



C&TS Dispatch

Vol. 6 No. 4

September 1993

The September issue is always a special one because at this time of year we report on the many accomplishments of our volunteers during the summer work sessions. Our feature article includes a selection of the superb photographs taken by the chroniclers, who documented the work of the volunteers along the railroad. And we highlight the work of Betty Schuh and her team, who, again this year, saw to it that the volunteers did not go hungry. We also look back to 1881 with a contribution on the history of Chama by Robert Torrez, New Mexico State Historian.

—the editor

1993 Preservation & Restoration Projects

The summer of 1993 was a great one for the Friends. One hundred and forty-six volunteers from throughout North America were busy from July 21 through August 4 working on the preservation and restoration of rolling stock and structures along the Cumbres & Toltec Scenic Railroad. Much was achieved on new as well as ongoing projects. A complete roster of volunteers at both the first and second work sessions is presented on page 7, and a photographic overview of the volunteers at work and their accomplishments begins on page 8.

Our volunteers worked at Antonito, Sublette, Osier, Cumbres, and Chama. Here is a summary of what was done at each site.

Antonito

The display train, which is seen by all visitors to the eastern terminus of the C&TS and is their first impression of the railroad, is a continuing project. This summer new flooring for the gondola was installed along with new side stakes. Some lettering was done on K-37 locomotive no. 494.

Sublette

For the third year, volunteers were busy at this remote mountain site. The section house

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This was the first summer that a Friends crew worked at Osier. Volunteers are removing old shingles from the section house roof in preparation for installing roofing paper as temporary protection over the winter. July 1993. Photograph by Doris Osterwald.

C&TS Dispatch

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Earl Knoob	William Lock
Craig Kumler	Warren Ringer
Richard Mathews	Steven Schroeder
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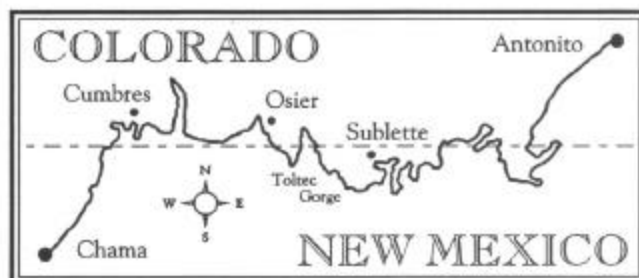
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The **C&TS Dispatch** is published by the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, P.O. Box 222, Chama, NM 87520. The **Friends of the Cumbres & Toltec Scenic Railroad** is a New Mexico non-profit corporation.

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 Kyle Railways, Inc. As the museum support group, the **Friends** is dedicated to the preservation and interpretation of the railroad. Volunteers from the **Friends** have been especially active in restoring and preserving equipment and structures along the line.

Family membership in the **Friends** is \$20.00 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 1993

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PRESIDENT'S COLUMN

The Windy Point

What a pleasure it is to write this column to tell you about our recent work sessions and other exciting news. Let me first tell you how thrilled I was that almost 200 people attended our Annual Meeting on July 30, 1993, in Chama, New Mexico. We had a great time, raised a significant amount of money at our auction, and had two excellent programs. We were very pleased with the involvement of the National Park Service through Karen Rosga, the Ranger in charge at the Cimarron railroad display, which is part of the Curecanti National Recreation Area in Colorado. Karen was a real delight to have with us, and I know she really enjoyed participating in many **Friends** activities that weekend.

More than 140 persons participated in either one or both back-to-back work sessions the last week of July and the first week of August. Projects Committee Chairman Glenden Casteel pointed out to me that this was the largest number of volunteers who had ever attended summer work sessions. Elsewhere in this issue you will read about their accomplishments, but their personal commitment to the railroad is very impressive—they came from twenty-two states and Canada at their own expense to work on the railroad. All of us can rightly be proud of the commitment and the dedication of our volunteers. What a difference they have made for this property, as the Commissioners of the railroad pointed out at their regular meeting in late August.

I am also pleased to report to you that our Fifth Annual Moonlight Train was again a sellout. We had a beautiful night with a dramatically brilliant moon to guide our way home, punctuated by clouds that emphasized the brilliance of the moon. The Board has already set the date for next year's Moonlight Train—Saturday, July 23, 1994.

One of the highlights of this summer's work sessions was the guided tour to Durango which was conducted for volunteers on Sunday, August 1. Director Earl Knoob led the tour and did an excellent job. He and his wife, Carmen, had spent time on their days off to research and plan for the trip and to prepare a booklet describing the sites along the route of the approximately 100 miles of the now 23-year-abandoned right-of-way. This was basically the second half of the mainline of the San Juan Extension between Alamosa and Durango, with Chama in the center. The tour made me ever so thankful for the leaders with vision who saved our sixty-four-mile segment of this mainline (as well as the equipment). It was the first time I had traveled over most of this route, and I was impressed with its scenic beauty as well as with the significant number of railroad structures remaining. However, it was sad to see these structures deteriorating and especially disheartening not to see a train coming down the line.

Finally, I am pleased to report to you that the railroad season is going very well. Ridership continues to be strong and I have heard that some dates before the end of the season are already sold out. An especially exciting event on the railroad in August was the filming of the Hollywood movie "The Legend of Wyatt Earp." In late August, the railroad yard was a beehive of activity as cars were prepared for the movie and the station area turned into a Hollywood set. Great care was taken by the railroad in their negotiations with the moviemakers to ensure that no damage would occur to the historic equipment or structures and that everything would be restored to its original condition after the filming. Kevin Costner (the star of the movie) even spent the night in the Chama railroad yard. Hopefully that experience will give him a special appreciation for our historic railroad. Incidentally, we did invite him to join the **Friends**.

Best wishes for a good fall.

— BILL LOCK

1993 Preservation, from page 1

and log bunk house were scraped to remove loose paint, caulked, and then painted in the scheme approved by the State Historical Preservation Offices, namely, white with brown trim. The section house was also lettered on the east side and the north, track side with a historically accurate Sublette sign.

Osier

For the first time, volunteers worked at this mountain site, where nineteenth-century structures stand alongside the new dining facility. Before the first work session, a crew of volunteers moved a short spur track back to its original location near the coaling platform. The railroad then brought a flat car of *Friends'* building materials from Chama and parked it on the spur during the work sessions. The stock pens were surveyed, loose boards railed, and some sections were treated with linseed oil. The old shingle roof on the section house was removed, and new roofing paper was installed to provide temporary protection over the winter.

Cumbres

The work that was done on the snowshed beginning in 1990 is in good condition, although heavy snow loads over the past winter did additional damage to the unrepaired portions of the structure. This year work continued on replacing the horizontal timbers supporting the roof rafters, the roof decking, and siding where needed. Winter snows were also hard on the section house. The volunteer crew installed diagonal knee braces on the east side to support the eaves and roof that were collapsing from the snow load. A survey of the building was done in preparation for restoration planning.

Chama

Many projects were underway at the western end of the narrow gauge. Volunteers removed the rotting floors from two high-side gondolas and began installing new rough sawn material of the same dimensions. Repairs were begun on the stock pens, which had been surveyed in 1992. The crew railed all usable boards and repaired gates and loading chutes. Several foundation posts were also replaced. The six double-deck, sheep stock cars that the *Friends* recently purchased and donated to the C&TS were cleaned, treated with linseed oil, and surveyed for future repairs. The lettering crew finished work on the six narrow-frame tank cars that the *Friends* also purchased and donated to the railroad,

completing their cosmetic restoration.

There were other projects at Chama. Work continued on the short reefer and included underframe as well as ice hatchets and roof walk rehabilitation. Volunteers finished replacing the exterior siding on the coal tippie machinery room; this work was begun in 1992. New doors were made and installed on stock car no. 5691, the interiors of the bunk cars were painted, and two boxcars and one flat car were also painted.

Future issues of the *C&TS Dispatch* will present comprehensive analysis of historical preservation work that has been accomplished and plans for future work.

Ole 497

You pulled us in '89 from Durango
to Silverton
Narrow gauge steam engine
out of the past.
To our delight you pulled us again on
Father's Day '93
from Chama—at last!

Train chasers waving from crossings
Speaks of the joy and admiration
your sight brings
To riders and observers alike
you connect
Past with the present it seems.

Over Lobato Trestle, then
climbing 4% grade
Black smoke puffing
As 4 1/2 tons of coal is hand-shoveled
Let you climb past Coxo and
Windy Point, then Cumbres Pass.
Stop to take on water, then your whistle
blows and we travel on again
Around Tanglefoot Curve
and Cascade Creek Trestle
Past patches of snow, green wildflower-
sprinkled meadows,
Rippling snow melt streams from
the heavy past winter
Fill ponds and the Rio de los Pinos.

Tall pines and aspens, a copse of birch,
Young deer and elk—skeletal remains
of others.
Cloud shadows on the ground,
Cameras clicking all around.
Lunch at Osier, then...
Return to Chama and home to Missouri,
But you'll bring us back to do it again.

Barbara Chiles
June 20, 1993

1994 DATES SET

Mark your calendars because the Board of Directors at its official Annual Meeting on July 31, 1993, established some important dates for 1994. The Sixth Annual Moonlight Train will run on Saturday, July 23. The Annual Meeting of the membership will be held the previous evening, Friday, July 22. There will be at least two work sessions during 1994, continuing the tradition started this year of the back-to-back sessions. Work session A will begin on Wednesday, July 20, and continue through Friday, July 22. Work session B will begin on Monday, July 25, and continue through Wednesday, July 27. Other work sessions and special events are under consideration, but the Board of Directors wanted our members to know these dates as soon as possible.

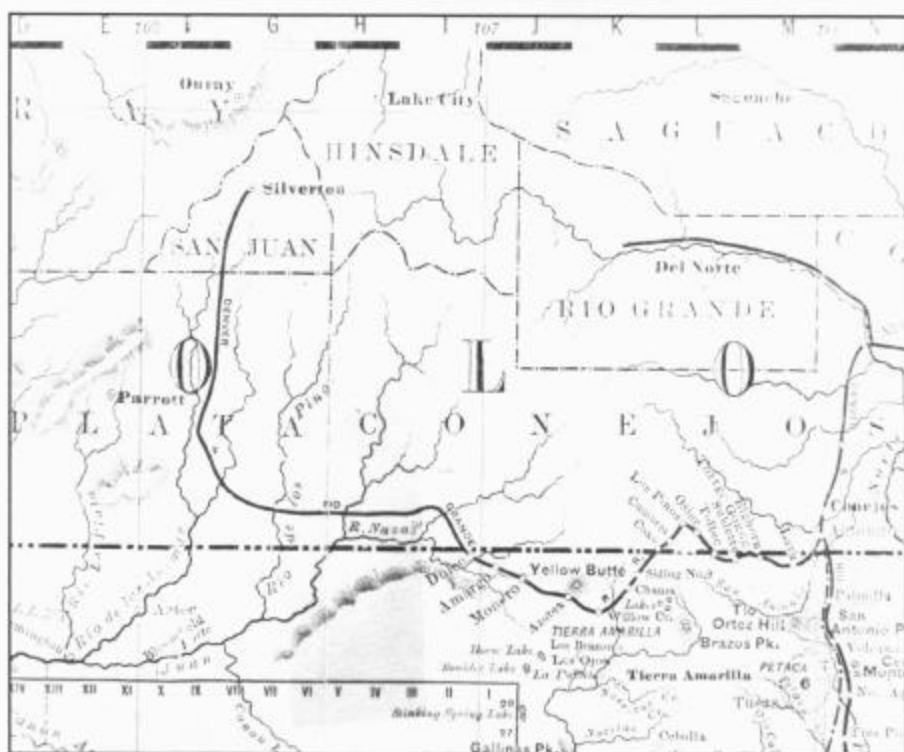
DIRECTORS ELECTED

Seven members were elected to the Board of Directors by the recent mail ballot. Directors elected to two-year terms and the votes each received are Howard Bunte (358), Glenden Casteel (360), James Herron (359), William Lock (362), Warren Ringer (355), Steven Schroeder (360), and Spencer Wilson (362). At the Board's annual meeting on July 31, the directors appointed Craig Kumler to fill the one-year vacancy created by the resignation from the Board of Fred Knight. The Directors expressed their appreciation for Fred's many significant contributions to the *Friends* as a Board member, and look forward to his continuing service as a committee member.

MEMBER 1,000! JOHN G. WILLIAMS

The *Friends* is very pleased to announce that John G. Williams of Indianapolis, Indiana, has become our 1,000th member. We are thrilled with the support of all our members, which has enabled us in just a little over five years to start from scratch and grow to such a large membership. Mr. Williams saw our work session activities going on in the Chama yard and, with the encouragement of Anne Burton, joined right on the spot.

As stated in the July 1993 *C&TS Dispatch*, the *Friends* has presented Mr. Williams with one of our brand-new engine no. 463 T-shirts to celebrate this great milestone. Because Anne Burton worked to sponsor this new member, she has also been presented with a new T-shirt. Congratulations to Anne and welcome to John. All of our members should take pride in this new level of membership growth because it allows us to do even more to help preserve and interpret the Cumbres & Toltec Scenic Railroad.



Portion of 1883 railroad and mining map of New Mexico, showing the Denver and Rio Grande Railway through southern Colorado and northern New Mexico (New Mexico State Records Center and Archives).

Chama, New Mexico

The "Hurrah" Town at the Front of the Narrow Gauge

A host of outlaws, gamblers, and unruly characters trailed the Denver & Rio Grande track crews into this "Paradise for Desperados."

by ROBERT J. TORREZ

Robert J. Torrez is the New Mexico State Historian. This article appeared in the May, 1993 issue of True West, and is reprinted here with permission from Western Publications, 205 West Seventh Avenue, Stillwater, Oklahoma 74076.

Chama, New Mexico, was little more than a sprawl of canvas on December 31, 1880, when the first Denver and Rio Grande engine chugged into the broad river valley where the town was established

just below a low mesa. Trailing the work crews who laid the track for that first train were scores of outlaws, gamblers, and a myriad of unruly characters. They quickly bestowed on the fledgling community a well-deserved reputation for being "the paradise of desperados, lawless men and fugitives from justice." Early reports such as these prompted the Las Vegas, New Mexico, *Daily Optic* to nickname Chama "The Hurrah Town Out at the Front of the Narrow Gauge." The label was not intended as a compliment.

Located in northern Rio Arriba County, about ten miles south of the Colorado border, the town is nestled along the Chama River, which flows through the spectacular southern Rocky Mountain valley of the same name. Like many railroad towns of the period, Chama in 1881 consisted mostly of tents and a few frame buildings. An early description

noted that except for the railroad buildings and a handful of mercantile establishments, every one of the town's buildings and tents served as saloons and dancehalls where gamblers and the ever present "soiled doves" plied their trades. The report emphasized that Chama's prostitutes were "startlingly voluminous" and, it was added, "very much soiled indeed."

In mid-March of 1881, a group of Chama's more respectable citizens, fed up with the town's mounting lawlessness, formed a vigilante committee. Parading through Chama with a prominently displayed rope, they stopped at every saloon and suggested that all the "bunko steerers, thieves and murderers" should leave town. They apparently were quite persuasive, for much of the town's criminal element reportedly "left gracefully." A newspaper reporter who visited Chama that same month praised the vigilantes' efforts, noting that only a few "tin horn" gamblers, and others "too tame to be considered at all dangerous," remained in town.

But the vigilantes' gains were temporary. Conditions again deteriorated to the point where only "walking arsenals" dared appear on the streets. One observer noted that most of the town's residents "spend their time at night...in rioting, gambling, drinking, loafing, and [take]...a special delight in firing off six-shooters and Winchester rifles."

A tongue-in-cheek newspaper story pointed out that although Chama had no mosquitoes, the bullets which whizzed through the tents at night served the purpose of keeping residents awake "as well as those little pests." The reporter also suggested that anyone who was tired of life but had scruples about committing suicide could go to Chama and easily find someone quite willing "to relieve him of the necessity for self destruction."

As the D&RG rail line turned west at Chama and then north into the mountains of southwest Colorado, gangs led by the likes of Ike Stockton, Charlie Allison, the Coe Brothers, and other hardened refugees from the recent Lincoln and Colfax county wars, established themselves at the nearby settlements of Bloomfield and Farmington, as well as across the Colorado border at Durango. Those "wild fellows" as New Mexico Governor Lew Wallace called them, quickly began feuding among themselves for control of the lucrative cattle rustling trade, which had been developing throughout northwest New Mexico even before the railroad arrived.

In late March 1881, Governor Wallace responded to the mounting lawlessness by sending New Mexico Adjutant General Max Frost to Rio Arriba to investigate. The general took along sixty rifles, nine thousand rounds of ammunition, and instructions to organize and arm a militia company to help Rio Arriba County officials return a modicum of law and order to the region.

When General Frost arrived at Chama on April 1, he found the town "very lawless and disorderly." He reported to Governor Wallace that it would take "a strong and constant orga-

nized force" to keep order. He then proceeded to establish the San Juan Guards, a militia company which proved instrumental in restoring peace and quiet to the region. It was a process, however, which required several months to accomplish.

In the meantime, excitement remained the order of the day at Chama. In June, *The Daily New Mexican*, a Santa Fe newspaper, reported the Allison gang had held up the town and "unceremoniously" relieved Chama's citizens of "a goodly share of their worldly possessions."

"They are said to have used the point of their six-shooters to good advantage," the report noted, "and with the aid of these little persuaders, to have accumulated in a short time quite a pretty pile of wealth." They also appropriated a large amount of ammunition from one of the stores. No one was injured, but it was "probably because they gave up gracefully, and not because of any scruples on the part of Mr. Allison and his men," quipped the paper.

That newspaper story may have described the same hold-up which Harry Jackson witnessed in 1881. Jackson was a blacksmith who had come to New Mexico earlier that year. He had set up his shop at Amargo, about ten miles west of Chama. His eyewitness account vividly illustrates the disorderly state of affairs which confronted law enforcement officials in Rio Arriba following the arrival of the railroad at Chama.

In Amargo at this time another gang of desperadoes was headed by Charlie Allison: they had their camp in a little grove right below town. They all lived in a big tent, and I used to go there evenings and visit with them and have a good time. They were all young fel-

lows, had a fine bunch of horses and each carried two guns....

One day at noon the stage from Chama, carrying passengers to Durango, rolled in and stopped at the General Store: at once this Allison gang held up the stage, then held up the store and so made a general clean-up. I was working in the shop and heard the shooting—they fired a lot of shots to intimidate the passengers. Among them was Mr. Peter Keegan, a D&RG contractor, who...lost his watch and money. This holdup occurred in broad daylight, and as soon as it was over the young desperadoes went back to their camp and took a nap: nobody bothered them in the least.

Most reports of the time seem to indicate that the older, well established, and predominantly Hispanic villages south of Chama were peaceful and not generally affected by the lawlessness which plagued their new neighbor. But those communities were not immune to the region's growing pains. On October 15, 1881, Del Lockhart and Slim Jim were arrested and taken to the Rio Arriba County jail at Tierra Amarilla, about twelve miles south of Chama. That same night, a group of men surprised the jailer, removed Lockhart, Slim Jim, and another prisoner named Edward Coulton from the jail, and, according to a letter published in the October 30, 1881, *Daily New Mexican*, "strung all three up."

The incident clearly demonstrates that local residents had grown tired of the law's inability or unwillingness to deal decisively with criminals and had decided to take matters into their own hands. *The Daily New Mexican* account of the lynching proceeded to warn that from now on, thieves and murderers would find Rio Arriba a "most unhealthy part of New Mexico."

Chama settled down substantially in subsequent years. Occasional eruptions of violence, however, shattered the peace of the growing frontier town. Late one evening in August 1884, James Clifford was sleeping in Richard Clough's saloon, when Arthur Hambrough burst through the door. Hambrough walked straight to Clifford, kicked him, and called him a "damned SOB." As Clifford staggered to his feet, Hambrough pulled a revolver. Without warning or apparent provocation, Hambrough shot Clifford three times. Mortally wounded, Clifford barely managed to utter, "I am killed," as he collapsed on the saloon floor. Hambrough turned and calmly walked out into the darkness.

Later that night, a single gunshot echoed

To the undersigned jurors
summoned this the 23rd day of
August A.D. 1884 to inquire into
the death of Arthur T. Hambrough
agreed that he came to his death
by a strangulation and it further
appeared inflicted by parties
unknown on the night of
August 22nd or the morning
of the 23rd—
I before me
J. Johnson
Jed Brown
S. J. Jacks
J. Wiley
Jas McEntire

The within Verdict was made up and sworn
to me this 23rd day of August 1884
C. M. Marshall
Justice of the Peace

Coroner's jury report on the death of James Hambrough ... (New Mexico State Records Center and Archives).

through the town. Shortly after daybreak, Hambrough's body was discovered dangling from a tree near the edge of town. Closer examination revealed he also had been shot once. A hastily convened coroner's jury ruled the gunman had died of "strangulation and a gunshot wound inflicted by parties unknown" and quietly closed the case on Chama's only documented lynching.

James Clifford was buried the following day at the Catholic cemetery in Los Ojos, ten miles south of Chama. The church register which records his burial describes him simply as a "young stranger, killed in Chama, age about twenty four." The cemetery was abandoned many years ago, and its occupants reinterred to make room for the foundation of a new church which was constructed on the site in 1936.

Clifford's tragic death might have faded from all memory had it not been for the charity of an unknown person who provided his grave with a simple headstone. In 1982, I accidentally discovered part of Clifford's headstone among some rubble of the old church, which had been pushed over the edge of an adjacent hill. The headstone now leans against the church wall, a mute testament to the exciting, but often tragic frontier heritage of early Chama, the "Hurrah town" which today still stands, albeit quietly, at the end of the narrow gauge.

REWARD—\$2,250—REWARD

WHEREAS, Indictments are now pending in the District Court of Rio Arriba County, New Mexico, against Isaac Stockton, James Garrett, Hango Eskridge, Thomas Radigan, Charlie Allison, Lark Reynolds, Wilson Hughes, alias "Texas Jack," and Bill Hunter, alias "Tex." As authorized by law, I offer rewards for the capture and delivery, separately or otherwise, of said persons to the Sheriff of Rio Arriba County or the Sheriff of Santa Fe County, New Mexico, as follows:

\$500 for the capture and delivery as stated, of Isaac Stockton.
\$250 for the capture and delivery as stated, of James Garrett.
\$250 for the capture and delivery as stated, of Hango Eskridge.
\$250 for the capture and delivery as stated, of Thomas Radigan.
\$250 for the capture and delivery as stated, of Charlie Allison.
\$250 for the capture and delivery as stated, of Lark Reynolds.
\$250 for the capture and delivery as stated, of Wilson Hughes alias "Texas Jack."
\$250 for the capture and delivery as stated, of Bill Hunter, alias "Tex."

Identification of prisoners must be made to the satisfaction of the Sheriff to whom they (or either of them) are delivered, and his certificate produced.

Executive Office, LEWIS WALLACE
Santa Fe, N. M. Governor of New Mexico
April 25, 1881.

Reward poster issued by New Mexico Governor Lew Wallace for Rio Arriba outlaws, 1881 (New Mexico State Records Center and Archives).

OVER 3000 SERVED SINCE 1990!

THE BOXCAR BONANZA

There once was a lady named Betty
Who offered to get lunches ready...
Year after year...with nothing to fear
She shopped 'till she dropped for food,
bread and pop
Slicing veggies at dawn with hardly a
yawn...
To feed "Friends" at the yard and those
working hard.
Only \$3.50 a day...you'd better make way
For hoagies and such...there's always
so-o-o much.
Cookies, candy and bananas
From Betty's Boxcar Bonanza.

We thank Betty Schuh and Mary Cardin for their help in preparing this report. The editor interviewed Betty on a pleasant afternoon in Chama during the August work session, during which she recounted the history of no. 3585 and the work of her teams. Mary Cardin provided the recipe, wrote the "The Boxcar Bonanza," and did the sketch.

When the noon whistle blew along the C&TS this summer, lunch was ready for the Friends volunteers, delivered to their sites, thanks to the lunch preparation crew based at Chama. Early every morning during the work sessions, Betty Schuh and her team were in the food service car parked in the Chama yard. By midmorning individual lunches were on their way to Antonito, Sublette, Osier, and Cumbres. Not only did the crew make the lunches and deliver them, they also prepared the Friday evening steak fry and the Sunday dinner.

This summer the crew prepared 772 meals; since 1990 the number is 3,000!



Feeding hungry volunteers has come a long way since the 1980s and the beginning of the gatherings at Chama and the first official Friends work session in August 1988. Then, volunteers made their own noontime sandwiches at a table set up near the enginehouse and in the early evening watched Bill Lock quickly change roles from that of a boxcar painter to a steak fry chef.

The food service car is D&RGW boxcar no. 3585. Kyle Railways dedicated the car to the Friends in 1988, and it became the place for preparing lunches and holding evening gab sessions. Klaus Haase was responsible for the redwood benches that turned the boxcar into a "club car."

Modifications and improvements since 1990 have transformed no. 3585 into a modern food service car. In 1990 Frank Burton built a sink and storage unit and space for a refrigerator, and Doug Christensen and Drake Rice wired the car for electricity and ceiling lights. Betty brought shelving and a refrigerator in 1991. Bob Baumgardner, Roger Briggs, Ralph Flowers, and Wayne Thurston installed a vinyl floor and wall panels and Formica counter tops in the fall of 1992. The Friends also purchased a 10 cubic foot refrigerator/freezer, which was in service this summer.

A typical brown bag lunch consists of a sandwich, with a base of 1/4 lb meat and cheese; chips (for salt); fresh, cut up veggies; fresh fruit; and a dessert such as cookies or frosted graham crackers. Packed with the lunch is an afternoon snack, for example, cheese and crackers. Hard candy is also included. Beverages are sodas, sun tea, and lemonade. All lunches and special evening meals are prepared in compliance with New

Mexico Health Department regulations.

A significant portion of the food for the work sessions is purchased locally at the Chama Valley Supermarket.

Looking ahead, Betty hopes to have an awning covering the entire food service car, to provide cooling on sunny, hot days as well as shade for the volunteers. She would also like to have portable tables and more chairs for the volunteers.

Since 1990 these persons have served one or more years on Betty's team: Charles Brown, Jan Brown, Mary Cardin (who filled in as team leader for Betty in 1992), Tom Cardin, Una DeWitt, Beth Lock, John Lock, Jamie March, Nancy Rice, Dorothy Sandmire, Marvin Sandmire, Helen Schalk, Flo Stapleton, Georgianna Thurston, Wayne Thurston, and Lyn Walton. Before 1990, persons who helped prepare lunches included Jenny Lock, Judy Lock, Alicia Tebbens, and Carolyn Tebbens.

Thanks to Betty and all her team members—now it's on to 4,000!

Boxcar Bread Pudding

Named by John Bush

First you need a 100-year-old boxcar and one crazy lady....
12-14 leftover dinner rolls (from steak cookout)
1 and 1/2 qt milk
6 eggs
1/2 lb sugar (1/2 of a 1 lb box of extra fine)
4 snack boxes of raisins
2 capfuls of vanilla
3 long squeezes of Squeeze Parkay
Generous sprinkling of cinnamon
Light sprinkling of nutmeg

Beat eggs, sugar, and vanilla with a wooden spoon. Warm milk in microwave, stir into egg mixture, and add raisins. Pour over rolls, which have been torn into pieces. Squeeze Parkay (3 times) over mixture. Sprinkle with cinnamon. Stir mixture. Pour into a 9x13 in. pan and sprinkle with nutmeg. Bake in Betty Schuh's roaster at 350 degrees for about 45 minutes to 1 hour.

Volunteer Roster—1993 Work Sessions, July 28-30 and August 2-4

The following dedicated volunteers participated in the 1993 Work Sessions.

A—Work Session A
July 28-30.

B—Work Session B
August 2-4.

*—Crew Leader

Antonito

Site Leader:
Roger Breeding, B
Claude Morelli, A

Chronicler:
Mike Duggan, AB

Lettering:
Dick Caldwell, AB
* Bob Dike, AB

Painting & Gondola:
Noreen Breeding, AB
* Roger Breeding, AB
Craig Kumler, A
Robin Kumler, A
Bill McCartin, B

Chama

Site Leader:
Wayne Freeark, AB

Assistant Site Leader:
Justin Freeark, AB

Administration:
Bill Lock, A
Art Nichols, B

Registration:
Anne Burton, AB

Bunk Cars:
James Laycock, A
* Drake Rice, A
Richard Smith, A
Donal Wells, A
Pam Wells, A

Chronicler:
Jim Gross, AB
Diana McGuinness, AB
Jessica Ratliff, AB
Greg Scholl, A

Coal Tipple:
* Allan Smucker, A
Frank Smucker, A
Josh Smucker, A
Mark Smucker, A

Food Preparation:
Charles Brown, B
Jan Brown, B
Mary Cardin, AB
Tom Cardin, A
Nancy Rice, A
Helen Schalk, B
* Betty Schuh, AB
Georgianna Thurston, AB

Gondolas:
Nancy Bergmann, A
Steve Bergmann, A
Roger Briggs, AB
Robert Burggraaf, A
* Ralph Flowers, AB
David Gemmill, A
James Schalk, A
Mike Schalk, B
Craig Story, AB
Michael Taylor, A
Wayne Thurston, AB

Lettering:
Dick Caldwell, AB
* Bob Dike, AB

30-Foot Reefer:
Andrew Dahm, A
Matt Jameson, A
* Drake Rice, B
Anita Taylor, B
Tim Taylor, B
Wendy Wham, A
* Randy Worwag, A

Roving Car Repair:
Roy Blizzard, A
Frank Burton, AB
Allen Dross, AB
* Blake Forbes, A
* Craig Kumler, B
Robin Kumler, B
Wayne Mendez, B
Con Slaviero, AB
Gerald Winski, AB

Sheep Cars:
Charles DeWitt, AB
Charles Donaghe, B
Loretta Donaghe, B
Justin Goodhart, A
* Klaus Haase, AB
Mike Lavrich, A
Edgar Mouritsen, B
Ed Walton, A

Stock Pens:
George Berkstresser, AB
Robbie Lock, A
Malcolm Mackey, B
Martha Mackey, B
Fred Rice, A
* Ken Rice, AB
Fred Springer, B

Mike Whitehead, A

Tools:
Guy Combe, B
Chuck Emery, A
Gordon Forbes, A
Wade Hall, A
* Jack Ryan, AB
Bob Seller, AB

Cumbres

Site Leader:
Glenden Casteel, AB

Chronicler:
Tom Cardin, B
Amy Mahony, A
Terri Shaw, AB

Clean-Up:
Linda Donovan, AB
* Tom Donovan, AB

Section House:
Wayne Rancher, B
Kate Schroeder, B
* Steve Schroeder, B
Joyce Shostrom, B
Keith Shostrom, B

Snowshed:
Roy Blizzard, B
Howard Bunte, AB
Phil Cox, AB
John DeRosa, A
Jeff Donovan, AB
Carol Anne Freeman, B
Robert Ground, AB
Chris Mahony, A
Warren Ringer, A
* Jack Schuh, AB
Nicholas Wilson, B

Survey:
* Glenden Casteel, AB
Keith Hayes, B
Jack Knight, A
George Swain, B
Joyce Shostrom, A
Keith Shostrom, A

Osier

Site Leader:
Bill Kepner, A
Ted Norcross, B

Chronicler:
Mike Duggan, AB
Orion Steen, AB

Section House:
Gene Balderston, B
Kirk Binning, A

Doug Christensen, B
Louis Hazlewood, B
David Hoyt, B
Ed Koellner, A
James Laycock, B
Emmanuel Lopez, AB
Sam March, AB
Bill Nimon, B
Kyle Norcross, AB
Stacia Norcross, A
* Ted Norcross AB
Jim Titsworth, A
Rudy Titsworth, A
Francis Whitaker, B

Stock Pens:
* Bill Kepner, A
Cal Smith, A
Peter Smith, A

Sublette

Site Leader:
Jim Herron, B
Tina Tebbens, A

Chronicler:
Mike Duggan, A
Orion Steen, AB

Painting:
Kevin Corwin, A
Karen Cowles, B
Richard Cowles, B
Corey Daspit, B
Phillip Daspit, B
Tom Garland, B
Jack Hahn, A
* Jim Herron, B
David Hamilton, AB
Donald Metzler, A
Robert Morrison, A
Edgar Mouritsen, A
Bob Mundis, B
Judy Pratt, A
Orville Pratt, A
John Rupley, A
Carl Tebbens, A
* Tina Tebbens, A
Bill Trent, A

Roving Chronicler:
Doris Osterwald, AB
Gini Seberg, AB

We have carefully checked our records in compiling this listing, but if there are any errors, please advise our Albuquerque office right away (Telephone: 505-880-1200) —the editor.



Engine no. 487 pulls a flatcar with tools and unused construction materials from under the Cumbres snowshed at the end of the work sessions. Note completed siding on the east side of the snowshed. August 1993. Photograph by Terri Shaw.



Installing temporary knee braces on the east side of the section house at Cumbres to support the roof and eaves, which were collapsing because of the winter snow load. August 1993. Photograph by Art Nichols.

1993 VOLUNTEER WORK SESSIONS

Highlights



At the Cumbres snowshed, a block and tackle was used to raise decking material from the flat car to the roof. July 1993. Photograph by Terri Shaw.



New flooring and side stakes were installed in the display train gondola at Antonito. July 1993. Photograph by Art Nichols.



Repairs were made to the landings, ladders, and loading chutes of the stock pens at the south end of the Chama yard. August 1993. Photograph by Jessica Ratliff.



Working on the new floor for a flat car at Chama. In the background a crew from Hollywood is remodeling the Hinman coach for "The Legend of Wyatt Earp." August 1993. Photograph by Art Nichols.



At Chama the brake rigging was reattached to one of the double-deck sheep stock cars donated to the railroad by the **Friends**. The brake linkage was disconnected years ago when the car bodies were separated from their trucks. July 1993. Photograph by Jessica Ratliff.



In the Chama yard new siding was placed on the west wall of the coal tippie machinery room. July 1993. Photograph by Jim Gross.



At Chama tank car no. 12962, and the other five narrow-frame tank cars donated to the C&TS by the **Friends**, was lettered in historically correct style. August 1993. Photograph by Art Nichols.



Painting the log bunk house at Sublette. July 1993. Photograph by Orion Steen.



At Sublette the section house and log bunk house were painted. Note the lettering on the north side of the section house. The shingle bunk house is in the background. August 1993. Photograph by Orion Steen.

COMMISSION REPORT

by **LEO SCHMITZ** — EXECUTIVE DIRECTOR
CUMBRES & TOLTEC SCENIC RAILROAD COMMISSION

JUNE 18, 1993, CHAMA, NEW MEXICO. Commissioners present were Rep. Lewis H. Entz, Chairman; Spencer Wilson, Vice Chairman; Wayne Quinlan, Secretary; and Carl Turner, Treasurer. Also present were Leo Schmitz; Lynn Cecil, President, Kyle Railways, Inc.; Joe Vigil, General Manager, C&TS; Harold Abeyta; John Bush; Richard DeHerrera; Joyce Francis; Ray Francis; Andrew Gurule; Earl Knoob; Mel Koven; Bill Laurell; Monica McDowell; Roland Robins; John Rupley; Jack Thomas; Demetrio Valdez; Olive Valdez; and Issac Vigil.

Joe Vigil reported that ridership is up approximately 5 percent for the first nineteen days of the season compared with the first nineteen days of 1992. Train operations are going smoothly, and there are no large cancellations because of the respiratory illness in the Southwest. Opening the line was very troublesome because of the heavy snow-pack, especially to Osier because of a thirty-foot snowdrift. Joe credited the dedicated employees for getting the job done. The Chama depot has been painted; four locomotives are operational, the fifth should be ready in two to three weeks; and construction is almost done on the three new passenger coaches. The Antonito and Chama depots have a computer system in place that allows the offices to sell tickets for either terminal's office.

Earl Knoob reported that a contract has been signed for filming of a major movie [Wyatt Earp] on the railroad in late August. Two charter trains were run before the start of the season, and several more are scheduled during the season.

Work on the loop at Osier has resumed, according to Leo Schmitz. The drilling crew experienced problems with the veins of dirt mixed among the rock and had to quit drilling. The explosives team filled the holes and blasted the area. Some fractures resulted, but many large boulders remained. There is not enough fractured material to complete the fill, and a large bulldozer will be brought in to finish the job.

Leo also reported that the Small Business Administration project is progressing within budget. Because of preparations for the operating season and maintenance on the operable locomotives, work on engine no. 463 is slow; it may not be ready until the 1994 season. He also presented a proposal, which was approved by the Commission, from Arctic Slope Consulting Group for engineering services in preparation for bid documents and an inspection trip for work on the four shop roofs (the original roundhouse and the new engine house at Chama and the engine house and the car shop at Antonito). Because bids for painting the Chama River bridge were very high (between \$50,000 and \$70,000), bids will be requested on a touchup job in areas where there is rust or exposed metal.

The Commission has received grants from the Boettcher Foundation for \$50,000 for the next two passenger coaches; the Gates Foundation for \$50,000 for the next four coaches, with the stipulation that the balance of the funds for the four coaches must be raised before their funds will become available; and the Colorado Gaming Fund for roof work on the Osier and Cumbres section houses and the preparation of plans for their restoration.

Funding will be sought from the states for three capital projects: Chama water tank rehabilitation; Americans with Disabilities Act compliance; and phase one of the Chama depot restoration.

The Commission approved a lease agreement with the **Friends of the Cumbres & Toltec Scenic Railroad** for passenger coach no. 292.

Joe Vigil reported that the Chama ash pit has some serious structural concrete problems. The concrete should be removed and a new pit constructed. Arctic Slope Consulting Group will prepare a proposal on the development of plans and specifications for the ash pit and an estimated cost for contracting out the work.

Kyle Railways is currently purchasing and installing 2,500 ties in the

See Commission Report, page 11

LETTERS TO THE FRIENDS

Readers are encouraged to write on any topic pertinent to the work of the Friends and the history, preservation, and interpretation of the Cumbres & Toltec Scenic Railroad. Send your letters to the editor at 1307 45th Street, Los Alamos, NM 87544. All letters will be acknowledged and some editing may be done to conserve space.

To Friends President Bill Lock:

Not long ago I began receiving various bits of correspondence from the **Friends**. This was initially passed off as one of those situations in which my name has been purchased from one of the railfan magazines, etc.

By about the fourth piece of mail, I called my friend and customer Jack Beck, knowing he'd just been out at C&TS, and asked if he'd given you my name. Indeed he had. Jack is a vintage race car restorer by trade. I'm a racing car nut who happens to be an independent insurance agent. Jack has turned into a good customer of mine, and we found we were steam nuts together when I

favorably impressed with your publications and the extent of success you enjoy with your annual work sessions. I trust you understand how much the mere fact that Kyle and the states of Colorado and New Mexico have allowed FC&TSRI (think how many key strokes that just saved) to become so much a part of C&TS speaks to the extent of organization, dedication, dependability, and professionalism your "bunch" has displayed since inception. You are probably all too aware of the many similar restoration/operation attempts made by various groups since the demise of steam and the reincarnation of interest in historic railways which have never gotten properly off the



Omaha Zoo railroad's 1890 Krause 0-6-2T side tanker and engineer John E. Bush.

commented on the photo of a K-36 on his office wall. I'm an engineer at the Omaha Zoo RR, a 30" gauge road with our own set of steam locomotives (one a Crown Metal 4-4-0 built for the zoo in 1968, the other an 1890 Krause 0-6-2T side tanker donated to the zoo in the mid-seventies by a wealthy European), and I enjoy our two and one-half miles of 4 and 6 percent grades. Quite unlike the vast majority of amusement park roads!

I didn't write to tell you about me. I wrote to tell you how glad I am to have been brought into contact with your group. I am very

ground or have been strangled by the roads they've attempted to deal with.

A person in your profession is keenly aware of the liability undertaken by any road who allows virtually anyone other than an employee on their property! This fact alone is sufficient for convenient denial of relationship "with a bunch of train nuts running all over the place" (the view of fans usually held by the big roads, at least, and of course one not totally undeserved). That your people have become so

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Highlights of the May 15, 1993, Board of Directors Meeting

by ART NICHOLS — EDITOR

A special telephone Board of Directors meeting of the Friends of the Cumbres & Toltec Scenic Railroad, Inc., was held on May 15, 1993. Present either in Albuquerque or by telephone were Directors Roger Breeding, Howard Bunte, Glenden Casteel, Wade Hall, William Kepner, Earl Knoob, Fred Knight, William Lock, Richard Mathews, Calvert Smith, Christina Tebbens, and Spencer Wilson. Twelve directors were present, sufficient for a quorum. Consulting Director Theresa Shaw and Steven Schroeder and Richard Sons were also present.

Secretary Wade Hall reported that, due to serious computer hardware problems, the minutes of the March Board meeting were not yet available [a summary of the March minutes appeared in the July issue].

President William Lock reported that the Friends has over \$37,000 in cash as of May 1 and are in "good shape" financially. Because Treasurer Wayne Freeark was unable to attend the meeting, a written treasurer's report had been mailed to Board members; the report was approved.

The president also reported on the activity of the nominating committee. Seven nomi-

nees for the Board have agreed to run: Howard Bunte, Glenden Casteel, James Herron, William Lock, Warren Ringer, Steven Schroeder, and Spencer Wilson. The Board approved an amendment to the Bylaws so that the number of nominees will be the same as the number of anticipated Board vacancies at the time of the election of directors.

Concerning the Projects Committee, Glenden Casteel reported that "sistering" of the rafters of the Cumbres Section House is probably the most feasible short-term repair that can be done this year. He also noted that approval from the State Historical Preservation Offices had not been received for the roofing project and that the paint scheme for Sublette had not been determined or approved.

Steven Schroeder alerted the directors to the fifth anniversary issue of the **C&TS Dispatch** that will be issued in May. He also reported that the new "Safety Rulebook" will be ready for the summer work sessions. The Board delegated to the Publications Committee such administrative matters, handling of business, and approval of agreements that are within the scope of publishing projects approved by the Board of Directors.

There were several other committee reports.

Theresa Shaw proposed a change to the Bylaws in regard to dates for nomination by petition; the directors approved such a change. Calvert Smith reviewed the work of the Interpretation Committee: the new "Walking Tour Brochure" is in the writing stage and some "test" interpretive signs will be installed at locations along the C&TS this summer to determine how well they weather over the year. Howard Bunte reported that the Membership Committee is studying the use of a TeleMagic program to speed up the distribution of membership cards. In regard to the Long-Range Planning Committee, Roger Breeding described the status of the car-repair facility study.

Fred Knight noted that some changes may be needed in the Liability Release Form signed by volunteers. Earl Knoob brought to the Board's attention that, as Safety Officer of the railroad, he must report to the Federal Railroad Administration any injury to a person if it occurs on C&TS property. The Friends should therefore report to the operator any and all injuries to volunteers.

The annual meeting of the Board of Directors will be July 31, 1993, in Chama, New Mexico.

Letters, from page 10

accepted reveals the confidence level of the owners and operators of the road. I'm proud of you and grateful for the open eyes apparently displayed by Kyle Railways and the states.

Referring again for a moment to the extent of your success in involving the membership in the active restoration and maintenance of the C&TS property, I have a history of affinity with the Independent Insurance Agents of America (and Nebraska and Omaha). This is a nonprofit group of independent agents which largely works to the benefit of our customers, the insurance buying public. Having just come off a year as president of the Nebraska association, I am fully cognizant of some of the problems confronting volunteer groups in maintaining the active interest of their membership. As such, I think I'm in a position to understand and appreciate the job the Friends has done and continues to do. I also appreciate the time you're now committing to the organization as president.

Would that I could spend the time away from my agency this summer to be part of the work teams. I did go out and chase the 3985 [Union Pacific's 4-6-6-4] around the Colorado/Wyoming area in May. Now I wish I'd known about this at that time. I'd probably have rearranged my vacation. My membership application will follow.

I'm also anxious to see some video of [loco-

motive K-27] 463. I recall seeing 464 in Durango in 1968. She's operating now, but not the same as doing so "at home," right?

For one thing, I'm anxiously awaiting the day I can go up to a certain C&TS employee whose name bears an amazing resemblance to my own and say, "Hi. I'm John Bush!!"

John E. Bush
Omaha, NE

Commission Report, from page 10

track each year. To allow for greater flexibility, the Commission approved changing this procedure by converting it to a dollar amount and increasing that amount by an inflation factor each year. Such a plan would provide for a mix of purchasing and installing ties and rock ballast.

The meeting ended after officers were elected for the 1993-1994 fiscal year, beginning July 1, 1993. The new officers are Spencer Wilson, Chairman; Wayne Quinlan, Vice Chairman; Carl Turner, Secretary; and Lewis Entz, Treasurer.

The next meeting of the Commission will be on August 20, 1993, at the Conejos Ranch, fifteen miles west of Antonito. [The Executive Director's report on this meeting will appear in the November **Dispatch**—the editor.]

MEMBERS ASKED TO SUBMIT IDEAS

Leo Schmitz, Executive Director of the Cumbres & Toltec Scenic Railroad Commission, requests that Friends members submit items to be considered for the Commission's five-year capital improvement plan for the railroad. Send your suggestions to Leo by October 31, 1993, at the Commission's address: P.O. Box 561, Antonito, Colorado 81120. The telephone number of the Commission office is 719-376-5488.



The food service car (D&RGW boxcar no. 3585) shown here at the end of the August 1990 volunteer work session, is parked in the Chama yard next to the original roundhouse. Photograph by Art Nichols.

1994 Schedule of Events

May 28, Saturday
Planned Opening Day

July 20-22, Wednesday-Friday
Volunteer Work Session "A"

July 22, Friday
Annual Meeting and Program

July 23, Saturday
Sixth Annual Moonlight Train

July 25-27, Monday-Wednesday
Volunteer Work Session "B"

October 16, Sunday
Planned Closing Day



*The Hinman coach being remodeled in the Chama yard by a film crew for "The Legend of Wyatt Earp," which will star Kevin Costner. A future issue of the **C&TS Dispatch** will have a full report of the filming activities this summer on the railroad. August 4, 1993. Photograph by George Swain.*



**Friends of the Cumbres & Toltec
Scenic Railroad, Inc.**
5732 Osuna Road NE
Albuquerque, New Mexico 87109

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