



# C&TS Dispatch

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## OB Pile Driver

by John Engs, Tom Simco, and Cliff Young

The Random House Dictionary, 2nd edition unabridged, defines a pile as a "cylindrical or flat member of wood, steel, concrete, etc., often tapered or pointed at the lower end, hammered vertically into soil to form part of a foundation or retaining wall." A pile driver is defined as "A machine for driving piles, usually composed of a tall framework in which either a weight is raised and dropped on a pile head or in which a steam hammer drives the pile." For centuries the techniques of pile driving have been an integral part of railroading, especially trestle construction as the railroads moved into the Western Frontier.

Trestlework, a term used to describe the structural system of trestles, came into existence around 1840-1850. Throughout the industrial revolution the railroads developed specialized equipment for specific tasks. One of those unique forms was the pile driver.



*Pile driver OB working on bridge near Amargo, New Mexico on November 18, 1949. From the Denver Public Library Richardson Collection. R.W. Richardson photograph.*

*See OB Pile Driver, page 6*

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## Friends 20<sup>th</sup> Anniversary

by Bill Lock

It is hard to believe that we have reached our twentieth anniversary of official incorporation as the Friends of the Cumbres & Toltec Scenic Railroad, Inc. Without any doubt, I could not be more pleased with how the members of the Friends have worked so hard to achieve the tremendous progress we have made towards the preservation of the marvelous historic treasure that we call the Cumbres & Toltec. It is hard to believe that just twenty years ago this March we had our first meeting of the Board of Directors of the Friends. We met in Albuquerque and had seven members from New Mexico, seven from Colorado, and Cal Smith came from Florida and Fred Knight came from California. We did the official business of the corporation and concentrated on work sessions and agenda,

not unlike our current Board Meetings. We set the dues at a very modest number and hoped that things would work out without any way of ascertaining how many members we would have. It has been interesting to reflect back on the fact that we ended our first year on December 31, 1988 with approximately 220 members and just \$1,513.98 in the bank. In comparison, I was awed during the summer of 2007 when our net assets, including equipment, land and buildings, and cash, topped one million dollars for the first time and we had way over 2,000 members. Truly those resources are necessary in order to accomplish the work that needs to be done and I believe the Board has been an excellent steward of those resources.

*See Anniversary, page 7*

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

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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 2008  
 © 2008 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

## PRESIDENT'S COLUMN



### *It's all About the People*

The middle of January found my wife Judy and me heading back to Wisconsin on an unexpected trip. My father, John "Jack" Tennant, passed away on January 16<sup>th</sup> at the age of 77. My Dad was a fireman and locomotive engineer on the Chicago & NorthWestern Railroad for forty years and retired in February 1992. You can probably tell now where I developed my interest in railroading.

I was fortunate to have ridden with him when he was working the passenger trains between Green Bay and Milwaukee. I remember blowing the horn of a CNW EMD F7 "covered wagon" locomotive at grade crossings doing a blazing 70 MPH! That was neat stuff for an eleven year old and it has left a memory I will never forget. I was also lucky enough to ride with Dad on his last run, Valentine's Day of 1992.

When we were on the plane back to Wisconsin, I couldn't help but remember some of the many railroad stories my father had shared with me from his days on the CNW. Railroads seem to have some interesting and "colorful" characters that through their employment help make up the very historic fabric that is railroading in this country. My Dad, who was known as "Hungry Jack" (he liked holding the highest paying runs) worked with such guys as "Black Jack Hyde" and even my Grandfather, a locomotive engineer, who was named "Berry King" in CNW circles due to the many acres of raspberries he planted every year.

When we look at the history of the Cumbres & Toltec Scenic Railroad and prior to that the Denver & Rio Grande Western, far too often, we focus our research on inanimate objects such as locomotives, freight cars or structures. Colorful coffee table railroad pictorials are usually written with these areas in mind. Much to Sam Furukawa's credit, he did a masterful job of highlighting people, namely railroad employees, in his recent photo tribute of the Cumbres & Toltec.

People, those from our past, those in the present and those who will carry our torch in the future, without them, there would not be much to talk about. General William Jackson Palmer had a vision and ultimately his vision of building the Denver & Rio Grande narrow gauge system has crossed into many people's lives and will affect many who are not even aware of it today.

Many a person has toiled over the years to either, build, operate or preserve this magnificent and historic railroad property. If I attempted to pen names of those responsible, I know there would be someone that I would omit. From the Denver & Rio Grande surveyors who mapped the right-of-way through the wilderness to the laborers who constructed the line to the train crews who kept the trains running through an array of weather conditions, all gave of themselves. We today are the beneficiary of their labor.

Likewise, in the post D&RGW era there are a host of people that have played a role keeping this "living museum" alive and prosperous for the enjoyment of the general public. We have those who helped save the 64 miles of narrow gauge between Antonito and Chama from the scrapper's torch. These individuals had a vision that this historic entity must not fade into oblivion. It must be reborn and indeed it was as the Cumbres & Toltec Scenic Railroad.

Today, we have a very dedicated "family" of folks, some who are very colorful individuals that care deeply about the C&TS. Whether it's the shop crews in Chama and Antonito, maintenance of way gangs along the railroad or the operating crews that work the trains, all labor towards that common goal of providing an experience for our passengers.

Further, we must mix in the many loyal Friends members who give countless hours of themselves towards our mission of preservation and interpretation of this historic jewel. Over the past twenty years, these volunteers have performed a multitude of tasks that at the end of the day have made a difference. They are relentless in their efforts to help make the Cumbres & Toltec the best living museum in the world.

To all who have labored past, present and future, we must thank you for your undying commitment to this railroad. So in the future, before you take that photo of your favorite K36 locomotive or snap one last shot of the Chama Coal Tipple, remember the many souls who have had a hand in making this all possible. It really is about the people!

— Tim Tennant, President and CEO

## Whistlestop Band will Return for Chama Days

Again in 2008 the Whistlestop Band, the very unofficial musical arm of the Friends, will perform during Chama Days on August 8, 9, and 10. This is the weekend between the Friends' Work Sessions E and F. All are encouraged to participate. The level of difficulty of the music will be such that an average middle school (junior high) student will be able to join right in.

Those who would like to join the Whistlestop Band should contact Jack Warner at (706) 374 3200 or e-mail [jack\\_pegwarner@tds.net](mailto:jack_pegwarner@tds.net) and let him know what instrument you play so we can have the correct music available.

We had great fun last year and will have even more fun this year! Make plans now to join the Whistlestop Band!



*The Whistlestop Band, the very unofficial musical arm of the Friends, entertained the crowds gathered for the 2007 Chama Days Parade. From left to right: Les Clark, Georgetown, TX; Tim Bristow, Pagosa Springs, CO; Rob Lenicheck, Palo Alto, CA; Jack Warner, Morganton, GA. (Peggy Warner)*

### Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch, material must be received at the Friend's office by the following deadlines:

**Summer Issue:** Mail on August 11

Work session A and B reports and photographs: June 20.

All other material: June 27.

**Fall Issue:** Mail on October 13

Work session C and D reports and photographs: August 22.

All other material: August 29.

**Winter Issue:** Mail on December 19

Work session E and F reports and photographs: October 31.

All other material: November 7.



## Friends' Docent Program Continued Its Success in 2007

by *Chuck Heroneme*

The 2007 season was a good one for the Docent Program. With 142 days of operation and 284 trains, we again reached our goal of having docents on each train for the entire season. To meet this goal we had 35 docents taking part in the program.

We continued training new docents in 2007. Those applicants who successfully completed the docent training came very well prepared and are good additions to our program. The new docents come from all walks of life. They are:

John Axford ----- Shreveport LA  
 Bob Klenner ----- Albuquerque NM  
 Laura Lusk ----- Moab UT  
 Jim Neighbor ----- Shawnee KS  
 Frank Hart ----- Cochiti Lake NM  
 Tom Sadd ----- Sewickley PA

This year thirteen docents rode the train fifteen or more times. This adds up to many volunteer hours. Good estimates of hours volunteered this season for docent activities are shown in the following table.

Hours on the train	4880
Hours of administration	600
Hours of training	264
Incidental hours	426
Total volunteer hours	6170

The year 2007 was my seventh year as Docent Coordinator, a position that I have enjoyed through these years. Over the years the Coordinator position has grown from scheduling and tracking the docents to include training of new docents, keeping the audio system in good repair, inventory of the Friends brochures, resolving last minute morning staffing problems, and many other issues that need quick decisions. We are trying to make provisions for addi-



*Phil Miller and Jim McKeel ready for the morning train.*

tional help in 2008. We hope this will be beneficial for all our guests to enjoy their visit to the railroad.

As I look forward to the 2008 season I see new challenges ahead for the Docent Program. More docents will be needed to volunteer throughout the season. Many docents like to come during the fall; but, I must emphasize that the need for docents is all season long. I encourage docents to volunteer at other times than just in the fall. The rewards that we get as docents come every day of the season.

Larry Fisher, of Lectrosonics of Albuquerque, through his very generous donation of repair and equipment to keep the audio system in top condition, was a great help for the Docent Program. For 2008 he has donated new cases for the units guaranteed to withstand the abuse of a five year old. Bob Hey has taken the new cases home to Wisconsin and designed a new bracket for them when they are in use on the gondola. He also has designed a new hook-up system for the speakers which I think the docents will like. Also this season we will convert to rechargeable batteries for the transmitters, again supplied by Lectrosonics.

One highlight this year occurred when Bruce Williams from Des Moines, Iowa, an ordained minister and a docent, was put into service and married a couple on the train on September 20<sup>th</sup>. This was a first for the Docent Program. Thanks, Bruce.

The coming year will see more changes in our operation, but you will have to come and volunteer to see what the changes might be. See you there.



*Laura Lusk, a Park Ranger at Moab, Utah, is one of the new 2007 Friends docents.*

### 2007 Docents

Jim Aust	Byran Laue
John Axford*	Laura Lusk*
Carol Bush	Jim McKeel
Nan Clark	Phil Miller
Billy Crider	Rich Muth
Ray Crist	Jim Neighbor*
Mike Faith	Allen Noel
Tom Farmer	Ed Nuebaum
Rex Fockler	John Porco
Butch Garrison	Chuck Proudfoot
Hilton Hagan	Tom Sadd*
Chuck Halaska	Don Schneider
Frank Hart*	Nancy Schneider
Larry Hatch	Rich Tower
Chuck Heroneme	Jim Ward
Bob Hey	Bruce Williams
Bob Klenner*	Frank Yockey

*\* indicates new docent in 2007*

## Restoration of the C&TS Telegraph Office and Poles

Telegraph lines follow almost every railroad in North America. They originally carried telegraph signals and were the primary means of communication for both the railroads and the communities along the railroads before the development of the telephone and radio. While railroads now use radio for direct communication with crews, the telegraph lines continue to be used for control and signal applications.

The Cumbres & Toltec Scenic Railroad originally had a telegraph line along its route, part of the larger system of the D&RG. After the D&RGW abandonment the telegraph line was no longer used, the majority of the wire was removed, and the poles began to deteriorate. Some of the original poles are still in place and in reasonably good condition, many are damaged or leaning precariously and the majority are simply gone.

As part of its interpretative mission, the Friends have been restoring portions of the telegraph system. The restoration will allow the railroad's visitors to understand the role of the telegraph in the operation of the railroad and will also help recreate the appearance of the railroad right-of-way as it was as part of the D&RGW. The telegraph office display in the Chama Depot, which has been reported in previous issues of the Dispatch, is part of this restoration.

The second major part of this restoration is replacement of missing telegraph poles in their original locations. A volunteer team, led by John Cole, has been working on this project for several years. In 2006 eleven poles were installed between the Chama Depot and the Stockyards. During 2007 Session D the team installed twelve poles in four days working north from the depot.

During Session F the team completed the Telegraph Office in the Chama Depot, making it as close as possible to the appearance of an operating office. An operating telegraph key was installed outside the office that allows visitors to send code and hear it received in the office. The team also placed seven more poles, reaching north to the Chama River. This required much clearing of fallen and burned trees and clearing of an access road to reach the proper locations for these poles. The cleared access road would also allow fire crews to reach this area if necessary.

With the exception of installing one pole that is missing near the scale house and installing a new cross arm on an original pole near there, it would now be possible to string wire from the stock pens all the way through the north yard to the Chama River. No decision on actually stringing wire has been made and any decision will certainly need to wait until a final decision is reached on the Railroad Visitors' Center.

Based on its experience working with telegraph poles the team was also called upon to assist with other tasks during Session F. The team assisted with major structural repairs to the snow shed at Cumbres Pass. The team's experience with moving and erecting the large, heavy poles was invaluable in making these repairs. The team also helped transport two loads of telegraph poles (13 total) that had been donated to the Friends from Boot Jack Ranch near Pagosa Springs to Chama.



*Ron Horejsi is on the outside of the Cumbres snow shed driving nails through the outside wall into the new support beam on the inside. On the inside of the snow shed John Cole and Chris Jensen drive spikes into the base of the same support beam. (Marty Gonzalez)*



*The telegraph pole team has just completed another of the nineteen poles that it placed during Sessions D and F. From left to right are: Wayne Huddleston, Richard Dick, Ron Horejsi, Chris Trunk, John Cole, Larry Woods, Paul Davenport, and Sam Badgett. Bob Hawkins is seated on the excavator. (Jim Galli)*

The abstract of a committee report presented at the annual convention of the Association of Railroad Superintendents of Bridges and Buildings, in Minneapolis, Minnesota, October 21 to 24, 1899 and issued by the Association of Engineering Societies in their *Engineering News* on November 16, 1899, and in another article dated October 30, 1902 titled *Railway Pile Drivers*, states: "We find a very wide range of opinion as to the requirements of an ideal pile driver, but believing the ideal machine to be one with the greatest adaptability to all of the various kinds of work required in the construction and maintenance of railways under all conditions, we would make of it the following severe requirements, all of which we do not find any one machine to possess, but which we do believe possible to combine in one, without making it unduly complicated." They presented three requirements which of themselves were all-encompassing. Here is a short summary:

1. It shall be able to drive piles of any length and size from either end of the car, close to the car, or 15 feet ahead of wheelbase as may be desired; either plumb or at any desired batter (within reasonable limits).
2. It should be rigged with a boom long and strong enough to handle with ease and safety the heaviest bridge timber, as well as to do all the work usually required of a steam derrick car in the erection and maintenance of bridges, culverts, etc. It should also have a capacity for heavy lifting, making it very useful in clearing up a wreck, pulling out temporary structures and old bridges, and, in fact, doing any kind of work where a strong portable steam derrick is required.
3. Its construction should be such as to make all the changes necessary to adapt it to all the various kinds of work required of it in the least possible time with a very small force of men, and so simple that no great amount of special training will be needed to fit ordinary bridge men to handle it successfully. It should not require more than six men, including engine man, for all ordinary work. Such a machine might easily be con-

structed by combining the best features of the various machines and thus secure a pile driver that would be able to accomplish a maximum of service at a minimum of cost.

The D&RG constructed its first narrow gauge pile driver in June 1891, numbered car 0363. Although at that time many of the improvements in technology had not yet been fully developed, the machine produced was functional and served the railroad's need. From the time of construction it underwent several improvements, some ICC mandated, and in 1907 it was renumbered OB, but it still lacked the refinements needed on a pile driver introduced after the turn of the century.

In May 1920 OB was involved in a serious wreck destroying most of the platform, rigging and hoist house. This event gave the Alamosa shops the opportunity to make many improvements in OB's operation, implementing many of the developments in pile driver technology. Many of these developmental ideas were presented in the 1899 meeting of the Association of Railroad Superintendents of Bridges and Buildings. During that meeting W. T. Powell, from the Colorado Southern Railway, presented this position: "Pile driver should be on permanent extension and able to drive 20 ft. ahead of wheelbase with swing leaders, and able to drive at either end of the car and driver to be swung by some kind of



*The boom of pile driver OB is lowered for movement between work sites. R.W. Richardson photograph. Date and location not certain. From the Richard L. Dorman Collection of Narrow Gauge Photographs.*

steam power; should not be self-propelling; should be able to drive at right angles with track; leaders should be hung on an A-frame so made that it can be lowered with leaders; length of leaders, 40 ft.; weight of hammer, 8000 lbs.; 2-in. manila rope; should not be rigged with boom; 30-HP engine; would batter piles by swinging leaders." Mr. Powell must have been very influential as many of his points were apparent in the reconstruction of D&RG's OB, completed in 1921. This newer model of OB was the pride of the narrow gauge. At the time it was the only reconstruction effort of any maintenance of way equipment in the D&RG narrow gauge system. With the change in design during the reconstruction of the platform and boom it was impossible for OB to be transported "in train" as the platform and boom extended far past the coupling, making it necessary to utilize a flatcar as a tender. In 1923, the D&RG flat car 6008, now in Chama, was assigned as the permanent boom tender for OB.

After 108 years of service, in July of 1999, the Friends of the Cumbres and Toltec Scenic Railroad undertook reconstruction of OB at its Colorado Springs site facility. During these eight and a half years great progress has been made. In 2008 the Friends' reconstruction of OB has accomplished what the D&RG did in 1921, reconstruction of a specialty piece of MOW equipment. Recent major hurdles are being overcome to make it possible for OB to be returned in an operational state. During an assessment of the gear segments for repair of broken sprockets it was determined that due to poor quality of the casting it would not be possible to repair individual sprockets. The decision was to re-pour each of the six casting segments. This presented an unexpected challenge; the pattern shop and Western Foundry have encountered several problems in getting the gear sprockets correctly aligned and properly positioned. However, the third casting proof, which was poured February 18<sup>th</sup>, was acceptable. The remaining segments will be cast at the foundry by the end of February and milling of the six sections completed by mid-March.

See *OB Pile Driver*, page 10



In reflecting on that initial Board of Directors, it is exciting to see how those people carried over from a tradition that had actually started some seven years earlier. Spencer Wilson and Vern Glover's *Historic Preservation Study on the Cumbres & Toltec* was a call to arms for many people, especially me. When I read that book in 1980, I immediately knew that something needed to be done. Our first very modest work session was a one and a half day work project in June of 1981 with Glenden Casteel and myself. In 1982 the session grew to a two day work weekend with three volunteers, adding Carl Tebbens. In 1983, the two day work weekend more than doubled to seven members and again almost doubled in 1984 to thirteen volunteers, including some volunteers from the Rocky Mountain Railroad Club from Denver, demonstrating that our work had appeal to people beyond New Mexico. 1986 brought us twenty-six volunteers from as far away as Florida and then again in 1987 we had over fifty volunteers, including Howard Bunte from California.

It is hard to reflect on these times without mentioning many names, but the risk is that so many more names need to be mentioned because indeed this is a project and an effort that involves people much more than anything else. People dedicated to the preservation of a resource unequaled in the United States for its genre. Right from the official start of the Friends in 1988, we were blessed by a great newsletter edited by Art Nichols and laid out by Steve Schroeder. Membership growth was assured by the tireless efforts of many, but especially including Anne and Frank Burton.

The early model of the volunteer sessions was a long weekend, typically Friday, Saturday, and Sunday. The work sessions grew in length as more and more people came from farther and farther away and wanted to work longer to justify their travel. I believe that one of the most important aspects of our organization has been the personal interaction

that we have with each other. The early work sessions started models of that interaction that fortunately are still with us today. These are:

**Program.** Our annual meetings have been both an official meeting of the members but more importantly a time for social interaction and a program. We have typically had excellent speakers talking about a wide variety of both historical and current railroading topics. We have had programs featuring the historic days of the Rio Grande, the September 1970 delivery of equipment from the Rio Grande to the C&TS, and current topics such as the acquisition of tank cars from Alaska. Our annual meetings typically give people a chance to see what other volunteers have accomplished during their work sessions and have a time for people to be able to purchase current books on historic railroad topics and other merchandise.

**Annual Dinner.** Our annual dinners have been a wonderful opportunity for fellowship. Early on we had our dinners at the High Country Restaurant, until the number of diners grew to be more than the restaurant could accommodate. It was great fun for everybody to introduce themselves and tell where they were from and what they particularly enjoyed about the Railroad. Our current dinners held usually on the last day of "C" Work Session allows volunteers from both "C" and "D" Sessions to get together and enjoy each other's company as well.

**Membership Meetings.** Out of both of these two traditions has developed a wonderful tradition of having membership meetings in the States of Colorado and New Mexico. We have long tried to have Colorado and New Mexico be equal partners in the Friends' organization as well as in the Rail-

road and early on we started a tradition of having our Board Meetings alternate between Colorado and New Mexico. That rather immediately developed into a combination of membership meeting and the program for our members in the two states. For weather considerations, we now hold a March Board Meeting in New Mexico and an October Board Meeting in Colorado. Members are invited and we usually have almost one hundred people attend a nice dinner, meeting, and program. Initially, we started out alternating between Denver and Albuquerque and in more recent years we have met in Albuquerque, Santa Fe, Canyon City, Colorado Springs, Golden, and Denver. These meetings offer a tremendous opportunity to have members meet each other, get to meet the Board of Directors, and keep up to date with what is going on with the Railroad.

As I was preparing this reflection, I realized that one of the key themes that runs throughout my thoughts about our past is the fellowship that has been generated by the Friends of the Cumbres & Toltec. Whether it is on work sessions, meetings, or whatever, we are blessed with having exceptional people who want to make a difference in our world. The difference that we can collectively make is not just to ensure the survival of a marvelous historic property into a new century, but to add quality of life to personal relationships. This makes us better able to live our lives in accordance with the Golden Rule. It has been a great honor for me to be involved with you the members of the Friends of the Cumbres & Toltec and I look forward to many more years of wonderful association.

*Bill Lock is the Founder of the Friends of the Cumbres & Toltec Scenic Railroad.*

## Development Committee Progress Report

by Bob Ross and Nan Clark

*Development* (n.) — Growth, progress, advancement, improvement

These are all words defining the role of the Friends Development Committee. The Committee has the responsibility for insuring that funds are available to significantly enhance the fulfillment of the Friends Mission and Strategic Plan. The two key areas within the committee work that accomplish these goals are the Grant Writing Group and the ongoing capital campaign — Another Century of Narrow Gauge Steam II.

### Grants

Since 2005, the Friends have been awarded over \$460,000 in grants from private foundations, individuals, and federal programs. These monies funded: direct support for the Friends operating budget, the Kiosk and interpretive panels at Cumbres Pass, Phase I & II construction of the Antonito CRF, restoration of cook car 053, the feasibility study for the Railroad Visitor Center (RVC), and the Educator's Guide to the C&TS Railroad National Historic Site. This past December, we were the recipient of the prestigious Save America's Treasure (SAT) grant to restore C&TS locomotive 463. Other grants that have been recently submitted and await notification total over \$480,000. These grants would fund: the required match for the SAT award, restoration of Railway Post Office car 54, planning for interactive displays for the RVC, and direct contributions to the capital campaign.

### ACNGS II

As of January 30, 2008 (a span of eight months) campaign pledges and contributions total \$664,166. Friends' members represent only 24% of those contributing, with the remainder coming from Chama and Antonito merchants, C&TS RR suppliers, private foundations and other individuals. Since the campaign goals include growth of the permanent endowment (adding 10% of all ACNGS II funds raised), we want to report the recent milestone with the Friends endowment reaching \$100,330.

We will continue to seek support from corporations, additional suppliers to the Railroad, those doing business with the C&TS and the Friends, and other private foundations in Colorado and New Mexico. We also will work hard to increase participation of our membership.

To our members who have already made a pledge or contribution, we thank you again for your support. As a reminder the goals for the campaign are listed below.

- Interpretation & Education—includes RVC, museum accreditation and achieving Landmark status on behalf of the C&TS RR —increasing educational activities and enhancing the visitor experience turning tourist dollars into economic stimulus for the region.
- Historic Rolling Stock—includes rehabilitation of rolling stock, long-range restoration planning, covered car storage and Chama CRF.
- Historic Structures—includes structural repairs to preserve them well into the next century.
- C&TS locomotive fleet—goal of five operational locomotives and the possibility of more special charters (dynamic interpretation), restoration of Rotary snow plow OY.
- Railroad & Operator Assistance—Volunteer labor or loans or grants to meet critical RR needs. Past examples: right-of-way clean-up, matching funds for locomotives or track work, repairs to Roundhouse, speeders and RR equipment.
- Permanent Endowment.

If you have not yet contributed to ACNGS II, please consider a generous pledge today.

*Bob Ross is Chairman of the Development Committee and Vice Chairman of the Board of Directors. Nan Clark is the Campaign Chairperson and a member of the Board of Directors.*

### Opportunity in Chama, Summer 2008

Will you be in Chama during the coming summer?

**Wanted Part Time  
Reservation Agents for the  
2008 Season**

**Inquire with  
Teresa Smith, Passenger Services Manager  
Telephone: 505-756-2151**



## Snow, Then and Now

by Tim Tennant

The winter of 2007-2008 will go down on record as one of the snowiest that the Village of Chama has experienced. It seems this has been a year that almost every weekend since early December a storm tracking from the Pacific Ocean has reached Northern New Mexico and Southern Colorado, proceeding to dump hefty amounts of snow on the region.

The period of February 2-3-4, 2008 proved no different and in fact before it was all over, Chama received 39½ inches of snow in a 48 hour span. Still digging out from the previous storm, the Village of Chama was reeling. Many roofs caved in under the weight of snow and ice, including the Chama Valley Market, the only grocery store in Chama. New Mexico Governor Bill Richardson proclaimed Rio Arriba County a disaster area, freeing up \$750,000 of state aid to help combat snow removal efforts. Some residents were literally trapped in their homes and had to be dug out.

At the Cumbres & Toltec Scenic Railroad, operating personnel took notice of the massive snow loads on the roof of the historic Chama Depot and Enginehouse. C&TS Manager of Passenger Services, Teresa Smith, along with Chief Mechanical Officer Marvin Casias mobilized furloughed C&TS employees who, with a handful of Chama residents, helped clear snow and ice from these structures.

This group along with Chama shop personnel manned snow shovels, snow blowers, and the railroad's loader to attack the problem. Working diligently on February 5<sup>th</sup> and 6<sup>th</sup>, the crews were able to clear the roofs, thereby avoiding a possible disaster for the Cumbres & Toltec. A big round of thanks goes out to all who worked to clear the snow from these structures.

The photograph from the Dorman collection on the back cover of this issue of the Dispatch shows snow a century ago at Cumbres. Obviously, heavy snow is nothing new along the Cumbres and Toltec right-of-way.



*Chama shop personnel, furloughed C&TS employees, and Chama residents help clear snow and ice from the Chama Depot. (Tom Cardin)*

## Friends Discount for 2008 C&TS Operating Season

The following is the approved policy for discounts on train tickets for Friends members and work session participants.

A 10% discount will be afforded to Friends members as the names appear on their membership card, up to four individuals. Example: If a member's card contains over four family member names on the card, only four individuals will be provided the discount. The remaining individuals will pay the full applicable fare. This discount applies to coach or parlor cars seats on regularly scheduled Cumbres & Toltec trains. The discount is not applicable to any charters or special trains operated over the C&TS. Reservations can be made in person or by calling reservations at 1-888-CUMBRES.

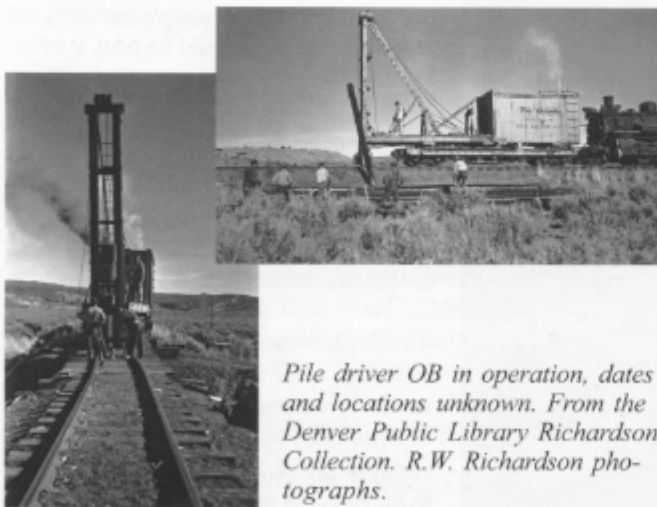
A 25% discount will be afforded to members who participate in work sessions. The member must be registered and actually participate in a work session to qualify. Example: If there are a husband and wife who desire to ride and the husband participates in a work session but the wife does not, he would receive the 25% discount and she would receive a 10% discount if her name is on the membership card. Reservation agents will verify names against a supplied master list of work session participants. The 25% discount applies only to coach seats on regularly scheduled trains and not on parlor car seats or any specials or charter trains.

These discounts cannot be combined with any other special fares offered on regularly scheduled trains. Any violation of this policy by a Friends member will result in the revocation of this privilege to the member involved in the infraction.

T.S. Tennant, President & CEO  
February 4, 2008

With that accomplished, gear segments should be available for installation the end of March. Another challenge has been the overhaul of the Steam Donkey engine. Rust in the cylinders led to a complete engine overhaul during which a cylinder head was found to have hairline fractures in the steel. These fractures were caused by water freezing within the cylinder, not from operation. With the help of several dedicated individuals and expertise from the Colorado Railroad Museum shop, each cylinder face was milled and one new head fabricated. The Donkey Engine is being reassembled, with an operational test using air expected the end of February. With the platform construction completed, all that remains is painting, a few items of touchup and car lettering. The shelter will soon be disassembled in order to attach the boom to the platform and string cable. The platform will be jacked to an elevation high enough to allow the base car to roll under the platform. This will allow adjusting of the bed and platform rollers to match the correct height, and tensioning turn buckles on the front and rear tie rods. May is the target date for transporting OB to Antonito.

In May, work sessions A and B will be conducted for OB in Antonito in order to make final adjustments on the car and to paint the boom tender. Time is also necessary for the railroad to conduct an operational test of the brakes and check of the running gear. On the 20<sup>th</sup> anniversary of the Friends, OB is returning to service on the railroad, an opportunity to celebrate with demonstrations of OB and a MOW Train. Hard working members of the Friends have brought this pile driver back to life. Come and see railroad's only operational narrow gauge pile driver. The Cumbres & Toltec Scenic Railroad's OB will soon be in the yard and on display.



*Pile driver OB in operation, dates and locations unknown. From the Denver Public Library Richardson Collection. R.W. Richardson photographs.*

### Carmen Knoob

It is with great sadness that we report the death of Carmen Knoob, a long time friend of the Cumbres & Toltec Scenic Railroad. Carmen died on August 20, 2007 in Monte Vista, Colorado. Carmen loved Rocky Mountain railroads and also gave great support and encouragement to her husband Earl Knoob in his dedication to historic railroads. Not surprisingly, Carmen met Earl Knoob in the early 1990s in Chama when Carmen was working for the local utility and Earl was serving as superintendent of operations on the C&TSRR. Earl also served on the Board of Directors of the Friends from 1989 to 1994. Carmen married Earl in 1992 in Monterey, California and they continued to reside in Chama. As time wore on, Carmen's medical handicap became more disabling and yet she continued to do amazing things as an EMT professional and as a businesswoman.

In 1993 when a special opportunity presented itself, the Friends of the C&TSRR opened what was called the Railroad Interpretive Center in downtown Chama. Carmen supported the Friends in a major way by providing the almost exclusive staffing for our interpretive center, which was intended to be a visitors center to welcome people to Chama, tell them about the Railroad, and give them an opportunity to join the Friends. While that effort was somewhat premature because of our lack of resources and volunteer staffing, Carmen made a real difference to the interpretive work of the Friends.

While Carmen's health and Earl's more recent job responsibilities have taken them around the Southwest, Carmen remained a loyal supporter of the Cumbres & Toltec Scenic Railroad. She also loved Otto Mears' Silverton shortlines and as a part of her memorial, a portion of her ashes were distributed at Animas Forks, Colorado near the location of one of the narrow gauge railroads that ran North of Silverton.

Carmen Knoob will be remembered fondly and greatly missed. We all give Earl our very best regards.

— Bill Lock

## Schedule of Friends' Events

### 2008 Volunteer Work Sessions

May 12-16, Session A  
May 19-23, Session B  
June 16-20, Session C  
June 23-27, Session D  
August 4-8, Session E  
August 11-15, Session F

### Railroad Opening Day

May 24, 2008

### Annual Meeting and Annual Board of Directors' Meeting

Chama, NM  
June 20 - 21, 2008

### Moonlight Train

July 19, 2008

### Railroad Closing Day

October 19, 2008

### Colorado Banquet and Fall Board of Directors' Meeting

Durango, CO  
October 24 - 25, 2008



*Railroading a century ago was hard, cold, dirty work. Here, a westbound freight arrives at Cumbres station, its thirty-ton Class 60 locomotive following a similar snowplow engine and flanger. As it proceeds, the train is clearing snow from the siding next to the main track. Photo by C. R. Lively from the **Richard L. Dorman Collection of Narrow Gauge Photographs**. (Caption by Vern Glover.)*



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

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