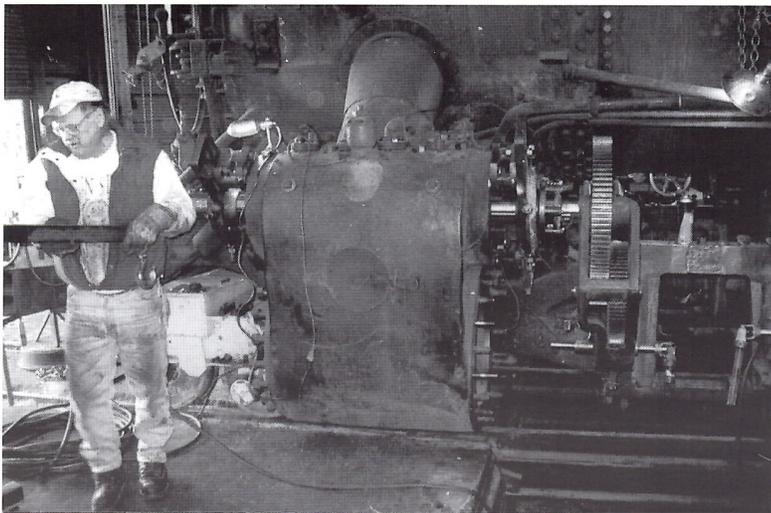
*In Chama Rickey Rivas finishes loading a superheater flue in engine 484 (January 28, 2004).*



*Drivers ready for 484. Lower set has driver boxes, and both sets have new tires.*



*In Antonito Raymond Martinez works on engine 487, November 7, 2003. (Photo by Art Nichols.)*



Chuck Irvine and Ed Beard have just mounted the boring machine on engine 488 to rebore the cylinders and valve cages.

## THE C&TS—A NATIONAL HISTORIC SCENIC RAILWAY?

From "Friends of the C&TS News," a feature of the Friends' Web site—[www.cumbrestoltec.org](http://www.cumbrestoltec.org). The webmaster of the Friends' site is Director Curt Bianchi.

Over the years, the National Park Service has expanded well beyond its traditional system of National Parks and Monuments. There are National Scenic Trails such as the Appalachian Trail. There are National Parkways (e.g. the Blue Ridge Parkway and Natchez Trace) and National Scenic By-ways. Scenic river corridors have been designated and protected along with historic canals. And during its recent session, the New Mexico State Legislature called for the Cumbres & Toltec Scenic Railroad to be designated as a National Historic Scenic Railway.

In a swift and surprising move, initiated by Speaker of the House Ben Lujan, both houses of the legislature passed Joint House Memorial 93, which requests that the New Mexico and Colorado congressional delegations ask the U.S. Department of Interior to evaluate the feasibility of designating the railroad as part of a National Historic Scenic Railway. According to Mr. Regis Pecos, a policy analyst for Speaker Lujan, the intent of the memorial is to create a

relationship with the National Park Service that would allow ongoing federal support for the railroad while leaving its present governance structure intact.

On February 10, immediately after the House passed the memorial paying tribute to the Friends of the C&TS Railroad, representatives of the Friends, the RGRPC, and the Commission were surprised when they were ushered into the Speaker's office to discuss the National Historic Scenic Railway initiative. After a contact with Commission Chairman Steve Malnar the following morning, the memorial was introduced on the floor of the House. Within only several days it wound through two committees and passed both the House and the Senate with no dissenting votes. Efforts are underway to encourage similar action by the Colorado State Legislature.

The initiative's prospects are difficult to assess at this beginning stage. However, there is precedent for the sort of state-federal-private nonprofit partnership that Speaker Lujan envisions. The National Park System includes historic and scenic properties managed under similar arrangements.

—Brian Shoup, February 21, 2004

## Changes in Train Fares for Friends Members

The C&TS Railroad is no longer granting discounts on train fares for Friends members. Last year, under the new contractual arrangement, the Friends' affiliate—the Rio Grande Railway Preservation Corporation (RGRPC)—became the *manager* of the railroad on behalf of the Commission instead of the lessee. Under the previous contract model, the RGRPC shouldered most of the financial risk and was free to offer discounts as it saw fit. Under the present business model the Commission has assumed most of the financial risk in exchange for setting much of the operational policy, including matters of pricing and discounts.

Because of the financial challenges it has faced following the difficult 2002 season, the Commission has chosen to suspend *all* fare discounts for passengers. While we hope that as the railroad rebounds, such discounts for Friends' volunteers can be reinstated, this will be a decision for the Commission to make.



A State of New Mexico crew pours cement for the walkway from Terrace Ave. down to the C&TS depot and yard. (Photo by Tom Cardin.)



**2004 Schedule of  
Friends' Events**

**Saturday, May 29  
Opening Day**

**Volunteer Work Sessions**

May 10–14, Session A

May 17–21, Session B

June 14–18, Session C

June 18, Annual Meeting

June 21–25, Session D

August 2–6, Session E

August 9–13, Session F



*The morning east-bound train passes the water tank after entering Los Pinos Valley. Highway 17 between Chama and Antonito is in the background. The train will be on the track in the middle distance after traveling on the loop at the north end of the valley, out of view to the left, August 2002. (Photo by Art Nichols.)*



**Friends of the Cumbres & Toltec  
Scenic Railroad, Inc.**

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