



C&TS Dispatch

Vol. 6 No. 2

May 1993

Double-Deck Stock Cars Arrive in Chama

A year ago the feature article in the **C&TS Dispatch** was about the arrival of six narrow-frame tank cars in Chama. Now another dream of the Friends has been realized—six double-deck, sheep stock cars are parked at the south end of the Chama yard. These are the first sheep cars added to the railroad's historic rolling stock collection.

Carl Helfin, owner of the Narrow Gauge Motel in Alamosa, Colorado, donated the car bodies to the Friends, which then acquired the trucks. After Kyle Railways restores the running gear and the Friends complete other restoration work, the stock cars will be ready for service on the C&TS.

As reported in the February 1993 **Dispatch**, the six historic stock cars have been donated by the Friends to the Cumbres & Toltec Scenic Railroad Commission.

The history of the cars is known because of the research done by Victor J. Stone of Hampshire, England. His definitive study, *Taking Stock: Narrow Gauge Stock Cars of the Denver & Rio Grande, 1873-1968*, is reviewed by Spencer Wilson on page 9. The cars were built in 1904 by the American Car & Foundry Company of St. Louis. Between 1911 and 1919, stock cars of this class had safety modifications, such as uniformity on running boards, grab irons and handholds, ladders, and steps. In 1926 the cars were rebuilt, receiving a general overhaul and strengthened body bolsters.

With the donation of these stock cars, the C&TS now has examples of both single- and



On November 23, 1992, the six stock cars are shown parked in the south end of the Chama yard. From the left, nos. 5600, 5841, 5633, 5553, 5674, and 5549. There are different side board configurations for different lettering styles. Photograph by Earl Knoob.

double-deck cars. The two single-deck cars, nos. 5691 and 5706, were acquired by Colorado and New Mexico in 1970. No. 5747 in Antonito was recently acquired.

The history of the stock car industry along

the narrow gauge and D&RGW stock car operations will be detailed in a future article.

Scale drawings of the newly acquired cars will appear in the July **Dispatch**. (Additional pictures appear on pages 3 and 8.) ■

This month is the fifth anniversary of the **C&TS Dispatch**. The editor and assistant editor thank everyone who has played a role in producing the twenty-four issues that have appeared since May 1988. Many persons have contributed: the authors; the persons who have suggested topics for articles, have sent us information about the railroad, or have allowed us to use their photographs; the many readers who have sent letters to us; and the staff of the Friends headquarters, who have taken care of the many details in seeing that the **Dispatch** is printed and distributed in a timely way, and who have always been there to help as deadlines came closer and closer. A special thank you goes to the officers and directors of the Friends for their constant encouragement and support.

It is with a feeling of great pride in belonging to the Friends of the Cumbres & Toltec Scenic Railroad and a widely shared sense of accomplishment that we look forward to the next five years of publishing the **C&TS Dispatch**.

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C&TS Dispatch

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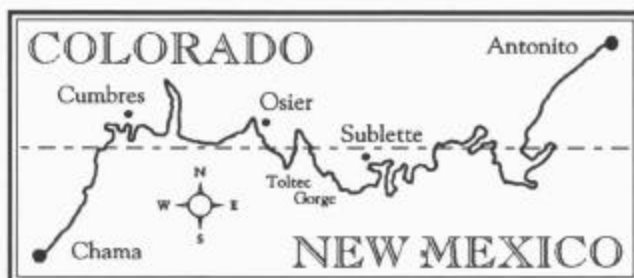
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The **C&TS Dispatch** is published by the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, P.O. Box 222, Chama, NM 87520. The **Friends of the Cumbres & Toltec Scenic Railroad** is a New Mexico nonprofit corporation.

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

Spring brings a new attitude and a new focus on life. Spring also generates great excitement and enthusiasm. I am certainly excited about some of the upcoming events and equally excited by the enthusiasm that I see coming from our members.

First of all, I want to thank each and every member for the tremendous support of our organization which you showed in the membership renewal process. The Board of Directors and I were delighted with the number of members who have renewed and were gratified with your financial commitment. The average contribution per member is up for 1993 and, as a result, contributions have actually exceeded our adopted budget. With the support that you have given us, we can continue to make a significant financial contribution to the restoration of the Cumbres & Toltec Scenic Railroad.

I have received many comments and letters from members telling me what a wonderful job the Publications Committee has been doing on the **C&TS Dispatch**. I see many other newsletters of similar organizations, and I believe that ours is the best. Now, I am very excited about a new venture of the committee.

The Publications Committee has decided to move ahead with another part of the mission statement of the **Friends**, namely, the interpretation of the Cumbres & Toltec Scenic Railroad and other historic railroads. The formation of the Windy Point Press as a publisher of historic railroad materials under the auspices of the Publications Committee bodes well for the future. When you see Windy Point Press, you will know that it is the Publications Committee of the **Friends** hard at work. (Incidentally, while I chose the name for this column, I was not present when the committee chose the new name for our publishing outlet.)

Enclosed in this issue of the **C&TS Dispatch** is a flyer enabling you to conveniently purchase the first book published by Windy Point Press on the recent and tragic fire at Albuquerque's Santa Fe Railway Depot. The photographs in this book are outstanding. The second book to be published by Windy Point Press is on rotary snow-plow operations since the beginning of the C&TS (1974-1993). Look for information about the book this summer.

I continue to be excited about the great working relationship and partnership between the **Friends** and the Railroad Commission, the owner, and Kyle Railways, the operator. The Commission has been working very closely with the **Friends** in order to establish priorities for restoration. I was pleased on behalf of the **Friends** to endorse a grant proposal made by the Commission to Colorado authorities. In turn, the Commission has recently approved the **Friends'** 1993 projects list and has resolved to help us financially with some of the material costs for this summer, if possible.

You should have received your packet of information concerning the summer work sessions, but if you have not and wish to participate please write or call our office immediately. The back-to-back work sessions should be exciting and very productive.

Finally, you may have missed an important birthday recently. The organizational meeting of the **Friends** Board of Directors was held on March 12, 1988. I was truly excited about our fifth birthday, which occurred on March 12, 1993. Including all of our 1992 members and new members for 1993, on our fifth birthday we had 950 members. The Board of Directors and I are extremely excited about this tremendous achievement and look forward to an outstanding 1993.

Quite a lot to be excited about, wouldn't you agree? Best wishes.

— **BILL LOCK**

Windy Point Press

The Friends of the Cumbres & Toltec Scenic Railroad, Inc. proudly announces the formation of Windy Point Press.

Windy Point Press will be a premier publisher of historic railroad materials to assist in our mission of interpreting the Cumbres & Toltec Scenic Railroad and its Rocky Mountain railroad heritage.

Windy Point Press announces its first publication, *The Alvarado Legacy, Albuquerque's Santa Fe Railway Depot*, by Claude J. Morelli. This book is a cooperative project of the Friends and the Railroad Club of New Mexico. It is available from the Friends office for \$12.95 plus \$2.00 postage and handling. Please order from our Albuquerque address. Enclosed with this issue of the **C&TS Dispatch** is an order form that features a prepublication discount. ■

Volunteer-Intern Opportunity...

...for on-board interpreters on the Cumbres & Toltec Scenic Railroad

Starting this year, during the summer and early fall, the Rio Grande National Forest, in cooperation with the C&TS, will provide on-board interpretation by volunteer hosts to passengers riding the daily trains. The interpretation program is intended to be informal and multidisciplinary, serving a broad spectrum of passengers. The hosts will represent the United States Forest Service while providing information to passengers about natural and cultural history, and recreational opportunities in the Rio Grande National Forest.

Candidates should be available for an extended period, from two to five months, like talking with people of all ages, and be prepared to carry out a somewhat irregular schedule, averaging four or five days a week on board the trains. According to the Forest Service, there is no special candidate profile. The Forest Service will consider college

students (including those needing intern credit hours), retired couples looking for an exciting new challenge, train buffs, historians, and especially, anyone who enjoys teaching or sharing information with others. As many as seven volunteers will be selected to host the two daily trains, one or two hosts per train.

The period to be covered is the season for the C&TS plus a brief period for training and orientation—April 26 to October 15. A volunteer not able to commit for the entire period is encouraged to discuss his or her availability with the volunteer coordinator at the Rio Grande National Forest.

The Conejos Peak Ranger District will provide the following as needed: lodging in the crew quarters; transportation while on the job; Forest Service uniform; and job training and orientation. Space for volunteers who have an RV or camper trailer can be provided in one of several campgrounds at no charge. On a negotiated and funds-available basis the Conejos Peak Ranger District will provide a daily stipend to cover some costs incurred by the volunteer.

For information/application for the 1993 or 1994 program contact

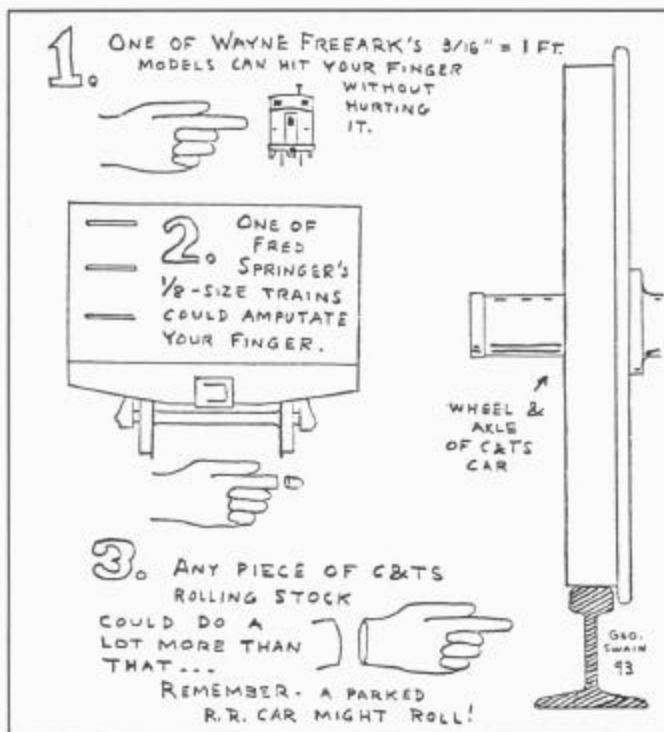
Connie L. Knapp
Volunteer/Partnership Coordinator
Rio Grande National Forest
Monte Vista, Colorado 81144
Telephone: 719/852/5941
FAX: 719/852/6250

RPO Envelopes Available

Friends members should have already received an announcement concerning the availability of Railway Post Office cancellation envelopes. By the time this issue of the **C&TS Dispatch** reaches members, the RPO run will probably have been completed; however, we wanted all members to know that they can still order these envelopes from our Albuquerque office until supplies are exhausted. Because the envelopes can no longer be mailed from Chama, please enclose a self-addressed, stamped envelope or equivalent postage (52 cents) with your order. ■



Unloading stock car no. 5600 in Chama at the end of track. The flatbed truck, which brought the car from Alamosa, Colorado, was lined up with the stub end of the track, the stock car was coupled to an idler flat car, and then as locomotive no. 497 inched ahead, no. 5600 was guided on to the rails. John Bush is checking the alignment of the wheels with the rails, while Earl Knoob is in position to signal the engineer. October 14, 1992. Photograph by Carmen Knoob.





Rio Grande 2-8-0 no. 951 with four empties on the Hamlin, Outer Belt, & Orient Railroad. Photograph by Fred Springer.

Steam in Miniature

When *Friends* member Fred Springer of Salado, Texas, drove into the Chama yard at the June 1992 work session with a 1/8 full-size (1 and 1/2 inches to the foot) Rio Grande steam locomotive in the back of his pickup, I knew that we had another article for the *C&TS Dispatch*. Fred retired from Mobil Oil Corporation after thirty-six years, where he carried many titles, including Vice President of Mobil Diversified Businesses. Here is the story of Fred's live steamers and his Hamlin, Outer Belt, & Orient Railroad, "The Hobo Route," and its affiliated lines—the editor.

No. 951, a Rio Grande C-41 class 2-8-0, built to standard gauge prototype, was constructed between 1986 and 1988 by Marty Knox of Ridge Locomotive Works, which was located in Salado at that time. (Marty is now Superintendent of the Huckleberry Railroad in Michigan.) Fred, who built the tender, assisted Marty as a machinist's helper. The locomotive was basically built from parts and castings produced by Gene Allen Models of Goleta, California. Modifications were made for the 2-8-0 wheel arrangement, using photographs of the prototype. Materials in no.

951 are cast iron and steel, with some brass and copper fittings. The boiler is steel with copper tubes, the boiler pressure is 100 psi, and the firing is by Pocahontas coal.

The wooden cars are from the Browning Plantation Railroad of David Hannah III, who built them. Some of the parts, built to Rio Grande prototype, are from Jim Jackson's Railway Hardware Company of Houston, Texas. The trucks were purchased ready to run.

Fred has 600 feet of dual track (both 4 and 3/4-inch and 7 and 1/2-inch gauges) for the Hobo Route in his garden, including the main line and a loading and engine-house spur. He has two other locomotives, also coal fired:

a 1/12 full-size (1 inch to the foot) 0-4-0 switch engine, no. 71, and a Rio Grande T-24 class ten wheeler, no. 20, 1/8 full size. Fred has rolling stock for both sizes.

The smallest scale for live steamers in the United States is 3/4 inch to the foot with a gauge of 3 and 1/2 inches. These tracks are generally built on an elevated trestle, and the engineer rides sidesaddle on a flat car behind the steam engine to fire and work the throttle. This scale is very popular in the Northeast.

A more common scale is 1 inch to the foot or 1/12 full size, with a gauge of 4 and 3/4 inches (the switch engine is this scale and gauge). This scale can be operated on either elevated or ground-level tracks, although ground level is most common. The engineer rides the tender. This gauge is popular for modeling narrow gauge because a 1 and 1/2-inch scale on a 3-foot gauge prototype results in a 4 and 1/2-inch gauge. Building the slightly wider 4 and 3/4-inch gauge does not alter the appearance of a 3-foot-gauge locomotive.

The largest of the common scales is 1 and 1/2 inches to the foot, or 1/8 full size. Unfortunately, there is not a universal common gauge for this scale. In the Northeast and in eastern Canada, as well as Europe, Australia, and New Zealand, the gauge is 7 and 1/4 inches, which is close to the correct reduction of 4 feet, 8 and 1/2 inches standard gauge. However, the rest of the United States models to a gauge of 7 and 1/2 inches (as with nos. 20 and 951). There is some modeling of narrow gauge to run on this track, and in this case a 2 and 1/2-inch-to-the-foot scale narrow gauge locomotive models out to exactly a 7 and 1/2-inch gauge for a 3-foot prototype.

Standardization of gauge allows Fred and other live-steam modelers to run their equipment on lines in many areas of the country—something that Fred really enjoys. ■

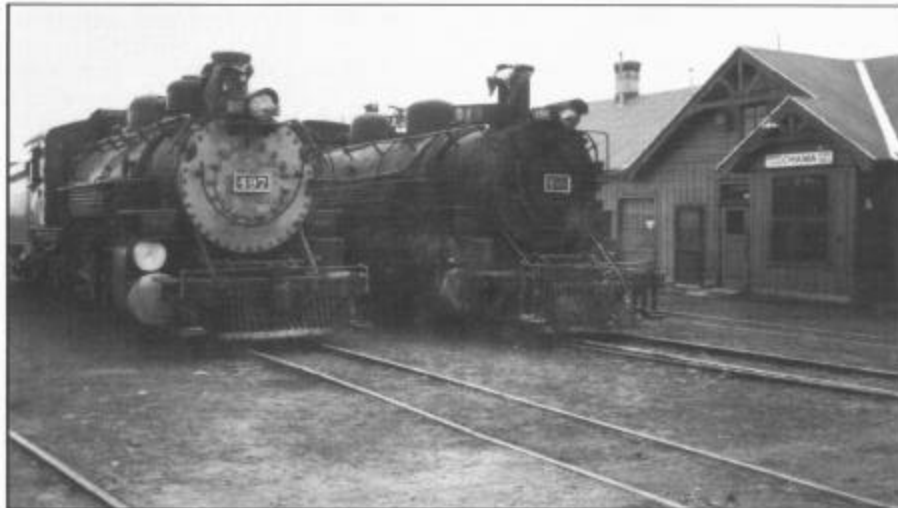


Fred Springer moves the 1/8 full-size Rio Grande steam locomotive and rolling stock around the country in his pickup truck. Here, during the work session, Fred has parked near the Chama engine shop, June 13, 1992. Photograph by Art Nichols.

A Spring Day in Chama—April 23, 1993

Driving from Antonito to Chama on a Friday afternoon, I saw that the snow had drifted across the tracks in the Los Pinos River Valley, was halfway up the Los Pinos water tank, and was head high on Cumbres Pass. From below Windy Point I could see the twenty-one-foot monster drift. Although Chama had a record snowfall this past winter, the town and railroad yard were free of snow except for a few north-facing patches. Here are scenes from the Chama yard that spring afternoon, as the C&TS gets ready for the 1993 season—the editor. ■

TOP: Preventive maintenance and mechanical work (see the February 1993 issue) has been done on K-37 no. 497 (left) and K-36 no. 488. The locomotives are now ready for service.



CENTER LEFT: A new cowcatcher, shown here, was constructed for K-28 no. 463. As noted in the C&TS Railroad Commission report presented in this issue, it is anticipated that the work on no. 463 will be done by the Fourth of July.

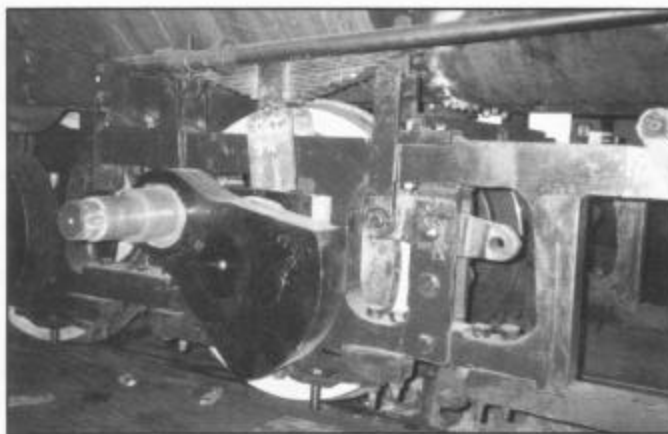


CENTER RIGHT: The driving wheels for K-36 no. 489 have been turned and new axles and crankpins have been installed. On the wheel set shown here, the notation "200" on the right counterweight indicates that it was pressed on with 200 tons pressure.



BOTTOM LEFT: The ends of K-36 no. 484's boiler tubes are being annealed to prevent cracking. Here, Rick Rivas is heating a tube in the rivet furnace. When heated, the tube end will be placed into a container of industrial lime. In the background Joe Martinez (left) and Orlando Ulibarri are cutting the tubes to size.

BOTTOM RIGHT: Two sets of driving wheels and counterweights, shown here, have been installed on K-27 no. 463.



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Double-Deck Stock Cars Arrive in Chama Photographs by EARL KNOOB, November 23, 1992

The newly acquired stock cars represent a variety of body and lettering styles—the editor.



The body style of stock car no. 5553, shown here, as well as nos. 5600 and 5633 is the most common version for the cars that were rebuilt in 1926. The lettering style of these three cars is post 1940; separate car number and letter boards are applied to the left-hand sides of the cars.



Although no. 5549 has the same body style as nos. 5553, 5600, and 5633, the lettering style is different. Note the wide fascia board for lettering at the top of the car, but no separate number and letter boards.



At one time the car number and "D&RGW" for some stock cars of no. 5600's style were lettered on the side slats. No. 5600, shown here, still has the number on the slats behind the side board.



Another, and less common, version of the stock cars rebuilt in 1926 is shown by no. 5674, shown here, and no. 5841. Note the center fascia board. These cars also have the left-hand side number and letter boards.



Stock car no. 5633.



Stock car no. 5841.

BOOK REVIEWS

AMERICAN NARROW GAUGE RAILROADS by GEORGE W. HILTON

Stanford University Press, 1990, 608 pp. (ISBN 0 8047 1731 1), order from Stanford University Press, Stanford, CA 94305, \$65.00 plus \$4.00 postage and handling.

Regardless of the range of interests readers have in the history of narrow gauge, they will find this book well worth the price. Part I, a history of narrow gauge railroads, has sections dealing with a variety of topics, for instance, the origins of narrow gauge, locomotives, rolling stock, economics, problems of incompatibility, and narrow gauge's decline. Part II lists common carrier narrow gauge railroads.

The Denver and Rio Grande Railway is well covered in both parts of this comprehensive book. In the section on rolling stock, there are photos and text on the four-wheel era; D&RG purchased one mail car and two smokers of this wheel arrangement. In 1872 the D&RG had a very interesting locomotive—a Fairlie. This locomotive, the only Fairlie-type used on narrow gauge, had two boilers set end to end and two sets of drivers. Picture two tank-type engines backed against each other at the cab and then permanently attached. The wheel arrangement was 2-4+4-2.

The book includes a photograph of locomotive no. 497 (now on the C&TS), minus drive wheels, on a standard gauge flat car at Alamosa. The photo was taken after 497's conversion to narrow gauge and highlights its outside frame construction.

If there was one thing that gave the narrow gauge owners a headache, it was the incompatibility between gauges. These problems and attempts to solve them, for example, replacing trucks or reloading freight, are explained in detail.

Part II is a list of common carrier narrow gauge railroads. One table covers the entire D&RG narrow gauge system, listing when a given section was laid down in narrow gauge, and where pertinent, when the third rail was laid down, when it was standard gauged, and when the section was abandoned.

I recommend American Narrow Gauge Railroads to all narrow gauge fans; it will be an excellent addition to their libraries. Part I is a good read, and Part II is an excellent source of information on specific narrow gauge railroads.

Jim Gross

TAKING STOCK: NARROW GAUGE STOCK CARS OF THE DENVER & RIO GRANDE, 1873-1968 by VICTOR J. STONE

Creedstone Publications (P.O. Box 31, Hayling Island, Hampshire, England PO11 0HW), 1992, 254 pp. (ISBN 0 9519714 09), order from Sundance Publications, 250 Broadway, Denver, CO 80203, \$75.00 postpaid.

Most reviewers are somewhat shy in using the word "definitive" when describing a new book. This study of the stock cars of the D&RG should qualify, however, for that laudatory definition. It is a monumental study done in a beautiful book with excellent drawings and photographs, modern and historical.

In the Foreword, Jackson C. Thode, a distinguished name in narrow gauge circles, says that there were 902 stock cars in the D&RG narrow gauge fleet. He goes on to say that "Vic Stone knows each of them by heart." Thode's words indicate the scope and depth of the book.

There are six chapters, starting with "Introducing the Denver & Rio Grande, Its Narrow Gauge Stock Cars and the Origins of the Colorado Stock Industry." Chapter 2, "19th Century Stock Cars," is subtitled "An Account of the Denver & Rio Grande Narrow Gauge Cars 5001-5452." Chapter 3, "20th Century Stock Cars," accounts for cars 5500-5849 and 5900-5999. In Chapter 4, "The Stock Car Study," Stone writes of "Variations in . . . Cars 5500-5849 Series."

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.

As a *Friends* member, I look forward to the **C&TS Dispatch**. The water resources article in the November 1992 issue was interesting and informative.

May I suggest a future in-depth article on the meat of the railroad—the locomotives. The article could show a roster listing class, number, where located, status (for example, K-37 no. 494 displayed at Antonito), whether it is operational, and if not operational whether it is repairable.

There could be an explanation in some detail about the frequency and type of required inspections. What do they look for in a five-year inspection? What is a one-year flue extension? What dismantling is required for such inspections?

...What is the difference visually between the locomotive classes besides the number on the cab? Photos or drawings would help. Explain any other differences or oddities, such as why one class was called "mudhens."

Most *Friends* probably know much of this information, but I think it would be interesting to have it compiled for those of us who are not as informed on the subject and who live long dis-

tances and cannot frequent the site.

I have also noticed different logo styles painted on the tenders. Which is the correct one? I like the flying "Cumbres & Toltec" best, it looks like the old flying "Rio Grande."

Myron Kelsey
Gladstone, MO

A few months ago I was perusing past issues of the **C&TS Dispatch** and noticed that in the Commission report in vol. 5, no. 1 the purchase of caboose no. 0500 is reported. I assumed that this was an original caboose.

Well, there seems to be a conflict here. I subscribe to the "Iron Horse News," published by the Colorado Railroad Museum, and in its issue no. 147, June 1988, under "Narrow Gauge Notes," it is claimed that no. 0500 "impersonates a Florence and Cripple Creek caboose at Cripple Creek."

Which report is correct? Maybe our readers can straighten out this dilemma for me. Keep up the good work!

Craig Kumler
San Jose, CA

Chapter 5 is "The Stock Extra—A Collection of Items Related to the Movement of Livestock and the Background to the Colorado Stock Raising Industry." Lastly, in Chapter 6, the author pays tribute to "Contributors and Supporters and a Reflection on a Twelve-Year Adventure." Now, if that listing does not describe a very complete and comprehensive study, this reviewer would like to know just what does!

There are many other well-known works on equipment, rolling stock, and structures and histories and photo essays about railroads. Stone has obviously written such a work, but he also incorporates the background of just why the D&RG developed and built so many stock cars and kept them on the active list for virtually the entire history of the line. This is an important contribution above and beyond just the histories of the cars. It puts his work on another and higher level.

This book is a must for the serious student, despite the daunting price. One look, however, at the book will go a long way in convincing you that "you just have to have it!" A less expensive, paperback edition, is planned for a future date.

A personal note from this reviewer: In Chapter 6, "Stockholders," Stone lists individuals and institutions for credits in his research. Your reviewer is included—my comments about this book would stand as written no matter what!

Spencer Wilson

VIDEO REVIEW

THE GREAT STEAM FREIGHTS

Produced by Railway Productions, 8081 S. Madison, Suite 243, Indianapolis, IN 46277; 800/248-9670, VHS only, VISA and Mastercard accepted, 75 minutes, \$29.95 postpaid.

The further we get from the "good old days," the more efforts there are to authentically recreate the past. Unbounded by our country's geography, a dedicated band of fans started a few years ago to charter steam-powered trains for the purposes of serious photography. Many, many cuts above "normal" fantrips, these freight or passenger operations are geared for maximum quality shots. R&R [*Railfan & Railroad*] contributor John Craft has sponsored several such charters, and the week of events depicted in this tape would nominate it as his finest effort to date. Described in detail in the February '93 R&R, I will not dwell on the event here. Suffice it to say, however, that if one wants to see narrow gauge freight railroading in the Rockies the way it was 30 years ago, viewing this tape is as close as you can get to jumping into your Delorean, punching in October 1962 and hoping the flux capacitor works.

After a brief introduction contrasting the "regular" C&TS with freight operations, we move to the re-lettered engine tenders and 100% authentic freight cars which form the set for five days of freight action. Our locomotive cast is introduced, and we get a tour of the structures and layout of the Chama yard—1924 coal tippie (including details of its workings), 1890s water tower, shop, etc. There are numerous scenes of equipment shuffling around the yard, the pusher being coupled onto the rear of a freight, marker lamps going up, coal being loaded and so on. It looks like a normal morning from the past. The videographer's skillful avoidance of the fans who must have been everywhere is most welcome. After a drink from the cab water bag on the pusher, the engineer pulls on the throttle and the freight is off, escorted out of the yard by the shop dog. A perfect time warp.

A good graphic combining the configuration of the line between Chama and Antonito and the gradients encountered is referred to during the tape to keep the viewer oriented. The tape also arranges the four days of action into one geographically progressive round trip. While the train consist can change from scene to scene (it varied from trip to trip), it is a very good way to convey the line to the viewer. Identical weather (a.k.a. perfect) and schedule on both trips facilitates this approach.

The body of the tape is a combination of documentation of the outstanding photo runbys complemented with on-train shots, such as looking at the face of the mid-train helper from a flatcar ahead of it. A brief history of the Cumbres structures and the work of the Friends of the C&TS is included.

I cannot describe every scene here, but rest assured virtually all are well shot, well-lit and on occasion quite artistic. Narrow gauge fans will note almost all the classic locations: Jukes' Tree, Cresco water tank, Windy Point, Tanglefoot Curve, Los Pinos, Cascade Trestle, Sublette, Phantom Curve, Whiplash Curve and more. Smoke and stack talk are legitimately awesome. In addition to the staged runbys, there are a few really neat views: looking down on a deserted Sublette in afternoon glint light, dawn switching silhouette action at Antonito and an Antonito departure—perfectly illustrating narrow gauge capabilities as the road engine comes straight at you while the train and pusher snake behind from left to right, all in low, high country morning light. The Friday afternoon Cumbres turn is the last, but far from least, action covered, with two engines on the front and one on the rear. We ride ahead of and behind the pusher, getting a first-hand look and feel for what it's like to tackle a 4% grade with wooden cars. Several runbys with perfect smoke plumes round out this coverage.

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COMMISSION REPORT

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

MARCH 26, 1993, ALAMOSA, COLORADO. 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; John Bush; Richard DeHerrera; Marilyn Free; Ramona Garcia; Andrew Gurule; Wade Hall; Teodor Jiron; William Kepner; Carmen Knoob; Earl Knoob; Mel Koven; Johnnie Marquez; Monica McDowell; Dan Pyzel; Maria Schmitz; and Jack Thomas.

Joe Vigil is encouraged by the inquiries about and the reservations for the new season—a 5 percent increase compared with the same time last year. He mentioned that approximately 10 to 12 percent of the railroad's budget goes into advertising. One-half of this amount is spent on TV and the balance on radio, periodicals, and newspapers. Joe also reported that because of the heavy snowfall, the railroad will probably run the rotary snowplow during the first week of May.

Earl Knoob mentioned that there is a possibility of seven or eight charter trains for the 1993 season; the average has been two or three charter trains per season. The railroad is also negotiating for the filming of two productions on the C&TS.

Work on the Small Business Administration project is proceeding within budget. Three passenger car bodies are in the shop at Antonito, and the work should be done by early May. The new cars will be named Osier, Cumbres, and Sublette. John Bush reported that locomotive no. 463 should be ready for service by the Fourth of July. The tender is complete, the drivers have been turned, and the driver boxes are complete, with two drivers in place. The patches on the boiler should be installed soon. The dedication of the passenger cars and no. 463 is tentatively scheduled for August 5th and 6th.

Lewis Entz informed the Commission that he was able to have \$20,000 placed in the Colorado capital development budget for the railroad. Carl Turner reported that New Mexico approved a capital appropriation of \$25,000. The Boettcher Foundation has approved two \$25,000 grants to be used toward the construction of the next two passenger cars.

Contracts have been signed with the Colorado Highway Department for overlaying one inch of asphalt on the Antonito parking lot and with the U.S. Forest Service for volunteer hosts on the trains this summer.

Andrew Gurule, representing the Antonito Spring Steam Festival Committee, requested permission to construct a permanent gazebo stage at the west end of the railroad property, the Commission to pay for the materials. The Commission appointed a committee to study the matter.

John Ruple proposed a paint color scheme for the buildings along the C&TS. He has researched the colors that were used on the buildings over the years, and proposes that different sites be painted in different colors to reflect the color schemes used at varying times during the history of the narrow gauge. The Commission approved the proposal and will submit it to the state historic preservation offices for review.

The Commission considered the list of projects proposed by the Friends. The list was approved subject to review by the state historical preservation offices. Still to be resolved is the best way to restore the roof of the Cumbres Section House, which has broken eave rafters. The two alternatives are (1) installing new rafters to the existing rafters and (2) using temporary knee braces while a study is made for a long-term solution. The problem was referred to the Commission's executive director, the Friends, and Kyle Railways for resolution.

Carl Turner reported that the Triad committee had reviewed and

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Highlights of the January 23, 1993, Board of Directors Meeting

by ART NICHOLS

Pursuant to a call by President William Lock, a special telephone Board of Directors meeting of the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, was held on January 23, 1993. Present either in Albuquerque, New Mexico, or by telephone were Directors Roger Breeding, Howard Bunte, Glenden Casteel, Wayne Freeark, Wade Hall, William Kepner, Fred Knight, Earl Knoob, William Lock, Richard Mathews, John Rupley, Roger Siverson, Calvert Smith, Christina Tebbens, and Spencer Wilson. Also present were Consulting Directors Claude Morelli and Theresa Shaw and Publications Committee member Steven Schroeder.

The Board approved the minutes of the November 7, 1992, Board of Directors meeting and the 1992 report of the treasurer, Wayne Freeark. Following an extended discussion, the Board approved a 1993 budget, which is summarized below.

SUMMARY OF 1993 BUDGET

| | |
|-------------------------------------|-------------|
| 1. Cash on hand, January 1, 1993 | \$ 9,587.68 |
| 2. Income: | |
| Memberships | 31,500.00 |
| Auction | 300.00 |
| Walking Tour | 500.00 |
| Interest | 600.00 |
| Moonlight Train (net) | 7,000.00 |
| Special Freight Train (net) | 6,000.00 |

| | |
|------------------------------------|-----------|
| Volunteer sessions (net) | 1,000.00 |
| Educational outreach (gross sales) | 8,000.00 |
| Publications | 1,400.00 |
| Total estimated income | 56,300.00 |

| | |
|--|-----------|
| 3. Expenses: | |
| Publications | 15,340.00 |
| Restoration materials and equipment | 20,000.00 |
| Committee operations | 1,250.00 |
| Membership | 3,400.00 |
| Office administration, fees, insurance | 11,700.00 |
| Directors support | 3,250.00 |
| (Directors receive no compensation or reimbursement for their expenses.) | |
| Educational outreach | 4,550.00 |
| Total estimated expenses | 59,490.00 |

| | |
|--------------------|----------|
| 4. Net ending cash | 6,397.68 |
|--------------------|----------|

Turning to other matters, William Lock reported on merchandise sales, which are "very good." He also reported that over \$800 has been pledged to the **Friends** under the Combined Federal Campaign. Member Steve Dock was thanked for his efforts in this regard. President Lock also stated that he is working on a corporate sponsor for the Moonlight Train, and that the work session photos and the work session tape will be completed soon.

Glenden Casteel reported for the Projects Committee. Concerning the Cumbres Section House roof, there may not be time to obtain approvals for the work scheduled this

summer. Approval is needed from both state historical preservation offices for work on this and other projects, whether the project is in Colorado or New Mexico. Repairs can be made to a structure without SHPO approval, but restoration does require such approval. Other discussion centered on the cosmetic work on the display locomotives at Antonito and the proposed moving of the spur track at Osier. The Board approved the projects list for the work sessions as submitted.

Next, the Board considered two book publishing projects. The first would be a joint venture with the Railroad Club of New Mexico to publish a book on the Santa Fe Railway depot in Albuquerque, which was recently destroyed by fire. After a presentation by Claude Morelli, who would be the author of the proposed book, the Board approved the project. The second project, proposed by Joe Hereford, would be a C&TS Rotary Snowplow photo book, to be marketed especially for tourists riding the train. The Board also approved this project.

William Kepner reported on the activities of the Railfan Committee. Advertisements will be appearing shortly in the railfan magazines for the May 22nd Special Freight Train. The opening day RPO operation is "on track." Committee reports were also presented by Wade Hall (Operations), Roger Breeding (Long-Range Planning), John Rupley (Historical), and Steven Schroeder (Publications).

The next regular Board meeting will be in Denver, Colorado, on March 12 and 13, 1993. ■

COMMISSION REPORT

Continued from page 10

approved the proposal for the purchase of coach no. 292 by the **Friends**. The Commission then approved the proposal for the **Friends** to purchase the coach.

Carmen Knoob announced that the **Friends** will sponsor the opening day activities on May 29 in Chama. ■

VIDEO REVIEW

Continued from page 10

Technically, this is a high quality, contemporary production. Pans are smooth, the use of the zoom lens is generally very appropriate and the audio never picks up fan chatter or motor drives turning Kodachrome. On the whole, the tape could have been shot 30 years ago. There are a few picky technical

glitches now and then, such as a color shift when scenes from two separate runs are combined sequentially, but these are minor issues. The only complaint I have with the tape, if you could call it a complaint, is that it seems too short! Some sequences could be fleshed-out a little more, such as the water stop at Cresco, but even a two-hour tape would still not cover everything. If you were there and shot only stills, this seems an excellent souvenir. If you wish you had been there, this tape is a very worthy purchase. I've looked at it twice and intend to keep viewing it. With any luck, many more of us can view this sort of timeless action live and in person in future years. **Tom Kelcec**

Railfan & Railroad, March 1993, reprinted with permission.

Les Jarrett, producer of The Great Steam Freights and owner of Railway Productions, is a Friends member and volunteer.

A NARROW GAUGE TRIBUTE

To remember, nay to imagine
Those who toiled and lived
Earning their keep on the narrow gauge.

To do what's been done
A thousand times before—
Pull the grade from Chama to Cumbres
And glide down to Antonito.

Cars swaying to and fro,
First a right curve, then a left
Over spindly rails as a hundred years ago.

What our ancestors built to live,
We now enjoy for tourist pleasure.
Our lives intertwining in living history.

Mark Yates

1993 SCHEDULE OF EVENTS

May 22, Saturday
Friends Special Freight Train

May 29, Saturday
Opening Day on the C&TS
Run of RPO cars

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



As Friends members were notified by postcard in mid-April, Rotary Snowplow OY was called out to open the railroad line. Shown here is OY being pushed by three helper engines just above the highway crossing at Coxo. As you can see, there was heavy snow at this location as well as the entire distance from Cresco to Cumbres and then on to Osier. In mid-April the drift at Windy Point was twenty-one feet, and the top had to be shoveled down by hand so as not to exceed the height of the rotary. The rotary run to Osier actually took four days starting on Monday May 3. Snow beyond Osier was going to be moved by front-end loader so that the entire line would be clear for the Memorial Day opening of the season and the Friends special freight train scheduled for May 22. Photograph by Joe Hereford. May 4, 1993.



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