That same day Mr. Shields forwarded the July 15th report to President J. S. Pyeatt, with his own comments and recommendations for further survey. There then seems to have been some additional instructions to Gwyn and Balcom, as the next document in the CHS file is a memo from them to President Pyeatt. In that letter, dated August 25, 1927, they present findings from their examination of the country between Tierra Amarilla and Farmington, and the Chama River Valley to the mouth of that river at Chamita, "All with special view of ascertaining the possibilities of securing a new and more economically operated line to Farmington than afforded by the existing route via Cumbres Pass." But we shall leave that subject for future research.

Now consider this; do you think you would have become involved with the railroad if it was called something like:

'The Brazos Cutoff" or "The Volcano & Willow Creek RR"? Remember…it would have been standard gauge.

Member Kevin Corwin is a long-time work session volunteer, as are Noreen and Roger Breeding. Roger is a former director of the Friends.

Book Review

Rails Thru the Gorge: A Mile by Mile Guide for the Royal Gorge Route, Osterwald, Doris B. [Western Guideways, Ltd., P.O. Box 343, Huge, CO 80821 (719) 743-6818, pb., 167 pp., photographs, maps, bibliography].

Doris Osterwald is familiar to all of us through her various guides to Colorado railroads and, especially, for *Ticket to Toltec*, the guide to our own C&TS. For these works, Doris is rightly known as "Colorado's best-selling rail writer." Now in this current volume, Doris has out-done herself! This is the guide to the Cañon City and Royal Gorge Railroad (CC&RG). This book is also much more than just a railroad guide. As is usual with her other guide books, Doris starts off with the geology of the area, which is of course even more interesting because of the Royal George itself and the surrounding mountains. There is an extensive history of the earliest human habitation and the coming of the easterners, Zebulon Pike and others. Then in the mid 19th century, came the farmers and ranchers, then the miners followed, of course, by the railroads. She goes in great detail about the competition of the D&RG and the AT&SF in the Royal Gorge "War" with emphasis on the principal figures involved. This means the biographies of William Jackson Palmer, Cyrus K. Holliday, James Richard De Remer, Henry R. Holbrook, Richens L. Wooten, William Barstow Strong, Albert Alonzo Robinson, Moses Hallett, James A. McMurtrie, and William Raymond Morley. The roles these men played in the history of both railroads, and others, contributes a lot of background to the whole story. She traces the Royal Gorge route into the final years of the D&RGW operations. Then came the present tourist operations. There is also a separate pair of biographies for Palmer and his family and for C. Shaler Smith, the designer of the famous hanging bridge deep in the Gorge. The lives of both Palmer and Smith certainly rate the time Doris devotes to them—Shaler was quite the bridge designer in the U.S., Canada, and South America.

Doris is not content with just a narrow view of the Gorge route, she goes on with the mining districts of Silver Cliff and Westcliffe and the stories of branch lines constructed into them by the D&RG. That section is followed by the story of Photographer George L. Beam, who was hired by the railroad to help publicize the Royal Gorge route—along with many samples of his very excellent photographs. Beam was a very close friend of William Henry Jackson. Cañon City is also given rather extensive coverage—history, movie making days, the development of the Royal Gorge Park, and other tourist attractions, old and new. She explains the development of the suspension bridge and the incline railroad to the bottom of the Gorge. All is followed by an extensive bibliography.

This is a must have book. Even if you have never ridden the CC&RG railroad, you will want this book for the excellent information and photographs.

—Spencer Wilson

News, *continued from p. 3*

just east of the Antonito yard. It will be a steel-sided structure with steel and wood framing designed and manufactured by Miracle Truss Company of Minneapolis. It will have a 60-foot by 72-foot foundation with an earthen floor. The structure will also be insulated. Subsequent enhancements over the years could include a concrete floor, machine shop, and inspection pits, depending on future needs.

"The new facility will provide our Antonito volunteers with much needed protection from the harsh climate in Antonito along with critical indoor storage capacity for some of the most important pieces of the historic fleet of rolling stock," said Friends CEO Brian Shoup. "Our restoration work in Antonito has often been hampered by high winds and lack of shade. Not only will the CRF remedy this problem, it will also provide greater security and protection for priceless assets such as the newly restored 'short' caboose 0579," he added.

The CRF costs will be covered by a gift from veteran Antonito site volunteer Malcolm Mackey and funds from the Another Century of Narrow Gauge Steam Campaign. "As the locomotive overhaul program continues, we want to turn some of our attention to ensuring that these K-36s will have a wide variety of serviceable, restored rolling stock to pull for charters, excursions, and other special trains. In addition to static displays, we want to dynamically interpret this railroad by re-enacting authentic freight trains of more historic length, unique work trains, and even historic passenger trains with baggage and business cars," Shoup said. "This will require infrastructure such as the Antonito CRF along with a larger shop in Chama to support this greater level of effort and sophistication."

LETTERS

Hoping to Volunteer

I [read last winter's] issue of the Dispatch and enjoyed it very much. I especially enjoyed Frank Yockey's article "So You Want to Be a Train Host?" I don't know what a hydraulic or hydrostatic lubricator is, and he piqued my curiosity on that point! Some year I hope to spend a summer out there working on the railroad, but until then I will enjoy the Dispatch and use my imagination. We did visit the railroad a couple of years ago, but it was too early for operations to start so we just walked the yard at Chama, drove to Antonito and continued east to home filled with memories.

Paul Kallmeyer
East Hampton, NY

Thank You

Your railroad made a life-long impression on my 4-1/2-year-old son, thanks to the wonderful people that worked so hard to make our trip great. Joshua enjoyed the ride even more than catching his first fish, which he did as well in New Mexico. Thanks so much to the great people who made such an impression on him: Jeff (engineer), Mark (fireman), Jim (docent), Chuck (docent), and Bob (docent). Joshua is truly a train fanatic and now I think he loves C&TS 484 as much as Challenger 3985, which he has seen far more times and he calls Roger (3985 engineer) his hero. Move over Roger, I think my son has a new hero—thanks Jeff!

Thomas Cantu
Houston, TX

Your Wonderful Railroad

On August 24th, my friend and I participated in the annual C&TS "speeder run" as we do every year. Us city folk need an annual exposure to authentic railroading and the running on the rails in our rail car. We were most impressed this year with all of the activity and improvements and are so pleased to see that things are improving for the C&TS. I personally am a donor to the Friends of the Cumbres & Toltec by having my annual United Way donations targeted to your organization. We absolutely love the railroad, including getting to walk around and even climb on the equipment. But this year was even better than previous ones. First, we met Carlos, one of the firemen/engineers, and he is really great. And second, but more important, on the return trip from Antonito, my cap blew off at Horseshoe Curve, and since we couldn't stop on the tracks to retrieve it, I had written it off as gone. I had my Motorcar Operators West name badge on the cap, along with various pins and engine numbers and hated to lose it. About four days after I returned to California, I received a box from the C&TS, and inside was my cap! A very sweet person named Kim [General Manager, ed.] had taken the trouble to mail it back to me, after doing what must have been some extensive research to locate my home address. A BIG thanks to the C&TS for such a great annual trip, but most importantly, please pass along my sincerest gratitude to Kim and her crew for not only finding my hat, but for taking the time and trouble to mail it back to me. That is service above and beyond the call! We're already planning our trip for next August back to Chama!

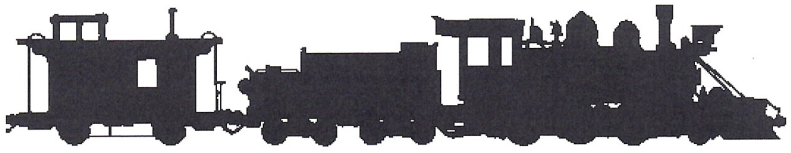
Paul MacFarland
Brea, California

Correction

In the Fall 2003 issue, on page 1 the primary tool car was incorrectly identified as boxcar 3216. There is no boxcar 3216. The tool car is boxcar 3016.

Summer Volunteer Work Sessions

The reports on the accomplishments of volunteer work sessions C, D, E, and F will appear in the Winter C&TS Dispatch.



Courtesy Ken Houghton Rail Images

PRESERVATION PERSPECTIVE: No. 27

The Scale of It All

by Keith E. Hayes, AIA

When we moved into our house, the previous owners had liberally used rock as a landscape material. I have spent the past five years moving said rock into a single pile, and am now slowly disposing of it. While shoveling it into a bucket, it occurred to me that the crushed granite was just the stuff for railroad ballast. All said, the pile I was working with was about five feet square and perhaps three feet high. In total, there was almost three cubic yards, about one pickup load full. If I could magically transport this to the railroad, how far would it go?

Narrow gauge cross ties are seven feet long, and about eight inches square and perhaps a foot apart. Generally, the ballasted roadbed extends about 12–18 inches beyond the end of the ties, so the roadbed is about ten feet wide and perhaps a foot deep. My three yards of material might last for almost six feet of track! The big pile of rock in front of me would be but a drop in the bucket along the railroad! A gondola of ballast is about 30 yards of material or enough for 60 feet of track: ballast for one mile of track requires a train of almost 60 cars! Ballast for all 64 miles would require over 3,800 carloads!

When first built, the narrow gauge track was constructed on native soils cleared of plant material, scraped to the ruling grade and minimally compacted. It is a wonder that it has supported trains all these years. Ballast was used minimally—if at all—and then only where necessary for drainage or stabilization: the idea inherent in the narrow gauge was the track cost less in every respect. What ballast was used was waste in the form of cinders. Otherwise through a combination of compaction and erosion, the track slowly worked its way into the surrounding soils.

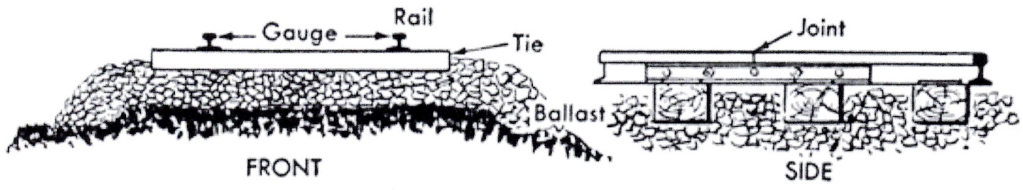
Some time ago, a Friends member located some surplus rail that was appropriate for use on the Cumbres & Toltec. I recall that when loaded on standard gauge cars, the rail filled a train of 15 or 20 cars. That seems like lots of rail—but it was only about ten miles worth. For comparison, a narrow gauge flat car can haul about (40) 30-foot-long rails, enough for one-tenth of a mile of track. Rail to replace the entire main line would equal 563 carloads!

Several summers ago a bunch of carloads of ties were in the Antonito yards. Each day, a carload would disappear to be installed by the crew that day. The ties were packed in bundles and each bundle had about 64 ties. If the ties are about 18 inches on center, each bundle would be enough for 40 feet of track; if you could fit four bundles to a flatcar, it would take over 2,100 carloads of ties to replace all of the ties on the main line at once. Not to mention all the spikes, fish plates (rail joiners), nuts and bolts necessary to hold the track together.

To iterate: 3,800 carloads of ballast, 563 carloads of rail, 2,100 carloads of ties and probably 60 carloads of hardware equal 6,523 carloads of material. If a train averages 25 cars from Antonito traveling west, it would take over 260 trains to move this material!

The rails the trains travel are perhaps the least respected part of the railroad, yet they represent a physical component of a vast scale. Many recognize the need to upgrade the track and the costs seem beyond comprehension. The hasty math above helps put the effort in perspective. Perhaps this is why we don't see new railroads being built every day.

Keith is a long-time work session volunteer and contributor to the C&TS Dispatch. Preservation Perspective first appeared in the Fall 1995 issue.



(Reproduced from The World Book, 1950 ed., Field Enterprises, Inc.)

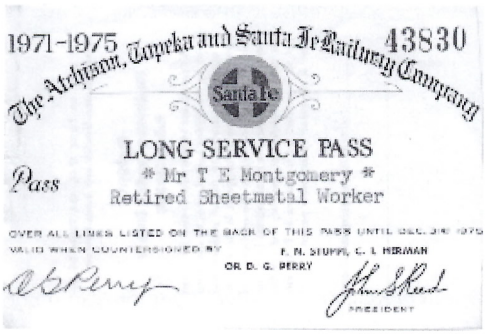
Library Receives Donation

by Spencer Wilson, Friends Librarian and Archivist

The enclosed photograph is a donation from an old friend and classmate, Thomas E. Montgomery Jr., and his wife Bebe. In his own words: "The picture shows the entire work force for the Clovis Division Point, roundhouse, back shop, all of them. I cannot find my father in the picture, though I know he is there. Date of this picture is probably 1921 or 1922. They sure hired a lot of people to get the job done."

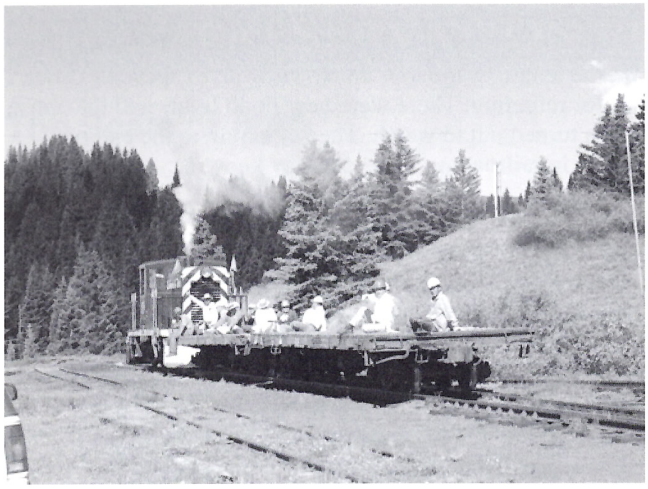
Tom goes on to say: "My dad was a Steam Fitter, I used to take him his lunch on occasion and wander around the roundhouse till I found him. Today he would be fired (if the shops still existed). I remember [that] the sound of escaping steam or compressed air from engines being serviced was very shrill, almost all of the workers had hearing problems from the noise.

"I remember the first diesel freight locomotive to make it's first trip to the west coast. Clovis as you may know was the short cut to California, the route through Vaughn, Belen, etc., was shorter and though it had mountains it bypassed Raton and Albuquerque. They pulled the engines around to a siding near the shops where they had put a diesel fuel line in, the length of the four units, with valves spaced to hook up for refueling. There were new flood lights and the entire town turned out to watch. The beginning to the end of steam in railroading, little did they know."

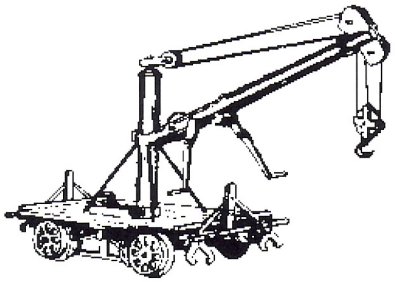

1971-1975 43830
The Atchison, Topeka and Santa Fe Railway Company
Santa Fe
LONG SERVICE PASS
Pass
* Mr T E Montgomery *
Retired Sheetmetal Worker
OVER ALL LINES LISTED ON THE BACK OF THIS PASS UNTIL DEC. 31ST 1975
VALID WHEN COUNTERSIGNED BY
F. N. STUPPI, C. L. HERMAN
OR D. G. PERRY
PRESIDENT

Mr. T. E. Montgomery's "Long Service Pass—Retired Sheetmetal Worker."

Does anyone care to guess the class of locomotive?



Diesel 19 leaving Cumbres with two flat cars to pick up brush and logs along the line, June 2004. (Photo by Tom Cardin.)



Courtesy Ken Houghton Rail Images

Vegetation Cleared from the Right-of-Way

During work session B (May 17–21), volunteers improved operating conditions and increased public safety by clearing vegetation from the right-of-way. Six teams were assigned areas along the line from the north end of the Chama yard east to milepost (MP) 300 near Big Horn.

Throughout the work session, volunteers who finished the day's project helped members of other teams. By the end of the work session, accomplishments far exceeded expectations; all of the objectives for the teams were either met or exceeded. Where needed, vegetation was cut away 20 feet from the track. The teams also cut as many as 125 trees each, 4 inches plus in diameter, as well as numerous smaller trees. All large trees were cut in 3- to 4-foot lengths and stacked along the right-of-way for pick up.

In June the railroad sprayed chemicals over the entire line to control all herbaceous vegetation within the rails and about six feet beyond each rail. The Friends and the railroad applied the chemical Spike from a trailer pushed by a speeder. Pellets were put in the center of woody vegetation by hand to eliminate sagebrush, juniper, and a few other brush species growing between or close to the rails. Also in June, the railroad provided work trains to remove firewood and slash cut during the May sessions.

—Bob Tulley, Dave Vos, Brooks Wilson

Three- and four-foot lengths of cut trees awaiting disposal in the Antonito yard, June 2004. (Photo by Art Nichols.)