



Missing Tank Cars Found!

By Bill Lock

The Friends is extremely pleased to announce that six of the original fleet of narrow-gauge tank cars which traversed the lines of the Denver & Rio Grande Western narrow-gauge system have been located, purchased, and are on their way back to the Cumbres & Toltec Scenic Railroad. As of this writing, the tank cars are in Vancouver, British Columbia, almost halfway in their journey from Skagway, Alaska to Chama, New Mexico. This article is intended to describe the background, the negotiations, and the contributions that made this spectacular event possible.

The story starts with a fleet of narrow-frame, narrow-gauge tank cars that was built by the Denver & Rio Grande Western Railroad from standard-gauge tank cars between 1924 and 1930. Robert E. Sloan, writing in the July/August 1978 issue of *The Narrow Gauge Gazette* (out of print), stated that there "were probably originally 60 to 66 UTLX cars," originally built as standard-gauge, 6,000 gallon tank cars in 1907 and 1908. Other articles in this issue of the *Dispatch* and in future issues will describe the oil fields in and around Chama and the importance that crude oil had as a commodity to the railroad. Among other operations, crude oil was pumped to the oil loading

facility (which is still extant) at the north end of the Chama railroad yard and then freighted by narrow-gauge tank car to the refinery in Alamosa, Colorado over Cumbres Pass. The closing of the Gramps refinery in Alamosa in 1963 effectively ended the usefulness of these tank cars on the Rio Grande narrow-gauge system.

Most of the narrow-frame cars were sold for scrap on February 26, 1963, to Floyd W. Reed of La Jara, Colorado. However, rather than scrap all of them, Reed sold sixteen of these narrow-frame UTLX tank cars to the White Pass & Yukon Railroad, and in approximately 1965 they were moved to Skagway, Alaska where they began service on that beautiful and impressive railroad. They were used in active service hauling commodities, mainly consisting of refined gasoline products, from Skagway through Lake Bennett, British Columbia to Whitehorse, Yukon Territory, Canada, a distance of approximately 110 miles. Their use stopped in 1982 with the

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Right: While all the tank cars need cosmetic restoration, no. 50 was one of those in the best condition. Log Cabin siding, British Columbia. October 7, 1991. Photograph by Bill Lock.

The Gramps Oil Field

Our most sincere thank you goes to Margaret Palmer, publisher of the Chama Valley Tattler, for permission to reprint the following article from the summer 1989 issue. For information about the Chama Valley Tattler, write to Margaret at P.O. Box 666, Chama, New Mexico 87520.

The Gramps oil field (northwest of Chama) was named for Annie Clifton Hughes' grandfather, William Hughes, who adopted and raised her. When he died she inherited the 54,000-acre Banded Peak Ranch on which the 127-acre oil field is located.

Annie Clifton married Lafayette Hughes (her maiden name and her married name were the same),

and they operated the ranch and oil field together until her death in 1940. Then Lafayette Hughes continued to operate it until he died in 1958. Annie and Lafayette had three sons: William E. Hughes, who presently owns and operates the oil field; Charles J. Hughes, who owned one-third of the ranch until he died and left his share to his widow and children; and Lafayette, Jr., who also died and left his third of the ranch to his descendants.

The first productive oil well on the Hughes ranch was drilled in 1936. It was not long until they had ten more good wells. The peak production for the wells took

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C&TS Dispatch

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1307 45th Street, Los Alamos, New Mexico 87544

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

The **Friends** is dedicated to the preservation and interpretation of 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 operated by Kyle Railways, Inc. Volunteers from the **Friends** have been especially active in restoring and preserving equipment and buildings on 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 present

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PRESIDENT'S COLUMN

The Windy Point

Let me first formally welcome all of our new members into the **Friends**. Since last November we have received more than seventy-five new family memberships. This first newsletter of 1992 will also be their first one, and we hope that our new members, as well as our previous members, will enjoy and learn from the **Dispatch** during the coming year. I would like to give a public "thank you" on behalf of the Officers and Directors of the **Friends** to the Newsletter Committee and, in particular, Art Nichols and Steve Schroeder for their outstanding work during 1991 in producing the **Dispatch**.

In the early days of our work, we didn't get around to thinking about or planning for the work sessions until the late spring. Things are much different now, and many persons are actively engaged in all aspects of our work. Immediately after the August 1991 work session, our Projects Committee started hard work on a regular basis to plan the 1992 projects. I am pleased to report that their recommendations have been received by the Board, and at its meeting in late January the Board adopted a list of projects for this year. The projects now need to be approved by the appropriate authorities in Colorado and New Mexico so that we can implement them at our June and July/August work sessions. More about the projects will be presented in upcoming issues of the **Dispatch**.

Another very active group has been the Logistics Committee, which has begun the preparations and arrangements for our work sessions. In particular, many new arrangements have to be forged in order to provide for volunteers who will be attending the July/August work session, headquartered in Antonito for the first time in many years (and certainly the first time since we have had large numbers of volunteers).

Other very active committees are the Tank Car Committee, about whose work you will be reading elsewhere in this issue; the Organizational Committee, ably headed up by Vice President Bill Kepner; and many other committees necessary for an efficient operation of your organization.

I want you to know that during the first weekend of March the Board of Directors will be meeting in Albuquerque. The site for this very important March meeting alternates annually between Albuquerque and Denver. As a part of its meeting, the Board will hear a presentation concerning techniques of historical restoration, in addition to dealing with many important business matters. Your Board members serve totally at their own expense and do not receive any reimbursement for mileage, lodging, or meals.

Elsewhere in this issue you will find information about our Fourth Annual (1992) Moonlight Train, our second annual dinner meeting, and other important matters that are coming up this summer. It is hard to believe that the new year is well underway and that so many things will be going on during 1992.

We have already received contributions and renewals from the vast majority of our members. We want to thank you so much for your generous support. For those members who have not yet had a chance to send in their 1992 contributions, please do so at your earliest convenience. Thank you also for your generosity and support. Best wishes to you for a very successful and prosperous 1992.

— Bill Lock

Fourth Annual Moonlight Train

The Friends is pleased to announce that the Fourth Annual Moonlight Train will be held on Saturday, June 13, 1992. The agenda will be similar to previous years, and the train will leave Chama, New Mexico at approximately 3:15 p.m. for Osier. At least one photo runby is scheduled again this year; it has

proven to be very popular with the riders. A complete steak dinner is planned at the new dining facility at Osier, and the gift shop will be open after dinner as well. The train will return to Chama by the light of the nearly full moon.

The fare for the Moonlight Train will again be discounted for Friends members — \$50.00 for

members and \$55.00 for non-members. A portion of the ticket price will be tax deductible and, of course, profits from this event have proven to be of great assistance in paying for our restoration supplies and preservation expenses. A brochure on the event will be mailed to you shortly, and there will be a form

included to purchase tickets from our Albuquerque office. A slide show program is planned for Friday night, June 12, in Chama, for which there will be no charge. Please remember that all of our Moonlight Trains have been sold out and so tickets are sold on a first-come, first-served basis.

Announcement of Special Train

A limited number of seats are available on a special charter train sponsored by Roy's Train World of Mesa, Arizona. On Saturday, May 16, 1992, a special pre-season freight train will run out of Chama to Big Horn and back. A minimum of four photo runbys, including the Garfield Monument at Rock Tunnel, are included as a

part of this all-day trip. For just \$69.00 this trip is a real bargain. It will travel across almost the entire railroad, and it will include a box lunch. A snack car will also be available on the train. This mixed train will be a freight train with the passenger cars on the rear, allowing for photos of a working freight train.

Tickets for this trip are being sold on a first-come, first-served basis, and reservations for the trip and additional information can be obtained through Roy's Train World, 1033 S. Country Club Drive, Mesa, Arizona 85210; (telephone 602-833-4353). When writing or calling about this event, please mention that you learned

about it through the Friends, as Roy's will make a donation to the Friends for each ticket sold through our organization. Weather and mechanical conditions permitting, this may be the first trip back on the line for newly acquired engine no. 497.

Second Dinner Meeting Announced

The second annual mid-winter dinner meeting for Friends members and guests will be held Saturday evening, March 28, 1992. This event will be held in Albuquerque and will feature a banquet at the County Line BBQ Restaurant, followed by a slide presentation. All members and their guests are welcome;

however, there is a limitation on the number of persons that can be accommodated. Reservations will be on a first-come, first-served basis.

The Friends is pleased that nationally recognized water-color artist Ted Rose from Santa Fe, New Mexico will be the speaker. Mr. Rose, who has had his

paintings on the covers of many national magazines, will present a slide show on a topic of great importance to the Friends—Art As a Preservation Form. Scenes of railroads from around the country, as well as the narrow gauge, will be featured.

A special announcement of this meeting will be mailed to all New

Mexico members. Friends from other states who wish to attend are cordially invited to do so, and additional information about the dinner meeting can be obtained by calling the Friends office in Albuquerque at (505) 822-8200.

Kyle Railways Moves to AZ

Lynn T. Cecil, President of Kyle Railways, Inc. announces, effective January 1, 1992, the move of its corporate offices to:

Ventura Corporate Plaza
8687 E. Via de Ventura,
Suite 310
Scottsdale, AZ 85258
Telephone: (602) 443-3919

Correction

In the November 1991 issue two photographs from the Enos J. Strawn collection on page 7 are incorrectly identified as showing Pagosa Springs, Colorado. The two photographs at the top of the page show Pagosa Junction, Colorado, fifteen miles southwest of Pagosa Springs, on the San Juan River. Here, the branch to Pagosa Springs joined the Antonito-to-Durango line at milepost 390.4.

Boyd W. West II

Boyd W. West II, of Okeechobee, Florida, and formerly of northern New Mexico, died on January 18, 1992. He was 79 years old. Mr. West managed the Cumbres and Toltec Scenic Railroad from 1976 to 1979. He joined the Los Alamos National Laboratory in 1947 and retired as accounting officer in 1973. Mr. West also served as state representative for Los Alamos County from 1961 to 1962 and as Chairman of the New Mexico Judicial Standards Commission from 1968 to 1970. Surviving are his wife, Lela; a daughter, Harriett West of Los Alamos; a son, Boyd West III, of Edmond, Oklahoma; four grandchildren; and four stepsons.

Missing Cars

Continued from page 1

closure of the White Pass line. Fortunately, the WP&Y re-opened for limited passenger service in 1988. However, the absence of a need to use these cars in freight service has allowed the Friends to purchase most of these remaining cars.

Thanks to the hard work of two excellent rail historians, Carl Mulvihill of Skagway, Alaska and Robert Sloan of Minneapolis, we are pleased to publish here a conversion table for the sixteen D&RGW tank cars that went to Alaska. The 1947 and 1956 D&RGW re-numberings are followed by the current White Pass numbering scheme:

1947 D&RGW Numbers	1956 D&RGW Numbers	WP&Y Numbers
88100	11012	64
88101	11013	62
88103	11015	63
88104	11016	61
88105	11017	52
88106	11018	65
88107	11019	53
88108	11020	57
88109	11021	56
88110	11022	59
88112	11024	50
88113	11025	51
88120	11026	54
88125	11027	58
88127	11029	55
88029	11030	60

In 1991, the White Pass had nine of these cars in serviceable condition (being nos. 50, 51, 58, 59, 61, 62, 63, 64, and 65).

Dr. Spencer Wilson's book *The Cumbres & Toltec Scenic Railroad, the Historic Preservation Study* published in 1980 has had a major effect on the Cumbres & Toltec. The book was the inspiration for the rejuvenation of the volunteer program on the railroad, which has of course culminated in the formation of the Friends. Many

ideas being implemented by the Friends, as well as by the Commission and the operator, also came from this book. Chapter 3 describes various classes of freight cars used on the narrow-gauge system and the fact that New Mexico and Colorado attempted to acquire examples of each of these freight cars as they went about the process of purchasing rolling stock from the Rio Grande in 1970. However, since the Rio Grande did not own any tank cars, it was not able to sell any to the states of Colorado and New Mexico—hence, why a sub-chapter in the book is entitled "The Missing Tank Cars" (pages 77 and 78).

The Friends has an extensive file of negotiations for the purchase of these tank cars. Actually, the first contact with the White Pass railroad was made by Dr. Wilson in December, 1980. In early 1984 this writer took up the pursuit of the White Pass. With the cessation of operations of the White Pass in 1983, our hopes were that some tank cars could be acquired, and limited funds for this purpose were even raised through the Historical Society of New Mexico. However, our hopes were dashed when the purchase price for the tank cars turned out to be unacceptably high. The Railroad Committee of the Historical Society continued to follow and monitor the situation, and in 1987 this writer opened negotiations concerning the purchase of the tank cars through a railroad equipment dealer to whom all freight equipment of the White Pass had apparently been consigned. Again, the price was out of our reach. Apparently it was just not yet time.

Things finally came together for the acquisition of the cars in November 1989 in Denver when this writer presented a seminar on the utilization of volunteers to the TRAIN (Tourist Railroad Association, Inc.) Convention. At that convention, then Friends Director Dan Ranger (who has also been an active member of the Tank Car Committee which the Friends had formed), introduced



this writer to Steve Hites, who was then Manager of Passenger Operations for the White Pass & Yukon Railroad, the White Pass having re-opened for limited passenger service in 1988. Steve was born and raised in southwestern Colorado and remembered seeing these tank cars in service in and around Durango. Steve was very motivated to help our cause and was able to obtain a lower price quotation for the tank cars—\$7,500 per car delivered to Vancouver, British Columbia (we had previously learned that the value of the transportation from Skagway to Vancouver was approximately \$5,000 per car, since they had to be loaded on and off a steamship and travel approximately 1,000 miles by ocean).

With this offer in hand, Tank Car Committee Chairman and Director Dr. Fred Knight, a dentist from the Los Angeles area, went into action. His job was to locate a source of funds for the purchase of some of these tank cars and the financing and/or arrangement of transportation from Vancouver to the Cumbres & Toltec, a distance of over 1,500 miles. Fred put in untold hours of phone calls and letters in this effort.

A series of contacts culminated in a grant request being made to the Union Tank Car Company in Chicago, Illinois on March 27, 1990, among other potential

Above: String of tank cars at Log Cabin siding, British Columbia, October 7, 1991, prior to their departure for Chama, New Mexico. Photograph by Bill lock.

sponsors. A personal meeting with Senior Vice President Stephen Dinsmore and Director of Communications Bill Durack of Union Tank Car Company (UTLX) in Chicago in June 1991 resulted in the donation to our organization of \$22,500 for the purchase of three of the former UTLX tank cars. The Friends was to be responsible for arranging transportation for the cars to the C&TS, and in addition, as a part of this donation, the Friends agreed with the Union Tank Car Company to restore these cars to their original Union Tank Car lettering schemes and display one of the cars in Antonito and two in Chama.

With this grant in hand, the Tank Car Committee went back to the White Pass and solidified an agreement whereby a minimum of three cars would be purchased but that the Friends would have the option to purchase additional cars at the same price up to a total of nine cars (all that were available). Following the success of the Rotary OY Snowplow 1991 Charter Train, as well as the 1991 Moonlight Train, at its June 1991 board meeting, the Board Directors also voted to purchase one additional tank car from our

organization's funds, as well as pay for the transportation and incidental expenses for bringing back the tank cars. With the option to purchase additional cars in place, dedicated Friends member Charles Brown of Camden, Maine offered to donate \$7,500 for the purchase of an additional tank car. Many other members have made contributions to help with the transportation and/or restoration of the tank cars.

Through contact with our active volunteer Randy Worwag of Denver, who also serves as a volunteer at the Colorado Railroad Museum, the Colorado Railroad Museum was offered the opportunity and subsequently determined to purchase two of these tank cars for their collection using the Friends' option. By shrewd negotiation on the part of the Tank Car Committee, the White Pass agreed to sell an eighth tank car at a substantially reduced price as a package deal. On November 1, 1991, a formal contract with the White Pass & Yukon Railroad was entered into in which the Friends would purchase eight tank cars from the WP&Y. The Colorado Railroad Museum will take delivery of their

Below: One of the original sixteen D&RGW tank cars did not make it—it is being used in Skagway as a trash burner at the back of the WP&Y railroad yard. Photograph by Bill Lock.



two cars in Alamosa. The Colorado Railroad Museum will move the cars by public highways to the museum in Golden, where they will be restored and put on display along with the balance of their magnificent collection of historic Colorado railroad equipment. The Friends has been very pleased to work with the Colorado Railroad Museum in this endeavor.

As mentioned, the purchase price of the tank cars from the WP&Y included shipping from Skagway to North Vancouver. The next hurdle faced by the Tank Car Committee was bringing the cars from Vancouver to the Cumbres & Toltec. Chairman Dr. Fred Knight had already been hard at work for many months on this aspect. Starting in early 1990 he had been soliciting donations of transportation from mainline railroads. This process involved making many contacts, and describing in detail about the Friends and about the tank car project itself. Fred was first able to obtain the agreement of the Burlington Northern Railroad to transport standard-gauge flat cars upon which tank cars had been loaded from South Vancouver to Portland, Oregon. At Burlington Northern, Mike Wenninger originally helped us and more recently Nonya Jordan, also in the Dallas-Fort Worth office, has assisted in these arrangements.

Next Fred contacted the Union



Pacific Railroad, and after additional work, the Union Pacific agreed to transport the tank cars on standard-gauge flat cars from Portland to Salt Lake City, Utah. It is interesting that the person with whom Fred originally started discussions about this matter was Richard Davidson who has very recently been promoted to Chief Executive Officer of the Union Pacific Railroad. After Mr. Davidson left, Bill Brandt of their Omaha office has helped tremendously to coordinate the car movements and exchanges.

The final link in the transportation chain was put in place when the Southern Pacific/Denver & Rio Grande Western agreed to bring back their original tank cars from Salt Lake City to Alamosa, Colorado via Pueblo. We are appreciative for the assistance of the Southern Pacific/Rio Grande and for Roger Forster in San Francisco and Don Havlik and Jim Osmond in Denver who have done yeoman service to arrange the transportation donation from SP/D&RGW.

Rail transportation from the BN siding in South Vancouver, British Columbia to Alamosa, Colorado does not complete the transportation cycle from the White Pass dock in North Vancouver to Chama, New Mexico. Arrangements were made through Ranger Transport of Vancouver, and the Friends is paying for the tank cars to be transported by

Above: White Pass & Yukon steam ship Frank H. Brown docked in Skagway Harbor, Alaska. October 7, 1991. In December 1991 the tank cars were loaded aboard this vessel and shipped from Skagway approximately 1,000 miles to Vancouver, B.C. Photograph by Bill Lock.

highway truck from North Vancouver to South Vancouver and then their subsequent loading and tie-down on Burlington Northern standard-gauge flat cars. Joe McEwen of Ranger Transport really helped to pull off this important aspect.

Since two countries were involved, a customs broker even had to be hired. Southern Pacific/Rio Grande offered to transport the tank cars as far as Antonito (where the standard-gauge line actually ends). However, the distance between standard-gauge and narrow-gauge track was too great for a crane to move the cars this distance (they are quite heavy, weighing in at over 35,000 pounds empty). Therefore, the decision was made to use the crane available and in place in Alamosa to off-load the tank cars. The cars are to be off-loaded onto rubber-tired, flat-bed trucks with rails attached so that the cars can be rolled off without the need of a crane at their destination point. In Alamosa the

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Gramps Oil

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place in 1942, when they pumped 1200-1300 barrels of oil per day. At that time the wells were pumping pure oil. To date, the Gramps oil field has produced in excess of 15 million barrels of oil.

Probably the most unique aspect of the Gramps oil field is the way its owners got their product to market. Very soon after striking oil, they began work on fifteen miles of pipeline to carry the oil to Chama, where it was pumped into oil tanker cars to be carried by rail to the refinery. The pipeline began at the operational plant on the Hughes ranch and came across the Continental Divide through Sargent property where the Hughes had leased a twenty-five-foot easement from Ed Sargent.

The line consisted of four-inch pipe encased in a box filled with sawdust for insulation. The pipe was mostly buried, but some of it was laid above the ground and was carried on trestles over the

canyons and arroyos. It followed as near a straight line as was possible considering the grade.

The pipeline took one summer to lay. Lucillo DeYapp and Clarence (Fats) DeYapp, his father, helped build the pipeline. It entered Chama on the Sargent property west of town by the dairy (where Jeb Binkley presently lives). At that point the oil company had a 66,000-barrel storage tank and a pump station. From this storage tank the oil was pumped to the loading rack in the railroad yards, where it was loaded into oil tanker cars. The pipe through town was all buried, and again it followed a straight line from the pump station to the loading platform.

Gramps Oil Company also had a storage tank and a pumping station at the oil field, and the oil was pumped twenty-four hours a day from this tank to the Continental Divide, where gravity pulled it the rest of the way to Chama. In cold weather the oil congealed, so in the wintertime they used co-devils, or line cleaners, whose fins scraped the sides of the pipe as the oil was pumped through the line. It took twenty-four hours for the oil to get to town, and twenty-four

hours for the co-devil to work through the line.

When the oil reached Chama, it was stored in the storage tank at the Chama pumping station and pumped from there to the railroad's loading platform. In the railroad yards it was pumped through the loading racks into the waiting tankers. Narrow-gauge tanker cars held approximately 150 barrels of oil, and the train usually pulled 8 to 16 tankers at a time. When the oil left Chama, it was first shipped by railway to the refinery that Gramps built, owned, and operated in Alamosa, Colorado. The Gramps refinery was later purchased by Oriental Refining Company, which contracted for all the Gramps oil. After Lafayette Hughes died in 1958, the Hughes brothers shipped part of the oil to Alamosa and part to Denver.

In the pipeline days, the oil field ceased operating in February and March of each year. All the employees had two months off from work and were paid one-half of their regular pay. When the operation started up again in April, the workers got the other half of their pay as a bonus.

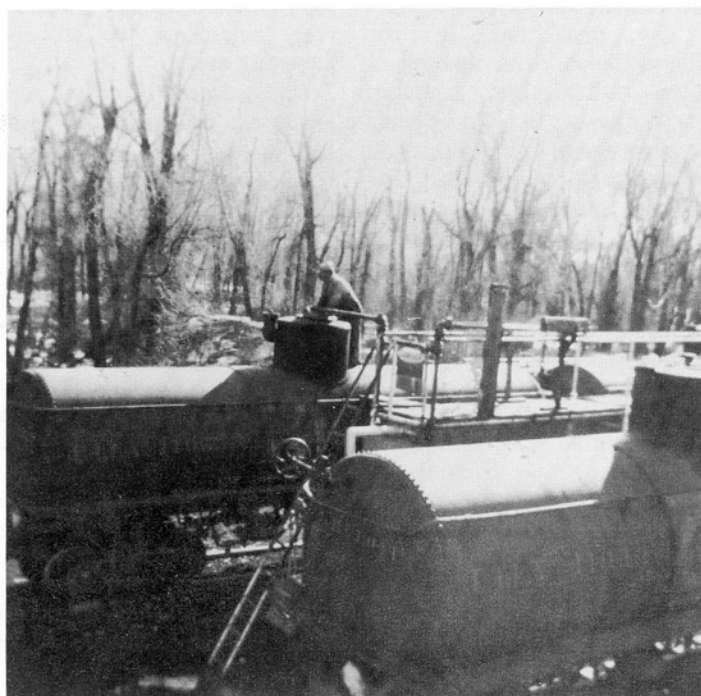
It was often difficult to get the

oil moving again in April, and sometimes it took as much as 1200 pounds of pressure per square inch to pump it through the line.

Although the Gramps oil field is still operating, the pipeline closed down when the D&RGW ceased operations. The oil is now shipped by truck to Gary Energy Corp., in Bloomfield, New Mexico, to be refined. When the pipeline was discontinued, William B. Hughes gave the pipe that ran through the Sargent property to Virginia Sargent Binkley. Oscar and Gary Hughes dug it up for her. The trestles were torn down a few at a time until there were no more of them left standing. The buried pipe running through town is still there.

Today, there are 26 wells pumping in the Gramps oil field, although some of the wells produce more water than oil. Gramps oil presently averages 130 barrels of oil a day and still employs seven people, most of whom live in Chama. The glory days of oil, like the good years of every industry that ever operated in the region, are gone.

→←



Left: Loading oil into a tank car at the north end of the oil dock in Chama, January 1964. Right: Tank cars at the oil dock in Chama, January 1964. Photographs by George Swain.

During the winter months preventive maintenance, boiler inspections, and major mechanical work are carried out to prepare for the season ahead. All the locomotive work this winter is being done in Chama. The status of the locomotive work presented here is up to date as of January 13, 1992. At the other end of the line, the passenger car rehabilitation project is moving ahead in Antonito (see Leo Schmitz's Commission Report on page 8).

No. 484 (K-36)

In November the smokebox was opened and all the draft appliances were removed, along with the two lowest flues in the boiler. The appliances were in pretty rough shape so new ones were built. In December the Federal Railroad Administration (FRA) inspected the boiler and gave the locomotive its one-year flue extension. By mid-December the front end was reassembled and closed up. Late in the month the boiler's hydrostatic test was done. Work remaining includes removal and overhaul of the pilot truck.

No. 487 (K-36)

The locomotive's running gear is the major project this winter. In October the drivers were

removed for tire turning (in Durango by the D&SNG). Two axles had to be replaced—the journals were too worn. Some adjustments were made in the smokebox baffles to increase the locomotive's steaming ability. Throughout the winter the spring rigging has been rebuilt: seven new crown brasses installed, driving boxes rebuilt, and new shoes and wedges fitted. No. 487 should be back on the track by mid-February. While the machine shop work was being done, the cab plumbing, the jacket, and the lagging were removed for inspection of the flexible staybolt caps. After the inspection, the boiler was hydrostatically tested, and then the lagging, jacket, and plumbing were replaced. Additional work to be done this winter includes overhauling the

pilot truck.

No. 488 (K-36)

Work scheduled for this winter includes a pilot-truck overhaul, valve gear work, and new rod bushings, in addition to the regular annual maintenance.

No. 489 (K-36)

Flexible staybolt inspection required removing the cab plumbing and the jacket and the lagging from the rear of the boiler. The boiler has been hydrostatically tested. Running gear work is scheduled for later this winter.

No. 497 (K-37)

Ten broken staybolts were replaced. Hydrostatic testing of

the boiler will take place after the cab plumbing, the jacket, and the lagging are reinstalled. The welded on handrails of the tender tank, a replacement built in the 1980s, are being removed and bolted on, in accordance with FRA regulations. Structural calculations of the boiler must be completed and filed with the FRA before the locomotive can be operated.

No. 19 (Diesel)

New pilot plows have been built on each end of the locomotive to help in dealing with the snowfall in Chama. It has been successful: no. 19 has plowed through three feet of snow on occasion. As a test, the diesel opened the line to Dalton during Thanksgiving week.

John Miller

John Miller was born on March 2, 1911, in Tillman County, Oklahoma. He came to work for Gramps Oil Company on July 29, 1941, and he has lived in the Chama area ever since.

John was working for an oil field in Shamrock, Texas, when he first heard of the Gramps Oil Company. Austin O'Neil, from Wellington, Texas, was the superintendent of Gramps. He met Johnny in Texas and enticed him to Chromo, Colorado (near the oil field). He said that if Johnny liked Gramps and did well, he would have a job for the rest of his life. This proved to be a true prophecy because John has been with Gramps for forty-eight years, and he is still working for them.

Although John lived at the lease when he first worked for the company, he came to Chama to shop and go to dances. It was in

Chama that he met his future wife, Mary Jean Cantrell. They were married March 2, 1946, and have four children and five grandchildren.

John started his job with Gramps at 38 cents an hour; after six weeks on the job he got a 7 cents an hour raise.

In November 1942 John joined the army, and after spending over three years in an anti-aircraft unit, he returned to Gramps and was made foreman in 1946. He was appointed superintendent in 1949. He supervised the ranch, the drilling operations, and the production aspects of the oil field. He made it a policy to hire local people.

Although Johnny claims to be "semi-retired," he still is in charge and spends most of his time at the lease. He comments, "Why should I retire? I like what I'm doing." Why indeed!

Chama Valley Tattler, summer 1989, reprinted with permission.

Missing Cars

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tank cars will be reattached to their trucks, which had to be removed in Vancouver to allow proper tie-down for their long journey by rail. Because of weather considerations and a number of other factors, it was determined that the cars should be taken over Cumbres Pass by truck to Chama, where the off-loading ramp had recently been worked on for the off-loading of engine no. 497 (see the November *Dispatch*, Vol. 4, No. 5).

Thus, after a journey of almost 4,000 miles, six original UTLX narrow-frame, narrow-gauge tank cars are coming back to Chama, New Mexico. The *Friends* will restore these cars and prepare them for public display and exhibition. In addition, as a part

of this process, the oil loading dock in Chama will be restored. Also quite important in this process is the interpretation to the public that will take place in the *Dispatch*. Elsewhere in this issue you will find an article about the oil field outside of Chama. In future issues of the *Dispatch* there will be a detailed history of the Alamosa refinery, its impact on the region and the railroad, and more detail about the cars themselves.

The *Friends* would like to publicly thank the Union Tank Car Company, the Burlington Northern Railroad, the Union Pacific Railroad, the Southern Pacific/Denver & Rio Grande Western Railroad, and all of our members, including Charles Brown, for their tremendous assistance in making this major project possible. We will keep you up to date on the progress of the tank cars and the work on their restoration and their display.

By LEO SCHMITZ

Executive Director

Cumbres & Toltec Scenic Railroad Commission

Nineteen ninety-one was an exciting and eventful year for the Cumbres & Toltec Scenic Railroad Commission. Ridership for 1991 was 56,037—a 13 percent increase over 1990. Kyle Railways is doing an excellent job promoting the C&TS and providing an enjoyable ride with friendly and courteous service.

The Commission was responsible for several projects in 1991. Five of the Antonito coaches had rotting and leaking wooden windows replaced with new aluminum-framed windows. Insulation was added to the coach walls to quiet the ride, and a richer looking interior paneling was installed. Work on the other two Antonito cars will begin in March and will be done by the opening of the season on May 23.

The Commission purchased caboose no. 0500, stock car no. 5747, and refrigerator car no. 166 from the Narrow Gauge Railroad Club, a group that was actively involved in the first preservation efforts of the C&TS.

During the year the Commission participated in two projects with the *Friends*. First, a metal roof was installed on the Car Inspector's House at Cumbres in a cost-sharing arrangement with the *Friends*. Second, the Commission had a contractor repair the structural wall of the old roundhouse in Chama to prevent it from collapsing. The contractor removed the old lean-to shed and poured a foundation for a new storage shed. The *Friends* provided the labor to build the new shed. Through this cooperative effort the structure was built at a cost the Commission could afford. The Commission is grateful to the *Friends* for their help.

A temporary roof was put on the Chama depot—the old roof leaked badly. In addition, the Commission contracted with Arctic Slope Consulting Group to study the depot, the parking lot, the area drainage, and the water tank in the Chama yard and prepare recommendations and schematic designs for long-term improvements. The Commission is seeking funding for these improvements from the two states.

There was an exciting trade of engines between the Cumbres & Toltec Scenic Railroad and the Durango & Silverton Railroad. The C&TS sent K-36 engine no. 482 to the D&S for K-37 engine no. 497 (see the November 1991 *Dispatch*). No. 497 will provide additional motive power for the railroad at a tremendous cost savings to the Commission.

On a sad note, Willis Kyle, who had the vision to lead the Cumbres and Toltec Scenic Railroad out of tough times, passed away in September. Also, Akira Kawanabe, the architect who designed the dining facility at Osier, passed away in November. Both of these fine gentlemen will be missed.

Late in 1991 word was received that the U.S. Congress had approved funding for the C&TS, as a grant through the Small Business Administration for \$550,000. The funds will be used to restore K-27 engine no. 463 to service and to build three or four additional passenger cars.

The Commission currently is working on a grant application to provide funding for track improvements, including the installation of a turning wye at Osier and a passing siding in the Antonito yard.

The past year was a tremendous one for the C&TS, and the Commission is looking forward eagerly to 1992.

Cumbres & Toltec Scenic Rotary Snow Plow Steam Rotary Rotary Snowplow Through the Rockies

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You don't have to be a hardcore Colorado narrow-gauge fan to appreciate the beauty of the Cumbres & Toltec Scenic Railroad, which wanders through northern New Mexico and southern Colorado along a mountainous 64-mile portion of the old Denver & Rio Grande Western. When the winter snow lasts deep into spring, C&TS calls out steam-powered rotary snowplow OY to clear the mountain passes for the tourist season. Like a solar eclipse, the rotary operation is rare...and spectacular. The most recent performance came on May 4-5, 1991, the first since 1983.

Action like this is tailor-made for video, and at least three producers dispatched camera crews to the event. Among the videos are Pentrex's *Cumbres & Toltec Scenic Rotary Snow Plow*, Greg Scholl Video's *Steam Rotary*, and Railway Productions' *Rotary Snowplow Through the Rockies*.

All do a good job of covering OY's performance as the 68-year-old plow (Alco 1923) blasts through deep drifts in Cumbres Pass and Toltec Gorge. The Pentrex entry is short and to the point, with a nice mixture of scenes showing OY in action and C&TS crews at work. The storied suit here is the photography, featuring vivid color, sharp images, and some deft editing.

If you're looking for sheer volume of snow plowing, check out Greg Scholl's program. It's a mainstream railfan video, competently photographed with an emphasis on the traditional action scene. Scholl also throws in an informative interview with C&TS Chief Mechanical Officer John Bush.

For my money, the best of the lot comes from Railway Productions. Using standard documentary techniques and following a reporter's instincts for a good story, RP producer Leslie J. Jarrett offers a satisfying blend of maps, plowing scenes, mechanical detail, and what has come to be called "oral history." In several scenes, retired D&RGW veterans reminisce about the halcyon days of the narrow gauge. Their wives even get into the act, describing the rigors of helping their men get a good breakfast before they head out for plow duty at all hours of the night. Later, RP's photographers take you inside the hellish interior of rotary OY as pilot Earl Knoob and his crew go storming through the snow.

Finally, kudos to both Greg Scholl and Railway Productions for their efforts to support the C&TS. Scholl includes one of the railroad's brochures in his video box, and RP concludes its program with detailed information about how you can visit and support the exemplary tourist line.—Kevin P. Keefe.

C&TS Rotary Snow Plow, produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109. 40 minutes. \$24.95.

Steam Rotary, produced by Greg Scholl Video, P.O. Box 123, Batavia, OH 45103. 90 minutes. \$39.95.

Rotary Snowplow Through the Rockies produced by Railway Productions, 8081 S. Madison, Suite 243, Indianapolis, IN 46227. 60 minutes. \$29.95.

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.

Thanks so much for the photos of last August's work session. They will be a good memento of our trip. It was wonderful to have the opportunity to spend time in the company of such fine folks as the *Friends*, and in such a wonderful place. We're already looking forward to coming back in June 1992.

Tim Taylor
Anita Taylor
Seattle, WA



CUMBRÉS & TOLTEC SCENIC RAILROAD COMMISSION

P.O. BOX 561
ANTONIO, COLORADO 81201
(719) 485-5285

September 11, 1991

Bill Lock, President
Friends of the Cumbres & Toltec Scenic Railroad
7801 Academy N.E.
Building 2, Suite 102
Albuquerque, NM 87109

Dear Bill:

On August 15, 1991, the Cumbres & Toltec Scenic Railroad Commissioners took a tour of the Railroad and had an opportunity to view all the work which the 'Friends' accomplished this summer. The Commissioners were impressed with the extensive amount of work which the volunteers were able to undertake and complete this summer. The repairs and painting of the facilities and rolling stock are very noticeable and beautiful.

The Commission is very appreciative of all the hard work involved in the planning, preparation and work sessions which you have so successfully directed. The Commission wishes to congratulate you and all the volunteers for your achievements and successful program. Your contribution to the improvement of the Cumbres & Toltec Scenic Railroad is appreciated by the Commission. They are grateful to you for the cooperation and willingness to work together in pursuing the common goal of improving the C&TS.

Once again the Commission wishes to say thank you for all your hard work.

Sincerely,

Leo Schmitz
Leo Schmitz
Executive Director



Post Office Box 78
Chama, New Mexico
Telephone (505) 335-5285
Business Office

CUMBRÉS & TOLTEC SCENIC RAILROAD

September 23, 1991

Mr. Bill Lock
Friends of the C&TS Railroad
7801 Academy N.E. # 2-102
Albuquerque, New Mexico 87109

Dear Bill:

My staff and I want to express our heartfelt gratitude to all the members of "The Friends" who volunteered to give of their time and talents in participating during the work sessions this season. The accomplishments made by the volunteers this year and in the past have become more obvious and of course more attractive to the visiting patrons.

Having lost a very dear friend and dedicated leader, Mr. Willis B. Kyle, we can not help but attempt to complete the task before us as he had asked us to do. He was very proud of this project and was extremely complimentary of the C&TS employees and "The Friends" during a visit to Chama to see the OY Rotary in action.

Otherwise, we are experiencing continued growth and thus far a very good year.

Again, thank you for your endeavors.

Sincerely,

Joe C. Vigil
Joe C. Vigil
General Manager

As a member of the Friends of the Cumbres & Toltec Scenic Railroad, I took my first trip on the railroad in August 1991. I picked up a couple of brochures while in Chama, but they were not enough. Would you be kind enough to send me ten more brochures? I promise to pass them out with a good selling job.

G.W. Fackler
San Diego, CA

1992 SCHEDULE OF EVENTS

March 28, Saturday
Dinner Meeting and Program
Albuquerque

May 23, Saturday
Opening Day on the C&TS

June 10-12, Wednesday-Friday
Volunteer Work Session
Chama

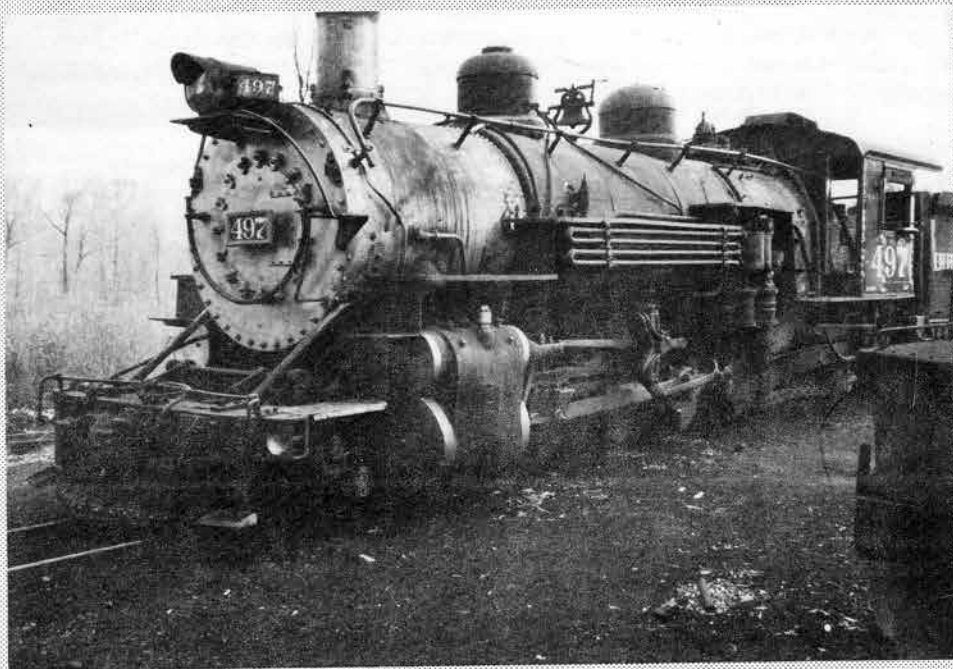
June 12, Friday
Program
Chama

June 13, Saturday
Moonlight Train
Chama

July 30-August 1, Thursday-Saturday
Volunteer Work Session
Antonito

August 1, Saturday
Annual Meeting and Program
Antonito

October 11, Sunday
End of Season on the C&TS



No. 497 outside the Chama engine shop. October 1991. Photograph by John Rupley.



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

7801 Academy NE, Building 2, Suite 102
Albuquerque, New Mexico 87109

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