

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. 2

July, 1988

Notice of Annual Meeting

The annual meeting of the Friends of the Cumbres & Toltec Scenic Railroad, Inc., a New Mexico non-profit corporation will be held on Saturday, August 20, 1988, at 7:30 p.m. in the gymnasium of the Chama Valley School located at the corner of Pine & First streets in Chama, New Mexico. First Street is approximately opposite the coal tipple in the north part of the Chama yard (turn left and go west to Pine, then turn right).

August Program

The program for the annual meeting will be a special program planned in conjunction with the annual work weekend on the Cumbres & Toltec Scenic Railroad. However, all members, as well as the general public, are welcome to the program. The programs to be presented are as follows:

- 1) Earl Knoob will present a slide show on the very interesting Rio Grande Southern Railroad. His pictures will give us a historical perspective on how the railroad used to be and what remains today. You will certainly enjoy "The Rio Grande Southern: Then and Now".
- 2) Ernie Robart will present a view into the past in his slide show "Volunteers on the Cumbres & Toltec-1970 Style." Ernie was one of the real leaders in helping to preserve the Cumbres & Toltec Railroad and not only helped lobby to have the States of New Mexico and Colorado buy the equipment, but also helped bring the equipment over the mountain to Chama. Ernie will show us a first-hand account of that most important work.

At the meeting we will have the introduction of members and visitors and the election of directors (see Report of Nominations for the 1988-89 year on page 4),

HIGHLIGHTS OF THIS ISSUE

- 1) Update on Osier See page 5
- 2) Media Announces Formation of Friends... See page 6
- 3) Hollywood leaves Railroad on Fire..... See page 8
- 4) Report on July 1988 Work Session See page 10
- 5) Get Your August Registration Mailed.... See page 11

THE WINDY POINT

By Bill Lock, President

With over 110 members from almost every state in the Union, I am very pleased with our great start. The Friends now has also received several significant contributions towards its work. I want to thank each of you for joining and supporting this organization which I believe can greatly assist in the preservation and interpretation of this great Railroad. Please encourage your friends to join as well.

Our July work session was outstanding. We had eighteen volunteers working on a variety of projects. Elsewhere in this issue you will find a report on the Weekend.

Several weeks prior to the work weekend, I made a comment to Volunteer Carl Tebbens from Denver that "we are only going to have approximately 20 Volunteers" for the July session. Carl immediately chuckled as he recalled 1982 when he was one of three Volunteers.

I am very pleased to tell you that the Railroad Commission (the two-state agency that owns the Railroad) has donated for our use a second boxcar, which is No. 3585. We are going to call this the "Volunteer Club Car." Our volunteers cleared out the car from its previous use as a storage facility of old parts, cleaned it and added an electric lighting system. The Board of Directors has approved the purchase of materials for Volunteers to construct benches for seating inside the car. The original parts car (No. 3016) is now filled with parts, tables and equipment to the point that it no longer accommodates our gab



sessions and luncheon fellowships. We look forward to using this new Club Car on Thursday night, August 18, 1988, as well as throughout the weekend.

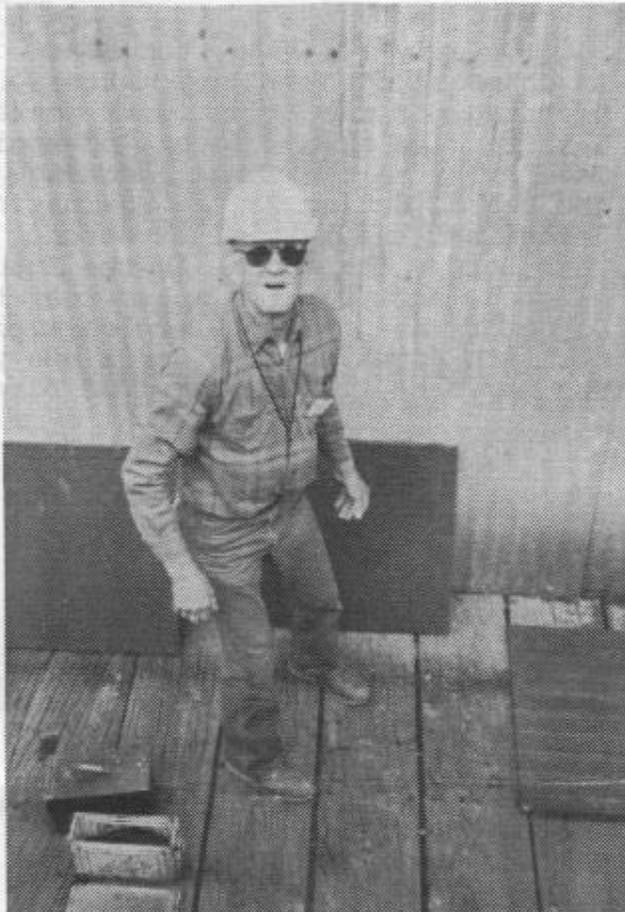
I am also pleased to announce that we have been able to purchase for resale the recently re-printed book Colorado Memories of the Narrow Gauge Circle (Krause and Grenard; Carstens). This book has been out of print for several years, and if you do not have it, it is a real must. Photographs of the entire narrow gauge circle from the 1950's offer a great perspective on the history of the narrow gauge, including the Cumbres & Toltec mainline. The price for the book is \$15.95, and we will have the books for sale at the work weekend and program in Chama. Profits from book sales will support the Friends. If you are not going to make it to the work weekend, you can order a copy of the book for \$15.95 plus \$1.55 for postage and handling (\$17.50 total).

We look forward to a great weekend in August and especially to being with you. If you are unable to volunteer for any reason, by all means come for the annual meeting and program Saturday night.

Meet Director John Carson
by Art Nichols

"It's exciting that we can help, and where can you spend your time better?" These are the words of Director John Carson, from Grand Junction, Colorado, and they are words that express the thoughts of all the Volunteers and Friends.

John has much experience with preservation and restoration of historic railroad equipment in both Colorado and New Mexico. He is a member, and past vice president and president, of the Rio Grande Chapter of the National Railway Historical Society. Currently, John is coordinating a major project for the chapter. In September 1986 the Chapter began working with the Western Colorado Museum restoring three box cars and two flat cars of the Uinta Railroad, an abandoned narrow gauge line (it ceased operations in 1939) that ran from Mack, Colorado (west of Grand Junction), northwest for 78 miles to Bonanza, Utah. John also joined the Volunteers in 1986, when he came to Chama for the summer work session. He was back in Chama last year and will be there this August.



John retired in 1981 from the Denver & Rio Grande Western Railway; he brings to the Uinta project and to the Cumbres & Toltec 45 years experience as a car man. Some of John's responsibilities were the repairing and the rebuilding of freight and passenger cars. He worked on wheels, metal and wood fittings, and brakes. He also became expert in maintaining glasswork and upholstery on steam locomotives and the running gear on locomotive tenders.

John worked at many locations on the Rio Grande: Grand Junction, Salida--on the narrow gauge line over Marshall Pass, Helper, Soldier Summit, and Mintern. In addition to his work on cars and locomotives, he had almost ten years experience maintaining track-making equipment. Also, John became relief fireman, relief engineer, and then full engineer on the Rio Grande's 250-ton Bucyrus-Erie crane. He became used to being on call 24 hours a day to rerail steam and diesel locomotives.

Some of John's most vivid memories are from World War II, when he worked many long hours on the troop trains passing through Colorado and Utah.

John and his wife, Hazel, are enthusiastic about the work of the Friends, and we are indeed fortunate to have John's expert knowledge and skill available to us. Say hello to John if you are in Chama in August--he will be happy to share his experiences with you.

Report of Nominations for 1988-89 Year

On July 10, 1988, the Board of Directors of the Friends met in Chama to discuss many matters, including especially the planning for the August work weekend and annual meeting. Our By-laws require that a report of nominations for the next year be made prior to the annual meeting. Also, pursuant to the By-laws, the Board, acting as the Nominating Committee, drew lots and determined the initial Directors' terms to be a one year or a two year term. Therefore, in the future, eight Directors will be elected each year for a two year term. This year, all sixteen Directors are up for election with eight running for a two year term and eight running for a one year term.

The nominees for the Board of Directors are as follows:

<u>For a One Year Term</u>	<u>For a Two Year Term</u>
Carl Carlson (Denver)	John Carson (Grand Junction)
Glenden Casteel (Albuq.)	Russell Fischer (Chama)
William Lock (Albuq.)	Chip Irwin (Denver)
Darlene Phillips (Aurora)	Fred Knight (Cherry Valley, CA)
Dan Ranger (Chama)	Claude Morelli (Albuquerque)
Leo Schmitz (Antonito)	Laurie Schuller (Placitas)
Calvert Smith (Jacksonville, Florida)	Charles Slovacek (Antonito)
Spencer Wilson (Socorro)	Joe Vigil (Chama)

All of the initial Directors, except one, agreed to run for election. Unfortunately, Hugh Wilson from Denver requested that he not be nominated to serve as a Director at this time. Hugh stated that his current business situation prevented him from playing an active role on the Board at this time, although he promised he would continue to be an active volunteer.

The Board is indeed fortunate that another very dedicated individual has agreed to run for Hugh's position on the Board of Directors. Joe Vigil of Chama has agreed to run for a two year term as indicated above. Joe has a long history of involvement with the Cumbres & Toltec Scenic Railroad, including serving as its General Manager from 1979 until 1981. Joe and his family are long-time residents of the Chama area, and Joe has been very active in promoting both the area and the Railroad. We know that Joe will play a very active role on the Board of Directors.

The election for 16 Directors will be held at the Annual Meeting to be held in Chama, New Mexico at 7:30 p.m. on August 20, 1988, at the Chama Valley School Gymnasium. We are indeed grateful for the willingness of these men and women to give their time, talent and resources for the preservation of this Railroad.

UPDATE ON NEW OSIER DINING FACILITY

BY LEO SCHMITZ

In the May 1988 issue of the "C & TS Dispatch," there was a detailed article about the new Osier Dining Facility. There have been significant developments since then. Bids were received for the construction of the dining facility by the Cumbres & Toltec Scenic Railroad Commission ranging from a low of \$695,000.00 to a high of \$860,000. Since the Commission had just over \$500,000 for the project, several changes and compromises were negotiated in order to allow the price to be within the Commission's resources. The building size and basic appearance will remain the same, with the exception of the deletion of the deck, most of the overhang on the exterior, and the retail space and staff quarters in the lower level. Savings were achieved through a combination of factors: such as going to less expensive finishes, substituting materials and construction methods, elimination of particular items where appropriate, and extending the time of completion.

The Railroad Commission met on Wednesday, July 6, 1988, and formally approved a contract with Commercial Building Services, Inc., a contractor from Denver, Colorado, for a total of \$528,653. Site work began the week of July 11, 1988, and footers began to be poured by July 21, 1988. Because of the delay in awarding the contract,

construction time will probably run into calendar year 1989, since the facility is scheduled for completion prior to August 15, 1989. When completed, the building will be fully operational and placed into use as quickly as possible during the 1989 season.

The major factor contributing to the higher than anticipated cost of the facility is the remoteness of the location. All the materials and labor costs are substantially higher due to the cost of transportation to the site. As an example, concrete delivered in Antonito would cost \$60.00 per yard, but delivered to Osier it will cost \$100.00 per yard.

The Commission is delighted to have a facility that will accommodate approximately 400 people for indoor dining so that their ride on the railroad will be a very positive experience. The Commission is grateful for the support it receives from many sources, including the States of Colorado and New Mexico, private foundations and Friends of the C&TS. Everyone concerned hopes that the additional revenue generated by the growth of the Railroad will bring additional economic development to the two States.

[Editor's note: Leo Schmitz is the Executive Director of the Cumbres & Toltec Scenic Railroad Commission as well as a Director of the Friends].

Trains

AUGUST 1988 \$2.50

THE MAGAZINE OF RAILROADS

THREE groups worth looking into: A new organization called Friends of the Cumbres & Toltec Scenic Railroad has been formed to help support the 64-mile narrow-gauge tourist line, operated by Kyle Railways for Friends of New Mexico and Colorado. Goals are to build a volunteer program and arrange work sessions and maintain CATS equipment and information materials. Write P.O. Box 222, Chama. Rates are \$15.

Saturday, April 16, 1988

Friends Promote Historic Cumbres & Toltec Valley

What is the name of the organization that does work every year on the Cumbres & Toltec Railroad? Is there only one group involved in this project or are there several organizations taking part? — G.W., Albuquerque.

The official organization that promotes the restoration project on the historic narrow gauge railroad is called the Friends of the Cumbres & Toltec Railroad Inc., a New Mexico non-profit organization. It was formed recently to promote New Mexico and Colorado railroad history in general and as it relates to the Cumbres and Toltec Scenic Railroad in particular. The railroad runs between Chama, N.M., and Antonito, Colo.

The goals of the organization include the continuation of the volunteer program for the preservation of the museum pieces located on Cumbres and Toltec property. However, several other organizations are represented in this eighth year of volunteer work project scheduled for Aug. 18-21 at Chama. Included are the Historical Society of New Mexico, the Railroad Club of New Mexico, the Rocky Mountain Railroad Club and several chapters of the National Railroad Historical Society.

The 64 miles of the narrow gauge railroad over 100 years old is owned by the states of New Mexico and Colorado, and is operated by Kyle Railways of San Francisco. Several restoration projects of narrow gauge equipment will be completed at the August work sessions. Bill Lock, an organizer and a director of the new organization, can be contacted for additional information. His address is 7801 Academy NE, Bldg. 2, Suite 102, Albuquerque, 87109. His office phone number is 505-822-8200.

NARROW GAUGE SHORT LINE

The Friends of the Cumbres & Toltec Scenic Railroad Inc. are looking for active volunteers to help on the railroad. They need hands-on help as well as donations. Send \$15.00

Railroad needs

April 7, 1988

Two Antonito residents, Leo Schmitz and Charles Slovacek, are members of the Friends of the Cumbres and Toltec Scenic Railroad. They are looking for volunteers to help with the restoration of the railroad.

The Friends of the Cumbres and Toltec Scenic Railroad is a non-profit organization that promotes the restoration of the historic narrow gauge railroad. The railroad runs between Chama, N.M., and Antonito, Colo.

Volunteers are needed to work on the Cumbres and Toltec Scenic Railroad on Aug. 18 through 21 in Chama, N.M. Write to Friends of the Cumbres and Toltec, Box 222, Chama, N.M. 87520, to receive a packet of registration material.

Antonito men join Friends of C&TSRR

Two Antonito men have been named to the board of the Cumbres & Toltec Scenic Railroad, a New Mexico Mountain history. A news release from the new board and Leo Schmitz were named Directors March 1988. The chairman, Pueblo, Colo., Sunday, April 3, 1988.

Railroad friends seek members

ANTONITO — A new non-profit corporation, The Friends of the Cumbres & Toltec Scenic Railroad has been formed to promote Rocky Mountain history. The New Mexico corporation conducted its organizational meeting and elected initial officers, including Charles Slovacek and Leo Schmitz of Antonito, Albuquerque, N.M., last month. The 64 miles of scenic narrow gauge railroad, more than 100 years old, is owned by the states of New Mexico and Colorado and is operated by Kyle Railways of San Francisco. The new organization closely with the railroad. Memberships can be obtained through the Friends of the Cumbres & Toltec Scenic Railroad, Box 222, Chama, N.M. 87520.



Denver Post 4/12/88

Volunteers are needed to work on the Cumbres and Toltec Scenic Railroad on Aug. 18 through 21 in Chama, N.M. Write to Friends of the Cumbres and Toltec, Box 222, Chama, N.M. 87520, to receive a packet of registration material.

Narrow-gauge train braked

Damage during filmmaking puts crimp in tourists' ride

By DEBORAH FRAZIER Rocky Mountain News
Rocky Mountain News Staff Writer Friday, June 17, 1988

ANTONITO — In case the sight of county-western star Willie Nelson making a movie isn't a fair trade for tourists bent on a narrow-gauge train ride, the Cumbres & Toltec Scenic Railroad should be running again by Monday.

The steam railroad line between Antonito and Chama, N.M., has been down since Tuesday. On Monday, an explosion set as part of making *Where The Hell's That Gold???* starring Nelson, accidentally burned a wooden trestle.

"We were doing some special effects involving an explosion," said Anna-Lisa Nilsson, production coordinator. "On the second explosion, the wind picked up from 10 miles

per hour to 40 and blew sparks into the wooden trestle."

The movie company has contracted to build a temporary trestle and will replace the wooden one when beams and parts arrive. Repairs will be tested Sunday and the 64-mile route resumed Monday if the trestle is safe.

The Cumbres & Toltec has been calling customers to alert them, but a few missed the call, like Terrence and Fran McCarthy, of Arlington, Texas.

"We'd stay over, but we've got to be back home by Tuesday," said Fran McCarthy yesterday.

The McCarthys and a handful of other tourists waited at the station to watch the filming and perhaps catch a glimpse of Nelson himself as he emerges from his deluxe mobile home, "Honeysuckle Rose."

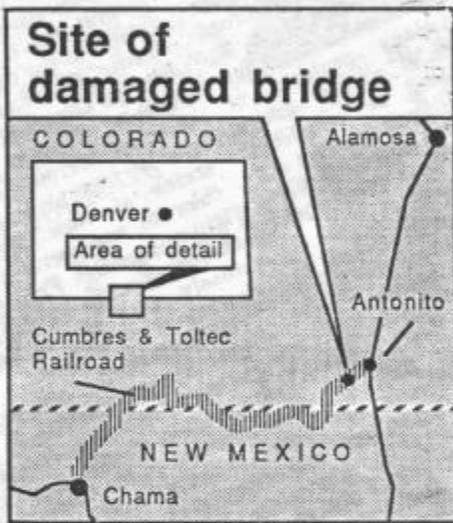
The film, also starring Jack Elam, Delta Burke and G. Gerald McRaney, will air this fall on CBS as the *Monday Night Movie*, Nilsson said.

The movie takes place on the Texas-Mexico border and involves a narrow-gauge railroad, which is why Antonito was selected, she said.

Nilsson said the filming hasn't been delayed because of the fire, and it should be wrapped up June 25.

Dan Ranger, general manager for Kyle Railway Inc., which operates the line for the states of Colorado and New Mexico, said the trestle — 85 feet long and 14 feet high — dated back to the 1920s.

"People have been very understanding," Ranger said. "We were looking for a real good year. We haven't put a dollar value on the repairs or the loss in business."



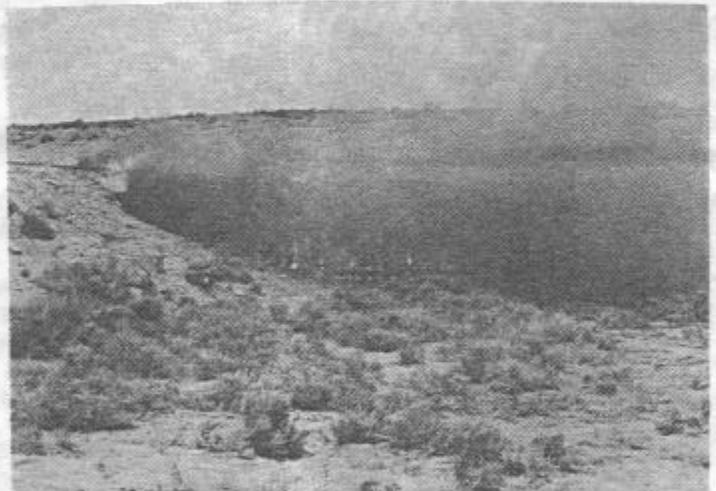
ROCKY MOUNTAIN NEWS



Above and below:

Ferguson's Trestle on fire Monday, June 13, 1988. One of the larger trestles on the line at Milepost 285.87 (about 5 miles west of Antonito) was completely destroyed.

Photo credit: Russell Fischer.



STATE DIGEST 6/22/88

Toltec Scenic Railroad Re-Opens

Albuquerque Journal

CHAMA — The Cumbres and Toltec scenic railroad in Northern New Mexico has resumed operation after being shut down for almost a week due to a fire that destroyed a bridge during the making of the movie "Where the Hell's the Gold."

Dan Ranger, general manager of the railroad, said the 84-foot wooden bridge was replaced.

The movie company was attempting to simulate the blowing up of the bridge when a fire got out of control and destroyed the structure.

Ranger said trains began operating Monday between Chama and Antonito, Colo. The Cumbres and Toltec operates June through mid-October.

The movie stars Willie Nelson and Jack Elam.

FIRE ON FERGUSON'S TRESTLE

A little "drama" came to the Cumbres & Toltec Scenic Railroad on Monday, June 13, 1988. Dan Ranger, General Manager of the Railroad, said special effects used during the filming of the movie "Where the Hell's the Gold" apparently malfunctioned. The movie company was attempting to simulate the blowing up of the bridge when a fire got out of control and destroyed the structure. The Railroad was forced to suspend operations for six days because of the fire.

This particular trestle has been commonly known as Ferguson's Trestle and is an 80-foot, 5-panel frame trestle, built during the 1920's and rebuilt in 1987.

The movie was otherwise a very good operation for the Railroad, and the movie company has been most responsible in dealing with the loss. Experts were immediately brought in, and an assessment was made of how to rebuild the structure and resume railroad operations. The movie company then erected a temporary structure using metal culverts and fill dirt in order to get the railroad back in operation as soon as possible. After the end of the season, an exact replica of the original bridge will be rebuilt and put back into service.

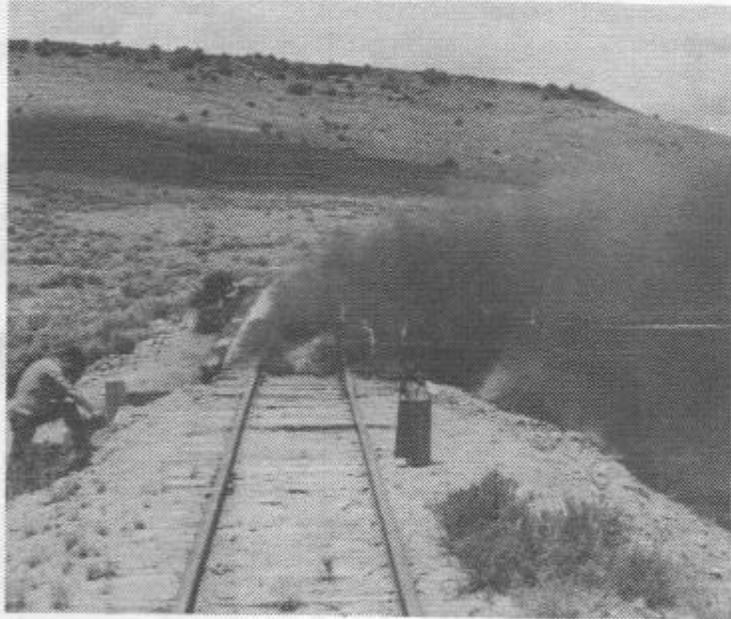
Legend has it that the trestle received its name as a result of the hanging of a gentleman named Ferguson. It seems that Mr. Ferguson was one of the less popular figures

in Antonito when he was kidnapped out of a local bar. The kidnappers commandeered a locomotive out of the small engine house then located in Antonito which served the Chile Line to Santa Fe. The engine was run out to this trestle where there was sufficient elevation to hang Mr. Ferguson off of the grabiron on the side of the tender.

Photos: **Top** - Hollywood man holds his head as he contemplates how useless one fire extinguisher is for an 80 foot trestle totally engulfed in flames.

Bottom - Ferguson's Trestle going up in flames.

Photo Credits: Russell Fischer



HIGHLIGHTS OF JULY 1988 WORK SESSION

Eighteen volunteers worked on a variety of projects on the work weekend held in Chama on July 9, and 10, 1988. Volunteers completed many projects including working especially on the North Chama yard and buildings.

We had an excellent program on Saturday night twenty people in the Chama Station. The highlight of the evening was the screening of the first-class video tape "Narrow Rails Still Shine" edited and produced by our member Les Jarrett. This is the production that you have seen advertised in the national magazines, and Les generously donated a copy of the tape to the Friends. The tape was done in 1987 and presents a beautiful summary of the highlights of what is left in operation of the Denver & Rio Grande Western's narrow gauge lines. You may contact Les for more information about purchasing the tape at Railway Productions, 7287 B Orinoco Ave., Indianapolis, Indiana 46227. He will be present at our work session on August 20.

Photos top to bottom: The 1880 bunkhouse after preliminary work, including clearing out of underbrush, patching shingles, tuckpointing the chimney, scraping old paint and reinking the mortar between the logs.

"New" volunteer car No. 3585 coupled with original volunteer car No. 3016. 3585 will be the volunteer "Club car".

Volunteers in the open car on our ride to Cumbres on Sunday, July 10, 1988. L. to r.: Laurie Schuller, Leo Schmitz, Russell Fisher, Mike Phillips, and Chip Irwin.

Photo credits: Bill Lock



AUGUST 1988 WORK WEEKEND

A large turnout is expected for the main work weekend of the season coming up in August. This year, in order to accomodate the many volunteers traveling from around the country, the work sessions have been extended to commence on Thursday, August 18, and continue on Friday, August 19 and Saturday, August 20. You need not attend all the sessions to participate as a volunteer, and we are happy to have you come for as many of the work sessions as you are able.

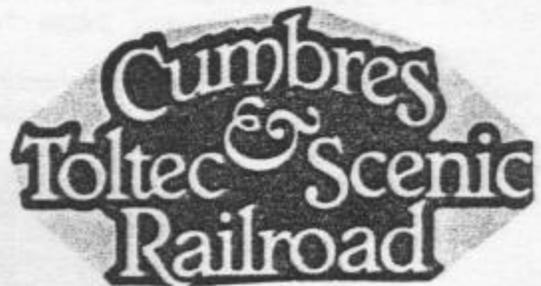
Members have been mailed a detailed agenda (reprinted on page 12) and registration form for the weekend. If for some reason you did not get the registration packet, please contact our post office box. You should mail in your registration form as soon as possible. Volunteers should plan to bring appropriate work clothing including heavy footwear, leather work gloves and small tools. Bring eye protection and a hard hat if you have those available, although we have some for loan during the weekend. Consistent with past practices, we are going to have a formal dinner on Friday evening at the High Country Restaurant and a steak fry on Saturday night (reservations are necessary). No reservations are necessary to attend the program highlighted on page 1 of this newsletter. Although some will work on Sunday, most of the volunteers will be riding the train on a number of different options on Sunday, August 21, 1988.

Volunteers who have registered in advance will receive a copy of the Safety Rules adopted by the Board of Directors at the July 10, 1988 meeting. Volunteers should familiarize themselves with these rules so that the volunteer program can be carried out in a safe manner. We are expecting a large turnout of our members who are affiliated with other groups as well, including the Railroad Club of New Mexico and the Rocky Mountain Railroad Club and a number of chapters of the National Railway Historical Society. A list of local motels in Chama is printed below. Immediate reservations are encouraged, especially now that our volunteers may be taking up close to half of the available motel rooms in Chama. There are two campgrounds also shown on the list. Limited accommodations are available in the bunkhouse and bunkcars in the railroad yard if you like roughing it. Normally, the IRS allows you to deduct certain expenses for travel to and expenses incurred in attending a work project for historical preservation.

Lodging suggestions:

In and near Chama, New Mexico

Branding Iron Motel	756-2162	Little Creel Lodge	756-2382
Chama Station Lodge	756-2315	Lobo Lodge	756-2150
Elkhorn Motor Lodge	756-2105	Oso Ranch	756-2954
El Vado Lake Shore Inn	588-7339	River Bend Lodge	756-2264
El Vado Ranch Cabins & CG	588-7354	Shamrock Hotel	756-2416
El Vado Lake Park (State of N.M.)		Spruce Lodge	756-2593
Foster's Hotel	756-2296	The Jones House B&B	756-2908
High Country Inn	756-2384	Trail's Inn Motel	756-2156
Hummingbird Hollow B&B	756-2638	Twin Rivers TP & CG	756-2218
		'Y' Motel	756-2166
		Rio Chama RV CG	756-2303



CHAMA DEPOT:

Phone: 505-756-2151

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

Agenda For Work Weekend August, 1988 - Chama, New Mexico

Thursday, August 18	8:30 - 8:45 a.m.	Registration (Vol. Car)
	8:45 - 9:00 a.m.	Discussion of projects and safety procedures (Vol. Car)
	9:00 - 12:00 noon	Work Session
	12:00 - 1:00 p.m.	LUNCH (see registration form)
	1:00 - 5:00 p.m.	Work Session
	8:00 - 10:00 p.m.	DINNER -- on your own Gab Session (optional) (Volunteer Car)
Friday, August 19	8:30 - 8:45 a.m.	Registration (Vol. Car)
	8:45 - 9:00 a.m.	Discussion of projects and safety procedures (Vol. Car)
	9:00 - 12:00 noon	Work Session
	12:00 - 1:00 p.m.	LUNCH (see registration form)
	1:00 - 5:00 p.m.	Work Session
	6:00 - 7:00 p.m.	Shop tour and cab tour (Station)
	7:00 - 9:00 p.m.	DINNER at High Country Restaurant (limit 70 people; see registration form)
Saturday, August 20	8:30 - 8:45 a.m.	Registration (Volunteer Car)
	8:45 - 9:00 a.m.	Discussion of projects and safety procedures (Vol. Car)
	9:00 - 12:00 noon	Work Session
	12:00 - 1:00 p.m.	LUNCH
	1:00 - 5:00 p.m.	Work Session
	6:00 - 7:30 p.m.	Steak Fry at Yard (limit 40 people; see registration form)
	7:30 - 10:00 p.m.	Annual Meeting and Program (Chama Valley School Gymnasium, corner of Pine & First)

C & TS DISPATCH - Page 12

FRIENDS OF THE CUMBRES & TOLTEC
SCENIC RAILROAD, INC.
PO BOX 222, CHAMA, NM 87520

