



# C&TS Dispatch

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WINTER 2004

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the Friends  
on the Web at  
[www.cumbrestoltec.org](http://www.cumbrestoltec.org)

## HISTORIC PRESERVATION - 2004

### *The June and August Volunteer Work Sessions*

*Three hundred forty-six Friends carried out historic preservation projects during the 2004 volunteer work sessions: session C, June 14-18; session D, June 21-25, session E, August 2-6; and session F, August 9-13. In this issue we present, as we have since 1988, summaries, rosters, and photographs documenting the accomplishments of the dedicated volunteers on the Cumbres & Toltec Scenic Railroad.*

### INTERPRETATION

#### Exhibit Planning & Design

The plan for this team was to place historic markers at Cumbres; however, the team delayed installation of any markers until the archaeological digging at the sites of the station, covered turntable, and bunkhouse is completed. The team used their time to re-examine the Cumbres sites and rethink the designs for the markers, as well as discuss the section house and plans for other structures at Cumbres. They also reviewed areas in the Chama yard and ideas about interpretation there.

The work of the Exhibit Planning & Design team will be featured in a future issue of the C&TS Dispatch.

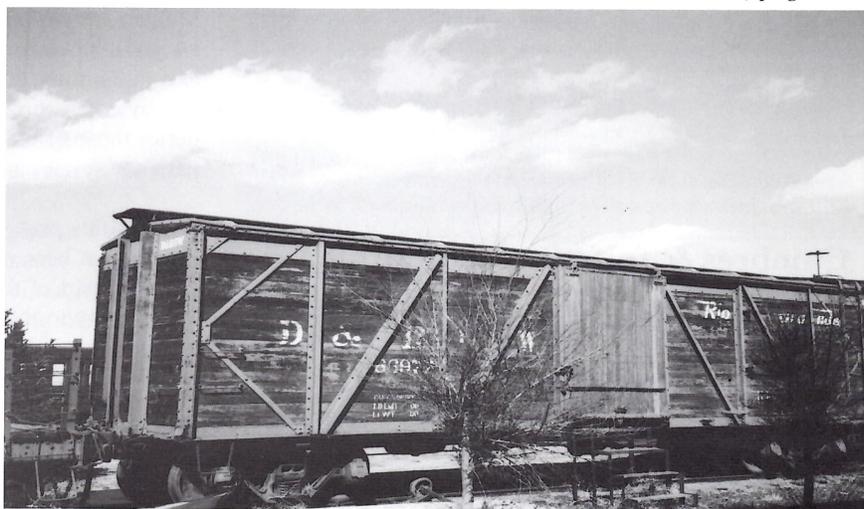
### CARS

#### Caboose 0579

A continuing project is to restore short (16 feet) caboose 0579, built in the 1800s, back to operating condition. In previous years the volunteers in Antonito had reconstructed the body, rebuilt the brake system, and started the restoration of the interior. This year the major goal was to construct a set of replica caboose trucks, which the volunteers accomplished during sessions C, D, and E. During sessions C and D, team members repaired or replaced running boards and painted the exterior reddish brown, almost

burgundy. They also reinstalled the B end coupler. The Simplex coupler that had been previously installed was incomplete (no knuckle or dog) and was replaced with a Sharon. The coupler plates were too badly worn and the springs were incorrect. The correct springs were found, the plates welded, and the coupler installed. The volunteers also installed new flooring. The team also made side window sashes that were sent to the wood shop in Chama to be routed for safety glass. Among the other accomplishments of the team was installation of B end hand brake staff and dog and pawl and completion of interior closet doors and

*See Work Sessions, page 4*



*Standard gauge boxcar 66977 on the dual gauge display track in the Antonito yard. This car, along with boxcar 66306, was donated to the Friends by the D&RGW in 1990. This year the volunteers repaired an upper rolling bracket on a side door of 66977. (Photo by Art Nichols.)*

## C&TS Dispatch

*Friends of the Cumbres & Toltec Scenic Railroad*  
 William Lock, Founder

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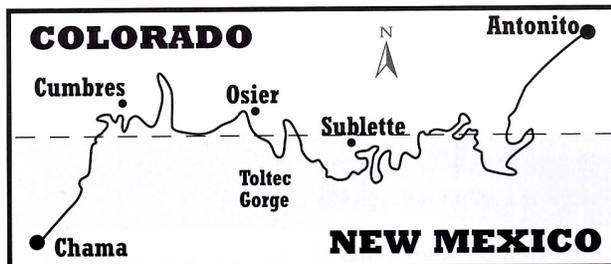
Please write the editor at  
 e-mail: [asn1307@aol.com](mailto:asn1307@aol.com)

The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

The Friends is the official museum support group for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by the Rio Grande Railway Preservation Corporation. As the museum support group, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a Member of TRAIN (Tourist Railway Association).

Family membership in the Friends is \$25.00 per year; outside the USA membership is \$35.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 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 1886

Denver & Rio Grande Railroad—1886 to 1921

Denver & Rio Grande Western Railroad—1921 to 1970

Cumbres & Toltec Scenic Railroad—1970 to 2004

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## PRESIDENT'S COLUMN



### North by Northeast

As the end of the year approaches, my time at the Friends helm is at hand. I'll soon be setting my new course, north by northeast, back to Wisconsin where my roots are. These are the days of late autumn and a time to reflect. And so I'll do just that in this, my last column.

What I have learned during my two short years as president of the Friends? The answers are complicated. This is fitting, I suppose, because the railroad itself is complicated. More than anything, I've learned that the railroad moves at its own pace. Having done a bit of sailing as a young man back in the Great Lakes region, I'm reminded of the term hull speed. It's the maximum speed at which a given displacement hull can move through the water efficiently. The hull speed of a boat is its practical speed limit that can be only marginally exceeded by expending disproportionately large and unsustainable efforts.

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 moves at its own pace...*

This nautical metaphor may seem ironic applied to an enterprise on the edge of the desert Southwest, but as New Mexico natives and semi-natives such as myself like to say, we got a lot of beach here. So I'll use the metaphor and accept its irony, for I've come to believe that the railroad, and by extension, the Friends, both have a hull speed that defies those of us who've yet to master the virtue of patience.

Perhaps this pace is the way it should be. The railroad's pace is that born of struggle. And the struggle is an essential part of the tradition. It lends a certain historical authenticity to the C&TS. The railroad, after all, has been around for nearly 125 years.

It has seen repeated cycles of expansion and contraction, while dressed in both its D&RGW and C&TS clothing. Throughout, it has demonstrated a resiliency that its founder, General William Jackson Palmer, never would have imagined. It has suffered the collapse of the silver market in the 1890s, the end of the Four Corners oil and gas boom in the late 1950s, the ICC abandonment findings in 1968, and the wild fire threat that closed it in 2002. Each time, the railroad has rebounded.

But it's not the pace or the struggle that concerns me as I reflect on the two years I've stood watch for the Friends. In fact, I've come to terms with it. I've even begun to trust it. Rather, what worries me is the double-edged sword known as passion, which comes from all of us that make up the faithful. This passion is both the wellspring of our strength and our Achilles heel.

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Perhaps, a better way of saying this is that it's the unbridled variant of passion that often derails us. The kind of passion that seems to grow a new crop of self-anointed saviors of the railroad every several years. The sort of passion that's driven by ego rather than an appreciation for results. The kind of passion that tempts us as stewards, board members and leaders to desert our assigned positions to play what in little league soccer is called bunch ball—a cloud of dust with a ball in the center surrounded by a bunch of kids all trying to kick it. Above all, it's the kind of passion that can distort good faith decisions by others into endless cause for personal affronts, the “news” of which can now be transmitted at the speed of light on the high tension wires of the Internet.

But then there is a different form of passion, one that represents the best in us. You see it within the ranks of the Friends each time one of our volunteers helps preserve a piece of history of the railroad by giving of his own sweat for a week or more, traveling sometimes thousands of miles at his own expense, and then writing a check for the “privilege” to boot. It's in evidence when someone takes time to pay tribute to the work of others while downplaying his or her own significant contributions. So it is that acts of crucial stewardship grow, spreading like beneficial contagion. It's an amazing thing, this constructive passion.

For the C&TS, there will always be struggles and its hull speed will likely remain unchanged. No matter. What will make the difference will be the degree of commitment within the railroad's organizations, including the Friends, to become more accountable in their governance, more professional in their operations, and to discern when to show restraint in favor of interagency coordination.

In a perfect world, the C&TS—arguably the most demanding heritage railroad in the world—would have a single governance structure. In the imperfect world that we tread, however, I now realize such a restructuring is only a distant echo. But it is eminently possible that with its team of three cooperating organizations, tied together with a shared vision, the railroad can still be providing historical

adventures on steam trains deep in the San Juans fifty years from now. Let it be said in 2055, that the Friends of the Cumbres & Toltec Scenic Railroad, Inc. was and remains an indispensable member of that team.

—*Brian Shoup*

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## ELECTION PROCEDURES

In accordance with our bylaws, in this issue of the C&TS Dispatch we are publishing a description of our Board of Directors election procedures. Article Six of the bylaws provides that our members shall elect directors.

Nominations for election to the board are made by the nominating committee or by petition. The five (5) member nominating committee is appointed by the board, and its duty is to nominate qualified candidates for as many seats as are vacant. Additional candidates may be nominated by petition. A petition for nomination shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of three (3) voting members, brief biographical information about the nominee, and the nominee's statement of candidacy.

The board appointed the nominating committee at its meeting in Chama, New Mexico, on Saturday, June 19, 2004. Interested candidates should contact any officer, director, or member of the nominating committee to express an interest in serving on the board. All nominations by petition must be received in our Albuquerque office by Thursday, March 17, 2005. Elections shall take place by written ballots that will be mailed by Thursday, April 28, 2005. To be counted, ballots must be received by our Albuquerque office by Thursday, June 2, 2005 (15 days before the annual meeting in Chama on Friday, June 17, 2005).

At its October 2001 meeting, the Board of Directors amended the bylaws to provide for the making of election rules and procedures. The board adopted a rule providing that the ballot for election of directors shall distinguish the slate of individuals nominated by the nominating committee from individuals nominated by petition.

### **2005 Work Sessions**

Complete information, including a list of projects for Friends 2005 Summer Work Sessions is now posted on the Web site. Because work session participation requires being a current Friends member, specific instructions for obtaining registration packets will be mailed along with membership renewal acknowledgments. Friends membership renewal packets were mailed the second week of November. Please renew your membership today if you haven't already done so.

*Work Sessions (continued from page 1)*

interior closet doors and siding. During session E volunteers attached body end grab irons on the B end that came from RGS 0401. Several components built by the Chama wood shop were also installed. The team assembled and installed replica cabooses trucks. Work remains for the 2005 sessions, but it's quite possible the 0579 will be in service by July.

**Drop-Bottom Gondola 859**

During session E in Antonito, the team repaired drop-bottom gondola 859, built in 1904. Three truss rods were cracked and had wear from rubbing on the wheels. The rods were removed, repaired, and re-installed. The team also replaced rotted wood under a door hinge block, installed a steel plate for the brake cylinder mounting, straightened one end sill, fabricated and installed two nailer sills, and tightened center sill hardware. Several small cracks on frame cross beams need welding, and the last nailing sill and it's adjacent hinge blocks need to be installed. Other than these two items, the car is ready for installation of the wood body parts.



*Measuring for siding, Jordan spreader, Chama, session C. (Photo by Tom Cardin.)*

**Antonito Static Display**

Team members performed a variety of maintenance and repair projects on the static display equipment at Antonito. Boxcar D&RGW 66977 was repaired. This standard gauge boxcar was donated to the Friends by the D&RGW in 1990 for display (see July 1991 C&TS Dispatch), along with standard gauge boxcar 66306, on the dual gauge track between the depot and the engine house in the Antonito yard (both cars were built in 1916). Volunteers repaired the side door of 66977 because one of the upper rolling brackets had come off the track. On the display train on the narrow gauge track in the southwest corner of the rail yard, the team repaired and repainted the dog house on the tender for locomotive 495, applied linseed oil to boxcar DRGW 3524, replaced the roof walk on refrigerator car DRGW 166, and touched up lettering and numbers on locomotive 495.

**Pipe Train**

A continuing project in Chama is the development of a historic oil-field pipe hauling train. The team completed work on high-side gondola 1648 and pipe gondola 1557. During session C the team members installed hardware



*Rock Tunnel and Big Horn telegraph booths, Chama, session F. (Photo by Tom Cardin.)*

reinforcements on the ends of 1648. By the end of session C the team had unloaded from idler car 6755 parts from locomotives undergoing renovations and had removed all decking and the brake end sill from 6755. (A new project was created "on the spot," namely, fork lift repair. The repair project team completed an engine swap and a torque converter swap on the RGRPC fork lift.) During session D the team removed both side sills, both end sills, the A end center sills splices, the complete A end coupler, and the 85-lb reinforcing rails. During E and F sessions, replacement components for these parts and miscellaneous hardware were installed. The team also re-installed the reinforcing rails and nailed the decking in place.

**Cook Car 053**

The purpose of this continuing project is to restore the interior of car 053 to that of a cook car. The restoration in Chama will be complete when the car is painted in its cook car colors of tan and abandonment green. During sessions C and D the team removed paint using a chemical stripper as well as heat guns. Looking ahead to 2005, the only paint left to strip is in the baggage/dining room, mostly on the ceiling.

**Caboose 0503**

The project objective is to restore caboose 0503 to operating condition. During sessions C and D, the team in Chama removed siding from both sides of the caboose up through the cupola along with the lettering boards, roof fascia, side grab irons, and inside roof grab irons. Siding on either end of the caboose as well as the cupola was not removed. Platform decking on either end of the car was removed along with channel iron that was welded to metal that bolted to the sills. Platform steps were also removed, along with both trucks. Patches to the ends of the outside sills were made and installed at all four corners. Metal steps to the platforms were then bolted back in place. Volunteers placed the A end truck