



C&T'S DISPATCH

VOLUME 28 NO. 2
SUMMER 2015



C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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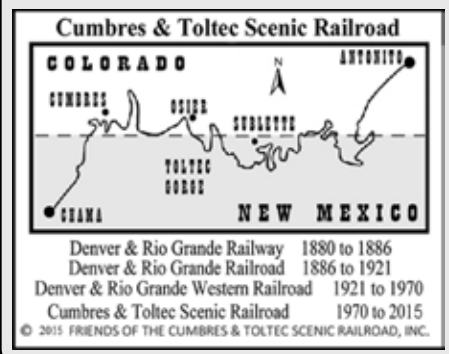
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad Inc., 4421 McLeod Rd. NE, Suite F, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad Inc., is a New Mexico nonprofit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



PRESIDENT'S COLUMN



Being A Friends Member

As I compose this column we have just come off our Annual Dinner & Meeting, June Board Meeting and work session "D" is concluding. A very busy time of the year and a two-week period when we have the highest concentration of Friends Members assembled in one location.

It is a great time to see so many of you who come from near and far to participate in our work sessions and activities. We had a great turnout for sessions "C" and "D" plus over 160 people rode the special train to Cumbres on Friday evening for our dinner! We were also very fortunate to have the families of Bob Craine and Les & Nan Clark as they were remembered.

During this period it is very easy to capture what being

Cover photos: As the both the RR season and work sessions got started, Friends members Ed Lowrance, Clyde Putnam and Jason Rose were there with their cameras.

a Friends Member is all about. All one has to do is walk around the Chama yard and notice the activity from one end to another. From landscaping the grounds, to scraping a caboose, to preparing lunch in the kitchen car or stenciling a boxcar and that doesn't take into account the crews working in Antonito, Osier, Cumbres and along the line! Everyone has a task and they are quite diligent in what they are doing. There is a passion and it is always evident.

Then when it came time for our Friday evening gathering and train ride it was all present again. The smiles, anticipation of the ride up the hill and sharing of work session stories were all very apparent. There was also the excitement by so many to be able to see the Craine and Clark families so they could talk about memories from the past. The experience of working on the historic fabric of a world renowned railroad drew people like Bob, Les and Nan. It is also what attracts so many of you each and every year.

When you think about it being a member of this organization is like being a member of a fraternity of sorts. We have a common mission and there is a great deal of camaraderie that

goes along with that. Specific projects have teams and these teams stay together for several years depending on how long a project will last. Friendships are developed and in many cases beyond that one week a year you may see a fellow team member at a work session!

So if I have not expressed it before, you as members of the Friends are very special people. You come from all walks of life and share a passion like no others for that thing we call the Cumbres & Toltec Scenic Railroad. Smile, give yourself a pat on the back and take a great deal of pride in what you all accomplish.

Tim Tennant

Articles Needed for the Dispatch

Team Leaders, Project Managers, Friends members. We are looking for interesting articles about Friends activities and/or projects.

Articles that have to do with the railroad or it's history. Maybe you have a D&RG/C&TS memorabilia collection or model railroad layout?

If you have a story (hopefully with photos) that you feel others would like to see or could benefit from, please contact the editor at e-mail:

timtennant@cumbrestoltec.org

or Rich Murray

shadraq@ptd.net



The Friends Albuquerque office

Have you ever contacted the Albuquerque office and when you were finished with your business came away with a smile on your face? You are not alone!

From the very first time anyone contacts the office they are treated professionally, courteously and, in a friendly manner.

Here are the two ladies who work so hard to help out visitors, whether in person, on the phone or via the mails. Helping visitors is just the tip of the iceberg. These girls work hard and remember they are working for us.



Gwen Lotz



Katharina Root

Experiencing Private Car Travel



This past March twenty-five people ventured out on a private railcar journey from Los Angeles to Seattle and return behind Amtrak's *Coast Starlight*, here is a recap of our experience.

This trip, which served as a Friends fundraiser, departed Los Angeles Union Station on March 1st returning on March 6th. The *Coast Starlight* route provided some wonderful scenery from southern California north through Oregon and into Washington. Our charter consisted of three private cars, all beautifully restored providing an abundance of ambience for the group.

Being on these cars afforded the group a real step back in time. Milwaukee Road Business Car *Montana* which was designed as a Tap Lounge for the *Olympian Hiawatha* brought up the rear of the train and with its spacious platform provided an excellent spot to view the passing countryside. Santa Fe Railway Barbershop Bar Lounge Car *Acoma* built in 1937 for the Super Chief served as a grand gathering spot for a few drinks and conversation! Santa Fe 10-6 Sleeper *Palm Leaf* was in the last group of 10-6 sleepers built for the *Super Chief* in 1951 and remains as the only survivor. These cars have 10 roomettes and 6 double bedrooms. For many of us this was our home away from home for the week.



Leaving Los Angeles under sunny skies we reached Santa Barbara where two cases of wine were brought onboard compliments of Russ & Patty Hanscom. Something tells me this is really going to be a fun trip! Skirting the Pacific Ocean for a couple of hours the *Coast Starlight* stops in



San Luis Obispo with yet another surprise from Russ & Patty.....this time it is some Doc Burnstein's ice cream! What a treat.

A pleasure that rail travel affords a person and especially on private cars is the fact that one is not in a hurry to actually get somewhere. Sit back, relax, sip on a glass of wine, strike up a conversation and watch the changing scenery go by. All this while soaking up the history that goes with these restored "time machines" called private railcars.....a far more pleasant experience than staring at

the interior of a sterile 737 passenger plane.

Dinner time rolls around and aboard our charter it is not just a meal but an event! Chef George has prepared a magnificent culinary treat and Train Stewart William summons us in true dining car fashion with his chimes! Ah, could life be any better? Good food, good drink, good company and an awesome setting.

The spectacular lights of the Bay Area send us off to bed and the next morning we are greeted by images of Mt. Shasta. Our train pulls into Klamath Falls, OR and unfortunately we find out that a Union Pacific derailment will delay our arrival into Seattle by a day. So, we are set out on the depot track, our passengers have the opportunity to explore "K-Falls" and our private cars are picked up the next morning by that day's northbound *Coast Starlight*.

More breathtaking scenery as our route takes us north of Klamath Falls through Eugene, Salem, Portland and into Seattle arriving at King Street Station that evening. Upon arrival, having put 1,377 miles behind us, our cars are placed on a storage track within the station in the heart of downtown Seattle.



Unfortunately with the derailment our group's stay was shorted a day in Seattle but everyone made the most of it. Whether it was a visit to the Space Needle or a ride across Puget Sound on a ferry and certain indulgence in the region's seafood, the day was consumed with activity. A great many smiles were evident on people's faces that evening.

Our stay in Seattle was far too short and of course by the time we arrived back in L.A. the journey as a whole ended way too soon. We were having fun! The chatter amongst our group seemed to center on the experience and the question as to when the next trip is planned.

Well, we have another charter planned and it will entail a four car consist from Los Angeles to New Orleans and return in February 2016. If this all sounds intriguing and if you have not placed yourself on our private charter list, then give the Albuquerque Office a call and we'll send you information. We'd love to have you join us!

Tim Tennant

Midwest Member Meeting

On Saturday May 2nd we held another regional member meeting and this year's venue was the Illinois Railway Museum in Union, IL. We had approximately 60 Friends Members present. After a brief meeting was held lead by Board Chair Bob Ross and President Tim Tennant, the group had lunch and then went on a tour of the museum. These meetings have proven to be well received and we thank all those who were present. More of these meetings around the country will be planned in the future.

Tim Tennant



Bob Ross, Chairman of the Board and his wife Holly, attending the Midwest Member meeting

Article #6 - Speed Limit and State Line Signs

Cumbres and Toltec Scenic Railroad

This is the sixth article on signage along the Cumbres and Toltec Scenic Railroad (C&TSRR).

The first one was on mileposts in the April 2012 Dispatch followed by one on whistle boards. This article will outline the Speed Limit, State Line and End of Standard Gauge signage.

I - Speed Limit Signs:

The railroad has many speed limit signs along its 64 miles. The signs are big circles of sheet metal painted black with white numbers. Speed limit signs are found as pairs of signs. One sign would have its number facing west and the other sign would have its number facing east. The back of each sign would be painted green. As you approach a sign on the engineer's side, you see a number 10 or 10 mph, which is the speed limit in this area. As you leave the controlled area, you see the back of the other sign (on the fireman's side) painted green so the train can resume regular speed.

All but one of the signs on the C&TS are painted black with white numbers. For some reason, the sign at mile 303.30 is painted yellow with a half-size black number 10. We have documentation for the black with white numbers, but we do not have any documentation for the yellow target.

MOW Charter Train

As this Dispatch goes to press plans are under way for the Friends to offer a MOW charter train this fall. The train would consist of MOW equipment including OB and OP pulled by locomotive 463. The train will operate from Antonito to Osier and return to Antonito on Saturday October 3rd with demonstrations taking place Sunday morning October 4th in Antonito. Photo runby locations will be set up for the trip westbound on Saturday and we will only be selling 50 spots on this train. This two-day event will serve as a fundraiser with proceeds being put back into our restoration efforts. Watch for developments as we'll post information and fares on the Friends web site.



Mile 296.40

Jim Gross 2005



Mile 303.30

Jim Gross 2005

II - State Line Signs:

There are eleven State Line signs on the C&TS. Each of the signs reads ENTER NEW MEXICO on one side and ENTER COLORADO on the other. You may also see a three to four-foot granite marker next to or across the tracks from the railroad's State Line signs. These are the states' State Line markers. Many of the granite markers can easily be seen from the train. The two photos below of State Line sign 316.70 show both the railroad State Line sign and the historic granite state line marker. Another piece of trivia as far as State Line signs go is that the railroads State Line sign at Cresco is at 335.28 before the east switch of the siding and the true state line is at 335.70 after the west switch of the siding. A little tax manipulation?.



Mile 316.70 Jim Gross 2006



Mile 316.70 Jim Gross 2006



Mile 289.70 Jim Gross 2011

III - End of Standard Gauge Signs:

Most of us have seen the "END OF STANDARD GAUGE" sign at mile 280.91 in Antonito. Today all that is left of the third rail is the sign and some standard gauge, but as you can see from the black and white photo the sign didn't always read that way, Circa 1943 the sign read "END OF THIRD RAIL" on a wooden post. I do not know when the steel sign replaced the old wood sign.



Mile 280.91 Jim Gross 2014

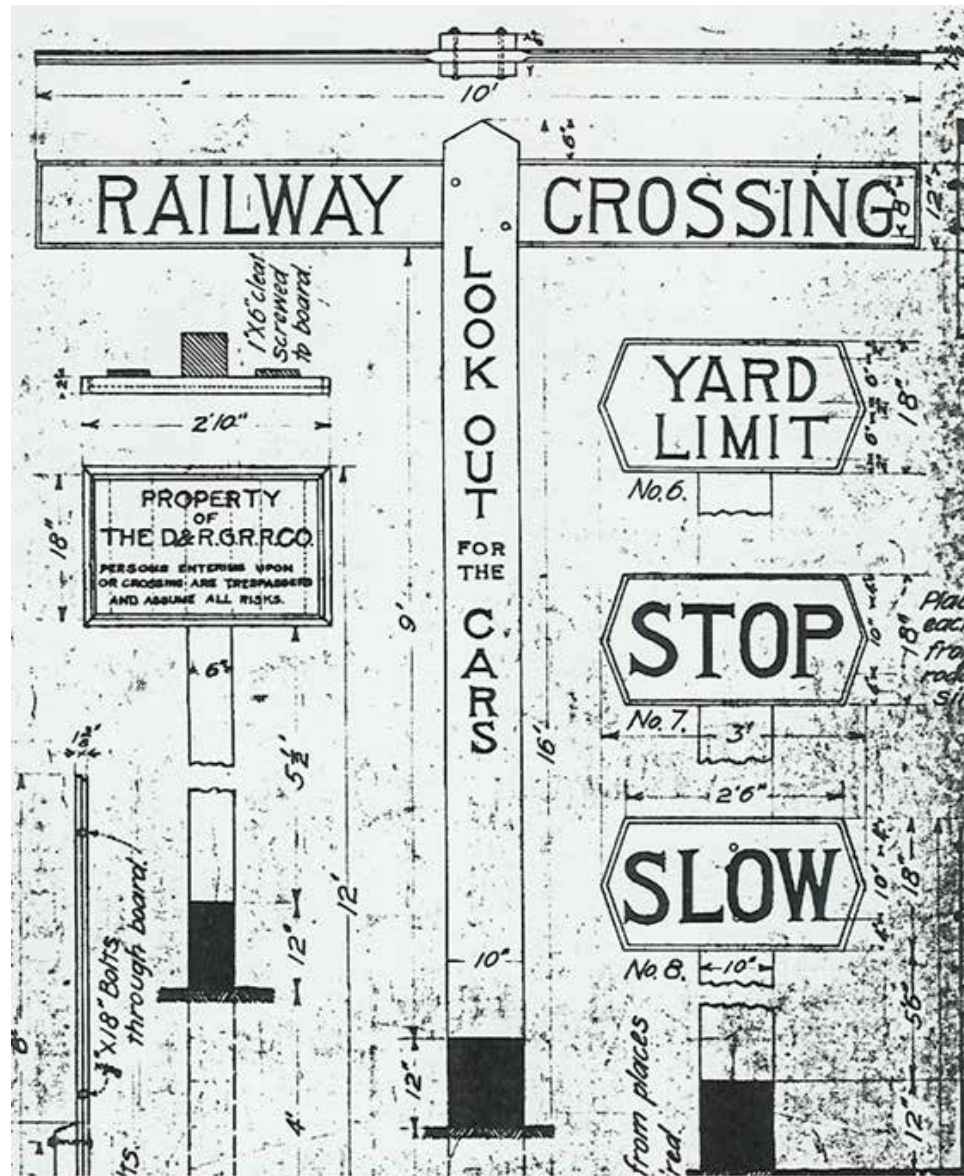


MP280.91 Antonito End 3 rail Circa 1943 Denver Library

IV - Railway Crossing Signs:

At this point in time, we do not have historic railway crossing sign representation on the C&TS. Railroad crossing signs today have been standardized and it would most likely be illegal to have an historic sign at one of our railroad crossings. Maybe one day we could put a sign up at the museum just to show the heritage of the railway crossing. Think of it as an 11 foot high sign with a 10 foot wide reach. Just imagine how large that sign would be at a crossing.

On the back of the C&TS Dispatch Vol. 26, No 2 is a Dorman Collection photo No. RD034-027 that shows the Railway Crossing sign in use in 1949.



From - D&RGRR Standard Posts Aug. 1903

Again, I will leave you with the request that if you see a photograph with a historic sign from the C&TS or a document about signs, let me know. I hope that the six articles were informative and gave you real appreciation for the history of signage along the C&TS. -- Jim

Work Sessions A&B

Photos by Ed Lowrance and Joe Kanocz

This year's work sessions got off to a great start with a record number of volunteers showing up during the weeks of May 18 and May 25. The amount of progress during these two work sessions was exceptional as the volunteers worked wonders! This is only a sample of what you can view on the Friends forum pages so please visit there also. <http://www.coloradonewmexicosteamtrain.org/FriendsForum/viewforum.php?f=3>

The season started with some pre session prep work. Things like food supplies needed to be purchased and stocked before the volunteers arrived on Monday morning.



Mary Jane Smith and Patty Hanscom

Monday Morning started with registration, which of course included old friends greeting each other. After the registration and before work started Friends President Tim Tennant presented member Warren Ringer with a special recognition for 25 years of attendance at work sessions on the railroad.



Monday morning registration

Popular caboose #0579 is in the CRF for much needed maintenance including roof, windows and siding. The caboose also had a bad wheel set which needed to be changed out.



0579 truck wheel set change out



0579 Window water damage repair

UTLX Tank car #11037 which had been previously painted with a multipart black paint that was so hard that it had to have every area that was to be lettered, roughed with steel wool or the lettering paint would not adhere.



Gramps partially lettered



Gramps finished

The team working with the passenger car trucks continued with the skillful work involved with constructing replica operating trucks.



Dry fit 470 truck frame



470 Sill sandwich



Double roof cover of snow and ice barrier.



Newly built brake rod ends



The "Square Nail Gang" in action siding the section house in Osier



FROM THE PROJECT COMMITTEE

The attendance at sessions A&B was larger than normal and that, along with the *can do* attitude of the volunteers, led to the large amount of progress that was made on the various projects. That *can do* attitude seems to always be present during Friends work sessions, along with a general feeling of comradery and good humor.

Would you like to join the volunteers and help with the restoration and preservation projects but aren't sure if you have the necessary skill? Rest assured you do! Have you ever used a paint brush (or a roller), hammered a nail, raked a lawn, used a saw or a camera, boiled water or taken notes in a class? These are the same skills necessary in the completion of projects for restoration and preservation on the railroad.

Not sure if you would fit in? All it takes is a phone call; the project committee chairs would be happy help you find a project that you would be comfortable with. You may e-mail or phone, we are available. John Eng (719) 499-1228 jengs@cumbrestoltec.org or Ed Lowrance 970-731-9184 eglval@centurytel.net Give us a call, we would be happy to speak with you.

The project committee periodically sends out e-blasts to provide the members with news and information about the upcoming projects and work sessions. In order to keep the mailing expenses down we choose to use e-mail rather than the USPS. With over 2500 members you can appreciate the expense to the organization of regular mailings, funds we would much rather spend on projects. If you are not receiving these e-blasts please take time to update your e-mail address with the Friends office so that you can receive these notifications. Many of our members have elected not to receive e-mails from the Friends organization; please reconsider if you are one of those members. We certainly appreciate that you do not wish to have more "junk" in your in-box. The Friends organization however never shares or sells their email list. The e-mail you receive from the Friends concerns only them and the Cumbres & Toltec Scenic Railroad.

If you are interested in the projects we are working on and/or just want to be kept up to date with organization news, if you would like to participate in the restoration, preservation and maintenance of historic rolling stock, equipment and facilities, and would like to be kept aware of the opportunities to participate, we want to provide that to you as we do need your help and participation. For this we need your e-mail address.

Note: You may have previously set your email preference to exclude Friends e-mail. You might want to change that so you can stay in touch with Project Committee work session notices.

If you would like to change or add an e-mail address to our mailing list or change your preferences, please e-mail your information to; info@cumbrestoltec.org . We still accept written information as well. Please send to:

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

4421 McLeod NE, Suite F
Albuquerque, NM 87109

The Friends' Bookstore Closeout Sale

There are limited quantities of these books, so please call Gwen at (505) 880-1311 to reserve your copies.

Packing & shipping is an additional cost and averages around \$4 per book (multiples are cheaper).

Several "Narrow Gauge Pictorials" by Robert Grandt. These are softbound 11"x 8.5" references to various pieces of narrow gauge equipment used on the D&RGW, C&TS, RGS and D&SNG railroads.

Discription	Pages	Available	Price
Vol. I: RGS and D&RGW Motive Power	176	2	\$33.00
Vol. II: Passenger Cars of the D&RGW	192	2	\$33.00
Vol. III: Gondolas, Boxcars & Flatcars of the D&RGW	208	3	\$35.00
1Vol. IV: Refrigerator Cars, Stock Cars & Tank cars of the D&RGW	176	7	\$30.00
Vol. V: Caboosees of the D&RGW	160	11	\$28.00
Vol. VI: Motive Power of the Colorado & Southern	224	5	\$35.00
Vol. VII: D&RGW Work Equipment – OA to OZ	224	41	\$35.00
Vol. VIII: Colorado & Southern Freight and Passenger Cars	160	3	\$35.00
Vol. IX: Rio Grande Southern Right-of-Way & Structures – Rico to Durango	160	9	\$30.00
Vol. XI: Locomotives of the D&RGW	192	14	\$33.00
The Mudhens: A photographic History by Dennis O'Berry [soft, 11" x 8.5"]	160	9	\$30.00
Rotary Snowplows on the C&TS RR by Joseph Hereford [soft, 11" x 8.5"]	72	21	\$14.95
Locomotive 315: The Lives, Times & Rebirth of an 1895 steam engine [hard]	514	3	\$79.85
D&RGW Narrow Gauge Work/Box Outfit Cars [spiralbound, 11" x 8.5"]	156	2	\$43.95
Durango & Silverton by Sam Furukawa [hardbound, 11" x 8.5"]	176	5	\$44.95
Narrow Gauge to the San Juans by Sam Furukawa [hardbound, 11" x 8.5"]	176	12	\$41.95
The Chili Line and Santa Fe, the City Different [hardbound, 11" x 8.5", 3rd prt.]	231	3	\$59.95

We stock the following book as a regular item, but list it here for your convenience.

Cumbres & Toltec by Sam Furukawa [hardbound, color, 11" x 8.5"] Price includes free shipping	176		\$54.00
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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:

2015 Fall Issue Mail on Sept 30,2015

All materials must be received by Aug 31, 2015

2015 Winter Issue Mail on Dec 30,2015

All materials must be received by Nov. 30, 2015

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

*"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

Silver Rails

THE RAILROADS OF LEADVILLE, COLORADO
BY CHRISTOPHER JAMES



Hardbound, 288 pages
Over 375 photographs (inc. many never published before)
16 pages of color images
18 route maps
7 historic maps
Bibliography
Notes
1860-present Timeline
Comprehensive Index

**Publication date:
July, 2015**

Silver Rails: THE RAILROADS OF LEADVILLE, COLORADO, is the story of the *Denver & Rio Grande*, the *Atchison Topeka & Santa Fe*, the *Colorado Midland* and the *Denver South Park & Pacific* as they battled the mountains, weather, finances and each other to access the wealth that was pouring from Leadville's mines. This is also the story of the laborers, railroaders and empire builders who endured avalanches, fires, accidents, angry stockholders, financial ruin and even murder to build and operate the railroads that helped put the magic in the "Magic City" of Leadville.

Review the complete Table of Contents and download a FREE chapter for your pre-purchase consideration at:
<http://www.silverrailsleadville.com>



2015 TRAIN RIDE DISCOUNT POLICY

A 10% discount will be afforded to Friends Members as the name appears on their membership card for up to four (4) 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 fare applicable. This discount applies to coach, first class or parlor cars seats on regularly scheduled and special Cumbres & Toltec trains. The discount is not applicable to any charters 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 restoration sessions. The member must actually participate in a work session and be in possession of a Friends session badge to qualify. Example: If there is a husband and wife who desire to ride and the husband participates in the work session but the wife does not, he receives the 25% discount and she receives a 10% discount if her name is on the membership card. Reservation agents will verify against a master list supplied by the Friends. The 25% discount applies only to coach seats on regularly scheduled and special trains and not to first class or parlor car seats nor on any 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.

SCREEN CAPTURE FROM THE SOUTH WEB CAMERA MOUNTED ON THE CHAMA COAL TIPPLE



Don't forget to visit the Friends on the web at;
www.ColoradoNewMexicoSteamTrain.org

There you will find our forum where you can interact with other Friends members. You will also see photos taken during work sessions (more than we can include in the Dispatch)

While you're there you can also visit our web cams. We now have three real-time, live feed, video cameras streaming pictures of the Chama yard. If you haven't been there yet, you owe it to yourself to take a look.

SUBSCRIBE TO THE COLORADO TIME-TABLE RAILROAD NEWS OF THE ROCKY MOUNTAIN WEST PRINTED MONTHLY

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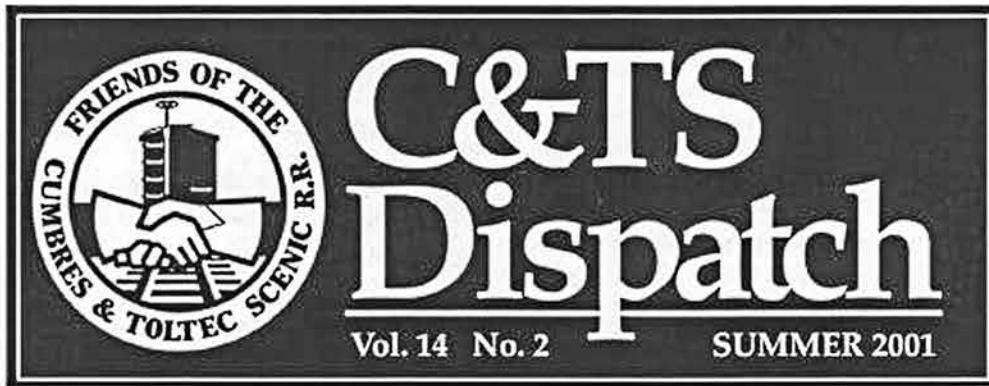
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the Friends
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Winter Shop Work 2000-2001

It might seem a little late to report on winter shop work in August but much of the work on locomotives and passenger cars in Antonito and Chama was still ongoing after the deadline for the Spring 2001 issue. In this report, Mark Yates describes the inspections, repairs, and maintenance on the locomotives, for the most part in Chama, and John Craft covers the work in Antonito on the passenger cars. Photographs are by Tom Cardin except where noted.

Locomotives

Over the winter, the shop crews in Antonito and Chama were busy preparing passenger cars and locomotives for the 2001 season. After the 2000 season, the passenger cars in Chama were shuttled to Antonito and the locomotives remained in Chama, where work began immediately on preparing locomotives 463, 484, 489, and 497 for their flue extension inspections (487 did not need a flue extension). The locomotives were ready by the 15th of November, and the inspections by the Federal Railroad Administration (FRA) occurred on November 20th and 21st. Included in these inspections were the parts of the new CFR 49 Part 230 Steam Locomotive Inspection and Maintenance Standards that had to be completed by January 18, 2001. (The new steam rules are being phased in over a two-year period and the last opportunity for flue extensions will be prior to January 18, 2002.) The four locomotives passed with minor notations for repairs. Locomotives 463 and 489 required the most work: 463 required an additional water glass under the



In the Chama enginehouse, the shop crew puts on a new tire for engine 463. The tire is heated with a "ring of fire" so it will expand enough to fit on the driver, with only a little coaxing from 15-lb sledge hammers. Left to right: Steve Montano, Toby Vigil, Orlando Uliberri, and Bob Wright. (March 2001.)

new Part 230 regulations, and 489 had several fire-cracked flues at the rear sheet that required changing.

463

Thirty tubes needed replacing on the rear sheet. A new center grate support was cast and installed. The crew also replaced the spring rigging pins and bushings because some of them gave us problems last season and, in general, they were worn out since being rebuilt seven years ago. New side rod bushings were made and installed, and the air pump bracket, which gave us fits last season, was repaired. We mounted the independent

valve (which controls the locomotive's brakes) on the right cab wall, and modified the throttle lever with a dogleg to accommodate this change. New boards replaced the worn-out deck flooring in the cab.

The crew replaced the sharp-flanged tires on the front drivers with two new tires. This was a first for the Chama shop crew—until this year shrinking on tires was usually jobbed out to the Durango & Silverton. In order to cut the inside of the tires to shrink fit onto the driver centers, the Niles vertical turret lathe that the railroad obtained a

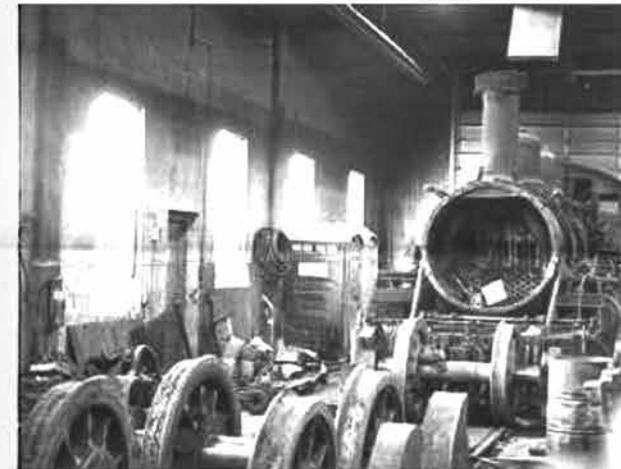
See Winter Shop Work page 6 →

Winter Shop Work continued

couple of years ago from the Roaring Camp & Big Trees Railroad was moved into the enginehouse and made operational. On the second cut of the first tire, the old DC main-drive motor gave out and an AC replacement motor finished the tires of both 463 and 484.

484

Since the derailment of locomotive 484 on April 25, 1999, little work had been done on it until this past winter. During the winter of 1999, a preliminary inspection was performed to determine the amount of damage caused by the derailling and rerailling of the locomotive. This past winter the crew removed the spring rigging and dropped out the drivers. An outside firm fabricated narrow-gauge shop trucks from the old Alamosa standard-gauge ones that sat rusting over by the coal pile. These were installed to support the locomotive. The pony truck was removed for inspection, and several cracks previously unknown were detected—they will be welded. Parts of the spring rigging, upon removal,



Engine 463 in the Chama enginehouse. The drivers have been removed and the smoke box door has been removed for access to the flues. (February 2001.)

were also found to be defective and will be repaired. The rest of the spring rigging will receive new pins and bushings. The drivers have already received new tires, the old ones had sharp flanges and were not thick enough to be turned. The valves and pistons are being reworked along with the valve cages, which were removed to have new ones made by a machine shop in Farmington, New Mexico. New valve and piston rings will also be made, and the jacket and lagging will be removed to allow a thorough inspection of the boiler barrel.

487

While on a work train from Antonito to Lava Tank on November 2, 2000, locomotive 487 developed a loose crank pin in the lead set of drivers. It returned to Antonito, and the shop crew dropped out the driver set and sent it to the Grand Canyon Railway for outfitting with new crank pins. To avoid interrupting the work on the parlour cars being done in the

Antonito shop, most of the crew from Chama, under the leadership of Donald "Ducky" Martinez, commuted to Antonito to perform an exterior inspection of the 487's boiler. This involved removing the jacket and lagging and removing the staybolt caps around the firebox and installing new gaskets (these inspections were required by Part 230 of the FRA regulations). The Chama crew reinstalled the first set of drivers and the side rods.



The new narrow-gauge shop trucks fabricated from standard-gauge ones. The shop trucks allow the engine to be moved while the lead and trailing trucks are being refurbished. (March 2001.)

488

Upon inspection last year, we found that the front and rear flue sheets were warped and also thin in areas. The bottom two-thirds of the front and the top half of the rear sheets were cut out. New sheets required that a knuckle be bent in them around the outside edges in order to reattach them. The sheets were sent to the Grand Canyon Railway; they have a bending machine to do this work. When the sheets were returned, the many tube and flue holes were laid out and cut, and the rear sheet was welded in place. The front sheet will be riveted to the boiler barrel and welded at the seam. The spring rigging was removed and the crew will install new pins and bushings. The valves, valve cages, and pistons will also be reworked or renewed and new valve and piston rings will be installed. To comply with the new Part 230 Form 4, Boiler Specification Card, the locomotive needs a new, thicker, dome cap.

489

As mentioned above, locomotive 489 needed some new flues because of fire cracks. After those tubes were removed, radial cracks were detected on the sheet itself. The sheet containing the lower bundle of small tubes was thin in some areas (the upper half of the sheet had been replaced in 1990). It was decided to replace the lower half of the sheet rather than to weld up the cracks or to risk further cracking, even though previous hydrostatic tests of the boiler did not indicate any leaks. Rather than spending an inordinate amount of time descaling and safe-ending the existing tubes, the crew replaced the 98 tubes.



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