



C&TS Dispatch

Vol. 6 No. 3

July 1993

Passengers to Ride in New Coaches

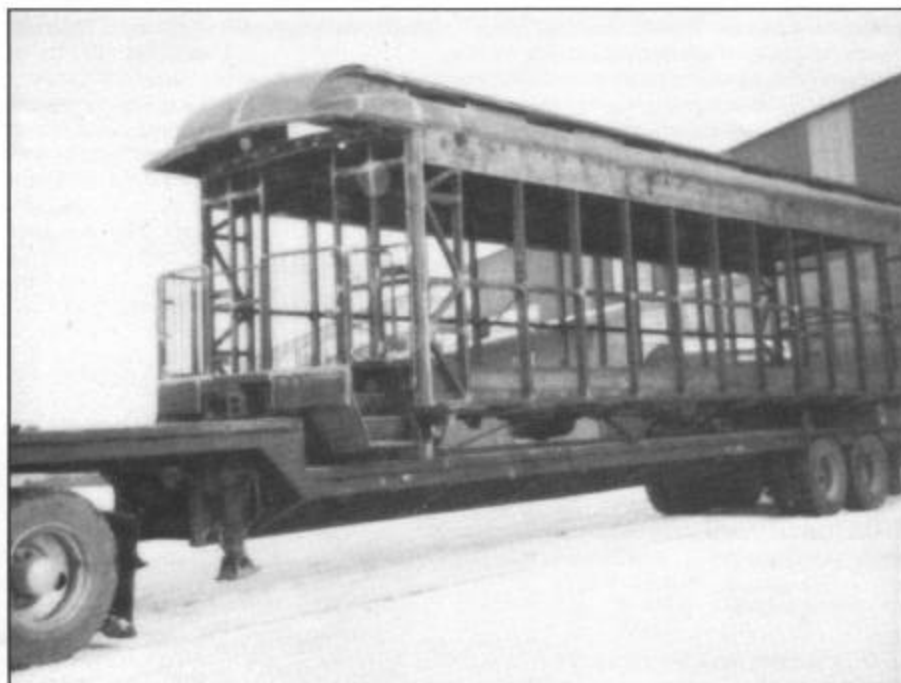
Passengers on the Cumbres & Toltec Scenic Railroad will be riding in some new coaches this summer. Work is almost done on passenger cars *Osier*, *Cumbres*, and *Sublette*. These forty-four passenger coaches have steel frames, interior oak and fiberglass paneling, walk-over seats from Pennsylvania Railroad coaches, and battery lights powered by roof-mounted solar panels. The coaches ride on Andrews freight trucks modified for passenger service. The coaches will be used where needed along the narrow gauge.

Last fall the C&TS sent three standard gauge flat car frames to Pueblo, Colorado, where Midwest Fabrication and Steel began construction and modification to narrow gauge dimensions. Between eighteen and twenty operations were required just to create the component parts to weld together. The sides, ends, and roofs of the coaches were built separately and then joined together. Earlier this year the completed frames were transported by flat-bed truck to Antonito, where the final phases of construction have been underway in the engine house.

Funding for the construction of these new passenger coaches comes from a Small Business Administration grant. Included in the grant are funds for the restoration of engine no. 463. The work on the passenger cars is on schedule and within budget. ■

TOP: Inside the engine house at Antonito, construction moves ahead on the new passenger coaches. April 23, 1993. Photograph by Art Nichols.

BOTTOM: The frame of a new narrow gauge passenger coach leaving the Midwest Fabrication and Steel plant in Pueblo for delivery to the C&TS. January 1993. Photograph by plant manager Lloyd Urie.



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C&TS Dispatch

Directors

Roger Breeding	William Lock
Howard Bunte	Richard Mathews
Glenden Casteel	John Rupley
Wayne Freeark	Roger Siverson
Wade Hall	Calvert Smith
William Kepner	Christina Tebbens
Fred Knight	Spencer Wilson
Earl Knoob	

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Vice President	William Kepner
Treasurer	Wayne Freeark
Secretary	Wade Hall

Editor	Arthur Nichols
Assistant Editor	Steven Schroeder

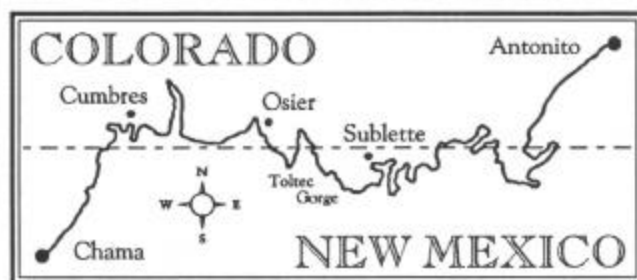
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The **C&TS Dispatch** is published by the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, P.O. Box 222, Chama, NM 87520. The **Friends of the Cumbres & Toltec Scenic Railroad** is a New Mexico nonprofit corporation.

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 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

I am pleased to report that the Cumbres & Toltec Scenic Railroad's season got off to a great start in 1993. Thanks in part to the **Friends Special Freight Train**, railroad ridership is up several hundred passengers above last year, which of course was a record season. The **Friends** train ran on May 22 and was a great success. The passengers really enjoyed the ride, and their support made a big impact in our budget to assist us with restoration expenses this year. I also want to publicly thank the Cumbres & Toltec Scenic Railroad and their employees, not only for a good time shown to our passengers, but for a favorable financial arrangement which allowed us to have such a successful event.

The **Friends**-sponsored Railway Post Office cars ran on opening day. We have received hundreds of orders for the special cancellations, and we thank you for those orders. We also welcome the new members who have joined as a result of the RPO event. Opening day celebrations on both ends of the C&TS were great successes; we were pleased to help promote the events.

Other than the work sessions, our next scheduled events are the Annual Meeting and Fifth Annual Moonlight Train coming up at the end of July. Let me say that I have been extremely pleased with the response to our elections—many hundreds of members have returned their election ballots. This response has been particularly gratifying because it shows enthusiasm for our organization and certainly a ratification of the change in the Bylaws that the Board of Directors made this year, allowing all members to participate in the electoral process. I want to encourage and to invite all members to attend our 1993 Annual Meeting on Friday, July 30. You will really enjoy the programs that are scheduled. Ticket sales have been very strong for the Moonlight Train on July 31, and another sellout this year is anticipated.

Of course, as we approach the height of the summer season, many of our members' thoughts turn to our volunteer program. The Projects Committee members, as well as so many others in our organization, have been working extremely hard to prepare for this summer's projects along the line. The registrations to work as volunteers have been coming in rapidly, and these very talented members are going to make a real difference in the preservation and interpretation of the C&TS. I especially want to compliment and thank the numerous dedicated team leaders who oversee the work of our volunteers in the various projects. As director nominee Steve Schroeder said, these team leaders act as "tour guides" in enhancing the volunteer's enjoyment of their experience on the railroad, ensuring the safety of everyone, and making certain that the jobs get done. I cannot extol the virtues of the hard-working Projects Committee enough. They labor throughout the year to see that the budget of approximately 5,000 person-hours of volunteer time and \$20,000 of materials are wisely expended. This is a very responsible job and they do an excellent job at it.

I do hope that this summer goes well for you and that you have an enjoyable time. If it is at all possible, I hope that you will ride the Cumbres & Toltec Scenic Railroad and enjoy the high country.

— BILL LOCK

Annual Meeting

The sixth Annual Meeting of the Friends of the Cumbres & Toltec Scenic Railroad, Inc., will be held on Friday, July 30, 1993, at 7:30 p.m. in the Chama Valley Schools gymnasium, located at the corner of Pine and First Streets, in Chama, New Mexico. The agenda for the meeting will be as follows:

1. Introduction of members and visitors.
2. Announcement of the election results for the Board of Directors and introduction of new and continuing directors.
3. Treasurer's Report (brief).
4. President's Report (brief).
5. Discussion of business.
6. Auction.
7. Intermission.
8. Programs.

Programs Scheduled for Annual Meeting

Narrow Gauge along the Gunnison and Albuquerque Depot to be featured at Annual Meeting

Two outstanding slide shows will be presented at the Annual Meeting. Claude J. Morelli, one of the original directors of the Friends and a long-time volunteer, will present a historical account of the Santa Fe Railway depot in Albuquerque, which burned down in January 1993. The show will feature the entire Alvarado Complex, including the Alvarado Hotel, the Indian Curio Shop, and the depot itself. Claude is the author of the forthcoming book *The Alvarado Legacy: Albuquerque's Santa Fe Railway Depot*, published by the Windy Point Press.

National Park Service Ranger Karen Rosga's presentation will be "Tales of Rails Along the Gunnison River," which will feature the coming of the narrow gauge through the eyes of those who experienced it in the 1880s. Ms. Rosga is the West District Interpreter for the Curecanti National Recreation Area, located along the Gunnison River in central Colorado, where there is an excellent display of narrow gauge equipment, including C-16 engine no. 278 and an authentic sheep and cattle loading stock display.

RIGHT: Looking Back—Charles Brown added several hundred miles to his van's odometer delivering lunches to the volunteers along the narrow gauge during 1992's first work session. Here, in midmorning of Thursday, June 11, Charles brings Chama site leader Wayne Freeark up to date on the day's schedule of lunch deliveries to the work sites. Photograph by Spencer Wilson.

Topping 1,000 Members

As of June 12, 1993, the Friends had 930 paid memberships. To celebrate our upcoming achievement of 1,000 members, the Friends will donate one of our brand-new engine no. 463 T-shirts to the 1,000th new member and a similar T-shirt to the sponsor of the 1,000th member (if the sponsor can be ascertained). Sponsor a new member and get in the running for this new T-shirt! The winners will be announced in the **C&TS Dispatch**.

Special Offer

Enclosed with this issue of the **C&TS Dispatch** is a catalog and order form from Steamscapes USA, a Blaine, Washington, publisher. The catalog promotes the new book *Narrow Gauge...Then and Now* by Friends members Tom Gildersleeve and Nils Huxtable (a review appears elsewhere in this issue). In order to make sure that our members are fully informed of all the new literature on the narrow gauge, we offer you this opportunity to purchase the book, as well as calendars produced by Steamscapes. You may order directly from Steamscapes, who will pay the Friends 25 percent of the revenue from the book. When ordering please mention the Friends and, if possible, use the enclosed order form. Supporting our members will not only enhance your enjoyment of the Cumbres & Toltec Scenic Railroad, but will assist us in our restoration and preservation activities.

Fifth Annual Moonlight Train

Saturday, July 31, is the date for the Fifth Annual Moonlight Train. As in past years, the train will leave Chama, New Mexico, at 3:15 p.m. for Osier, Colorado. Again this year at least one photo runby is planned. A steak dinner will be served at the Osier dining facility, and after dinner the gift shop will be open. The train will return to Chama in the moonlight, arriving at about 11:00 p.m.

The fare will be \$55 for Friends members and \$60 for nonmembers. Profits from this annual event have been of great assistance in meeting our expenses for restoration and preservation of historic railroad equipment and structures.

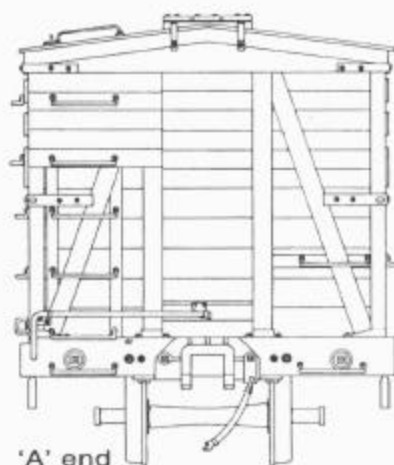
Bill Fletcher

Friends member and long-time rail historian Bill Fletcher died recently. Bill served for many years as Secretary of the Southern California Chapter of the Railway & Locomotive Historical Society. Bill was very helpful to our organization's president, even before the founding of the Friends, in supporting the tank car project, which ultimately resulted in the return of six tank cars from Alaska. A generous contribution has been made to the Friends preservation fund by Craig and Renee Story in memory of Mr. Fletcher, who encouraged Craig in his love for the narrow gauge.

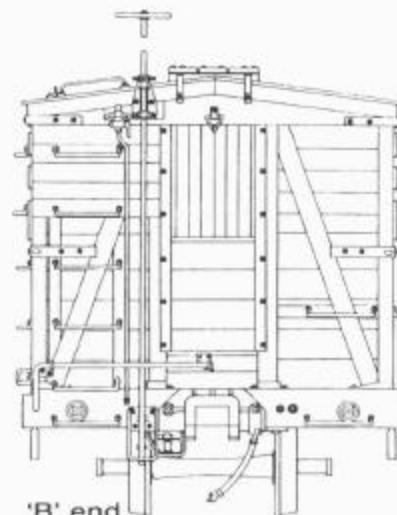


Modeling Ideas from the C&TS

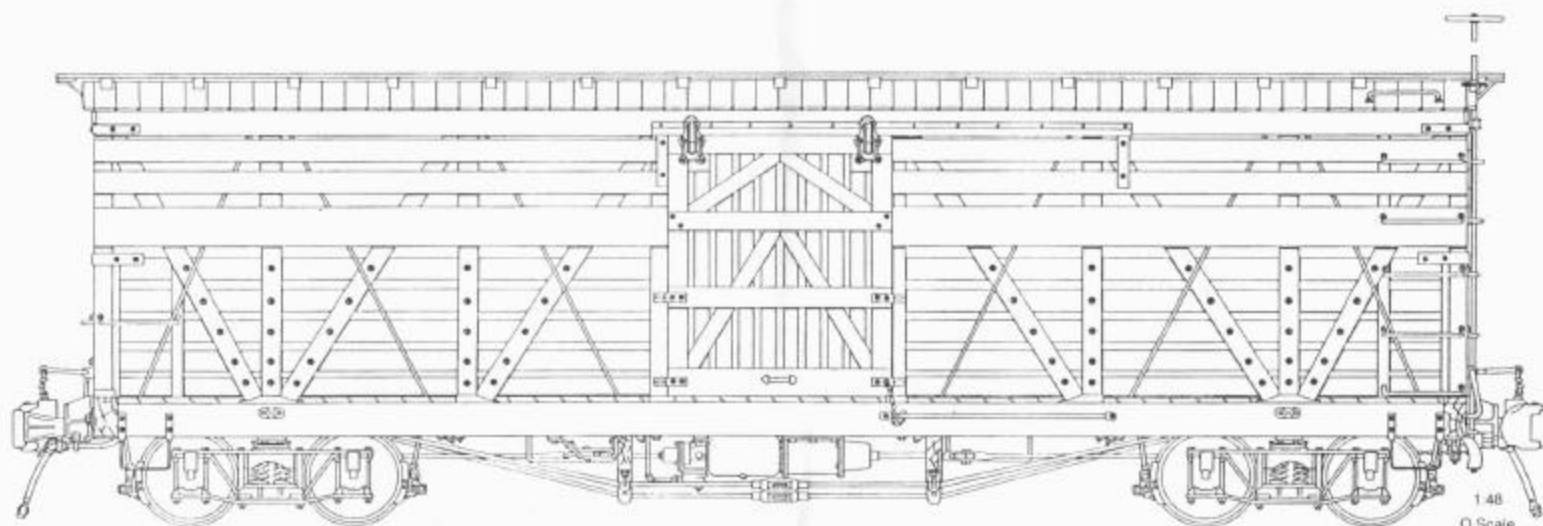
In the May 1993 issue of the C&TS Dispatch, we told the story of the six double-deck, sheep stock cars that the Friends have donated to the Cumbres & Toltec Scenic Railroad Commission. Now, in this month's issue we present Kevin Dawson's O scale drawings of the six cars that appear in Victor J. Stone's definitive book *Taking Stock: Narrow Gauge Stock Cars of the Denver & Rio Grande, 1873-1968* (see the May issue for a review of the book). We thank Victor for giving us permission to reproduce the drawings.



'A' end

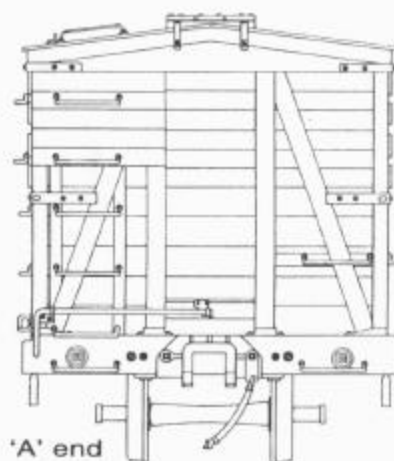


'B' end



1:48
O Scale

Figure 1.



These scale drawings should be studied alongside Earl Knoob's photographs of the six cars that are shown on page eight of the May issue.

Figure 1 (page 4): Stock cars nos. 5553, 5549, 5600, and 5633 have the same body style. This style is from 1926, when the entire D&RGW stock car fleet was rebuilt.

Figure 2: Stock cars nos. 5674 and 5841 have the same body style. This style also is from the 1926 rebuilding project.

(Additional drawings appear on page 6.)

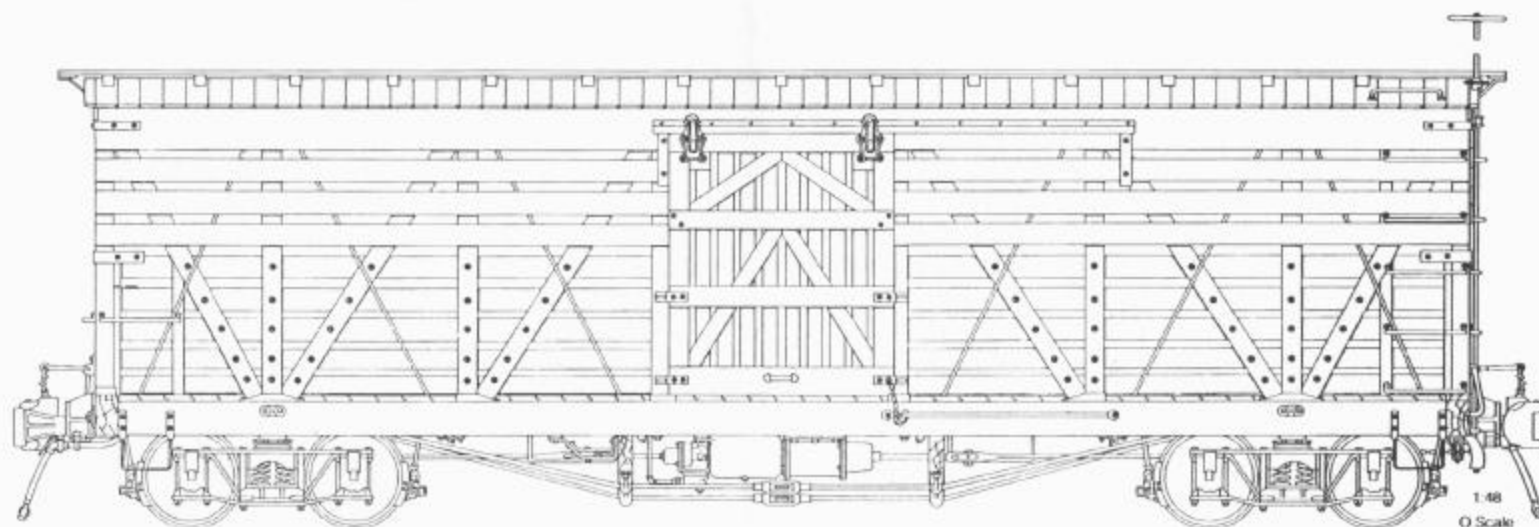
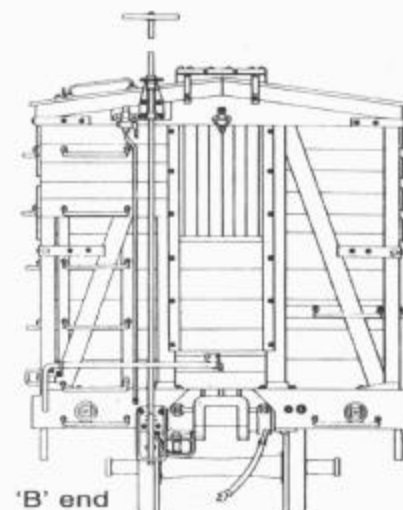


Figure 2.

1:48
O Scale

MEET DIRECTOR...

WILLIAM KEPNER — FORT COLLINS, COLORADO

In the summer of 1987 volunteer and later *Friends* member the late Al Kilminster told Bill Kepner that he had heard about exciting work being done on the C&TS by a volunteer group. Not knowing anyone involved in the work, Al and Bill just showed up in Chama to see how they could help. That summer they scraped paint from freight cars. Since then, Bill has been a regular at the *Friends* volunteer work sessions, working on and supervising projects along the narrow gauge line.

In 1989 Bill was appointed to the Board of Directors of the *Friends of the Cumbres & Toltec Scenic Railroad*, filling a vacancy that existed, and two years later he was elected vice president. Bill also heads up our Railfan Committee, which planned and organized this spring's very successful special freight train.

Bill and his wife, Cindy, and their two-year-old daughter, Jillian, live outside of Fort Collins, where Bill is a Software Development Engineer with the Hewlett-Packard Company.

Bill became involved in railway preservation in 1985, just a week after moving to Colorado from the San Francisco Bay area. He joined the group rebuilding a segment of the Fort Collins Municipal Railway. Almost every weekend a small group would work from early morning to dusk on this streetcar project in order to meet a deadline set by the city. By August 1986 the initial one and one-half miles of track were in place. Members present at the 1991 Annual Meeting will remember Bill's great slide presentation about the project.

Bill has seen the *Friends* grow from a small core of individuals to a national organization that is making a real difference in railway preservation. But, as he says, "there is much to learn about historic preservation, in general, and railway preservation, in particular. We are new kids on the block; we need to build alliances with other organizations and learn from their successes and mistakes." Bill "feels a great satisfaction in being a member, director, and officer of the *Friends*, and in seeing the massive improvements made to the historic Cumbres & Toltec Scenic Railroad by our organization."

Right: Bill Kepner, August 1, 1992. Photograph by Art Nichols.

BOOK REVIEW

NARROW GAUGE . . . THEN AND NOW by TOM GILDERSLEEVE AND NILS HUXTABLE

Steamscapes USA, Box 8014-8, Blaine, Washington 98230, 1993, 48 pp. (ISBN 0-9691409-3-2).

Members of the *Friends* will especially enjoy this collection of color photographs of the San Juan extension from the 1950s to the present time. There are many scenes from when the D&RGW still operated the line that show locomotives nos. 483, 487, 488, 492, and 497 at work on the Alamosa to Durango line and the Farmington branch. Two outstanding photographs, taken in October 1962, are a nighttime scene near the Chama coal tipple with no. 483 bringing a westbound freight into the yard for a meet with an eastbound freight, and a daytime view of nos. 483 and 497 handling a Cumbres turn of eleven tank cars over Lobato trestle. There are other spectacular scenes of no. 483 moving tank cars like those the *Friends* brought back to the narrow gauge in 1992.

Cumbres & Toltec operations are shown during all three decades. Some of the historic freight cars the *Friends* have recently restored are shown in a 1972 photograph of a special freight train, and no. 489 with another freight is shown at Cresco tank in September 1988. The

Friends is recognized for its involvement in the snow clearing operations of May 1991.

Several photographs are devoted to John Craft's memorable freight charter of October 1992, and the final pages include scenes from the Durango and Silverton. A concise narrative accompanies the photographs and places them in historical context. Photographers represented in this fine collection are, in addition to the authors, Art Bain, Rey Barraza, J. M. Jarvis, Alan Miller, J. F. Orem, Russell Sperry, and John West. Art Nichols



Modeling Ideas

Continued from page 5

Figure 3: Cars nos. 5553, 5600, 5633, 5674, and 5841 have a common lettering style that dates from 1940 to 1968.

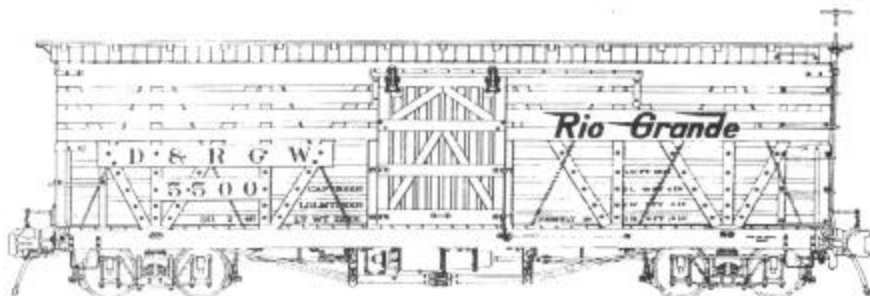
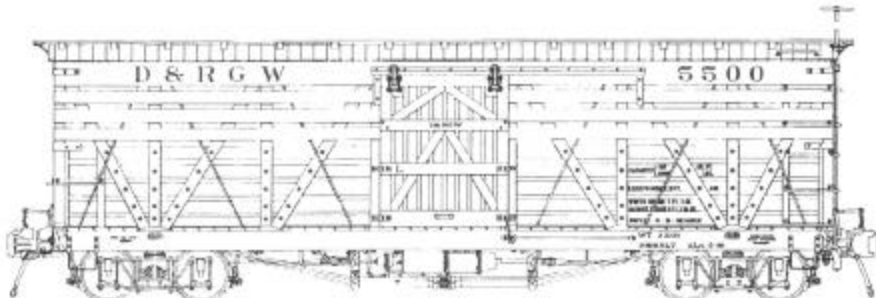


Figure 4: Car no. 5549's lettering style dates from the time of rebuilding in 1926.



Highlights of the March 13, 1993, Board of Directors Meeting

by ART NICHOLS — EDITOR

A special Board of Directors meeting of the Friends of the Cumbres & Toltec Scenic Railroad, Inc., was held in Denver, Colorado, on Saturday, March 13, 1993. Directors present were Roger Breeding, Howard Bunte, Glenden Casteel, Wayne Freeark, Wade Hall, William Kepner, Earl Knoob, William Lock, Richard Mathews, Calvert Smith, and Christina Tebbens. Also attending were Consulting Directors Claude Morelli and Theresa Shaw, Carmen Knoob, and Steven Schroeder. A quorum was present.

The minutes of the telephone Board meeting on January 23, 1993, were approved. The report of the treasurer, Wayne Freeark, was also approved. It was noted that 1993 monies already banked totaled \$28,845.

William Lock reported that Claude Morelli, Glenden Casteel, and he had planned to look at several pieces of rolling stock near Espanola, with the idea of possibly acquiring them for the property. Earl Knoob noted that the operator's position is that if such cars are in excellent condition or are historically significant, then they are worth looking at.

The Board then turned its attention to car no. 292, a former D&RGW passenger car, turned outfit car, located in Silverton, Colorado. Its owner, Craig Kumler, would like to sell the car to the Friends on interest-free payments spread over five or six years, F.O.B. Chama. Earl Knoob reported that he had looked at no. 292 four or five years ago, and that structurally it was in "pretty good shape," but needs siding and some platform work. He also noted that it is sitting on freight car trucks and the brake and running gear is intact. The Board approved unanimously to purchase no. 292, subject to approval by the Triad Committee, F.O.B. Chama.

William Lock reported that the preference

of the work session volunteers who returned their survey is for a collage photograph of their work team. He also emphasized that in regard to the outstanding work session videos that Les Jarrett [Railway Productions] produces, more copies must be sold if Les is to continue producing the tapes.

Theresa Shaw brought the Board up to date on the corporate Bylaws. At the onset of the discussion, President Lock expressed the organization's appreciation for her work on revising the Bylaws. High points of the discussion included honorary versus complimentary memberships, voting status of individual versus family members and voting status of honorary members, scheduling of the annual meeting, quorum of members necessary for the transaction of business at membership meetings and elections, method of balloting, notice and scheduling of the annual meeting of the Board of Directors, and the duties of the secretary. The Board approved the revised Bylaws as presented and refined during the discussion [the Bylaws will be printed in a later *Dispatch*].

Glenden Casteel opened the afternoon session with a report on the mission and activities of the Projects Committee. Concerning the Cumbres Section House, the discussion involved the scope of work needed and whether it will be possible under State Historical Preservation Office guidelines. Work at Osier was also discussed. The decisions concerning roof work at Cumbres and Osier were delegated to the Executive Committee.

President Lock appointed Directors Breeding and Knoob and Consulting Director Morelli as additional members to the Historical Committee.

Steve Schroeder reviewed the work of the Publications Committee. The committee recommended that the publishing arm of the Friends be known as the Windy Point Press. The Board discussed the purpose and func-

tion of the Windy Point Press and agreed that publishing ventures will be submitted to the Board for approval. The Publications Committee will maintain a separate account for publications in the name of the Windy Point Press, reporting of the activity in the account will be sent to the treasurer approximately quarterly.

William Kepner presented the Railfan Committee report. About eighty tickets need to be sold to break even on the May 22 Special Freight Train. If 200 tickets were sold, the organization would net about \$8,000. The Fifth Annual Moonlight Train will operate on the same schedule as past trains. The Board established fares for the Moonlight Train: \$55 for members and \$60 for nonmembers.

Carmen Knoob was appointed to the Fund Raising Committee and was asked to solicit members of the Chama community for support of the 1993 opening day celebration. The Board approved \$300 for advertising support of the opening day activities.

Calvert Smith distributed a revised version of the Mission Statement and asked for comments and suggestions. He would like to test the longevity of a sample interpretive sign by placing it on the property this summer.

Howard Bunte reported on the activities of the Membership Committee. He encouraged members to make presentations on the Friends at their local schools.

Wade Hall described the activities of the Operations Committee. This committee and the Projects Committee will be coordinating their work for the summer work sessions.

Roger Breeding reviewed the work of the Long-Range Planning Committee, including the proposed car repair facility. The Board asked the committee to investigate the feasibility of constructing such a facility and prepare a proposal for their review.

A telephone Board meeting will be held on Saturday, May 15, 1993. ■



The Friends Special Freight Train heading east out of Chama on May 22, 1993. Road engine no. 488 was followed by nine historic freight cars, helper engine no. 487, caboose no. 0503, seven passenger cars, and caboose no. 0306. Car captains were Roger Breeding, Ralph Flowers, Carmen Knoob, Claude Morelli, and Mark Yates. The snack car crew was Mark Guidry and Tracy Griffin. Photograph by George Swain.

1993

Schedule of Events

July 28-30, Wednesday-Friday
Volunteer Work Session "A"

July 30, Friday
Annual Meeting and Program

July 31, Saturday
Fifth Annual Moonlight Train

August 2-4, Monday-Wednesday
Volunteer Work Session "B"

October 17, Sunday
End of Season on the C&TS



Looking Back—Friends volunteers pause in their work to watch the westbound train passing through Sublette, New Mexico, on the morning of June 11, 1992. Again this summer, volunteers will be carrying out restoration and preservation work on the structures at Sublette, and if hopes are realized, they will finish the three-year restoration with a paint job on the entire ghost town. Photograph by Alfred Judd.



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