



C&TS Dispatch

Vol. 25 No. 1

Spring 2012

Visit
the Friends
on the internet at
www.cumbrestoltec.org

It's Showtime.... The 463 is Back!



*D&RGW #463 looks to be in fine condition at Silverton, CO in this undated photograph, but it is likely the late 1930's. Photo from the **Richard L. Dorman Collection of Narrow Gauge Railroad Photographs**, Friends of the Cumbres & Toltec Scenic Railroad, Inc.*

The long wait to see Locomotive 463 operating again is almost over. After a decade of inactivity and approximately two and a half years undergoing a rebuild the 463 will be the star of a pre-season charter over the Cumbres & Toltec Scenic Railroad.

Ride behind the 463 on what will be its first revenue charter after undergoing restoration which was an undertaking of the Friends. Witness the sights and sounds as the "Mudhen" once again steams through the San Juan Mountains of Southern Colorado and Northern New Mexico under late spring conditions!

This special offering by the Friends of the Cumbres & Toltec Scenic Railroad, Inc. will feature a 9:30am departure from Antonito on a one-way westbound trek to Chama. Numerous photo runbys along the route will be planned. A BBQ chicken lunch will be served at Osier and is included in the price of the ticket. Each passenger will also receive a commemorative 463 cap! Reserve now as seats are limited!

(See page 9 for ticket & reservation information.)

C&TS Dispatch

Friends of the Cumbres & Toltec Scenic Railroad, Inc.
William Lock, Founder

Directors

Terms ending in 2011

John Engs
James Herron
Bill Lock
Craig McMullen
Dan Pyzel
Linda Smith
Dennis Sterosky
Caroline Tower
Spencer Wilson

Terms ending in 2013

Bob Craine
Scott Hardy
Edgar G. Lowrance II
Bob Ross
Warren Smalley
Patrick Wilkins

President and CEO
 Chairman of the Board
 Vice Chairman
 Secretary
 Treasurer
 Editor Emeritus
 Photographer
 Layout

Tim Tennant
Craig McMullen
James Herron
Linda Smith
Patrick Wilkins
Arthur Nichols
Tom Cardin
JoAnne Blackstone

Please write the editor at
e-mail: timtennant@cumbrestoltec.org

The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 4421 McLeod Rd. NE, Suite E, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a Member of TRAIN (Tourist Railway Association).

Family membership in the Friends is \$30.00 per year; outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 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 1886
 Denver & Rio Grande Railroad—1886 to 1921
 Denver & Rio Grande Western Railroad—1921 to 1970
 Cumbres & Toltec Scenic Railroad—1970 to 2012
 © 2012 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

PRESIDENT'S COLUMN



Almost there!

Most of us are familiar with the rigors of taking children on automobile trips whether they are cross-country or just across-town. The oh-so-prevalent "are we there yet?" would chime from the backseat of the car more frequently than any parent wants to hear. Well, I'm sure some Friends Members and other fans of the Cumbres & Toltec are probably asking the same question as it relates to the rebuilt of K27 #463.

The path has not always been the smoothest. There have been some speed bumps along the way and yes rebuilding a steam locomotive is not like putting a 57 Chevy back together! I am no expert on the subject but I've learned a great deal and so has our organization. This has been an endeavor like no other the Friends have ever taken on before and when all is said and done, our membership should take some pride in what has been accomplished.

So here we are, as I pen this column the calendar says February and the 463 is in the final stages of its rebuild before it is moved to Antonito. All the major items, as I would phrase it, have been completed. The boiler was delivered to Monte Vista back in August, the wheel sets have been completed and the driver boxes finished in January. Those were some big tasks and of course some big checks written to cover those expenditures.

When you oversee such a project and I say this from the financial management side of the ledger, you really do appreciate what it takes to rebuild a steam locomotive. In our case we were dealing with a locomotive that is over 100 years old! Parts wear out and sometimes you're lucky and said parts can be rebuilt and other times all new parts have to be fabricated.

The other observation I made early on relates to the human aspect of the project. There has to be someone who really knows what the hell they're doing to lead such an initiative. When a locomotive gets torn down there are thousands of parts and somebody better know how to put Humpty Dumpty back together again! We had such a person in Marty Knox. Marty was our Chief Mechanical Officer and he did have experience as he supervised the rebuild of sister K27 #464 up on the Huckleberry Railroad in Lower Michigan.

Now, Marty couldn't do this by himself. We had a very passionate crew who totally immersed themselves in this project. Max Casias and Jake Vigil were loaned to us out of the Antonito Shop and they took real ownership in what they were doing. It was a learning experience for them and they are the future of the Cumbres & Toltec. We were also fortunate to have Lucas Maes, a young energetic gentleman from Alamosa, who toiled daily on a variety of tasks and Bob Sullivan, a veteran machinist from Chama who Marty relied on to handle the in-house machining tasks. I want to further thank Mike Thode a Friends member that volunteered at least a couple of weekends per month for his efforts and Jim Poston, who helped us with purchasing and shop management.

This was a team that was totally dedicated to accomplishing the task of bringing the 463 back to life! They relished in what was being done and in reality this crew

will become a part of the continuing history of the 463. Their efforts will afford this storied locomotive to have yet another chapter in its life. Far too often as rail historians or railfans we focus on the inanimate object, a locomotive, a specific depot or a favorite piece of MOW equipment but we don't look beyond to the people behind these objects. They do exist and without them that photograph of your favorite locomotive at Cumbres Pass wouldn't exist.

We are here, on the eve of 463's entrance back into service. When this project started I thought the organization had an awful daunting task ahead and it was! But as I look in the rear view mirror now, things look different but then again I guess that's true of life as well. When all is said and done we will have raised and spent approximately \$1.6 million. I thank all who have donated to this project both big and small. We need to acknowledge those folks and I will in a future column. Without your generous support, this rebuild would have never taken place!

Best wishes to all you Friends Members out there and I hope to see you on our 463 charter in May!

~ Tim Tennant

Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch, the following deadlines for material to be received at the Friends' office will be observed:

Summer Issue 2012 - Mail on August 10

Work Session "A" and "B" reports and photographs must be received by June 15.
All other materials must be received by June 22.

Fall Issue 2012 - Mail on October 12

Work Session "C" and "D" reports and photographs must be received by September 3.
All other materials must be received by September 10.

Winter Issue 2012 - Mail on December 14

Work Session "E" and "F" reports and photographs must be received by October 19.
All other materials must be received by October 26.

NOTE: The Dispatch wishes to identify photographers whenever possible. *If a name is not included with a photograph, the photographer is unknown.*

HISTORIC PRESERVATION

(Work Session reports will resume in future issues)



Team Leader Bill Strathearn watches as Barry Morris saws a board for RPO 054.

FRIENDS FORUM

For those of you who may not be aware, the Friends have a Web Forum established now for you the members of the organization. It is easy to access. All you have to do is go to the Friends Web Site at www.cumbrestoltec.org and click on the Forum button on the upper right of the page. This will take you to the Forum and all you need to do is follow the directions from there. To participate you will have to register. Only Friends Members may post on the Forum. This is a great place to find out additional info about the Friends and the railroad plus exchange thoughts about topics that are posted.

We have posted information about our work sessions, progress and photos of the 463 project and interviews with management company personnel. We believe you will enjoy it if you have not registered already!

~ Tim Tennant

MILEPOST STYLES

by Jim Gross

This article outlines the four styles of mileposts and why they are painted as they are on the Cumbres and Toltec Scenic Railroad (C&TSRR).

The Friends Milepost & Whistle Board Maintenance team, also known as the MAINTENANCE OF WAY (MOW) crew, is responsible for all historic right-of-way signage from Antonito, CO to Chama, NM. Using actual mileposts, photographs, and other documentation, the team maintains the historic integrity of signage on the C&TSRR and honors the history of its predecessor organizations.

The Friends of the C&TSRR started maintaining the mileposts in 1988. The manner in which the mileposts were painted prior to 1988 will be considered the historic starting point.

In order to keep the historic history of the C&TSRR, we only use historic styles of mileposts and signage. We do this by using historic documentation, photographs and clues on the mileposts. Some areas along the line, such as Osier, have been painted to represent a time frame (Osier ca 1906) and other areas are painted to the historic information found on the old mileposts. To date, only wood mileposts have been used as replacement posts, all the metal mileposts are in their pre-1988 locations.

I - Repainting Rules and Guidelines:

The MOW team used four rules as a guideline when painting and maintaining mileposts on the C&TSRR. The following four rules are an abbreviated form from the rules and guidelines specification we follow.

Rule One (R1) - Any milepost found with historic remnants of an earlier style will be repainted to match that style.

Rule Two (R2) - If a dated historic photograph is found of a specific milepost on the C&TSRR (MP281 to MP344), that milepost may be repainted to the style of the photograph.

Conflict of Rule One and Two - Rule One takes precedence for all mileposts on which remnants are found.

Rule Three (R3) – A maximum of two mileposts east or west of a given milepost meeting R1 or R2 may be repainted in the same style.

Rule Four (R4) - If a section of track or location has been designated as representing a given historic time period on the railroad, then the mileposts may need to be repainted to represent that time period.

II - Styles of Milepost:

The following are the four styles of milepost presently being used on the C&TSRR:

1. Style B (D # M), ca 1880
Wood, Black Background (D # M)

Description of style and photo:
26" black background with 4" white D, 6" white numbers and
4" white M with 2.5" between characters.
Post reads - Denver 314 Miles.



*Engine 100 at rock tunnel c. 1880.
(Also in Richard Dorman collection)*



2. Style B (D #), ca 1906
Wood, Black Background (D #)

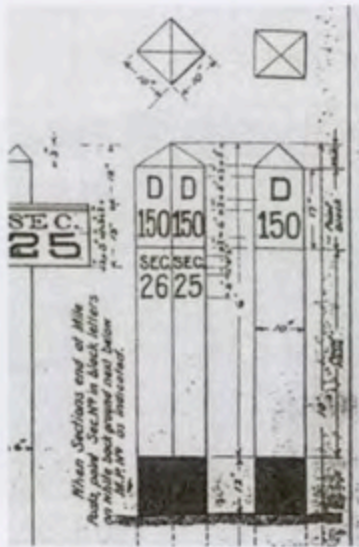
Description of Style and Photo:
17" black background with 4" white D and 6" white numbers with 2.5" between characters.
Post reads - Denver 344 (miles).



MP 144.00 Chama Hotel Circa 1918
Photographer Charles Warner
Dick Darman D&BGW: Durango to Alamosa and Slide 53

(Also in Richard Dorman collection)

(continued on page 6)

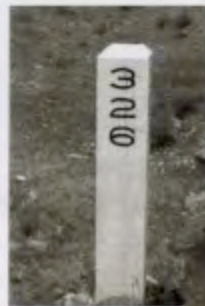


From - D&R GRR Standard Posts, Aug. 1906



3 Style W (V #), ca 1940
Wood, White Background with vertical stylized numbers

Description of Style and Photo:
White background with 4" h x 5" w stylized black vertical numbers
with 4" between numbers.
Post reads - (Denver) 343 (Miles)



4. Style MW (V #), ca 1940

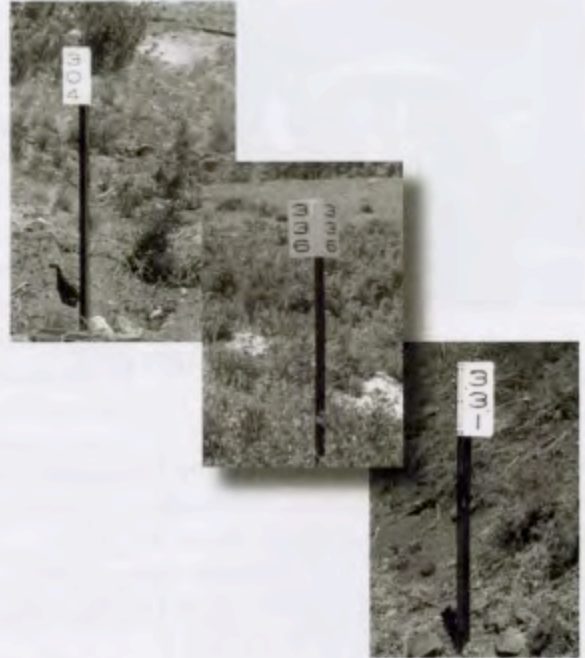
Metal, White Background vertical stylized numbers

Description of Style and Photo:

White background with 4" h x 5" w stylized black vertical numbers

spaced to fit on metal.

Post reads - (Denver) 150 (Miles)

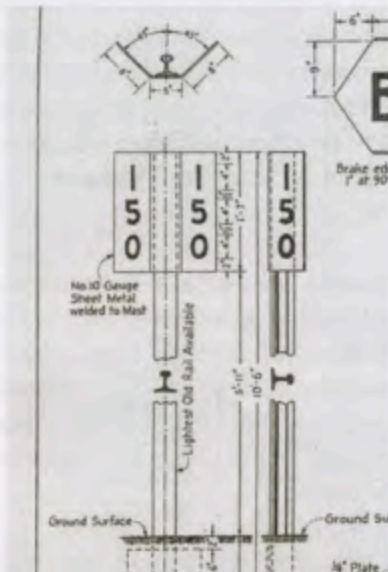


5. Style W (D # M), ca 1998

Wood, White Background (D # M)

This style was first defined in 1999 after milepost 292 was found with black numbers and no background paint. In 2008 it was determined that this style is not historic because the white numbers and black background (two layers of paint) had protected the image of the numbers and showed up as black numbers on the post. This was also seen on other posts.

All mileposts painted this way will be repainted to the historic correct style B (D # M).



From - D&RGRR Standard
Roadway Signs,
May 22, 1970





Moonlight & Wine Tasting Train-2012

The Friends Moonlight & Wine Tasting Train will operate on Saturday June 30, 2012 departing the Cumbres & Toltec Scenic Railroad Chama Depot at 5:00pm. The train will arrive back in Chama at approximately 11:30pm. A photo run-by will be offered on the trip to Osier.

As in 2011 this year will also feature wine tasting aboard the train offered by Heart of the Desert Pistachios & Wines (www.heartofthedesert.com) out of Alamogordo, New Mexico. Heart of the Desert will be offering their New Mexico wines for purchase during the ride. Bar service will also be available aboard the train.

To make reservations please call the Friends of the Cumbres & Toltec Scenic Railroad's Albuquerque Office at 505-880-1311. Office hours are Monday-Friday 8:00am to 5:00pm. Parlor Car fare is \$150/person, Tourist Class fare is \$120/person with Coach Class being \$99/person for general public or \$89/person if you are a Friends member. Child fares for coach are \$65/person for general public or \$55/person if the child is a Friends member. Come join us on what should be a relaxing and entertaining evening!

A mouth watering Prime Rib and Cod dinner served at the railroad's Osier Dining Hall is included in the price of a ticket.

You may also visit us at www.cumbrestoltec.org The Friends of the Cumbres & Toltec Scenic Railroad, Inc. has over 2,400 members worldwide and is the museum arm of the 64-mile long Cumbres & Toltec Scenic Railroad.

HELP WANTED-Cumbres Mall Exhibit Staff

In 2011, the Narrow Gauge Preservation Foundation set up an informative exhibit in the Cumbres Mall on Terrace Avenue, across from the Chama Depot. The focal point is Sam Furakawa's Sn3 fine scale layout depicting the Chama yard as it appeared in 1950. Sam has donated this wonderful model to the Friends for use in a future interpretive visitors museum.

The NGPF asked the Friends to staff this exhibit space during the Cumbres & Toltec operating season and we enthusiastically agreed. Last year the display was manned by a handful of volunteers, a large number of visitors came and the public feedback was overwhelmingly enthusiastic. During work session weeks, the exhibit was well staffed. We now need volunteers to support this worthwhile project during the operating season May 26, 2012 to October 21, 2012.

Hours of operation are 8:30 - 10:00 AM and 3:30 - 5:00 PM daily. This schedule is based on departure and arrival times of the trains and were the most attended times last year. The job includes promoting the Friends and NGPF organizations plus explaining the layout. In addition, the staff will sell Friends merchandise on a low key basis. Volunteers will have a lot of free time in Chama while contributing to an important Friends endeavor. Plan to stay a day or a week whichever fits into your schedule.

If you like to meet people, have a basic knowledge of the Friends Mission, and want to spend more time in Chama, this is right up your alley. Bob & Holly Ross, who have been the primary exhibit volunteers in 2011, will coordinate staffing for this project in 2012, introduce you to the exhibit and work with you to set up schedules flexible enough to meet your needs.

Sign up for Project 360 on the registration form R-2 available on the web site or request a copy from the Friends office. It is important to **register early** to become familiar with the exhibit and procedures.

CLASSIFIEDS

HELP WANTED

The Project Committee is in need of a small engine mechanic to service our self-contained gas engine equipment. We need help particularly during the first and last Work Sessions of the summer, usually May and August. The engine shop is located in Chama.

Contact Ed at:
egival@centurytel.net or
John Eng at:
jengs@engsventures.com

Have you visited our website lately? There's always something new!

www.cumbrestoltec.org

WANTED

"Gardeners know all the best dirt!"

Wanted: people who like to dig in the dirt, to make a difference in the landscape in Chama and Antonito train yards. All sessions are open for volunteers with little or a lot of experience. A Co-teamleader would be great to share plans and ideas for improvements and maintenance of our existing grounds. I'm excited to meet new volunteers. Our work together is always joyful. Come and share the laughter with other kindred spirits.

"If you tickle the earth with a hoe, she will laugh with a harvest."

To volunteer for landscaping, contact: Naomi Sublett,
jnsublett@hotmail.com,
(480) 892 2275

RESEARCHER TYPIST

The Project Committee needs a researcher typist to update the Bianchi Car list. This work involves extracting data from past years' Chronieler reports to update this valuable resource. This work can be done at your home on a time-available basis! If interested, please contact Ed Lowrance at: egival@centurytel.net

Wanted

For Antonito: Late model refrigerator with large freezer.

Inquiries to:
Ed Lowrance at:
egival@centurytel.net

Locomotive 463 Special Charter

Date: Tuesday May 15, 2012
Time: 9:30am Train Departs Antonito
Fares: \$185 Tourist Class - SOLD OUT
\$125 Coach Class

Motorcoach transportation between Chama and Antonito is included in the fare. For those staying in Chama the motorcoach departs Chama at 8:00am, arriving in Antonito at 9:00am. For people staying in Antonito or Alamosa, the motorcoach departs Chama at 6:00pm and will arrive back at the Antonito Depot at 7:00pm.

To purchase a seat on this very special charter please call;

Friends of the Cumbres & Toltec Scenic Railroad, Inc.
4421 McLeod Road NE, Suite F
Albuquerque, NM 87109
Tel: 505-880-1311
www.cumbrestoltec.org



FIREMEN'S SCHOOL EXPERIENCE

Background: I was privileged and lucky enough to be enrolled in a once-in-a-lifetime experience in the cab of a large, narrow-gauge K-36 on the Cumbres and Toltec Scenic Railroad this past August. What follows is a diary of that experience.

Monday, Aug 16th, C&TS K-36 #487

I can not begin to express my excitement as I met my fellow classmates, six in total including me, in front of the Chama, NM depot. The Special Events organizer and Chama Depot manager for the C&TS, Alan Loomis, took us to the Chama Town Hall where we would spend the morning. Despite my desire to get out to the loco ASAP, this classroom time turned out to be very beneficial. We spent time reviewing the safety aspects of operating on a real railroad, including the need for a timetable, which I had not appreciated before now. Hand and whistle signals were also reviewed. (This was great, as you actually had to remember and use the correct whistle signals out on the line.)

After looking at a basic video about how to fire and run a steam loco, we were joined by Ronnie Lopez and Jeff Stebbins, two 14-year veterans of the C&TS who would be our guides through the next two and a half days in the cab. We talked with them about the type of coal they used (from Hesperus, CO) and how it was relatively clinker free. (Clinkers form easier in some types of coal and can prevent efficient burning and other problems in the firebox.) We also learned from these two that the fireman is responsible for checking and maintaining the boiler water level and making sure the fire is well maintained, both of which are harder than one would expect.

As an aside, my five classmates had varying experience with steam locomotives and came from all types of backgrounds: two doctors, one guitar maker, one Amtrak engineer, one geologist and myself. It was no more or no less easy for any of us to run these beasts. In-cab experience was everything and something none of us had.

After a great lunch at the Boxcar Café (the new placement for Carlotta's across from the Chama yards; highly recommended), we split into groups of two for

our initial orientation: making up the train we were to use for our runs on Tuesday. Each group had about an hour in the cab, Jeff Stebbins doing the honors at the throttle while Ronnie Lopez patiently taught us the basics of being a fireman, one at a time.

The first job of the fireman when he climbs into the cab is water, water, water. If there's no water have - or will get very soon - a huge problem. The water gauges and angle cocks on the boiler backhead must be checked and verified for the water level in the boiler. If needed, an appliance called an injector is used which blasts tender water into the pressurized boiler. This item, we learned, had to be handled with some subtlety and finesse to work correctly but, once mastered, it was one of the easier lessons.

After checking the water, a look at the boiler pressure is next. If the pressure is down an adjustment inside the firebox is in order, usually adding more coal, with more subtleties here. When you open the firebox door you must look for empty spots in the fire and try to fill them. This is where experience in shoveling snow might come in handy, since the firebox grate on which the coal burns measures about five feet wide by ten feet deep. The area close to the doors is easy, but getting a shovel-full all the way to the front - well, it's a long way. To make matters worse, the access door into the firebox is about 24 inches long by 18 inches high, and sometimes a shovel-full of coal just doesn't make it in cleanly. If Ronnie and Jeff were laughing to themselves it wasn't obvious.

Tuesday, Aug 17th, C&TS K-36 #487

The plan for today was to make six trips up the hill to just short of the Lobato trestle which had been damaged by a fire in late June, about 4 miles. A bit of a disappointment not to get to fire all the way to the top of Cumbres pass on a 4% grade but probably better on one's back that way. We were again split into teams of two but this time when we showed up at the cab for our turn one of us was ushered into the engineer's seat (!). In other words, we were now responsible for both jobs; halfway up the hill we switched jobs. As fireman, after checking the water level and firebox needs, you are also responsible for controlling the air-actuated bell when leaving the yards. Throwing coal into the firebox became a bit easier with more practice. It was more obvious why they designed most larger fireboxes angled downward toward the front - that way the coal would be assisted by gravity and migrate in that direction under the vibration of the engine.

Changing jobs into the engineer's seat was rather daunting to the uninitiated. Here is 187,000 lbs of locomotive which you need to control with brakes, the Johnson bar and the throttle. First, there are two different brake types to worry about - independent (engine) brake and the train brake - and you really use them both at various points. To move forward, the Johnson bar (the Chama guys actually used this term rather than "reverser") is pushed forward. The bar in these particular engines doesn't move very easily so it required leg power, too, to get it to move. The "notch" the Johnson bar is placed into is reflective of what grade you're on and how warm the cylinders are. Then the brakes are released (now let's see, was that moving the lever forward or backward?) and you bring the throttle back towards you. But it's not quite that simple. After giving the throttle a little nudge you need to back it off again to let the steam which was admitted into the cylinders do some work. Otherwise the drivers will slip from having too much power too soon, and yes - it's easy to do. A lot to think about and absorb in a short amount of time, but it's one heck of a lot of fun!

A word needs to be said of the superb team teaching of Lopez and Stebbins. They both showed a high degree of patience and good humor throughout this entire three-day class. They obviously knew their subject thoroughly and projected their love of it to all of us.

Wed. Aug 18th. C&TS K-36 #484

Today brought an unplanned special treat to all in the class. We met for rolls and coffee at the Chama depot and then were transported to Antonito by bus so that we could take turns on a tie train (flats loaded with ties) to Osier and back. This was to be a real work train which was to assist the track crew by dumping ties off at various locations on the way to lunch at Osier.

Once again we split into twos and planned out our one hour in the cab in each direction, alternating between fireman and engineer. Taking the train out on the flats west of Antonito was a real thrill - doing about 25 mph (fast for a K-36) and watching the engine sway side-to-side on the track. Jeff had been encouraging us to feel the engine so as the grade increased and she started to slow we needed to open the throttle. The fireman, in turn, had to pay more attention as the need for more steam increased, also.

The run uphill in either the fireman or engineer position in the cab was fairly uneventful. Not so when we started downhill. The track on the first leg back goes slightly up and down so that control of the train becomes a bit of a dance between using the throttle and the brakes - or letting the engine simply drift downhill. Each function alone was fairly straightforward. On the uphills the throttle is used with the Johnson Bar in the "company notch". (The "company notch" is so designated because you are using the expansion capability of the steam to do the work. This increases the engine efficiency and, thus, keeps the company management happier.) When drifting the Johnson Bar is pushed forward with the throttle off and you then apply the brakes in little bursts to control speed.

The real problem becomes the switch between the two situations, that is, when the train is drifting the cars bunch up into each other. As the grade changes to uphill the cars must be played out using a little train brake action along with opening the throttle. And this needs to be done so that the wine doesn't spill in the Parlor Car at the back. Not such a subtle thing to master.

One thing which really helps this situation is they know the railroad really well. Like Ronnie and Jeff you come to know each curve and uphill so you can anticipate the needed actions. It doesn't make it any easier to do - just more predictable.

Conclusion

This "class" was everything I expected it to be. It was very well organized and thought out, all the way down to refreshments and water at the appropriate times. It was the thrill of a lifetime to be in the cab of that powerful engine getting dirty and sooty, although I was a bit disappointed that my overalls were still relatively clean after the three days.

And the biggest thrill? It had to be pulling the cord overhead, signaling for each grade crossing and track warning, and trying my hand at twilling that powerful whistle up and down the track. Wow!

~ by Rob Lenicheck



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

4421 McLeod Rd NE, Suite F
Albuquerque, NM 87109

RETURN SERVICE REQUESTED

Non-Profit
Organization
U.S. Postage
PAID
Albuquerque, NM
Permit No.1710



D&RGW #463 passes the Ridgway, CO Depot with a freight train. Photo credit: CA State Railroad Museum, Richard B. Jackson July 2, 1940 Ridgway, CO. Photo from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs, Friends of the Cumbres & Toltec Scenic Railroad, Inc.