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That's A Wrap: The 2010 Friends of the Cumbres & Toltec



Following a very detailed restoration by the Friends, Caboose 0503 basks in the Chama yard. One of the remaining Denver & Rio Grande Western narrow-gauge cabooses, 0503 was completed during the June 2010 work sessions and is ready for operation on the Cumbres & Toltec Scenic Railroad.

2010 was an eventful year for the Friends of the Cumbres & Toltec Scenic Railroad, Inc.

Early on we lost Roger Briggs, Richard Dorman, and Nan Clark, all of whom made significant contributions to both the Friends and to the Railroad.

The Friends calendar started with the Spring Board of Directors meeting and Banquet in Santa Fe, NM, and ended with the director's meeting, banquet, and visit to the Transportation Test Center in Pueblo, CO. In between were the Colorado, New Mexico, and Montana work sessions, celebrating the Railroad's 40th Anniversary, and the organization's support of the Railroad's recovery from Lobato Trestle fire.

Projects and other plans are scheduled for 2011, so be on the lookout for ways you can take part in the new and exciting adventures scheduled for next year.

C&TS Dispatch

Friends of the Cumbres & Toltec Scenic Railroad
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, 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 2010
 © 2010 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

PRESIDENT'S COLUMN



Saying Goodbye to 2010

Well here we are with another year pretty much in our rear view mirror. Is it just me or does each passing year seem to sneak away from us that much quicker as our age advances? I guess it is adios to 2010 as we prepare to welcome 2011.

The Cumbres & Toltec opened this past season as it prepared for the 40th anniversary celebrating the purchase of the railroad by the states of Colorado and New Mexico. It was announced that Marvin Casias was named the railroad's General Manager at a June 23rd Commission Meeting and that same evening the Lobato Trestle burned and life was turned upside down for the remainder of the season. Although people riding the train during the autumn color season picked up a bit, ridership did end up approximately 29% down from 2009 levels.

The Friends steered their way thru eight weeks of work sessions both along the C&TS as well as our continuing partnership with the Montana Heritage Commission in Nevada City, MT. Attendance dipped slightly as approximately 400 people participated in this year's sessions. The crew in Colorado Springs stayed busy as they worked on the restoration of Immigrant Sleeper 470. We also launched a new web site in late October which was a very exciting accomplishment!

In November the C&TS and Friends shined for a day as attendees from the Tourist Railway Association Convention descended upon Antonito. Pile Driver OB was successfully demonstrated and the railroad ran a train from Antonito to Sublette and return under unseasonably warm temperatures and sunshine. Those in attendance

had a terrific time and wonderful things to say about the Friends and the Cumbres & Toltec. It is a good feeling to hear such input from our peers in the tourist railway industry.

On a sad note, we said farewell to some very dear friends. Nan Clark, Roger Briggs and Richard Dorman passed away during the course of the year. All made noteworthy contributions to our organization and indeed they are missed.

As I reflect on this past season, I think of the challenges faced by our railroad family and those that lie ahead. The process of rebuilding Lobato Trestle will be a challenge as will getting the railroad ready for the 2011 season. The Friends have been asked to help out in May with a few railroad projects so we will be holding the first two work sessions in Antonito. This is a departure from the norm and to some I realize it causes a little heartburn. We appreciate your continued support and participation as we need to support the railroad as much as possible when asked.

I also want to take this opportunity to thank a couple of people who do a great deal for the Friends and are typically behind the scenes unless you come visit our office in Albuquerque. Gwen Lotz, our Administrative Assistant and Katharina Root who serves as our bookkeeper do an outstanding job and many times I don't get around to thanking them publicly for what they do. This organization could not function without the dedication of these two professionals.

Let me also mention and thank those responsible for bringing this newsletter to our membership each quarter. Jim Poston stepped into the editor's role during the course of the year replacing David Lee. I thank Dave for all his hard work during his stint as editor and maintaining the quality of the publication. I appreciate Jim's enthusiasm when asked to consider taking over the reins. Not only did we change editors during 2010 but also that of the layout function. JoAnne Blackstone has come onboard replacing Kris Mathieson. I am very appreciative to Kris for all her hard work over the years and thank JoAnne for her willingness to undertake this role. We have not missed a beat!

Further, I would be remiss if I did not acknowledge and thank our members for the amounts of time and financial support they have provided again over the past year. Your commitment to the Friends is nothing short of outstanding and when asked to assist in other areas, you step to the plate. An example is the Lobato Trestle Fund which so many of you have contributed to. You are a pretty awesome group of people and you need to be commended for this.

As you read this edition of the Dispatch the holiday season will be upon us. From all of us here at the Friends, I wish you and your families the best for a Happy Holiday Season and a prosperous New Year.

- *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:

Spring Issue 2011 – Mail on March 31

All material to be received by February 18.

Summer Issue 2011 – Mail on August 12

Work Session "A" and "B" reports and photographs must be received by June 17.

All other materials must be received by June 24.

Fall Issue 2011 – Mail on October 14

Work Session "C" and "D" reports and photographs must be received by August 19.

All other materials must be received by August 26

Winter Issue 2011 – Mail on December 16

Work Session "E", "F", and "MT" reports and photographs must be received by October 21.

All other materials must be received by October 28.

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

HISTORIC PRESERVATION

2010 Work Sessions

(continued from the Fall 'Dispatch')

Job 1006 – Car Inspector's House Outbuilding Reconstruction – Cumbres

Objective: Install a new cast-iron hand pump in Well House; reattach board-and-batten siding at former garage door opening; and rework board shutters at window openings to reduce water infiltration.

Team Leader, Session E & F: Dave Ferro

Team Members, Session E: Laura A. Kammerer, Don Richter, Ben Sargent & Robert Schoen

Team Members, Session F: Cathy Hillegas, Skip Hillegas & Laura A. Kammerer



Skip and Dave mix concrete for hand pump base. Laura Kammerer stands ready to assist with placement. Note the cast-iron pump base in the foreground (painted green).



TL Randy Worwag painting and Matt Jameson assisting on short reefer #55.

Job 1021 – Restoration of Short Reefer #55 - Chama

Objective: Continue Restoration of short reefer #55.

Team Leader, Session E: Randy Worwag

Team Members, Session E: Richard Howell, Matt Jameson & Jay Samuels

Job 1022 – Restoration of Caboose #0503 - Chama

Objective: To finish the restoration of Caboose #0503

Team Leader, Session C & D: Mike Thode

Team Members, Session C: Phil Barney, Charlie Irvin & Dave Priddle

Team Members, Session D: Chuck Everitt, Charlie Irvin & Dave Priddle



The lettering team putting the final touches on Caboose 0503.

Job 1031 – Storage Shed Rebuild – Los Piños

Objective: To complete the interior painting and inspect building foundation.

Team Leader, Session E: Don Juergenson

Team Members, Session E: (photo and data not available. –Ed.)

Job 1080 – Restore Stock Car #5995 - Antonito

Objective: Continue restoration of stock car #5995.

Team Leader, Sessions E & F: Dan Pyzel

Team Members, Session E: Kevin Corwin, Jon Myers & Matthew Myers



Matthew Myers and Kevin Corwin installing roof decking.

Job 1085 – Miscellaneous Repairs to Long Reefer #169 - Chama

Objective: Complete the construction of the hatches, platforms and stringers and mount all to the car.

Team Leader, Session E: Phil Nissen

Team Members, Session E: Keith Doyle, Michael D. Kennedy, Art Montgomery & Jim Nissen



TL Phil Nissen on ladder and Mike Kennedy working on the struts for the ice hatches on the right side/B end of Long Reefer #169.

Job 1086 – Stock Car #5633 – Roof, Body & Door Repairs - Chama

Objective: Replace roof and roof walk, and make other repairs in the allotted time.

Team Leader, Session D: Scott Hardy

Team Members, Session D: George Detwiler and Scott Stover



Stock Car #5633 being moved into the tent formerly occupied by Caboose 0503.

Job 1103 – Inventory Useable Parts in the “Swamp” - Chama

Objective: To make an inventory of useable parts in the “swamp” area.

Team Leader, Session C: Art Randall

(Note: This project was not performed in 2010. –Ed.)

Job 1118 – Restore Frameless Tank Car - Antonito

Objective: Continue with the restoration of UTLX 11036 & 11037 Frameless Tank Cars in Antonito (multi-year project). Focus in 2010 on finishing the installation of the walkway support structure. Install new grab irons, handrail support brackets and handrail (pipe).

Team Leader, Sessions D & F: Chris Trunk
Team Members, Session D: Wade Hall, Bill Kepner, Ted Norcross, Kevin Pyle & Warren Ringer
Team Members, Session F: Hardy Cruse & Wade Hall



TL Chris Trunk tack welds first bracket while Kevin Pyle positions it.

Job 1153 – Chama Sheep Pen Fence Repairs

Objective: To map and measure the stock pens and to remove the rocks and mow the grass.

Team Leader, Session E: Jim Sublett
Team Members, Session E: Bill Jacobs and Len Jones



TL Jim Sublett, Len Jones and Bill Jacobs (l-r) on the Chama Sheep Pen Fence Repair team.

Job 1155 – Section House Siding Repairs - Cumbres

Objective: Evaluate condition of existing siding on the Section House at Cumbres and repair/replace siding damaged by flickers and cliff swallows. Complete siding condition survey and painting of siding repairs.

Team Leader, Session E & F: David Ferro
Team Members, Session E: Laura Kammerer, Don Richter, Ben Sargent and Robert Schoen
Team Members, Session F: Laura Kammerer, and Skip and Cathy Hillegas



Robert Schoen and Ben Sargent installing new beaded tongue-and-groove siding at trim band, Don Richter assisting.

2010 Chama Valley School Outing



Recently the Chama yard was filled with the laughter and energy of 250 students plus teachers and parents from the Chama Valley Elementary Schools. It was September 23 and the Friends of the Cumbres & Toltec Scenic Railroad were sponsoring this outing for the second time. Funding for the rides was made available through an educational grant from the Los Alamos National Laboratory Foundation.

Holly and Bob Ross worked with the school's principals Dr. Rebecca Truelove and Leann Salazar to set up a morning of train rides, yard tours and an art project. Much support was provided by Friends members Nancy Schneider and Bob Reib, both of whom helped enormously to make the visit a success.

By sponsoring this event, the Friends anticipate continued excellent relations with the local community, the spurring of area youth interest and participation in the Cumbres & Toltec Scenic Railroad plus increased opportunities for education backed fundraising.

RPO 054

We're naming this new newsletter column after the historic RPO 054 presently undergoing restoration down in the Swamp in Chama.

Here's where you'll find tidbits of news and other items for the 'Dispatch.'

That said, we begin with...

The Friends' website has been revised and is now open for business. Updates will be posted to keep our membership well-informed as to the on-goings of the Friends, and of course, the website will have the always-anticipated news from Tim Tennant.

Be sure to visit the new www.cumbrestoltec.org and stay up-to-date on your favorite organization.

Does the Cumbres & Toltec have a bridge to sell you? Well, sort of. At the Commission meeting on September 30, 2010, the subject of fabricating souvenirs from the damaged portions of the Lobato Trestle was brought up. Labor-intensive? Yes. Perhaps on the pricey side? Probably. Unique? Most definitely, so contact the Friends office at 505-880-1311 and let us know how much interest there is in owning a rare piece of D&RGW history.

Friends 'Wish List' Supplemental: For the upcoming work sessions, Project Committee Co-Chairs Ed Lowrance and John Engs are looking for skills that are in short supply. On their list are welders, people to perform car lettering, and folks with computer skills to prepare information for entry on the Friends' Project Committee web site.

Note: (The Friends' work session forms have a place to enter your special talent(s) to assist with the summer projects...and beyond. -Ed.)

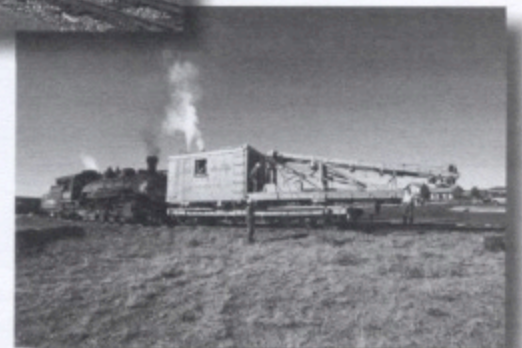
Finally, for those who may not be familiar with seeing "-Ed." in the newsletter, that's to show an entry by the Editor - as opposed to an "Ed," an actual person.

- Jim Poston

TRAIN Convention Attendees on C&TS

The 2010 Tourist Railway Association Convention was held in Alamosa, CO in early November. On Wednesday November 3rd the Friends of the Cumbres & Toltec hosted 63 of the convention's attendees in Antonito.

The participants witnessed a demonstration of Pile Driver OB in the Antonito Yard and then received a train ride from Antonito to Sublette and return. We received a great deal of positive feedback about the day. A big thanks to all who made the day a real success!



Cumbres and Toltec Fireman'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.

(continued on page 10)



The Engineer/Fireman class of August 2010 posed just outside of Rock tunnel. Lower row (l-r): Rich Paseman, Peter Maw, Ron Lira, Jeff Stebbins (C&TS engineer), author Rob Lenicheck, Ronnie Lopez (C&TS Road Foreman), Alan Loomis (C&TS Special Projects Coordinator). Upper row on the engine (l-r): Steve Hughes, Cliff Robins. (photo provided by Rob Lenicheck)

(continued from page 9)

After a great lunch at the Boxcar Café (the new replacement for Carlatte'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, we 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 fire-

man, 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.

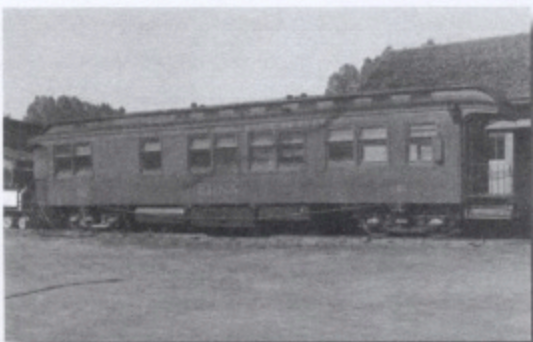
One thing which really helps this situation is the know the railroad really well. Like Ronnie and Jeff you come to know each curve and uphill so you can anticipate the needed actions. It doesn't make it any easier to do - just more predictable.

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!

- Rob Lenicheck



Correction:

On Page 11 of the Fall 2010 'Dispatch', the caption for the business car 'EDNA' should read: 'RGS business car "EDNA" (aka "B20"), Ridgeway (sic), CO - August 1950. Fred Springer photo.'

Apologies from the layout gal and thanks to Friends member Ray Crist for notifying the 'Dispatch' of the error.



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

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Schedule of Friends' Events

**New Mexico Banquet and Spring
Board of Directors' Meeting**

March 25-26, 2011 Albuquerque, NM
(Site TBD)

2011 Volunteer Work Sessions

May 23-27, 2011/Work Session "A"
May 30-June 3, 2011/Work Session "B"
June 13-17, 2011/Work Session "C"
June 20-24, 2011/Work Session "D"
August 1-5, 2011/Work Session "E"
August 8-12, 2011/Work Session "F"
August 15-19, 2011/Montana Session "M1"
August 22-26, 2011/Montana Session "M2"

Railroad Opening Day

May 28, 2011

Annual Meeting and Dinner

June 17, 2011
Conejos, CO

Summer Board of Directors' Meeting

June 18, 2011
Chama, NM

**Fall Board of Directors' Meeting
and Banquet**

October 21-22, 2011 (Site TBD)



RD085-003 Family snapshots may contain much of interest, from the ladies in their Sunday best to the slope-back tender of K-27 locomotive 161, possibly at Antonito, Colorado. Photo from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs, Friends of the Cumbres & Toltec Scenic Railroad.