

C & TS Dispatch

THE OFFICIAL PUBLICATION OF THE

FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

P. O. Box 222, CHAMA, NEW MEXICO 87520

Vol. 1 No. 3

December, 1988

MERRY CHRISTMAS AND HAPPY NEW YEAR

The Officers and Directors of the Friends of the Cumbres & Toltec wish you their special greetings and best wishes for a very Merry Christmas and Happy New Year. We hope that each of you will have a wonderful new year and that you will be blessed in every way.

1989 SEASON

The 1989 season for the Cumbres & Toltec Scenic Railroad will open on Saturday, June 10, 1989, and will continue through Sunday, October 15, 1989. Schedules may be obtained and reservations made by writing to P. O. Box 789, Chama, New Mexico 87520, or by calling 505-756-2151. Prices will be unchanged from 1988 prices.

The 1988 season turned out to be an excellent season for the Railroad. In spite of the loss of a week's revenue due to the fire on Ferguson's Trestle [See story on the fire in Vol. 1, No. 2], the Railroad managed a modest increase in passengers during 1988. During 1988 the Railroad carried 39,250 passengers. The 1987 figure was 38,721 riders.

1989 WORK SESSION

The Board of Directors is pleased to announce that the Annual Meeting of the Friends of the Cumbres & Toltec Scenic Railroad will be held on Saturday, August 19, 1989, in Chama, New Mexico. Our work session will again be a four-day affair stretching from Thursday, August 17, through Sunday, August 20, 1989. Please mark this on your calendars now so that you can plan to attend.

MEMBERSHIP INFORMATION

You will be receiving in the near future a notice of your 1989 contribution being due and will be given the opportunity to contribute to the work of the Friends. The Board of Directors solicits new ideas for improvements on the property and in our organization. This issue of the Dispatch is the third issue in our initial year. If for any reason you have missed any of these issues, please let us know by contacting the Secretary at the above address or by contacting Bill Lock at 7801 Academy NE, Bldg. 2, Suite 102, Albuquerque, New Mexico 87109.

THE WINDY POINT

By Bill Lock, President

Well, what can one say -- seventy-four people selflessly giving of their time, talent and monies to help preserve an important part of American history. I am impressed. In fact, I am awed! Thanks so much to so many people who gave so much. Elsewhere in this issue you will see a report of our work project and evidence of the work that has been accomplished. Opposite this column you will also find a gracious letter of thanks from Leo Schmitz, the Executive Director of the owner of the Railroad, the two-state Commission, and you will find a touching and personal letter from Dan Ranger, the General Manager of Kyle Railways, the operator of the project.

While the project could not have taken place without the volunteers, neither could the volunteer work have been accomplished without the organization of the Friends. Contributing so very much to this effort are those members of the Friends who although they could not make it in person, contributed much by their encouragement, membership and contributions. It does take money to furnish the organizational framework necessary to support a volunteer program of this size, as well as to buy parts and supplies, and every member is doing his and her part to assist in this process. Thanks to each and every member for your assistance.

In its first six months of existence, the Friends has grown to over 170 members. Our 74 volunteers is almost double the forty-one that we



had last year. We have been able to distribute through our newsletter much history and information about the Railroad. We have been able to contribute to publicity about the Railroad through articles about the formation of the Friends and articles about our volunteer program. We are pleased to be contributing to additional people being aware of this unique operation and hope that in a small way we have contributed to the good season experienced in 1988 by the Railroad.

It is also exciting to contemplate the future contributions that this organization can have on the Railroad. Keeping our members informed about upcoming developments can be very helpful to our members and to the public. Our efforts have already resulted in promised donations and much groundwork laid for future donations and improvements to the property.

All in all, an impressive record for a brand-new organization, and thanks must be given to each of you that have contributed to making this possible. I want to personally thank you and offer my pledge to you that the officers and directors of this organization will strive to warrant your continued trust and support. Best wishes for a good 1989!



September 28, 1988

Mr. William J. Lock
Friends of the C&TS Railroad
P.O. Box 222
Chama, NM 87520

Dear Bill:

I have been meaning to write this letter for some considerable time now, however I have never been able to, nor do I now, find the appropriate words to express my deep appreciation for the kind and thoughtful card that the Volunteers sent at the time of Jan's death in August.

At a time when there was so much to do, plan and administer to the fact that you and the others took the time to extend your thoughts and caring was indeed very moving for myself and the family.

While I have considered many expressions to try to convey to you and the Volunteers my thoughts, all I can come up with is my very sincere Thank You All.

Please try to convey to all those involved not only my gratitude for their thoughtfulness, but also for an excellent work session in August on the railroad.

Sincerely,

Dan
R. D. Ranger
General Manager

Ride America's Longest & Highest Steam Railroad

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CUMBRES & TOLTEC SCENIC RAILROAD COMMISSION

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September 9, 1988

Bill Lock, President
Friends of the Cumbres & Toltec
P.O. Box 222
Chama, New Mexico 87520

Dear Bill & Friends:

On behalf of the Cumbres & Toltec Scenic Railroad Commission, I would like to thank you for your fine efforts on the volunteer work weekend in August.

Your hard work and dedication are an inspiration to everyone connected with the Railroad. Your enthusiasm is contagious and uplifting to all who come in contact with you.

Thank you again for your great accomplishments and good luck in your endeavors and projects for the Railroad next year.

Sincerely,

Leo Schmitz
Leo Schmitz
Executive Director



Left:

Group photo of some of our August volunteers taken in front of the Chama Station, Saturday, August 20, 1988.

FRANK STANLEY

We regretfully report the death of Cumbres & Toltec Scenic Railroad Commissioner Frank Stanley, of Clovis, New Mexico. Frank died Tuesday, November 22, 1988, of an apparent heart attack in his office at Clovis Radio Station KZZO, where he was News Director. Frank was only 47 years old and is survived by his wife, Karen, and four children. Representatives of the Railroad Commission, Kyle Railways and the Friends attended his burial ceremony in Santa Fe.

Mr. Stanley was a dedicated advocate of the Railroad. He continually worked for the betterment of the Railroad in his service on the Commission and worked hard to create a successful working relationship among the Commissioners. Frank was a tremendous source of new ideas and will be missed greatly. A special project at next year's work session will be dedicated to Frank's memory. Below is featured a picture of Frank taken on June 11, 1988, on opening day, where he was assisting behind the counter in the restored RPO aboard the train that day (photo by Russ Fischer).



AUGUST 1988 WORK SESSION

The majority of this issue of The Dispatch features highlights of our August, 1988 Work Session. Many cars were painted and lettered, many buildings were repaired and painted and tremendous amounts of work were done all over the property. On pages 6 and 7 are photo highlights of the work and some of the many dedicated volunteers. On the following page is a summary of the work done, written by Howard Bunte. On pages 8 and 9 is a charming story by Cal Smith of the Maintenance of Way crew. Cal's story really captures the spirit and the essence of the volunteer work of the Railroad. Editor's note: Because of space limitations, we have for this issue foregone a progress report on the dining facility at Osier by Commission Executive Director Leo Schmitz [on which excellent progress was made before the coming of the snows] and the regular feature on a Director of the Friends.

PROJECTS COMPLETED BY VOLUNTEERS OF THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD DURING AUGUST 18, 19, 20, 1988:

Work Areas Were:

- (1) North End--bunkhouse area
- (2) North Central--east of parking lot
- (3) South Central--east of depot
- (4) South End--freight yard area

North End Projects:

- (1) Bunkhouse outdoor privy painted saffron (trim left unpainted).
- (2) Bunkhouse coal house painted saffron (trim left unpainted).
- (3) Storage boxcar painted saffron (trim painted grizzly bear brown).
- (4) Bunkhouse--three new window sills installed;
 - four new windows installed;
 - exterior of building painted saffron;
 - three window casings rebuilt;
 - trim painted grizzly bear brown;
 - outer porch swept;
 - chimney repaired (remortared, tuckpointed, and new metal cone installed);
 - some new shingles installed.

North Central Projects:

- (1) Reefers--new running boards on one;
 - new hatch covers on one;
 - brake gear work by Harry Babcock.
- (2) Idler flat car--two new planks installed;
 - new paint and lettering.
- (3) Pipe gondola--painted (and lettered?).
- (4) Enginehouse area--new window construction by Frank Burton and Klaus Haase.
- (5) Stock car--new paint and lettering.

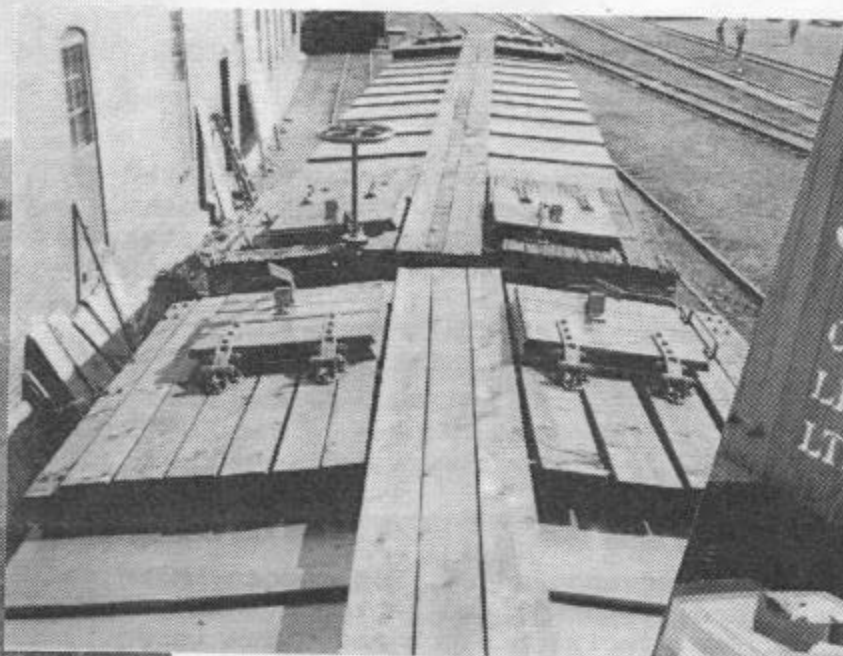
South Central Projects:

- (1) Rotary OM--new coat of chromium gray paint (no lettering; tender left unpainted).
- (2) Bunk house (converted from box car) next to oil house painted saffron (no trim).
- (3) Many freight cars lettered (cannot tell which lettered this year and which lettered in previous years).

South End Projects:

- (1) Scale house/track--scale pit cleaned (a noble effort!);
 - scale house painted boxcar red;
 - outhouse torn down and not replaced;
 - two new boards on scale house roof and new 90# roofing paper;
 - scalehouse reinforced internally with new wood diagonal braces;
 - access pit between scale house and scale track covered with new planks.





PICTORAL HIGHLIGHTS OF THE AUGUST, 1988 WORK SESSION

These pictures represent a good sampling of the many activities going on over the Line and throughout the Chama Yard on August 17 through August 21, 1988. Clockwise from upper left: Klaus Haase of the carpentry crew installing new windows in the Chama bunkhouse; Volunteers on the carpentry crew holding up the property (actually, straightening up the scalehouse shed so that it could be re-roofed and strengthened); new whistle post at Lobato Siding; new running boards and hatch covers on top of reefer cars done by the car repair crew; our wonderful and delightful Anne Burton who helped register volunteers and welcomed everyone to the property; our M/W crew getting ready to go out on the Line; Dave Gillio working on the stock car; lettering chairman Fred Knight and his crew working on the stock car 5706 which over the last two years has been completely re-roofed, re-doored, repainted and lettered. Photos by Bill Lock.

VOLUNTEER MAINTENANCE OF WAY WORK, AUGUST, 1988

by Cal Smith

It wasn't until I started to compile my shaky notes on the "red-eye" to DFW Monday, August 22, 1988, that I realized how much was accomplished by the Volunteer M/W crews during our August work period. In statistical terms, it goes like this (figures approximate - like I said, shaky notes!)

- 12 Days Worked, 360 Man Hours
- 30 New Wood MP, WB Prepared [MP = mileposts]
- 15 New Wood MP, WB primed [WB = Whistle Boards]
- 14 Whistle Boards set
- 12 Mile Posts set
- 10 Existing MP painted
- 5 Existing MP numbered
- 1 Water Tank timbers painted

From August 1 to August 12, our advance guard, Ron Morgan, Mike and Ken Gordon, and Scott Henson primed, painted, and lettered thirty new mileposts and whistle boards in precision black and white (exactly 53" from the bevel to the black base!). Without this early start, the accomplishments of the weekend to follow would not have been possible.

These were set out along the ROW by Max and his crew on Thursday in readiness for the weekend campaign. Also on Thursday, Leo Schmitz, George Reed, Ed Walton and Cal Smith primed another 15 or so WB's and MP's after a friendly altercation with the bunkhouse window builders who insisted on using our 10" x 10" mileposts as a bench for their table saw. Time was also spent trying to organize paint, tools, brushes, and stencils for the Friday and Saturday line crews.

Friday AM started in chaos, with Cal rushing around trying to steal workers from other (all worthwhile, of course) projects. Only the Antonito team (carefully organized the night before by Leo) gathered their supplies and drove off into the dawn (well--not quite) to meet Leo at the east end of the line. They ("Milepost Foreman" George Reed and "Whistle Board Strawboss" Jim Herron) did yeoman work with Leo by truck from Antonito up to MP 287.

Considerable scurrying around failed to round up the personnel and hardware needed to mount an assault on the base of Lava Tank Friday, so that project was abandoned for the day. However, Cal finally managed to shanghai a west-end crew to do MP's and WB's east from Chama. Art Nichols, Carl and Tina Tebbens, the Tebben's Cherokee, and Cal did their thing from the Chama bridge to MP 339. They walked for miles, climbed fences, were chastised by property owners (at least he didn't have a shotgun), cleaned up a self-inflicted soil-pollution at Lobo Lodge (a half gallon of white primer didn't look too good slopped all over the gravel driveway), all in the performance of their MP and WB duties. Special kudos go to new Director Tina for her chauffeuring, water fetching, hole filling-in, and especially for her cheery disposition which kept us all going.

A big success for Saturday was the work of the Lava Tank assault team, which roared off armed with gallons of "Grizzly Bear Brown" (where did the DRGW get these colors?) brushes, wasp spray (there weren't any), and a map of dubious usefulness (it took until 11:30 to find the right road). Wade

and Cathy Hall (with Bronco), Carl and Tina Tebbens (with Cherokee), Steve Schwenk, and Ed Walton joined up with their ladders (dropped off by the morning train) and successfully completed the painting of Lava Tank's underpinnings.

Second of Saturday's efforts was the east-end gang which drove to Sublette with Max and worked the line back toward Antonito. Max, having little patience with the confusion which seems to be a part of these operations, rushed his crew (Jim Herron, George Reed, and John Tope) off without their lunches. Organizer (?) Cal worried about them all day, but they outsmarted all of us and ate a nice lunch in an Antonito restaurant. In spite of this luxury, the team worked the line from where Leo's team had left off up to Sublette, setting 2 MP's and 4 WB's into the mountain soil best described as "resistant."

Meanwhile, a Cumbres Crew (Jim Haynes and the Smith family, Pete, James and Cal), joined Robert and set forth to work the line from Cumbres to Osier. James and Cal were pretty proud of their mountain goat performance needed to set MP 320 in the wall of Cascade Canyon, until Earl Knobb burst their balloon by telling them they had put it in the wrong place; it was supposed to be hung from that skyhook exactly 25 ft. north of the center of Cascade Trestle. Motorcar 012 may seem airborne at times, but a helicopter it ain't!

Also on Saturday, a third crew, ably manned by Art Nichols (who knew where things were), Roger Breeding (who was tired of scraping the even-if-it-was-historically-significant outhouse) (and who also had a vehicle) and Steve Bergman (whose presence kept in check the bad language usually associated with digging holes in the C&TS ROW) worked the line from Chama to the Cresco highway crossing.

On Sunday, we all enjoyed a well-deserved rest and train rides. Pete and Cal Smith did manage to letter MP's 342 and 343, but it was a feeble effort compared with the heroic deeds of the earlier days.

To all who worked M/W this August, my thanks and gratitude. I hope that, between hole digging and wrestling with those 10" x 10" monsters (Robert says they have to be that big to stand up to the 2,000 lb. bulls who use them as back scratchers), you were able to take a few moments to savor and absorb the incredible beauty, clear mountain air, wild flowers, and rushing streams which characterize the Colorado-New Mexico mountains traversed by the C&TS.

For me, it is a deeply emotional renewing experience to find, again, that our earth is not all asphalt rivers of hurtling automobiles, fast food joints, smog, and the stress of our daily toils. This, together with the marvel of the **small trains** in the **Big Country**, and the comradeship of friends who share my feeling toward the C&TS and the desire to preserve it, is what our sessions as Volunteers are all about.

It's also pretty humbling, after an exhausting half-hour trying to make a 2-1/2 foot hole (sometimes only 2 foot - Russ, you didn't read that) to think that this whole railroad with all its cuts, fills, trestles and tunnels was built by men using tools about like what we use to dig milepost holes, plus a little black power and a whole lot of guts!

See you next year!

HOLLYWOOD COMES TO THE CUMBRES & TOLTEC

Two major movies were filmed on the Cumbres & Toltec Railroad last summer. In the next issue of the Dispatch, we will have coverage of the "Indiana Jones" movie filmed in September, 1988. The first movie filmed in 1988 was the CBS movie: "Where the Hell's The Gold." This was aired as the Monday night movie on CBS on November 13, 1988. The movie left a bit to be desired as far as plot, but left nothing to be desired as far as the Railroad is concerned.

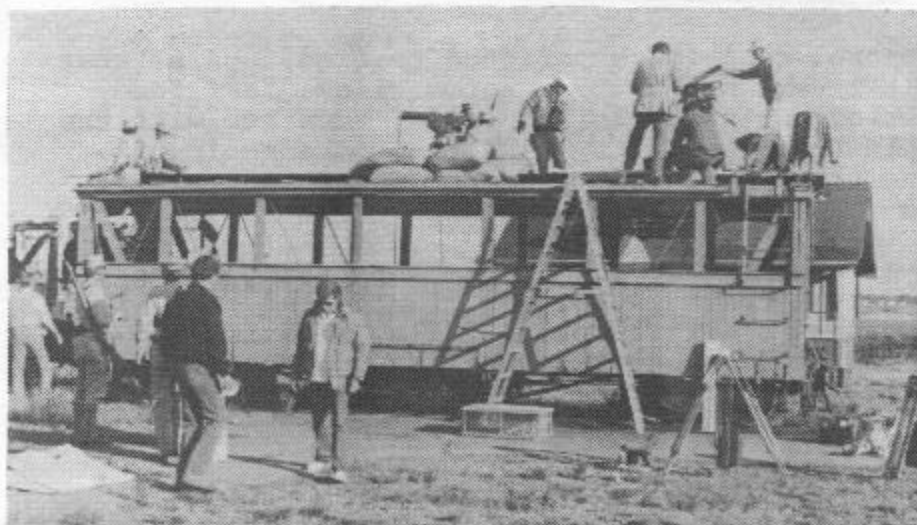
You will remember that this movie resulted in the fire on Ferguson's Trestle which was reported on in

detail on pages 8 and 9 of the last C&TS Dispatch (Vol. 1, No. 2). It was interesting to see in the movie both the intended visual special effects on Ferguson's Trestle and the short, but unmistakably dramatic, actual unintended burning of the Trestle. Many compliments must be given to the movie company for including so much of the Railroad in the movie. In fact, rail historian Vern Glover quipped that "Whenever they needed a filler, they put in another scene on the Railroad." We were all happy to see the Railroad receive the publicity and exposure that this film provided.

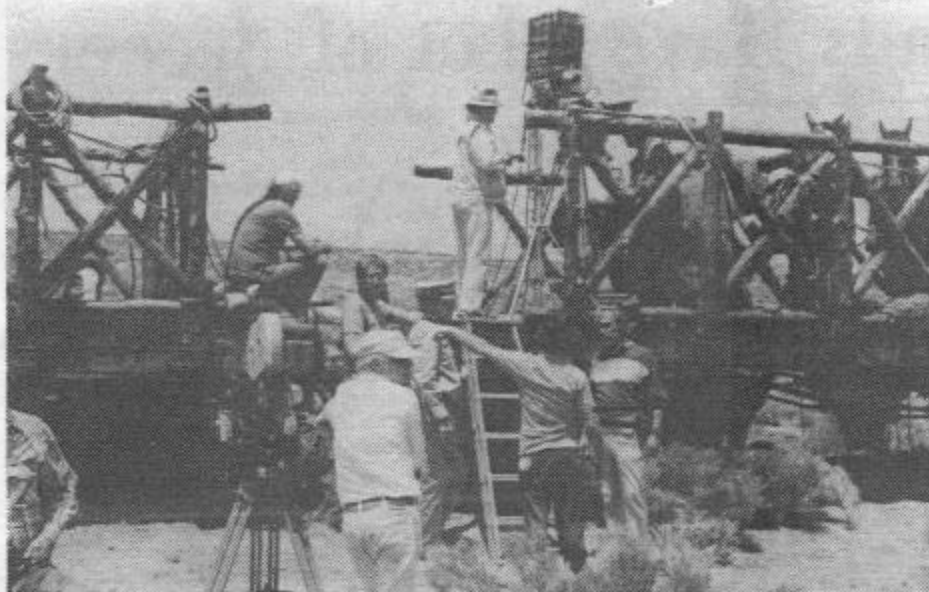
Several pictures of the filming shot by Russell Fischer follow:



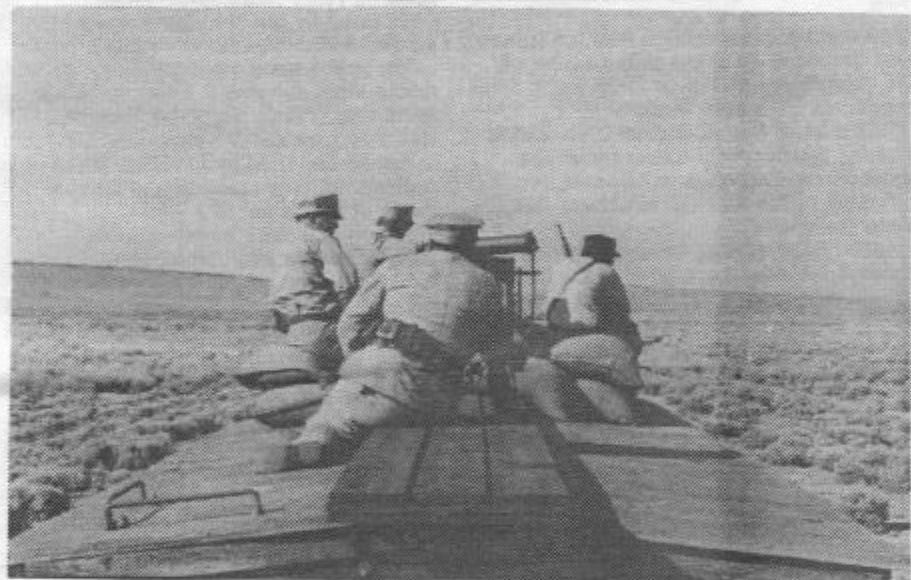
Here you can see an overview of the action being filmed outside of Antonito.



The "crew" is getting ready for the "big" day on the Railroad. Here a machine gun was placed atop one of the original excursion cars in Antonito.

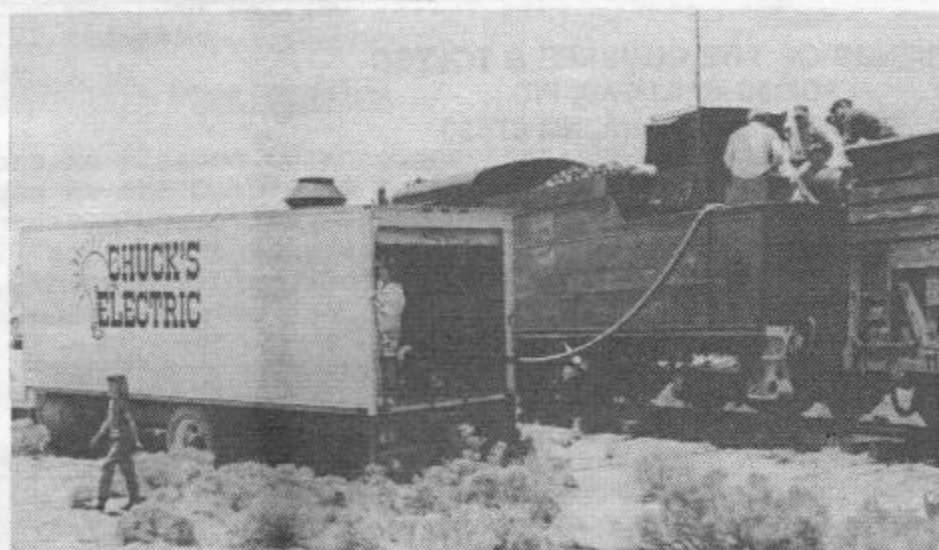


The director is showing the stars "how to" with flat cars being used to stable the horses.



Another machine gun nest was put atop the stockcar No. 5706. Please note the new metal roof and new running boards on top of this stockcar which was restored by Volunteers in 1987.

A big jumper cable?
No, actually this truck is supplying water to the tender in order to prepare for another day's filming.



Scenic Railroads Have a Lot of Scenery

The old railroad man was breaking the rules, but I kept my mouth shut. It looked to me like he had smoked a few cigarettes in his life and not a one of them had burned down a forest because it had been pitched from a moving railroad car.

He stood on the platform at the end of one car and I stood on the platform at the end of the opposite car. On either side of us, the mountain scenery rolled by, the scenery being the purpose of the trip.

We were on the Cumbres and Toltec Scenic Railroad, bumping and rattling our way through the canyons and valleys of Northern New Mexico and Southern Colorado.

Earlier, in the Antonito station, we heard the rules and regulations laid down over the P.A. system. The car I started out in was only half-filled, so in spite of the assigned seat numbers, the passengers of Car D made themselves comfortable wherever they chose.

Then came the P.A. announcer: All passengers will sit in assigned seats until the conductor collects tickets. Then passengers may move about freely. No lingering in the snack car. The snack car is not the observation car. The observation car is the observation car. No smoking unless in the smoking car. Drop ashes on the floor. Put butts in the butt can. Children are not allowed to run — anywhere on the train. Parents *must* control their children.

"Do not force your children on us," the disembodied voice commanded from the loudspeaker. "We will not babysit them."

The rules were reasonable. Still, the passengers of Car D pondered the origin of the P.A. voice: Was he a retired elementary school teacher? A Marine Corps drill



instructor? Had Lee Marvin *really* died or was he luxuriating in the anonymity of being a railroad P.A. announcer?

Soon the tickets were collected. We moved about the train, taking in the scenery.

There was the special caboose, leased by a group of Albuquerque parents. The caboose was a tradition with them. They had been leasing it for years. When they started, there was only one child in the whole lot of them.

"Now the kids have taken over," a father said, gesturing up to the high windows of the caboose, where two or three young faces peered out from each window.

"It's a lot of fun. Educational, too. I have a young daughter who knows something about James Garfield now," he said, referring to the Garfield monument that sits along the tracks.

At the Osier station, where we switched trains, I looked out a window at the hulk of the old coal-fired steam engine on the tracks next to us. Climbing into the engine and sitting at the controls was an engineer the builders of the contraption could not have dreamed of seeing.

She was young, in her '20s. Her hair was tucked up under her engineer's cap. She had just completed a circle of the engine,

sticking the long spout of an oil can into the recesses of the smoke-belching monster.

Now she sat in the cab, her arm laid casually on the cracked leather arm rest in the window.

A few minutes out of Osier, I stepped out on the platform and found the old railroad man, the lead man of all the generations on this train.

He was 76. He wore a baseball cap cocked to one side of his head. It had a patch: "Erie and Lackawanna." I could easily read the words on his oversized belt buckle: "Railroads Built America."

He took a drag off the Camel hanging in the corner of his mouth and spoke.

"Never should have gotten on this thing," he said, looking off at a valley far below the tracks. "Forty-five years on the railroad. I spent 45 years riding these things."

He carefully put the cigarette out beneath his feet and tucked the filter into a pocket.

"We pulled some coal back East," he said, falling silent for almost a minute before continuing. "Yeah, we pulled some coal. Ten steam engines and 100 cars. They brought in diesels and tried to do better, but they couldn't. All they could do was throw a bunch of people out of a job."

Two white-haired women stumbled through the car door, trying in vain to find solid footing on the lurching platforms. The railroad man offered his hand. Each took it and he helped them across and through the door to the next car.

Then he gave me a wink and said, "I might get old myself someday."

You can see a lot of scenery on a scenic railroad. But not all the good stuff is off in the distance.

The above article printed courtesy of the Albuquerque Journal and Jim Arnholz.

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