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C&TS DISPATCH

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**The CRF: A Fitting Memorial to Ed Lowrance
A Comprehensive Fire Plan on the C&TS
Sessions C and D Restoration Project Reports
Looking Back: More Memories from Friends
2019 Work Session Schedule is Here!
...and more!**



C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 31, No. 3 Fall, 2018

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C&TS DISPATCH

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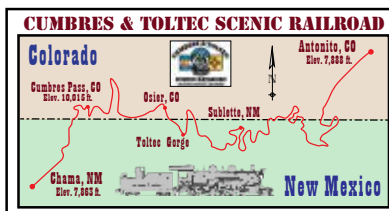
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned jointly by the States of 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 Association of Tourist Railroads and Railway Museums (ATRRM). Family membership in the Friends is \$35.00 per year; outside the USA membership is \$50.00. All contributions are fully tax deductible and will be gratefully accepted. For information, please write us in Albuquerque at the *Friends of the Cumbres & Toltec Scenic Railroad, Inc.*, 4421 McLeod Rd. NE, Suite F, Albuquerque, NM, 87109, or call us at (505) 880-1311.



Denver & Rio Grande Railway: 1880-1886
Denver & Rio Grande Railroad: 1886-1921
Denver & Rio Grande Western Railroad: 1921-1970
Cumbres & Toltec Scenic Railroad: 1970-today

The Cumbres & Toltec Scenic Railroad is both a National Historic Landmark and a State Registered Historic Site.

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President's FORUM



The CRF: A Fitting Memorial to Ed Lowrance

On Wednesday, June 27, 2018, Valley Lowrance and Friends members gathered in Antonito to officially dedicate the Ed Lowrance Car Restoration Facility. Ed passed away on November 4, 2017, and was

Friends in January 2005, I rode with Ed from Chama to Antonito in a white-out snowstorm to look at the CRF. At that time, it had just been erected and was still basically a shell. Standing there inside that cold steel structure, I couldn't have imagined what the facility would become.

The project, begun several years earlier, had stalled. Although he was initially against the CRF, Ed took over the project. In the end, Ed not only took on the responsibility of completing the project, he embraced it!

In typical Ed fashion, he asked for money for the next stage of improvements of this brand new building. It needed tracks and a concrete floor, as well as a connecting track to the C&TS balloon track in the Antonito yard.

We found the money and when Ed asked for volunteers to work on this



John Engs and Tim Tennant share the plaque honoring Ed Lowrance with Valley Lowrance, June 27, 2018. The plaque now hangs in the CRF.

Photos: Friends Chronicling Team, unless otherwise noted

the driving force behind the CRF. One could say that it was the house that Ed built! It's a fitting tribute to a very special man. Please allow me to share some of my recollections and a little history.

When I first arrived in my position as President and CEO of the

first major project associated with the CRF, they showed up. In short order, our members laid the railroad tracks and poured the concrete floor. What a huge first improvement a floor and tracks can make! With the addition of electrical service, we had lights!

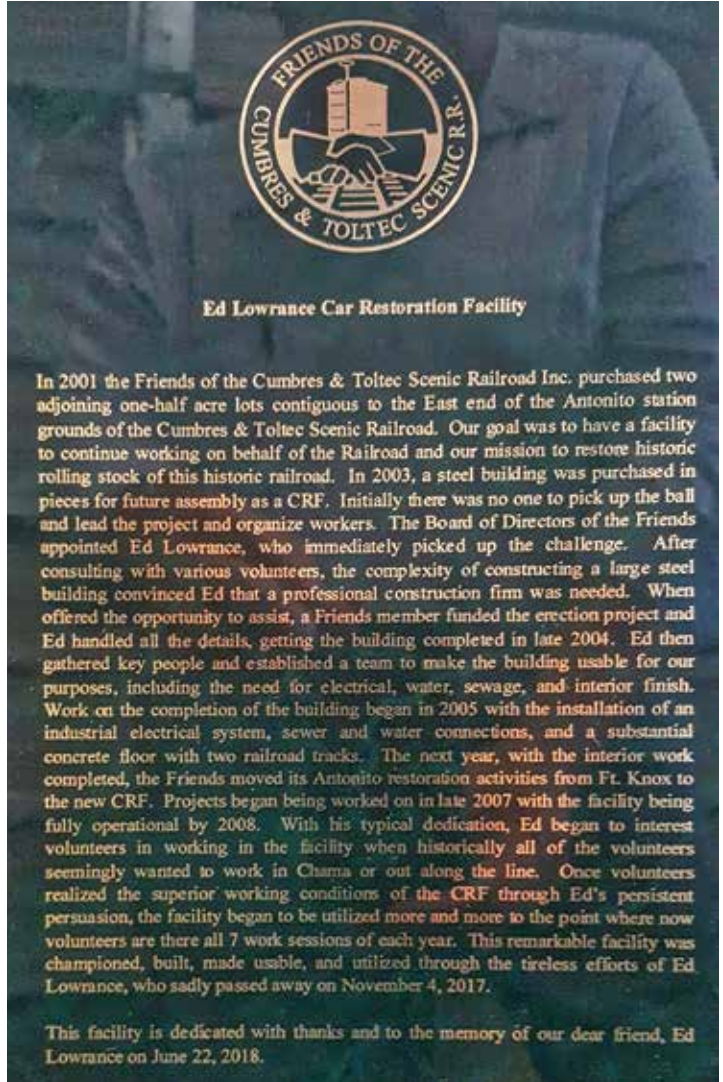
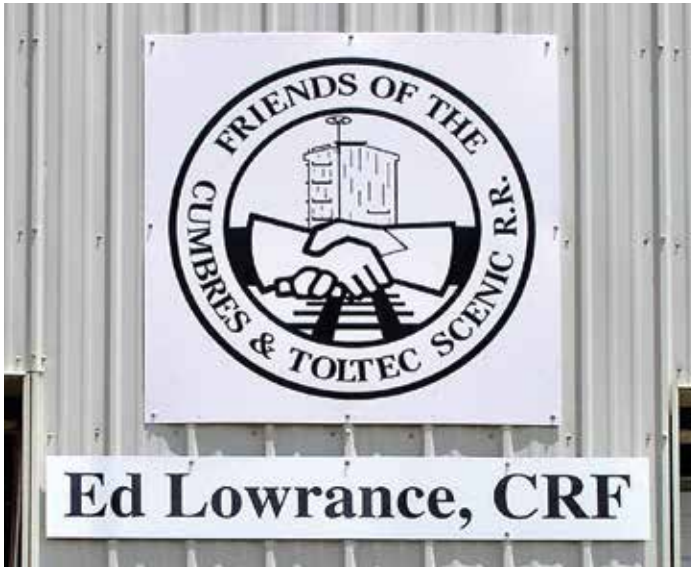
As improvements continued, Ed would



On the Cover:

Chris Trunk and Randy Worwag continued the restoration of GRAMPS Tank Car 11050 in the *Ed Lowrance Car Repair Facility* in Antonito during Session D. On the cover, Chris is preparing the heavy casting that makes up the coupler and drawbar pocket for installation on the car later in the summer. See report on Page 10.

Photo by Chris James



provide progress reports at our Board Meetings, then ask for more money. Ed was always the first to acknowledge that he wasn't bashful about asking for money. If our Development Committee found the funds, Ed would spend them.

Tool space, a bathroom/shower and a kitchen area were added, and the Car Restoration Facility really began to look like something. Ed continued sharing pictures and progress reports, always beaming from ear to ear. We began to have space issues, so the Friends bought used shipping containers for storage.

times I wondered if the organization was sinking money into an asset that wasn't going to be utilized to the desired extent.

It was decided to promote and market the facility to the membership; put some projects in the CRF that were appealing and somewhat long term to take advantage of the enclosed structure. We began to highlight the advantages of the facility; it was certainly much nicer to be inside than dealing with the elements of Antonito and Chama on a windy and blustery day.

Ed, along with Projects Co-Chair John Eng, forged ahead. Work sessions "A" and "B" that were heavily slanted towards Antonito and the CRF began to gain a following. Some great projects were scheduled and it was drawing members to work!

With this success came more challenges for the space available within the structure and the effort to maintain a safe work environment. Ed, John and the Projects Committee proposed to knock out part of the north wall and make a tool room/storage area. The addition was completed this

year; it was the last CRF-related item that Ed had a hand in.

While this has been a somewhat condensed recap of Ed's accomplishments, I feel honored to retrace some of the steps, challenges and actions that Ed faced during that thirteen-year journey. How can we not look back as we dedicate what has become a truly astounding asset for the Friends of the Cumbres & Toltec?

Ed will always be remembered as a warm, compassionate and hardworking Member and Board Member of the Friends. I always smiled at his sense of humor and appreciated the many times he listened when I called. Ed, you are missed but I can say that we are all better off for having known you.

Tim Tennant



Photo: Mark Valerius

Ed Lowrance helps build the CRF in 2005.

As the building began to take shape, we began scheduling regular work sessions. Initially the attendance in Antonito wasn't what you would call robust. At that time, a large percentage of the membership just wanted to work in the Chama yards. Ed and I would talk about the issue and at



C&TS Friends Telegraph: *TIME*TABLE



FRIENDS 2019 RESTORATION WORK SESSION SCHEDULE ANNOUNCED!

Get out your calenders and mark down these dates! You may think that the 2018 Restoration Work Session Season just ended, but that means the 2019 Season is just around the corner! Skilled, amateur or just plain interested in helping, there's a place for *you* this summer in Chama, Antonito or along the right-of-way. So grab your gloves and a hard hat and head for the C&TS!

The 2019 work schedule is as follows:

- Session A 5/20 thru 5/24
- Session B 5/27 thru 5/31
- Session C 6/17 thru 6/21
- Session D 6/24 thru 6/28
- Session E 7/29 thru 8/2
- Session F 8/5 thru 8/9
- Session G 9/23 thru 9/27

Additional "Special Sessions" may also be announced.

To learn more, visit

<https://www.cumbrestoltec.org/volunteer.html>

BUT WAIT! THERE'S MORE!

Fall Friends Member Banquet

Friday, October 19th, Golden, Colorado

- Place: Table Mountain Inn
1310 Washington Avenue
- Time: 6:00 PM Cocktails-Cash Bar
7:00 PM Dinner
8:00 PM Program
- Cost: \$45/person

Join us for our fall banquet in Golden, Colorado! What a great way to wrap up our 30th Anniversary year. Our buffet dinner will consist of mixed field green salad, chicken breasts with chipotle BBQ sauce, Mesa BBQ pork ribs, grilled seasonal vegetables, sour cream mashed potatoes and peach cobbler for dessert. Our guest speaker for the evening will be Steve Patterson, with a program about the Fred Harvey Houses.

On **Saturday, October 20, 2018**, a group ride has been arranged at the **Georgetown Loop Railroad**. There are 60 parlor car seats available and the cost is \$30/person which includes the Lebanon Mine Tour.

Call our Albuquerque Office at 505-880-1311 to make a banquet and/or Georgetown Loop reservation.



Friends Volunteers, Work Session D, June 25, 2018

Photo: Chris James

Requirements and fees for volunteer work:

- You must be a current member of the Friends.
- Session registration: \$20.00 for each session.
- Lunches: \$30.00 per session (or \$7/day).
- You must have personal health and accident insurance.
- There is an additional \$15.00 charge per year for supplemental insurance through the Friends.



C&TS Friends Telegraph: *NEWS*

FEASIBILITY STUDY FOR CHAMA CRF

What does the future hold for the Friends' Mission in Chama?

Chama Car Repair Facility Feasibility Study

The Board of Directors will establish, through the Project Committee, a select team to study the feasibility of a Chama Car Repair Facility. Included in their work will be a review of potential designs, locations, costs and utilization estimates. In addition, a thorough evaluation of the pros and cons of such a structure will be conducted. The results of this work will be presented to the Board.

Chama Needs Assessment

In conjunction with the feasibility study, the Board will be evaluating the future needs of the organization at Chama to establish actions necessary to successfully accomplish our overall mission as it applies to that location.





C&TS Friends Telegraph: *News*

THE 2019 FRIENDS CALENDAR IS HERE!



Enjoy the sights along the Cumbres & Toltec Scenic Railroad all year long with the calendar that features photographs taken by our members. Thirteen full-page photos and another twenty-four smaller images: thirty-seven beautiful photos in all!



Banquet at the Summit: A 10,022-Foot Feast!



The Friends' 30th Anniversary festivities continued this summer with a splendid banquet on June 22nd at the Pavilion on the summit of Cumbres Pass. While the original plan was to ride the train from Chama to the banquet and return, the summer's high fire danger meant that our train had to ascend the Pass in the morning when it was cooler and less risky. It waited for us on the Wye and we were bussed up the pass to the banquet; a bit disappointing but there was still a great train ride home in the cool evening air.



154 Friends and their guests enjoyed the banquet along with anniversary praise and congratulations from Bill Lock, Tim Tennant, John Engs, and C&TS Commissioners Dan Love, Dick Cowles, and Billy Elbrock. Even with the unplanned ride via motor coach, all agreed it was an evening to remember.

With photographs by Friends members:

Don Atkinson Paul Davenport Jerry Day Sharon Evans
 Larry Gibson Jim Gross Robert Hayes Clive Hepworth
 Christopher James Peter T. Jolly Blayne May Barry Morris
 Guy Frederick Morton Robert Reid Dan Ryerson
 Patricia Sallen Paul Swanson Kim Todd

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FIRE!



It helps produce the steam that powers the locomotives. It heats the forge in the Engine House shop. It boils the coffee back in the caboose. Fire is also a threat to the overall operation of any railroad operating coal-fired locomotives. In forest, sagebrush or dry grass, sparks and cinders from a working locomotive can start small fires that, without immediate suppression, can quickly turn into very large fires if the conditions are critical.

During the summer of 2018, the conditions *were* critical. While wet and dry years in northern New Mexico and southern Colorado are always unpredictable, 2018 yielded one of the driest summers on record. Lack of moisture stressed the forests to the breaking point. Coupled with trees killed by spruce budworms and bark beetles or felled by wind, the San Juan Mountains and environs became a tinderbox, waiting for a spark from any source—an unattended campfire, a chain saw, a careless cigarette or a hot cinder from a steam locomotive—to erupt into a major conflagration.

It has happened here in the past. Forest Service climate records show that 1879-1880 was probably as dry and hazardous as 2018. In 1879, “railroaders,” perhaps a D&RG survey crew lining the San Juan Extension built the following year, started the “Osier Burn” that consumed 30,000 acres between Osier and the border with New Mexico Territory.

Such was the situation along the Cumbres & Toltec Scenic Railroad during the summer of 2018. As was evidenced on the Durango & Silverton, a major fire can be catastrophic to a railroad’s operation. While the source and ignition point of La Plata County’s 416 Fire remains unknown, the resulting 54,000 acre fire shut down the D&S for 41 days. Not long after the line reopened, torrential rains poured down on the now-barren slopes. Walls of mud inundated the tracks and portions of the roadbed were washed away.

On the Cumbres & Toltec, less than 100 air-miles east of the D&S, there was an unspoken question:

Can that happen here?

The answer is yes. The Railroad was shut down for five weeks in 2002 due to extreme fire conditions. Low humidity, high temperatures, high winds and lots of potential fuel could make today’s fire conditions just as critical a “Red Flag Day” as in 2002 or north of Durango last June. But thanks to a concerted effort by three different organizations, each with a vested interest in the operation of the C&TS and the protection of the surrounding forests, the risk of closure or fire is reduced. The Cumbres & Toltec Scenic Railroad, the Friends of the C&TS and the U.S. Forest Service work together to keep the forest—and the Railroad—safe from fire and its aftermath. Closure, either for a day or six weeks, is still possible when conditions are beyond anyone’s control. Monitoring the conditions that can be controlled and applying preventative measures substantially reduces that risk.

The Railroad

Passengers traveling on the C&TS have probably noticed the small vehicle trailing behind the train in places like Whiplash Curve and Windy Point. “What is that?” they ask, and the on-board docent explains the need for a means of fire suppression around steam locomotives. But the Railroad does much more than follow the train with a “speeder.”

By Christopher James

The Railroad has a complete “*Operations Fire Mitigation Plan*,” a point-by-point summary of the procedures the Railroad follows for fire prevention and suppression, as well as additional resources available in the event of a fire occurring along the line. The plan, says C&TS President John Bush, governs the daily operation of the Railroad throughout the season, not just during high-risk “Red Flag” days.

Many of these prevention requirements are tasks that the average passenger—or even a Friends member—might not consider. These prevention guidelines, including the installation of eight-plus feet of crushed-rock ballast over the entire length of the right-of-way, spraying this ballast zone annually to prevent weed growth and prohibiting any smoking at any time on any train, are obvious measures but perhaps overlooked by non-railroaders.

On the Chama side of Cumbres Pass where locomotives struggle up the 4% grade to the summit, not one but two Fire Patrol “speeder” motor cars follow the train, the first about one minute behind the train, the second two-to-three minutes behind the first. Each speeder carries a 250-gallon water tank and pump, fifty feet of hose, chain saws and fire fighting tools. If the conditions are serious, two employees travel in each motor car. The brakeman on the rear platform of each train also watches for smoke or flame and can radio back to the Fire Patrols. All Fire Patrol, MOW, Operating and Mechanical employees have New Mexico State Forestry fire suppression training, updated annually. At the height of the recent fire season, Railroad employees from the yard and the shops were pressed into service, riding “shotgun” with the Fire Patrols, manning the fire trucks or other tasks related to fire prevention.

If the fire conditions are high, one or more C&TS fire trucks monitor the train as it ascends to the Pass. The “brush truck,” with a pump, hose and 257 gallons of water, follows the train as it parallels Highway 17 up the pass. If needed, “Moose,” the railroad’s huge 6x6 fire pumper truck with off-road capability and equipped with over 1,500 gallons of water, can be pre-positioned at locations along the highway.

The designated Fire Marshall, C&TS President John Bush, is in radio contact with the Chama train dispatcher, the fire trucks and the Fire Patrol crews. The Fire Marshall may



Engineer-Fireman Tracy Caraway washes the loaded coal at the Chama tank to remove “fines” that would increase the likelihood of cinders. Photo: Jerry Day

“During the 2018 operating season... only eight or ten small fires were started; all but three were contained to the size of a hub cap.”—John Bush

also drive Highway 17 following the train, keeping in touch with the crews on the line to coordinate all of this activity.

The C&TS locomotives themselves also “participate” in the fire mitigation process. Each of the locomotives is equipped with a “cyclone” cinder catcher in their smoke box made up of a number of angled plates that throw the cinders against the walls and baffles, breaking up the cinders. There are additional cinder screen “bonnets” on the smoke stack, and screens on the air inlets to the fireboxes, each with 3/16-inch slotted openings that can trap most cinders.

Each morning, after coal is loaded into the tender, the coal is washed at the Chama tank to rid it of dirt and “fines” that are potential cinder makers. Each locomotive is also equipped with a fifty-foot hose that can pump up to 5,000 gallons of tender-water onto a fire if required.

The makeup and timing of the eastbound train is also a factor. While many assume that a double-headed train ascending the pass would double the risk of fire, the opposite is actually true. Two locomotives working in tandem pose less risk; neither is working as hard. They put out less exhaust and fewer possible cinders. Additionally, a train climbing the pass



A “cyclone” cinder catcher in each smoke box breaks up large cinders before they can escape. “Bonnets” on the stack capture smaller cinders. Photo: John Bush



A doubleheader climbs the pass in the Fall of 2017. Because of the assistance from 489, Lead Locomotive 484 doesn’t need to work as hard and thus puts out fewer cinders. There is a “bonnet” on the stacks on both locomotives. Photo: Chris James



(L) Julian Martinez and his Fire Patrol speeder prepare to follow the train. (R) "Moose," the C&TS 6x6 fire truck, stands ready on Highway 17 below Cumbres Pass.



Photos: Chris James

of an SUV," and was quickly extinguished. Says Bush, "the Railroad's 2018 fire suppression performance was far better than in past years."

In addition to the Railroad's efforts, the Volunteer Fire Departments from Tierra Amarilla, Chama, Rancho del Oso Pardo and Antonito have all agreed to send equipment

and personnel as needed, as well as the Colorado and New Mexico Forestry Departments and the U.S. Forest Service.

The Friends of the C&TS

Another line of defense is the Friends' Tree and Brush Crew that coordinates with the Railroad each summer to keep the trees, bushes and weeds under control and a safe distance from the track. The crew, often led by Friends member Paul Davenport, is generally made up of four-to-five Friends volunteers who have worked together as a team for many years. They begin each season with discussion of the requirements, conditions and restraints along the right-of-way, along with the tools, resources and support that need to be provided and coordinated by the Friends and the Railroad.

The crew can access the right-of-way at numerous points, either on foot, by vehicle or dropped off by a Railroad speeder. The crew generally alternates between the east- and west-ends of the Railroad and travels equipped with chain saws, pole saws, bow saws, branch loppers, shovels and—just in case—fire extinguishers and fire fighting equipment. Because of their remote location, the crew also carries two-way radios to connect with the Railroad Dispatcher as well as each other, along with first aid kits, a portable AED defibrillator and water and a hardy lunch provided by the Friends' kitchen staff in Chama or Antonito.

in the cool air of the morning has less risk of starting a fire than one on a hot afternoon. In June, the 30th Anniversary Dinner Train was scheduled to carry Friends up the pass at 5 PM. Instead it was sent to Cumbres in the morning, empty, with motor coaches carrying the dinner guests up the pass for dinner. The train returned the Friends to Chama in the cool of the evening, disappointing, perhaps, but necessary for safety.

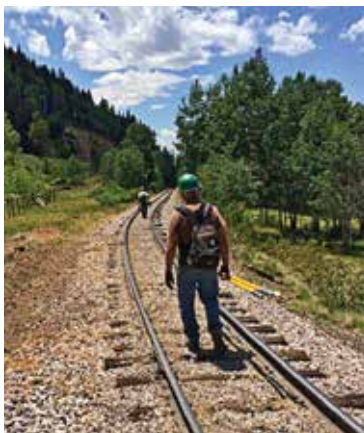
Each morning, the Dispatcher monitors the weather prior to departure and relays the actual or projected conditions that could exceed the limits of that day's operation. President John Bush has the authority to delay or cancel departures if necessary.

But what if there is a fire?

The first patrol speeder following the train assesses the fire situation and engages or suppresses the fire. When the fire is out, the first patrol returns to position behind the train and the second speeder "mops up," insuring the fire is totally extinguished. It then returns to its second-place location. If the fire isn't out by the time the second crew arrives, the first-place crew continues to monitor the train and the second crew extinguishes the fire and other resources are called in if necessary. If needed, both fire trucks can travel off-road to assist the crew. A second locomotive, always steamed up and ready in Chama, can be dispatched from the yard specifically for fire fighting as well with its 5,000 gallons of tender water.

The water tanks along the railroad can also be used to refill the Fire Patrol speeders, and water tank cars can be placed on sidings along the line.

John Bush states that during the 2018 operating season, with the Railroad's "Operations Fire Mitigation Plan" in place, only "eight or ten" small fires were started and "all but three were contained to the size of a hub cap." The largest was "no larger than the footprint



The Friends' Tree and Brush Crew heads toward The Narrows for a day of work. A well-ballasted ROW reduces the risks of cinders dropped directly from the locomotive. Photo: Alan Green



With a pole saw, the crew creates adequate set-back of the branches, not only to lessen the risk of fire but also to keep the branches out of reach of curious passengers. Photo: Ron Hassell

The crew cuts and trims all bushes and trees within 15 feet of the ROW, seven feet beyond the eight-foot ballast line mandated by the Railroad. Logs and cut slash are stacked near the cutting locations for removal by a work train. The debris is hauled to Chama where a crew of Friends and Railroad personnel, along with personnel and a chipper provided gratis by the Northern Rio Arriba Electric Cooperative, shred the waste.

The C&TS has neither the personnel nor resources to patrol and maintain the vegetation along all 64 miles of track. Like restoring boxcars and painting structures, this task falls on the Friends.

The importance of the Friends' Tree and Brush Clearing Crew cannot be over-emphasized. Unlike the "big railroads," the C&TS has neither the personnel nor the resources to patrol and maintain the vegetation along all 64 miles of track. Like restoring boxcars and painting structures, this task falls on the Friends.



Safety is paramount when working in a remote location with a chain saw. First aid kits, an AED defibrillator, safety gear and supervision are as important as the tools. Photo: Paul Davenport

Moreover, the Tree and Brush Crew are the "eyes on the ground" team that can spot needed work and report back to the Railroad. That "needed work" may go beyond trees and brush to spotting potential problems along the ROW and, if needed, spotting smoldering fires and assisting the fire crews. Because they are in contact with the Dispatcher, they can report a problem instantly without waiting for the end of the day to make their report.

The U.S. Forest Service

Ultimately, the U.S. Forest Service determines whether or not the Railroad is allowed to operate through Forest administered land. The line runs through both the Rio Grande National Forest in Colorado and the Carson National Forest in New Mexico. The Forests are billed as "The Land of Many Uses," and locally, some of those uses include the scenic, rec-

reational and historical preservation activities of the C&TS. The Forest Service and the Cumbres and Toltec have been good partners over the years, working together through many opportunities and challenges.

Unlike ski areas and other users of the forest, the C&TS doesn't need a special use permit for normal operations as the Railroad holds a right-of-way that confers all rights of easement. Thus, the C&TS "has the right to conduct... the routine operation and maintenance of the railroad." However, the Forest Service can still take "reasonable actions to protect Forest Service interests." These "reasonable actions" may include restricting the operation of coal-burning steam locomotives should the wind, weather, humidity and forest fuels combine to make such operation hazardous. These conditions can vary and are reflected in the Forest Service's response with Fire Restrictions.

Generally, "Stage 1 Fire Restrictions" only allow campfires in fire rings in designated campgrounds. Stage 2 raises the restrictions to no open fires, allowing only propane or gas camping appliances, "something with a valve that can be turned off." Stage 3 closes the Forest to all uses, including the possible suspension of the Railroad's operation. During the 416 Fire in the San Juan National Forest, Stage 3 restrictions closed down the Durango & Silverton.

The deciding factors for these three stages can vary by jurisdiction and may be modified by how adjacent Forests and forest users, from campers and loggers to fishermen and steam railroads, are responding to the threat. Ultimately the Forest Supervisor, with advice from each Forest's Fire Management Officer and others, make the decision of which Stage—1, 2, or 3 or some variable of those restrictions—should be applied.

While restriction in the Rio Grande National Forest went no higher than Stage 2 in 2018, the Carson National Forest entered Stage 3. Because of the Railroad's proactive actions of fire mitigation and the close cooperation between the Railroad, the Forest Service and the Friends' Tree and Brush Crew, the risk of fire, while certainly not eliminated, was substantially reduced. With that risk reduction, both National Forests gave the Cumbres & Toltec letters of exemption, allowing the Railroad to operate throughout a Stage 3 threat with no interruption of daily service.

Given the warming climate, there is no guarantee that a Stage 3 restriction in either Forest won't happen again in the future. If the Forest Service feels that shutting down the Railroad is needed to protect the Forest's interests, they can still require the C&TS to cease operation.

When viewed as a whole, the goals for the Railroad, the Friends and the Forest Service are the same: protect the forest resources and insure that closing the Cumbres & Toltec Scenic Railroad for fire prevention doesn't happen except under the most extreme conditions.

Together, we all stay vigilant so that the only fires on the C&TS are the fires under the boilers. 🐼

This story was prepared with the assistance of John Bush, President of the C&TS, Friends member Paul Davenport and staff of the Rio Grande National Forest, including District Ranger Andrea Jones and Public Affairs Specialist Mike Blakeman, and Jeremy Marshall, District Ranger at Carson National Forest. Thank you! Chris James—Editor, C&TS Dispatch

HISTORIC PRESERVATION ON THE C&TS, 2018

SESSION C (JUNE 18-22) AND SESSION D (JUNE 25-29)

Photos by Norma Cerda, Jim Gross, Paul Davidson, Chris James, Dave Jenkins, John Lock, and the Friends' C and D Chroicling Teams: Cindie Deasey, Gerald Hook, Steven March, Michael Mee and Tim Smith. Photos are shown when available. Reports are based on Team Leader submissions to FIDO and volunteer assignment lists. The Editor regrets any errors in content.

ANTONITO, COLORADO: ED LOWRANCE CRF

Proj. 1197: Construct Period Trucks for Passenger Coaches, Sessions C and D

Russ Hanscom led the team of Fuzzy Anstine, Bill Kepner, Mike O'Nele and Ian Kelly. The focus of Sessions C and D was the completion of the trucks for RPO 053.



Wheel sets were installed on one of two sets of 053 trucks. Pedestal straps were welded and drilled, and spring planks were installed on

one truck which required a 12-ton jack. Shop-made spring compressors were created to compress the springs to a 7½-inch height for installation. Spring clamps were created to replace missing or broken parts

Safety chains, pedestal straps and leaf springs were created and installed

along with the flying bolsters. Brake beams had clevises hot riveted into place.



The trucks are nearing completion and are practically works of art!

Proj. 1295: Rebuild MOW Bunk Car, D&RGW 04258 /RGS 1714, Sessions C and D



Rio Grande MOW Bunk Car 04258 leads a dual life, as it is also painted as Rio Grande Southern Bunk Car 1714. **Chuck Dueker** and Bill McCartin, with assistance of others as necessary, removed the stove and benches, replaced the wood flooring with plywood, and added LED ceiling lights and 120 v. outlets, one with a USB charging port, (all equipment that would not normally be found in a D&RGW bunk car).

Due to mismatched paint, the interior of the car will probably need repainting in the future. Final vinyl flooring was not installed due to lack of materials. Chuck says, "The project will have to be continued at a later date."

Proj. 1246: Restore UTLX Tank Car 11050, Session D

Chris Trunk and Randy Worwag spent Session D working on the B-end coupler assembly of GRAMPS Tank Car 11050. The temporary coupler was removed and a new yoke was test-fit into the coupler pocket. To support the yoke, two new carry irons were fabricated, and the B-end follower block was machined to fit the coupler pocket. New couplers were acquired on special order for \$2,500 and will be installed later in the season.



Proj. 1317: Reconstruct Drop Bottom Gondola 731, Session D

Said team leader **Bill Pratt**, “This car turned out to be in much worse condition than I anticipated,” as most of the wood was either rotten or severely cracked. The car needed to be stripped down to a bare frame by team members Bob Osborn, Lee and Randy Parks and Les Pratt, a process that ended up taking most of Session D.

They also had to contend with a small fire started by torching bolt heads on the inboard brake beam hangers. The fire was extinguished but it will require some replacement beam material. Safety first!



Proj. 1329: Repair Spring Boxes used to Fill Railroad Water Tanks, Session D

The water tanks and standpipes at Cresco, Cumbres and Los Pinos are fed by springs. The Railroad requested repair of the spring boxes during Session D. After inspection and planning by Railroad personnel, **Emmanuel Lopez**, Fred Kuhns and Cletus Wander pre-cut all the materials supplied by the Railroad; railroad ties for frame and 3x12 lumber for the cover. Roofing felt, rolled roofing material and mortar were obtained through the Friends.

The springs are generally some distance from the track (the Cumbres spring is ½-mile from the standpipe), located on either forest or private land and are kept hidden to prevent vandalism.

The pre-cut materials were transported to each location by ATV. At each of the sites, the interior of the spring box was cleaned and care was taken to not let dirt and debris into the collection pipe. The ties were set in place and each box received a new cover. The ties and cover were then covered with roofing felt.

It was also important to clean up the site and leave it in pristine condition and “not leave a trail for others to follow.”



**LOOKING BACK:
27 YEARS OF MOW
WORK SESSIONS**

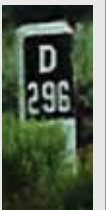


My first work session was August of 1991. I found out about the Friends’ work sessions a year earlier while on vacation at the Grand Canyon. The steam train arrived at the station that day. After the passengers left for the canyon, I started talking to the engineer and he told me about the Friends’ work sessions in Chama. I visited Chama that year, but as it turned out I had missed the work session by a week.

The next year I was able to work with Cal Smith (team leader) on the Milepost and Whistle Board Maintenance (MOW) team with Wade Hall, Jim Smith, Pete Smith and Ed Walton.

One of the days we worked the line from MP 295 (Big Horn Section House site) to MP 300 (Big Horn) with a speeder. The speeder would drop off two-man teams at a milepost and move the next team up the line. When the train was coming, the speeder would head for Big Horn to get out of the way of the day train. A late afternoon storm with lightning came in while Wade and I were painting MP 297. All we could do was get below the track level and wait it out.

The speeder picked us up, wet and a little cold. On our way to Antonito in the rain, I snapped a photo of the old MP 296 milepost. Little did I know we would be using it and other early photos as historic references for milepost numbering styles.



The Railroad had set out Bunk Car 04407 next to the Engine House for the Friends to use. Roger Briggs and I stayed in the Bunk Car for the work session and used the showers in the Engine House.

I have been fortunate to have been able to work every year since then, taking over Cal’s position as MOW team leader in 1996.

— **Jim Gross, Camarillo, CA**

ALONG THE C&TS RIGHT-OF-WAY

Proj. 0750: Maintenance of Railroad Signage along Right-of-Way, Sessions C and D



The MOW sign crew spent two sessions working along the C&TS. **Mike Mahoney** supervised Session C along with Paul Davenport, John and Larry Ferrell and Terry Woolsey. The D Session included **John Mitchell** and Larry Marquess. Between the two sessions, the crews repainted and lettered the Yard Limit signs in Sublette and Big Horn. New number plates were installed at Big Horn as well. Minor work was done at Los Pinos, Lobato and Chama. In Session D, the crew touched up mileposts, highway crossing signs, and whistle boards at Osier, Cresco, Lobato and Antonito. Because the railroad speeders were in use for Fire Patrol, most of the travel was done by car, which cut down the amount of available time for work.

Proj. 0710: Trimming of Vegetation along Right of Way, Session D

Paul Davenport and his crew, Ron Hassell, Natalie Davenport, Ron Horejsi and Alan Green returned, as they do every year, to clear brush along the ROW. The crew devoted all five workdays to locations between Chama and Cumbres Pass, spending three days



clearing and trimming in the western half of The Narrows, an emphasis requested by the Railroad. Logs were piled near the tracks and slash was stacked near cutting locations for later removal. Slash piles were marked with pink flagging tape.



The two other workdays were focused on Cresco and sections of the line between the Chama yard and the river bridge and between Cresco and the Coxo highway crossing. During the week, a senior team member who is an expert feller began training a junior member on safe chainsaw use.

The team always carries fire fighting equipment with them, including shovels and a fire extinguisher for emergencies. (See pages 8 and 9.)



LAVA, COLORADO, PUMP HOUSE & TANK

Proj. 1177: Restore Lava Pump House Masonry, Sessions C and D

For Session C, **Jim Herron**, Tom McConnell, Bill Moore and Blayne May (C) and Chuck Dueker (D) erected scaffolding to the top of the chimney. Repointing the west wall and chimney

went slower than expected as much of the mortar was significantly deteriorated and was no longer an effective moisture barrier. Thus, more time was spent replacing the old mortar than planned. Still, they were able to complete all of the repointing except the upper midwest face of the chimney and the east face above the roof line. A significant amount of repointing was also done inside the structure.



OSIER, NEW MEXICO

Proj. 1288: Replacement of Two Deteriorating Flag Poles, Sessions C and D

Chuck Dueker, Sam Hauck, Bill McCartin and Tarry Rahne traveled to Osier to replace two weathered and worn flag poles. The pole bases were concreted into 36-inch deep 18-inch diameter cardboard Sonotube forms. After five days of curing, the poles were erected and the hardware installed. The paint was touched up and the flags were raised.



CUMBRES, COLORADO

Proj. 1005: Maintenance and Repair of Car Inspector's House and Cumbres Section House, Sessions C and D.

Up at the summit of Cumbres Pass, **Bob Conry**, Pete Dahlberg and Craig Ringgenberg (Session C), plus the addition of Ben Wight (Session D) continued the restoration of the Car Inspector's house.

Because of the complexity of the project, no work was done on the trackside Section House during Sessions C and D

Session work focused on reconstruction of the porch on the front entrance of the house with the installation of new footers and framing for the porch.



Additional work was done repairing and enclosing the back wall of the structure.



Inside the building, work on replacing the chimney continued. With the original chimney removed (and as many original bricks salvaged as possible), the crew made forms and prepared to pour a new foundation for the replacement chimney. This work is slated to continue in Sessions E and F.



According to Bob Conry, planning is underway for some major reconstruction work in 2019 and beyond to fully stabilize this historic piece of property.

CHAMA, NEW MEXICO

Proj. 0700: Landscaping around Chama Depot, Sessions C and D



Laurel Hoppes, Debby George, and Ruth and Ray Leskovich (Session B) and the two Beckys, **Becky Falk** and Becky Robbins (Session C) played an important role in Chama visitors' first impression of the yard. They pulled weeds through the garden areas, planted periwinkle, moved rocks and cleared dead wood around the picnic area, and weeded and improved the triangle area around the C&TS entry sign.

Proj. 1315: Repair Friends Paint Car 3686, Sessions C and D

The Paint Car, Box Car 3686, doesn't travel over the Railroad. It's one of a number of cars that live in the Chama yard as a combination of railroad realism and Friends storage.



3686 was in serious need of repair so during Session C and D the car was moved near the Wood Shop and the roof, letterboard, siding and internal structural members removed or inspected and replaced as needed.



The roof was rebuilt and a layer of ice shield rubber membrane was installed. The car's sill was reinforced with 3/8-inch thick steel plate and both sliding doors were rebuilt using the original hardware.



Session C crew: **Don Atkinson**, Ron Schaefer, Werner Kroebig, Bill Hobbs, George Trever; Session D: **Dan Atkinson**, Werner Kroebig, Chuck Stokke, Rick Meissner, Robert Goin, and Roy Lorenz.



LOOKING BACK: A PORTAL INTO THE EARLY 20TH CENTURY



I arrived in Chama in August 1989, not knowing what to expect.

It was like walking through a portal into the early 20th century. Added to that was a special treat: three former Rio Grande carmen, John Carson, Hawley Seeley and Harry Babcock, came down to Chama to provide “technical assistance” to the volunteers. Our crew was a combination of the carpentry and car repair crews. This allowed everyone to benefit from the collective wisdom and instruction from the “pros.” They were a wealth of information on how to do car work and perhaps more importantly, why things were done in a certain way. It was clear all three not only knew a tremendous amount, but also cared deeply for the history this equipment represented. Under their guidance, we installed a new deck and roof on the OP derrick, stripped the boom-tender down to repair the sills, learned how to “scab” new timbers to the existing ones, and how to completely replace one of the heavy timber end sills.

When you work on rail cars or railroad structures, there is little call for finesse. You need to bring the biggest wrench, heaviest hammer and strongest pry bar you own. My 16 oz. claw hammer wasn't up to driving large spikes and I traded it for a hand sledge. I still seemed to bend as many spikes as I managed to drive straight. At one point, as I prepared to really wail on a spike with the sledge, Harry stepped back and announced everyone should take cover; he knew that spike was about to go flying!

The following year and continuing for ten seasons, my dad, Gordon, would travel out from Ohio and we would spend a glorious week together “working on the railroad.” He would work in the tool car, while I helped out on projects. Dad passed away in 2004 and demands of my work made my participation sporadic for a while. Now retired, I no longer have an excuse! I look forward to resuming active support with the Friends.

— **Blake Forbes, Albuquerque, NM**

Proj. 0730: Car Lettering, Sessions C and D

Accurate lettering of the repaired and painted rolling stock is a vital part of historic restoration. In Session C, **Patti Lounsbury** led Bob Brigham, Lori Higgins, Craig and Robin Kumber, and Gayle Mecca as stencils were set and paint applied on Caboose 0503 (begun in Session A), continued lettering Refrigerator Car 169, and began the “yard side” lettering of Box Cars 3254 and 3231.



They also corrected a misspelling on Reefer 163 and added the weight to the Wheel and Tie Car 06092.



In Session D, Patti was joined by Judy Hassell, Lori Higgins and Don Jones. They completed lettering Reefer 169, Caboose 0503 (see back cover), Box Cars 3254, 3231, and 3592.

Proj. 1276: Repairs to Caboose 05635, Session C

Jim Hickman and Phil McDonald built two doors for the Caboose to be installed at a later date.

Proj. 1330: Install Public Information Signs on Terrace Avenue, Session D

Rick Meissner and his friend Chuck Stokke prepared for the placement of three “viewscap” signs, two above the yard and one at the Stock Pens south



of town. Soil above the yard was hard and rocky, which made progress slow and “very physical.”

Perseverance paid off and the two yard signs were placed for

the Coal Tipple and the overall Railroad yard view.

The base for the Stock Pen sign was completed, but the sign was not ready for installation by the end of Session C.



Proj. 0720: Car Painting, Sessions C and D

As always, **Don Stewart's** paint crew, (Session C: Rich Hull, Frank Higgins, Lance Godfrey, Richard Dick, Jill Stewart, Dave Sherburn, Craig and Robin Kumler, Brad Lounsbury; in Session D: Lance Godfrey, Suzie Dunn and Sharon Trader) were busy. Over the two sessions, the team painted Caboose 0505, the trucks on Spreader OU, and Box Cars 3254, 3592, 3060 and 3553.



Primer was applied to Flanger OJ and parts of Stock Car 5541, Idler Flat Car 6755, and a coat of gloss was applied to historic Passenger Car 292. Three UTLX Tank Cars were given some touch-up.



Up on Cumbres Pass, the team primed and painted replacement boards for the Car Inspector's House.



Proj. 1293: Repair Sheep Car 5654, Session C

The reconstruction of D&RGW Sheep Car 5674 is almost complete. **Bill Lock**, Ryan Bunzel (Bill's grandson), Norma Cerda, David Ferro, Dave Jenkins, Frank Smucker, Bill Ryan and Tim Bristow all contributed to the project in Session C. They built car doors, hung the side door tracks, laid ice and water shield on the roof, painted the roof board and fascia boards along with the decking, letter boards and door frame, installed the balance of the wooden roof and 1/3 of the metal roof.



The project continued with a Special Session in July that will be summarized in the Winter issue.



Proj. 1312: Reconstruction of High-Side Gondola 1000, Sessions C and D

High Side Gondola is an important asset to the Railroad as it is the first car in the 1000-Series of High Side Gons. But it was also basically a pile of rotten sticks. **Jim Davenport**, Markus Hagemann (all the way from Germany!), John Spenger, Bob Goin and Patricia Sallen took on the task.



In Session C, the car was moved from the south Chama yard to the Swamp for restoration. Posts, bolts and side boards were removed from the remaining side wall and the old deck boards were removed along with the sills and brake tank.



In Session D, demolition was continued but not completed. Numerous old sill bolts remain but fire danger precluded using a cutting torch for removal. But the bolts do allow for placement and measurement of replacement metalwork.

Restoration will continue in Sessions E and F.



Proj. 1314: Repair Idler Flat Car 6746, Sessions C and D

“Idler Flats” were used between high side pipe gondolas filled with drill pipe. **Jim Davenport**, Tim Bristow, Robert Goin, and Markus Hagemann began restoration of Idler Flat Car 6746 by removing the old deck and rotten side sills. New sills were placed and a new end sill with mortise and tenon joints expertly crafted by Markus Hagemann was installed.



A new ship-lab deck was installed and oiled, and the car was primed and painted boxcar red.



The car is ready for the lettering crew but is not yet roadworthy due to brake work that needs to be completed by the mechanical team.



Proj. 1313: Reconstruction of High-Side Rider Gondola 1204, Sessions C and D

Reconstruction of High-Side Rider Gondola 1204, which began in Sessions A and B, continued under the guidance of **Dan Schmidt**, assisted by Gavin DeBerry, Dan Osetek, Terry

Rider and David Shannon (Session C), and Dave Shannon, Tim Bristow, Bob Goin and Sam Hauck (Session D).

Session C was spent working on the sill beams with mortise and tenon locations completed. Work was delayed by missing materials, and the oak beams ordered are not expected for six months. Sill beams were mounted on the trucks.



Beginning in Session D, the end beams were installed and the trucks were moved to allow the installation of the corner sills. The steel beams were placed and drilled. Center sills were also marked and drilled.



BEDDING DOWN: THE EXECUTIVE BUNK CAR



In early summer 1987, there was a notice in the Rocky Mountain RR Club newsletter about a work session in Chama. The previous two summers I had spent what felt to be every free waking moment building track on the Fort Collins Municipal Railway project and was ready for a new adventure. So accompanied by Al Kilminster, a long time narrow gauge fan and fellow track builder, we decided the night before the session started to see what it was all about. We drove down to Chama Friday morning and found the work site in Chama. Bill Lock gladly signed us up and put us to work. It was good to be doing something other than track work, and I believe we put grab irons and the running boards on one of the refrigerator cars. Other crews painted Engine 492.

That night Bill had arranged for all the volunteers (probably 15-20 that year) to have dinner at the High Country Restaurant. We got to introduce ourselves and talk about why we came. Some of the volunteers I remember included Cal Smith, Fred Knight, John Carson, Howard Bunte, Claude Morelli, Spencer Wilson, Dave Hoyt with his son Dean, and Wade Hall. Some of these folks became long-time friends. During the work session, I had planned to sleep in my truck but five or so of us bedded down in the Executive Bunk Car. We used the shower and rest rooms in the Engine House. Saturday, work continued, and that night Bill grilled steaks in the yard for us all.

The next summer, the Friends of the Cumbres and Toltec Scenic Railway was formally organized, and I was back. And every year since.

And as they say, the rest is history.
— **Bill Kepner, Fort Collins, CO**

Proj. 1186: Restore Locomotive 483 for Static Display, Session D

Team Leader **Ben Sargent** and his crew, Robert Schoen, Larry Springer, Dudley Bayne, David Shannon and Bob Brigham, prepared the 483's tender for movement into place by the Railroad by stabilizing the truck frames, and repositioning the journal brasses, along with surveying the tender deck for future reconstruction.



They constructed, installed and painted the fireman's-side seat box along with the engineer's-side seat post.

On the exterior, they cleaned, primed and painted intercooler piping, moved the air reservoir, and cleaned, primed, and painted the pilot. They also recorded engine components in storage for future use.



Proj. 0780: Rolling Stock Mechanical Maintenance, Sessions C and D

Jay Wimer, Ron Hassell and Roy Loren inspected and tested brake equipment, both on and off the rolling stock.



Proj. 1325: Convert P-Box 213 to Original Box Car 3476 Configuration, Sessions C and D

Boxcar 3476 was converted to a passenger boxcar (P-Box) in the early days of the C&TS. No longer needed for carrying passengers, it is being converted back to its original configuration.

Bill Stamm and Todd Fraizer (Session D), assisted by Norvall Alliston and Bryan Goeller (Session C), began the tear-down and rebuild process.

The car was basically stripped down to its bare bones with the Murphy roof, all the steel hand rails and safety equipment, siding, interior, flooring and P-Box electrical wiring removed. Even some of the structural members were identified for replacement.



"100 years of rust" was going to be a problem for the removal of metal components, and it was found that a section of the roof beam was rotten and also needed replacement.

Some of the wood rot was determined to be stable enough that it could be repaired with Abatron paste wood putty instead of wood.



Four diagonal support rods were replaced. Work on the car will continue throughout the summer in Sessions E and F.

Proj. 1311: Maintenance and Repair of Box Car 3090, Session C

Unlike some of the C&TS rolling stock, Box Car 3060 didn't need a complete rebuild, but it did need some work before it could be placed back in service.



Craig McMullen, Joe Kanocz, Jim Millhouse, Dean Myers and Bruce Vaupel removed the existing roof walk, made, primed and painted new roofwalk boards for later installation, replaced damaged side fascia, and built, painted, and installed a new door on one side of the car. They also repaired the Murphy roof as needed.

Work on the car will continue during Sessions E and F.





LOOKING BACK: ACCOMPLISHMENT AND CONTRIBUTION

Seven years ago, I had my first escape at Chama's Adult Summer Camp, otherwise known as Volunteer Session "C." When I had turned sixty years old in 2007, my wife, Michele, treated me to a ride on the C&TS. I had been a railfan pretty much all my adult life. After poking around the yard, shooting photos of whatever struck my fancy, I was pretty well hooked, but employment kept getting in the way.

Once I retired in 2010, I joined the Friends, paid my fees, filled out the forms, and came to Chama. I had once upon a time re-shingled my house. Whoever read my vetting forms decided I would do well for re-roofing the "Night Watchmen's Shanty" in the yard: the antique, re-purposed Refrigerator Car No. 161 near the shop. The roof had been added years ago when No. 161 was turned into a bunk house with a screened-in door, some windows, and kitchen and sleeping areas.

I was assigned to a crew with Ron Horesji, and Larry and Phil McDonald. Ron sported extensive experience in roofing; by consensus, we made him the "captain" of our crew. As we began stripping the old materials off the roof, we came to realize that there was bit more to this job than was initially thought; repair to the rafters and stringers and replacement of plywood decking was definitely required.

As the week progressed, we got our methods and skills down and were communicating well, learning new things, and feeling gratified at our progress. Camaraderie and confidence of our team grew and provided us with a bonus that came with the benefit of immersion in the Chama yard ethos, hanging out in a real railyard, smelling coal dust, and listening to the steam engines. We had a sense of accomplishment and contribution to a "living museum".

If you can't volunteer here in Chama or Antonito, do so at whatever preservation society is near your home. You'll find levels of gratification and connection that are unparalleled.

—Fred Morton, Albuquerque, NM

FRIENDS SERVICES AND SUPPORT

The Friends simply could not function effectively without the amazing work of all the volunteers who provide the non-railroad, non-glorious, behind-the-scenes support. Too often they are unrecognized and under-appreciated. Take a moment and tip your C&TS 489 K-36 ball cap to these fine folk for all the work they do!

(Personnel are shown for both Sessions C and D; Team Leaders are shown in **bold**.)

Proj. 200/201: Restoration Site Leaders, Chama and Antonito



**John Eng, Craig McMullen,
Bill Pratt, Russ Hanscom**

Proj. 210: Check-in and Volunteer Registration

**Mary Jane Smith,
Nancy Gordon,
Lynn Herron**



Proj. 222: Merchandise Sales



**Jack Price,
Mary Jane Smith, Charles Joerg, Eileen Shannon, Lynn Herron, Mary Blaine**

Proj. 230: Food Preparation-Chama



**Mary Jane Smith, Nancy Gordon,
Susan Dick, Connie Hickman,
Maggie McMullen, Jeanne Reib,
Eileen Shannon**

Proj. 231: Food Preparation-Antonito



**Patti Hanscom, Linda Dueker,
Karen Rahne**

Proj. 240: Tool Car Operation-Chama



**Craig McMullen, Linda Erdman,
Beth Marsh**

Proj. 240: Tool/Bolt Room Operation-Chama



Marshall Smith, Jack Heiermann

Proj. 280: Work Session Preparation



Bob Reib

Proj. 250: Carpentry Shop Supervisor

**Jim Hickman, Dan Love,
Larry and Phil McDonald**

Proj. 246: Paint Car Operation



Brad Lounsbury

Proj. 248: Lettering Supervisor



Patti Lounsbury

Proj. 262/263: Chronicling Work Projects, Chama and Antonito



Sharon McGee, Michael Mee, Cindie Deasey, Gerald Hook, Steven March, Tim Smith

Proj. 294: Hauling and Vehicle Operation



Bob Reib, Ron Horejsi, Leon Beier

Proj. 0310: Safety Coordinator and Medical Equipment Maintenance

John Engs, Brad Lounsbury



OK, Now How ABOUT YOU?

Do you have a memory, an event, a story, a thought about your time with the Friends of the Cumbres & Toltec Scenic Railroad, or perhaps something about your experience with the Railroad itself over the last thirty years? If you do, and you would like to share it, write it up and send it to me at cjames@silverrailsleadville.com. Don't worry if it's not great writing; I can fix that. And if you have a photo from the event, that's even better. 250-300 words is just about perfect.

These memories are all part of our last 30 years! And you can help!

Congratulations to Eddie and Luz Vigil!

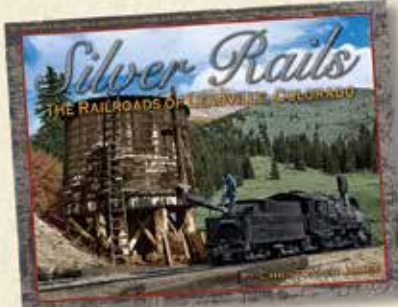


Eddie and Luz Vigil celebrated their 70th Anniversary on June 12th. Eddie was the first Mayor of Chama and was instrumental in the creation of the Cumbres & Toltec Scenic Railroad. Beginning in 1967 and continuing through the establishment of the C&TS, he served on and chaired numerous committees, seeing the Railroad as a "key to major recreational development in the region." Congratulations Eddie and Luz!

For each copy of Silver Rails ordered through the Friends of the Cumbres & Toltec Scenic Railroad, the author donates \$23.98 (40% of the purchase price) to the Friends for preservation and restoration of the C&TS, a National Historic Landmark! To order through the Friends, call Gwen @ 505-880-1311.

"All roads, it is said, lead to Rome. All railroads in Colorado try to lead to Leadville!"
— A. A. Hayes, Harper's New Monthly Magazine, February, 1880

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Review the complete Table of Contents and download a FREE chapter for your pre-purchase consideration at:
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Photo: Cindie Deasey

"I know of nowhere else where you can see a railroad running in the same manner, over the same track, with the same equipment and with the same scenery and infrastructure as it was run 100 years ago."

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