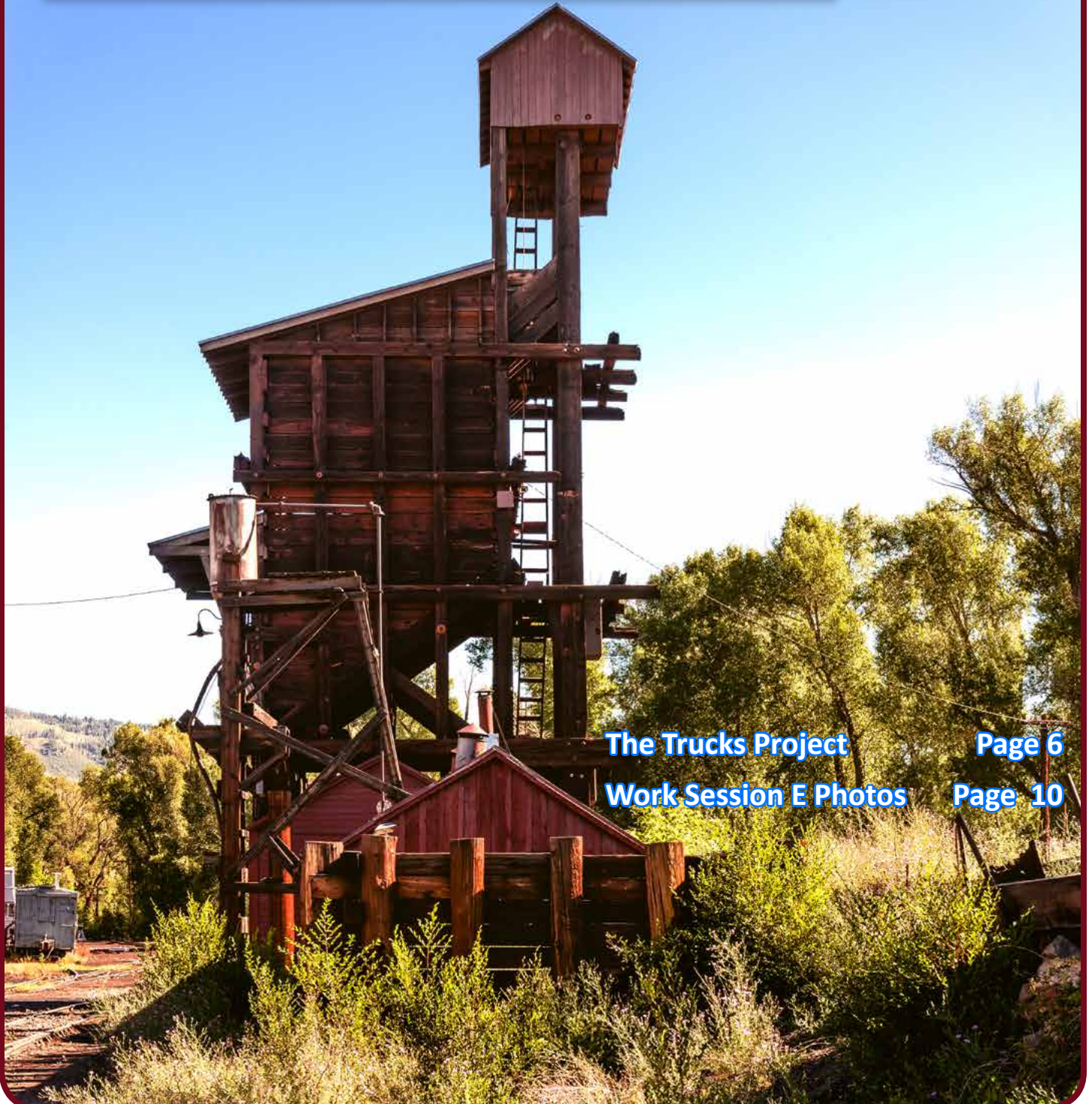




# C&TS DISPATCH

VOLUME 27 NO.3  
FALL 2014



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# C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

William Lock, Founder

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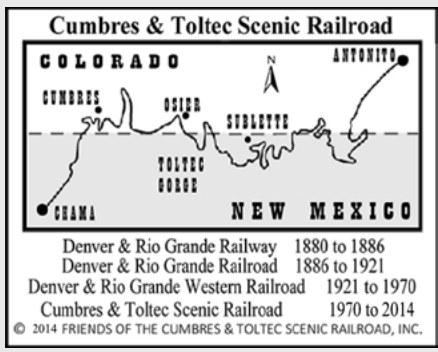
Rich Murray

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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



### Many, Many Thanks!

As I sit down to compose another Dispatch column the calendar shows that Labor Day is a week off. Wow, where did the summer go? The bulk of our work session season is indeed over and hints of fall colors will be in the air in just a few weeks.

But as I mention Labor Day it is only appropriate that I express the appreciation to all those that made a trip to Chama or Antonito to participate in a work session during the course of 2014. Our veteran work session attendees have made the same trek year after year to work on some pretty unique and important restoration projects. Our kitchen crew shows up annually with smiles on their faces and keeps everyone else smiling with the great meals they provide. The chroniclers roam the yard, take pictures and document what is being done during our sessions. Please remember to smile when they're around as you never know where your picture may show up. Our supply car people, like the local

Cover photo by Rich Murray

hardware store, are there to help provide whatever you may need to complete the task at hand.

I also need to mention our dedicated group of docents who staff the trains daily from opening day right up to the last train in mid-October. Some of these folks work a week or two and some are around the whole season or close to it. That's a lot of trains and a significant number of passengers that hear their message during the course of the railroad's operating year. Last but not least are the Dorman Photo Collection and Library volunteers. We have a core team that comes into the Albuquerque Office anywhere from one to three days a week and works on the organization's vast collection of historic photos. If you have not seen what we have in this collection please consider yourself invited to our office to look at the vast resources we have.

I always like to dedicate this column on a fairly regular basis to thank all our members for their support but especially those who volunteer in some fashion to further the Friends mission. For some the journey is a few hours and for others it is a trip from half way across the world. From near or far the common denominator is the passion you have for the Cumbres & Toltec! It is truly incredible as our volunteers come from so many different walks of life and possess a wide spectrum of skill sets.

As we started the August work sessions I was so happy to find

out that we had a number of first time work session attendees. This is just wonderful news and I hope their experience was a rewarding one. We are always looking for new work session volunteers so our plea is that if you have never attended a work session, please consider it. Our attendees have a great deal of fun, camaraderie and when all is said and done a great sense of accomplishment.

So as each of you contemplates your plans for 2015, we ask that you consider joining us for a work session. Our Projects Committee will help match your skill set with tasks that we know need to be completed. It is really a great way to get away from the normal hustle and bustle of everyday life!

So as I close yet another column, let me once again say thank you for all the support you provide the Friends. Your passion for our mission is, as I have stated many times previously, unparalleled by any other historic preservation organization out there.

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.

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](mailto:timtennant@cumbrestoltec.org)



Both the 2013 (engine 463) and the 2014 (Coal Tipple) coins are still available in silver or bronze. Proceeds from your purchase of these coins will help the organization meet it's restoration and preservation goals.

When ordering, please indicate which year and metal you want and how many of each.

Limited Edition Silver Medallion	\$175.00
Bronze Edition Medallion	\$45.00

Both prices include shipping & handling

Friends of the Cumbres & Toltec Scenic Railroad, Inc.  
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Albuquerque, NM 87109  
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[www.cumbrestoltec.org](http://www.cumbrestoltec.org)

### UP COMING EVENTS

Fall Members Banquet Oct 24th 6:00PM  
Fall Board Meeting Oct 25th 8:00AM

Hotel Elegante'  
2886 South Circle Drive  
Colorado Springs, CO 80906

Please call our Albuquerque Office at 505-880-1311 for further information or to make reservations. We ask that you make your reservation no later than Monday October 20th.



**LEWIS “LES” CLARK, LONG-TIME FRIENDS’ KEY CONTRIBUTOR,  
PASSES IN SOUTHERN CALIFORNIA  
1931 – 2014**

*by Carol Clark (Les’ daughter) and Linda Smith*

Few Friends’ members personify the spirit of the Friends more than Les Clark. For a decade, Les and his wife, Nan, who passed away after a brief illness in May 2010, were a team that won’t soon be forgotten by the Friends’ family. The loss of this dynamic duo is still felt throughout the organization.

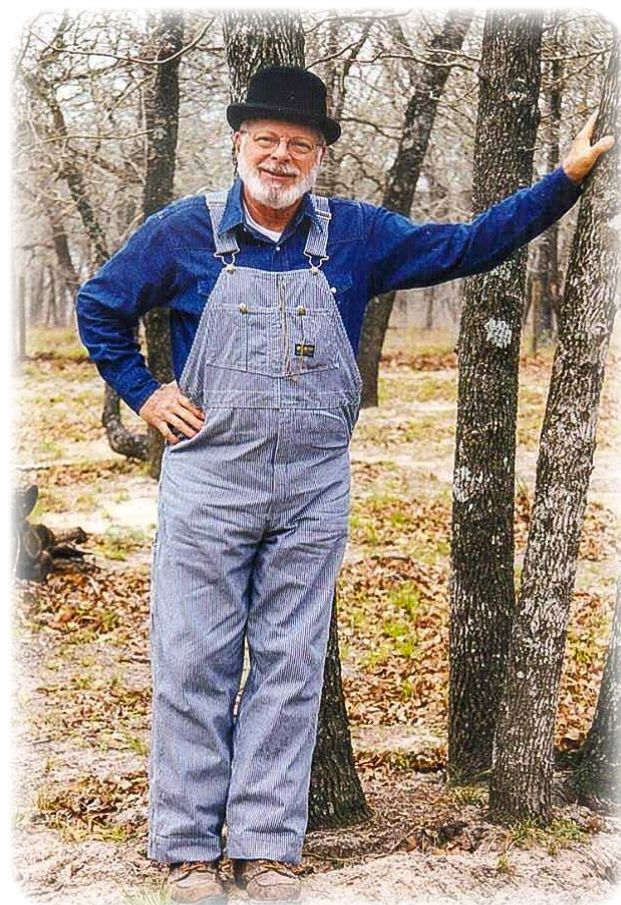
Les, who was born on August 12, 1931 in Glens Ferry, Idaho, spent his childhood on a ranch where he learned how to work hard and appreciate nature. These fundamentals served him well throughout his life, and were evident to all who knew him, especially his fellow Friends’ volunteers.

His exposure to the railroad, as it passed through Glens Ferry, started early. This turned into a passion which led Les, as a young man, to employment with the Union Pacific. He served in the positions of fireman and hostler (moving locomotives in and out of a roundhouse). Les was on the crew that retired the “Big Boy” steam engine 4014 in 1961. To his delight, the UP recently re-acquired this engine and transported it to Cheyenne where it is now being restored.

Les was a first-class railroad modeler. He spent hours modeling HO scale engines and cars. His skill was so highly regarded that one of his Atlantic brass locomotives was lent to Tenshodo in Japan for use as a master for the mass manufacture of model engines. He was also an accomplished photographer, creating a massive catalog of railroad history. In addition, he penned articles for publications such as Classic Trains Magazine. These talents were put to good use in the Friends’ organization. Les and his wife, Nan, designed and printed high-quality publications for membership recruitment and fund-raising, and Les produced and narrated videos that are relevant today.

As his family and responsibilities grew, Les joined the General Motors family at Pontiac Motor Division. Throughout his 30-year GM career, he found the most gratifying work as a General Motors instructor in Burbank, California and won many awards as a top educator. Vacations were often spent in close proximity to the railroad and he often recounted tales about piling the kids, the dog, and even a rabbit into the camper with a boat in tow for many adventures with his family throughout the west. He instilled a love of railroad in everyone he spent time with over the years, especially his family.

After his GM career ended, Les once again returned to the railroad: this time, the historic Cumbres & Toltec Scenic Railroad. Les and Nan first volunteered for the Friends’ organization in 1998 and, for over a decade, attended most if not all work sessions in Chama and Antonito as well as spending a significant amount of their time at their San Antonio home on some of the Friends’ most critical programs, e.g., fund-raising and membership recruitment. For example, the Clarks organized and participated in one of the Friends’ largest volunteer efforts to date: a 2005



*Marshall and Mary Jane Smith and Les and Nan Clark  
Brush-Clearing Project-2005*

His railroad and mechanical expertise, combined with Nan’s outreach skills, significantly enhanced the Friends’ organization.

It was Les who encouraged Nan and her grant-writing team to seek funding for the restoration of Engine 463. While Nan did not live to see the restored engine once again steaming across the historic rails, Les could enjoy that wonderful sight for her. Both of them were passionate about an expanded interpretive program, much of which is underway today.

One of the highlights of Les’ life was to join his grandson David on an 11-day Tiger Cruise on the USS Carol Vinson. He had a deep love of classical and Dixieland jazz music and played the piano, clarinet and the accordion which he frequently played for friends and family. He even taught their dog, Gracie, to sing with his harmonica.

brush-clearing project which drew over 100 volunteers from all over the country. As University of Texas fans, they chose “Hook ‘Em Horns” orange as the project colors!

Les’ mechanical skills are legend. He could – and often did – make equipment work that everyone else had declared beyond repair. He took charge of the “nuts and bolts” car but his summer volunteer role was much broader than that.

Like his successor Marshall Smith, Les was known far and wide as “Mr. Fixit” – the go-to-guy for most everything mechanical.



*Les and Nan enjoying a cab ride in Steam Engine 487*

When he wasn’t railroading, he was woodworking and creating furniture currently enjoyed by friends and family. Les was a lifelong member of the Elks lodge in Gooding, Idaho and had many friends throughout the country.

Les is survived by the children of his first marriage: Gail Cartmell and Joan (Alan) Tomich; and his children from his second marriage: daughter Carol Clark, and stepchildren Peggy Nuss and Karen Victory. He was predeceased by his wife, Nan Bridget Ramirez Clark; his eldest daughter, Virginia (Gary) Barnes; and his stepson, Paul Berger. His extended family includes many loved ones of Nan’s family and many grandchildren and great-grandchildren.

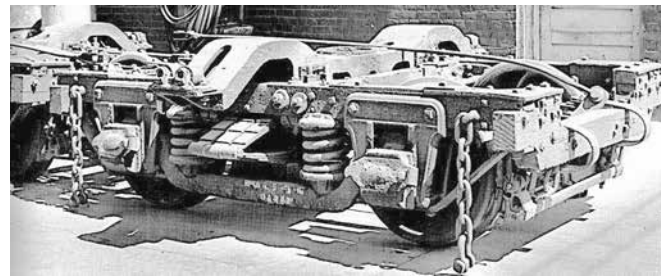
Memorial services will be held in Chama, NM at a later date. His friends and family agree that the best tribute to him is to continue to preserve the railroad he and Nan so loved. In lieu of flowers, Friends (and friends) are asked to make contributions to the Friends of the C&TSRR, Inc., 4421 McLeod NE, Suite F, Albuquerque, NM 87109 (505-880-1311), marked for “Enhanced Interpretation” which covers programs that were of special interest to the Clarks.



# The Trucks Project

Article and photos by Russ Hanscom

The Friends are in the process of restoring three historic passenger type cars, Emigrant Sleeper 470, Railway Post Office 64, and Ex RPO 53, now cook car 053. One feature common to all three is that they are currently resting on freight car trucks instead of the appropriate passenger car type trucks. While the cars were idle in the late 60's, the D&RGW appropriated all of the passenger car trucks for use on their tourist line, which became the Durango and Silverton.



Wood frame 5 Foot Passenger with flying bolster.

The charge for the Friends trucks project is to arrange for suitable trucks for each of the cars. The three main obstacles are information, help and as always, money. Trucks are usually out of sight, out of mind; they rarely show clearly in photographs, and other information is in short supply. There are some information sources.

The Colorado Railroad Museum built several sets of narrow gauge passenger car trucks of the type suitable for car 053 in the mid 90's and we have copies of most of the drawings and some photos from the project. The 470 car was constructed by Pullman and we have been able to obtain a partial set of trucks drawings from their



Disassembling a composite truck carcass for parts and information.



Wood parts for 470 trucks with one set of newly cast brake beam truss rod parts in place

archives.

There is no known source of information about the 54 car trucks except the original trucks themselves, so a number of days was spent at the D&S measuring and photographing typical trucks. In addition, we have the carcasses for several worn out trucks that provide construction details and a few salvageable parts.



Cast RPO with flying bolster.

The Friends plan to do as much work as possible themselves to reduce costs but for certain items purchasing is the only option. Wheels, axles, springs, brakes, and bearings are in this category. A typical truck has over 80 different parts so there is plenty left to do. Parts fall into four broad groups, those that must be purchased; wood parts, castings, and fabricated metal parts.

Wood parts are made from white oak and Craig McMullen has already produced the wood parts for the 470 trucks.



Completing the welding of the spring planks for the RPO trucks in the CRF



A bundle of torch cut equalizer bars ready for machining; these are for 470 and the RPO

The original trucks employed many castings. We have multiple sources for castings. The CRRM made patterns for a few parts and we have made use of those patterns. A few castings have been salvaged off of worn out trucks, a few castings have been converted to welded fabrications, and we are making our own patterns for castings. John Weiss is heading the castings effort and he has already produced patterns and had castings made for the 470 trucks; but more are required. The pattern and casting process will be the subject of a separate article.

Fabricated parts can be as simple as special bolts and tie rods or as complicated as a flying bolster or the cast steel frame for the RPO truck. Casting was the method of choice in the past as it is well suited for high volume production of complex parts.

Today, when we need only a few parts, a large casting is prohibitively expensive. The two main parts converted to welded fabrication are the flying bolsters and the RPO truck frames.

A flying bolster is so called because it resembles a gull wing; the shape is used to locate the bolster bearings



Interior corner plates for composite trucks after machining. A composite truck is one made of wood and metal



Bottom plate for flying bolster being formed at a local shop



Parts for a flying bolster ready for welding





*Machining an equalizer bar for the RPO in the CRF*



*Completed equalizer bars for the RPO. The Friends had the 2" thick bars CNC torch cut but then we welded on the end tabs and machined the end grooves and slots to retain the spring pockets (one shown in place)*



*Fabricated ends and turn buckles for 470 truss rods*

outside of the main truck frame.

The steel to make the flying bolsters and PRO frames has been cut and bent, it now must be welded together; which will require considerable effort.

Each of the pairs of trucks share a few common parts, but most parts are unique to each type of truck. The 470 trucks were originally manufactured by Pullman in 1889. They featured a six foot wheel base and 30" diameter paper center wheels.

The D&RW replaced the 30" wheels with 26" wheels when they needed to lower the coupler height 2". The frame is a composite of oak with 1/4" thick steel plates on each side of the oak. The whole is held together with a few iron brackets and many truss rods. Today we have the oak parts ready along with the pedestals and journal boxes.



*The brake linkages require lots of pins to hold them together - these are a few examples*

Some of the smaller hardware items have been fabricated or cast. The brake heads for the wood brake beams and the center truck bearing are on the pending casting list.

The 053 truck will be typical of the standard D&RG narrow gauge passenger car truck. The D&RG copied the Pullman design but reduced the wheel base to five feet. As the railroad had more experience with the trucks, they reinforced weak points with additional cast iron brackets. Photos show the 053 in the late 40's or early 50's on composite trucks with wood brake beams. Other than small items, we have most of the parts in hand, except purchased items, needed to build a pair of these trucks.

The cast steel RPO truck achieved over a 60% reduction in the total number of parts needed to build a truck. In addition to the reduced parts count, the truck frame did not flex or require periodic tightening or adjustment. Other than major purchased parts, the materials for the RPO trucks are in Antonito waiting for welding.



*A pair of inside corner brackets for composite trucks being machined*



*This is a type of cotter pin frequently used by the D&RGW; cutting the slot is a real pain.*

The Friends trucks project is based in the CRF at Antonito because that is where most of the metal working equipment is located and there are better facilities for handling heavy parts and more storage. Sessions A, B, and G (to come) saw lots of activity on the trucks; the lathe and mill ran most of two sessions preparing journal boxes. The spring plank for the RPO was welded together, and some small castings for the 470 truck wood brake beam were finished and assembled. While much of the work is done at Antonito, several home shops are contributing between sessions; and we can always use more assistance.

### 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:

Winter Issue 2014/2015 Mail on Jan 5, 2015 All materials must be received by Dec. 1, 2014

Spring Issue Mail on March 31, 2015 All materials must be received by Feb. 27, 2015

Summer Issue 2015 Mail on June 30, 2015 All materials must be received by May 29, 2015

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



## Work session E (with a little bit of F)

Text and photos by Rich Murray unless noted.



Monday July 28. Work session E started with site leader Bob Ross and CATSRR president John Bush addressing the volunteers.



Over at the coal tipple team leader John Sutkus discusses the days job with team members Herb Knoesel and Sam Schechter.



Jeanne Reib, Mary Jane Smith, Dianna Herriott and Nancy Gordon preparing the days lunches (and those lunches were good !!).

A good reason to stop work for a moment. Number 487 pulling the 216 makes its way out of the yard.



Len Jones explains how the wood shop is preparing lumber this morning for the stock pens while he takes a break.



Meanwhile back at the wood shop the lumber for the stock pens is being stacked for loading and then transporting to the job site.



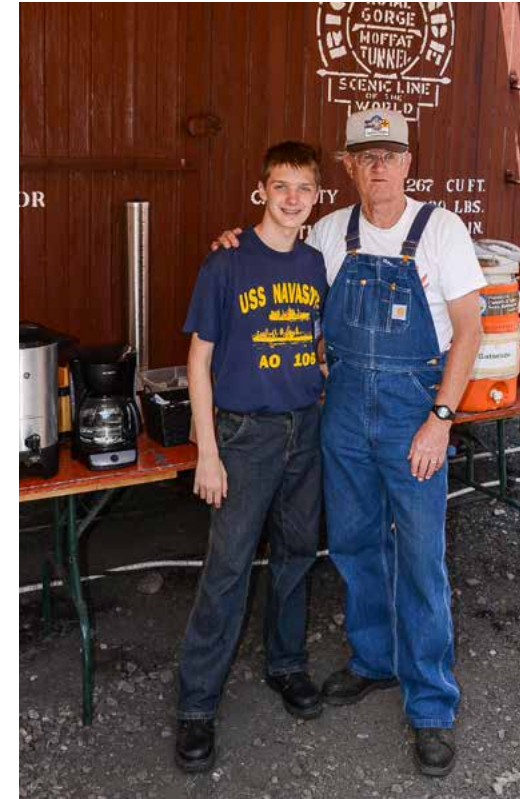
When you visit the C&TS I'm sure you have noticed the landscaping around the depot(s). This is the hard working crew that is there keeping the grounds looking so good.

In the back, Jim Sublett  
Up front; Loral Hoppes, TL Naomi Sublett and Rita Burg.



High noon in Chama; hard working and happy volunteers are enjoying a lunch break.

Jim Sublett is cleaning up a tool cart.



Chase Montgomery and his Grandfather Art Montgomery at the "dining facilities".

Earlier the grandfather, grandson team had been working with Michael Johnson on the long refrigerator car. Two days later this car could

be seen in the yard with a fresh coat of yellow paint.



The long refrigerator car awaits final stencils and paint details

The long refrigerator car awaits final



Down in the swamp things are a bit dusty as team leader John Cole and crew are sandblasting a couple of tank cars in preparation to applying the base black paint.



No that isn't a character from Star Wars, it's George Trevor working the sand blaster. John Cole said that George did about 60% of that grungy work!

At the Antonito CRF Fred Kuhns is working on the drop bottom gon #783 restoration. Here he is "moving" some holes in the steel. I guess that is a tool used to find the plumb line?



The 783 team Fred Kuhns, TL Warren Ringer and Jim Florey look like they are enjoying their lunch break. They have been working hard on 783 which is a complete tear down and rebuild restoration.

Brad Lonnsbury, Don Stewart Rich Hull, Don Atkinson and George Detwiler of the "Have paint gun will travel" team.



The "official" paint crew team photo.

*photo supplied by Don Stewart*





TL Don Stewart and team hard at it in Antonito painting one of the frameless tank cars.

A mystery guest or a modern day train robber?



One of the highlights of Session "F" was restored derrick OP being connected to steam (engine 484) for the first time in about 40 years.



The first steam starting to show both above and below the cab.



The same paint team on the job in Chama. They do get around!

Testing the rigging and working the lift. Exciting stuff for the team after all the work they put into this project.



And they do work fast!



TL Russ Hanscome directing the restored derricks first weighted lift.

John Cole Photo



Another highlight was when John Sutkus' team got the coal tipple buckets running with the buckets going through their paces. There is a video of the action, taken by Friends member Joe Kanocz, which can be viewed on the Friends web forum by going here: <http://www.coloradonewmexicosteamtrain.org/FriendsForum/viewtopic.php?f=108&t=1982&p=5870&hilit=tipple#p5870> (copy and paste into your web browser)



At the other end of the yard Len Jones and Jim Herriott are making repairs to the stock pens.

Up at Cumbres pass Bob Conroy and his team (Geof Gordon, Bob Reib and Ron Horejsi ) were doing incredible work on the car inspector's house and on the section house.



Not seen in this view, the section house needed leveling and the crew had to do a lot of prep work before the actual jacking could be done. One of the amazing tasks was, in order to gain access to a jacking point a trench had to be dug. In the crawl space under the building!! There are more photos on the Friends web forum. <http://www.coloradonewmexicosteamtrain.org/FriendsForum/viewtopic.php?f=108&t=2012>

If you have never been to a work session it will be hard for me to convey the atmosphere you would experience. But, I'll try.

The first thing you'll notice is how friendly everyone is that you encounter. I'm mostly talking about the Friends but the same applies to the railroad employees and the people of Chama and Antonito. You have no doubt that you are welcome. As member Bob Reib put it, "It's like a family reunion that you *want* to go to."

As your time there passes, it begins to become evident that the amount of work that gets accomplished in a short period of time is astonishing. To be sure, the members who come to the work sessions come for the comradery and to see old friends. But, they also come to work.

When you're in Chama or Antonito take a moment to look around you. Just about anything associated with the railroad that isn't tied to revenue production has been or will be maintained by the Friends. Rolling stock like tank cars, stock cars, box cars and MOW equipment. Structures such as the coal tipple, the Cumbres section and car inspector houses, ROW signs, the buildings in Sublette. The list is long.

While the amount of work that has been done by the Friends over the years is something to be proud of, it could be so much more. There are many worthy projects that have been put on the back burner, or worse yet the shelf, because two things that are needed are always in short supply. Money of course is one of those. Just as important as funding and often more important, are the volunteers. Without them most of the donations would be spent on for hire labor.

Please consider joining the work sessions next year. You will be warmly welcomed and you will be proud to have participated.

*Rich Murray*







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

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*#484 arriving at Rock Tunnel with eastbound San Juan. Probably early 1940's  
From the Richard L. Dorman collection file RD014-097*