

# C&TS Dispatch

Vol. 25 No. 4 Winter 2012



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*Roger Hogan photo*

# C&TS Dispatch

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William Lock, Founder*

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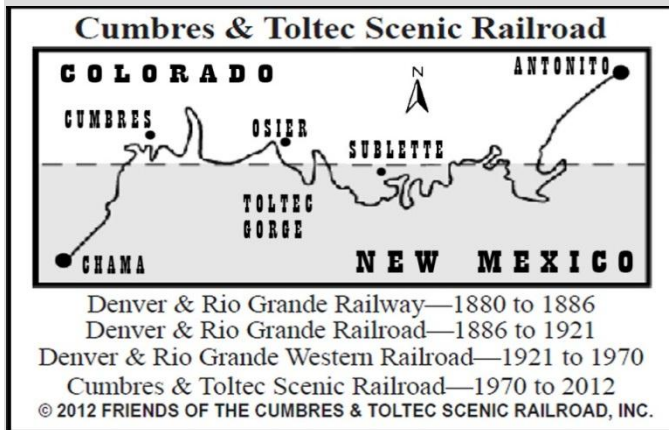
**Joe Kanocz, Rich Murray, Jason Rose**

*please write the editors at  
e-mail: [timentenant@cumbrestoltec.org](mailto:timentenant@cumbrestoltec.org)*

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



### *It's That Time of the Year Again*

Here it is December already and we all tend to ask ourselves, "Where did this last year go?" Like so many years that have preceded it, they seem to spin by in a flash and it gets progressively worse as we advance in years.

What is nice about this time of year is that we can take a moment or two and reflect back on 2012. We can assess what the organization has accomplished and take heart in the fact the Friends continue to make a difference.

The railroad began the season with a new management company, Heritage Rail Management and there were high hopes. Unfortunately, things did not play out as everyone would have thought and by the end of August HRM had tendered it's termination of the operating agreement with the Commission. So a new model is being launched with the Commission taking direct responsibility for day to day operations. Along the way, the C&TS did carry a tad over 30,000 riders for the season and a new pavilion was built at Cumbres to accommodate the short trains departing out of Chama.

The Friends went about our business as usual and had another productive year. The covered car storage facility in Antonito continues to take shape with the crews accomplishing a great deal of track work and structural work during this year's work sessions. When completed, this structure will help keep some of the harsh elements of northern New Mexico and southern Colorado off many of our rolling stock restoration projects.

Although Locomotive 463 was not completed in time for our May charter, work on the 463 has commenced again. The Antonito shop crews began in early November and are working diligently towards its completion in 2013. The Commission and the Friends are committed to complete this rebuild and once again see the 463 under steam!

In October the railroad was designated as a National Historic Landmark. This is quite an accomplishment and is the result of work that began over three years ago. Friend's member Keith Hayes headed up this task and spent countless hours on the nomination so it could indeed become reality. We want to express a great deal of gratitude to Keith for all his hard work.

The Friends were also just recently designated a Preserve America Steward. This designation came via a signed correspondence from First Lady Michelle Obama. Preserve America is a federal program that encourages and supports community efforts to preserve and enjoy our priceless cultural and natural heritage. The Friends are one of only thirty-eight organizations who have received this designation.

Also during the course of the year we launched a new fund raising campaign "Preserving the Narrow Gauge Past for the Future." This campaign has a good start and is designed to raise funding for some very specific and unique restoration projects plus overall general operating dollars which further support our annual work sessions. If you have not yet made a commitment to this campaign we ask for your consideration.

Another exciting endeavor which we are involved in is just starting to take off and that is the Chama Roundhouse Project. The A&E Phase is upon us and as this Dispatch is going to press the Friends have received fourteen responses from the advertised Request for Proposal. Out of these fourteen firms, the source evaluation team will select a qualified firm to undertake the A&E for the structure. This facility when completed will provide space for the railroad to undertake locomotive maintenance, give the Friends an indoor area for our restoration needs plus house a museum/visitor center.

Somehow in spite of all the good news and accomplishments during the course of a year there are always events that are of a somber nature and

not easy to deal with. On a personal note I lost my Mother in October to cancer. We also had three very dear Friends members pass away in 2012 when Fred Springer left us in April; Steven Kells died of a heart attack in September and then we lost Bill Mackey in October. These men were truly wonderful and dedicated individuals who did a lot of good for the organization. Fred, Steve and Bill will be missed.

Before I close, let me take a few minutes to thank each and everyone of you for what you have done for the Friends during the course of 2012. Many of you traveled long distances to participate in work sessions. Others gave of their resources to help the organization continue in its mission of interpreting and preserving the Cumbres & Toltec. You all make a difference and it does not go unnoticed! May all of you and your families have a very Merry Christmas and most Happy New Year.

*Tim Tennant*

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### **Chama Display Volunteers**

Over the past couple of years the Friends have been staffing the display of the Chama Yard that is located in the Mall on Terrace Avenue. This endeavor has been a partnership with the Narrow Gauge Preservation Foundation. During the course of the season, this display is frequently viewed by train passengers as well as the general public. We would like to recognize and thank those who helped staff the display this past season.

Barb Hogan	Lorraine Beaudette
Nancy Gordon	Geoff Gordon
Holly Ross	Bob Ross
Sandra Engs	Lynne Herron
Mike Faith	Danielle Reib

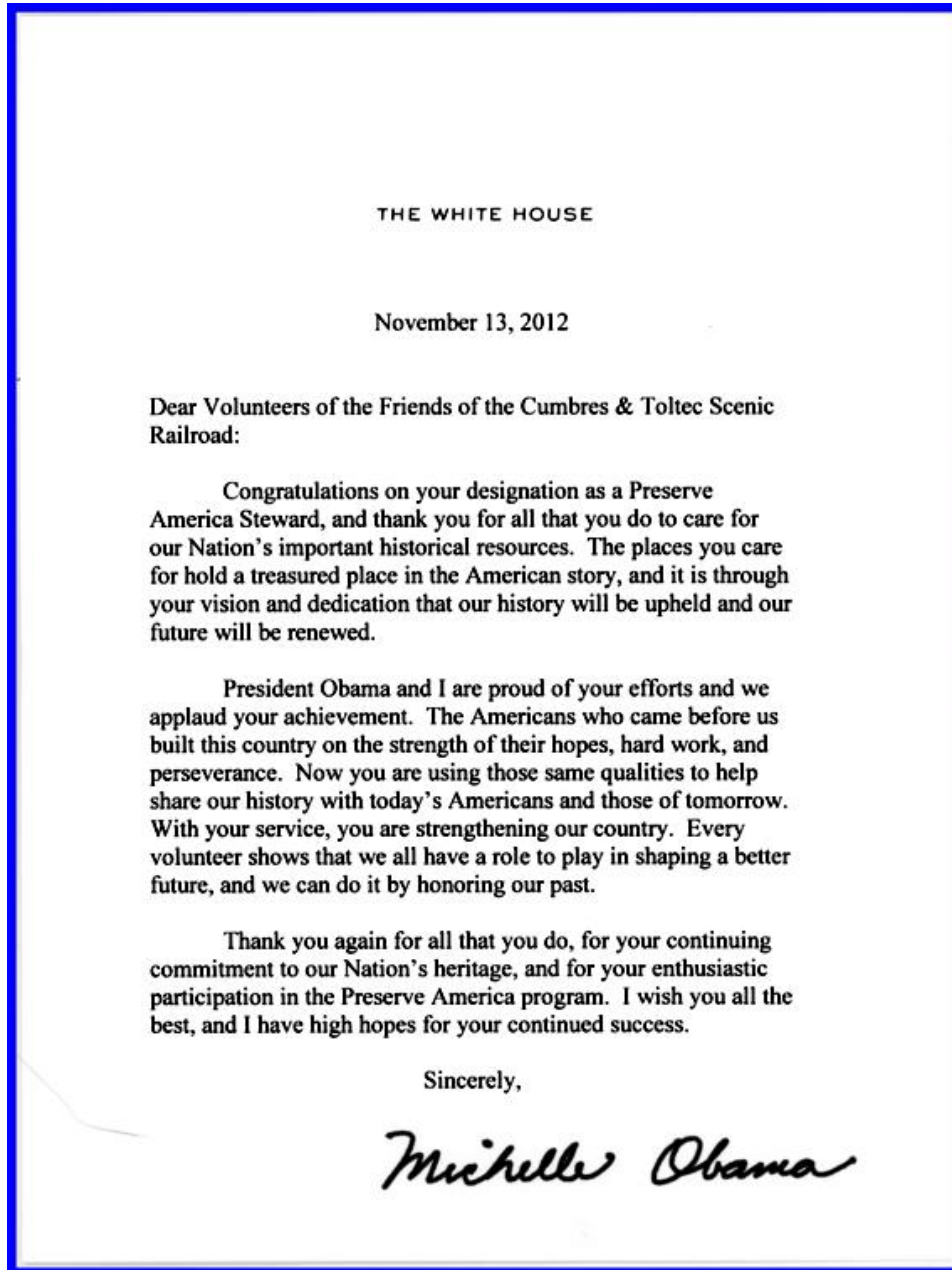
We will be looking for volunteers to staff the display again for the 2013 season. Please let us know if you may be interested in volunteering. Thank you.



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## Preserve America Steward

In November the Friends received a letter signed by First Lady Michelle Obama designating the organization as a Preserve America Steward. The Friends are one of only thirty-eight organizations in the U.S. who have been given this designation.



Preserve America is a federal program that encourages and supports community efforts to preserve and enjoy our priceless cultural and natural heritage. The goals of the program include a greater shared knowledge about the nation's past, strengthened regional identities and local pride, increased local participation in preserving the country's cultural and natural heritage assets, and support for the economic vitality of our communities. Since the program's inception in 2003, the First Lady of the United States has been involved in supporting and promoting Preserve America.

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This is quite a recognition in which all of you as members should be quite proud of. We want to thank all of our members who give of their time and resources because you are the people who made this award possible.

As the year winds down we also want to remind everyone that our “Preserving the Narrow Gauge Past for the Future” campaign is in full swing. This new fund-raising program is focused on raising funds specifically targeted for the more intensive work necessary to preserve and restore some of the railroad’s unique historic assets. The campaign will also provide critical funding for basic operations which support our summer work sessions. If you have not yet made a gift to this campaign, please consider it in your end of year giving. You can go to our web site [www.cumbrestoltec.org](http://www.cumbrestoltec.org) and click on “Join” or “Give” and select “Preserving Narrow Gauge Past for the Future” from the drop-down menu.

Thank you all again for your efforts during the course of this past year.

*Tim Tennant*

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## **Moonlight & Wine Tasting Train Saturday June 22, 2013**

It is never too early to start thinking about next year and the Friends “annual” Moonlight & Wine Tasting Train. This special charter will operate on Saturday June 22, 2013 leaving Chama and running to Osier for a mouthwatering prime rib and cod dinner! During the journey passengers will be able to sample wines from a featured regional winery. The train will return to Chama under the night sky filled with a full moon. So circle this date on your calendars and look for more details in upcoming Dispatches and on the Friends web site [www.cumbrestoltec.org](http://www.cumbrestoltec.org)



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## From the Commissioners of the Cumbres & Toltec Scenic Railroad

Thursday, December 13, 2012

Cumbres & Toltec Operating LLC, Announces

### Hiring of President for Cumbres & Toltec Scenic Railroad

CHAMA, NM – Cumbres & Toltec Operating LLC, is pleased to announce the hiring of John Bush as President of the Cumbres & Toltec Scenic Railroad (C&TSRR). Cumbres & Toltec Operating LLC, is an entity created by the Commission to operate the railroad. The Commission is the sole member of the LLC and Mr. Bush will report to that member. Cumbres & Toltec Operating LLC, took over operation of the C&TSRR in 2012.

Mr. Bush is from Colorado and earned his Master's degree of Anthropology from Colorado State University, Fort Collins and Bachelor of Science-Social Science from Colorado State University. His most recent position was Manager of Railroads, Roaring Camp & Big Trees a tourist, narrow gauge, steam powered railroad and Santa Cruz, Big Trees & Pacific a standard gauge, diesel powered, tourist railroad and was responsible for all aspects of the railroad including operations, shop and track departments. His 25 years experience as an independent railroad consultant includes locomotive restoration, organization management as well as compliance and safety management.

In 1989 John worked at C&TSRR as Assistant General Manager/Chief Mechanical Officer. He was responsible for daily operational decisions and long range planning for all aspects of the railroad. We are delighted to welcome back John and his wife, Veronica to C&TSRR. While living in Chama, Veronica was very involved in the community working as Special Events Director of the Chama Business Association and the Artistic Director of the Chama Valley Music Festival.

The Cumbres & Toltec Scenic Railroad is jointly owned and operated by the two states of New Mexico and Colorado. It received it's National Historic Landmark Designation in 2012. It is the highest and longest steam powered, authentic, narrow gauge railroad in the United States. The passenger railroad travels over its historic road grade from Chama, New Mexico and Antonito, Colorado. The 2013 season will operate May 25 through October 20. For more information contact C&TSRR at 575-756-2151 or visit us at [www.cumbrestoltec.com](http://www.cumbrestoltec.com).

"The Cumbres and Toltec Railroad welcomes back John Bush." said Peter Foster, Chairman of the Cumbres & Toltec Scenic Railroad Commission. "Mr. Bush has an exemplary record in his long service to railroads across the country. From his previous work on the Railroad Mr. Bush understands the operation of the Cumbres and Toltec very well. The Commission is excited and is looking forward to working with Mr. Bush in his new position as President of the Railroad."

Added fellow Commissioner Billy Elbrock, "I'm looking forward to working with John and have high hopes for this coming year. John should bring a lot of stability to the Railroad which is something that is needed. With the new President and our renewed Marketing efforts the 2013 season is off to a good start."

*Tim Tennant*

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# Docent News

*Bob Hey, Docent Coordinator*



*Bill Porter*

*John McKean*

*Bruce Williams*

This year two new docents graduated from the training class July 9th through 13th. Our new probationary docents are William E. (Bill) Porter of Leawood, Kansas and John McKean of Corrales, N.M. Bruce Williams of Cedar Rapids, IA has rejoined the ranks after a five year absence

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## Docents on the spot for emergency care

Because docents are on site for the full operating season and usually in the forefront of activity it is only natural that they might be the first on the scene of medical emergencies. This year was no exception. On Tuesday, August 21<sup>st</sup> a 68 year old woman collapsed of sudden cardiac arrest on the freight deck of the depot. Docent Hank Morris was first to her side joined by Bob Hey and they tried to revive her with CPR until the first EMT's responded. The EMT's followed up with the defibrillator to no avail. Then on Sept. 4<sup>th</sup> a 77 yr. old woman tripped and fell on the deck sustaining a laceration to the forehead. She was attended to by docent Rex Fockler a trained EMT who patched her up until the ambulance arrived to transport her to La Clinica. On Thursday, Sept. 20<sup>th</sup> Rex got another chance to practice his skills when two different passengers on the same train were suffering breathing problems. One of them also having complications from diabetes. Rex again took charge of the situation, cleared the car and used the P. A. system to summon anyone with medical skills to come forth. He was assisted by three nurses who happened to be on board the train. One of those patients had to be evacuated from the train at Sublette and taken by ambulance to the hospital near Antonito.

Monday, September 24<sup>th</sup> saw another medical emergency on the westbound train when a 91 year man became ill upon arriving at Osier. He was able to again board the train but became increasingly ill as the train traveled west. A doctor and two nurses on board tended to his needs along with conductor Alan Loomis and docent Warren Smalley. Warren was able to clear the car and re-seat those displaced by the emergency. The man was finally transferred to an ambulance that met the train at Apache Crossing. The man expired prior to reaching the hospital.

While first aide or CPR is not part of the docent training those with some training and knowledge were on hand when the need arose in these cases.



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# A New View of Chama Yard

Article and photos by: Jason Rose



During the early afternoon of September 25, 2012, the Chama web cameras came to life. Months of preparation and hard work covering several Work Sessions culminated in three very happy men staring transfixed at the images on a laptop computer in the old Log Bunkhouse. We simply couldn't wait to share this with the world!

The story began more than a year prior to that moment when discussions for mounting streaming-video web cameras in Chama started. The biggest hurdle was, naturally, the finances needed to purchase not only the cameras, but also the network hardware capable of transmitting an HD quality image 1,000 feet through the yard to the depot's internet connection. Several members of the Friends came forward and supplied the pile of money that was needed. We would love to give their names in hopes that everyone reading this article would personally thank them for such a generous gift, but they all wish to remain anonymous.

Board member John Eng has past experience with high-end professional-quality web cams and a type of wireless network technology that could be used to accomplish this mission. Assuming the role of Team Leader, he began putting a plan together and assembling the necessary

**The newly installed South Camera and Antenna overlook the yard (note: RGS Goose #5 by the Depot)**

components. His professional connections afforded him opportunities to purchase items at substantial discounts, allowing the allotted finances to be stretched far enough to build some redundancy into the system.

The cameras themselves were really the easiest component. The hard part was getting the signal from the cameras to the internet. Given that the rail yard in Chama is quite historic, every effort had to be made to minimize the visual impact of the various devices. John made the decision to construct a Firetide Mesh-node Network using directional radio antennas. Using professional quality wireless technology allowed us to bypass the labor-intensive and visually-intrusive task of running coaxial or Cat5 cable between the coal tipple and the depot.

With all of the equipment purchased, the initial team (consisting of John Engs, Joe Kanocz, and Jason Rose) arrived for Work Session C in mid-June. The first thing we did after the morning safety briefing was unpack the pile of boxes waiting for us in the Log Bunkhouse. The learning curve was steep and involved some quick reading and several long phone calls to Firetide Technical Support, but after 3 days the



**John Engs conducts the morning Safety Briefing**



software was installed and licensed and a rudimentary network was successfully built in the Bunkhouse.

[Editor's note: It needs to be mentioned that this cutting-edge technology was being worked on inside a log house constructed in December of 1880 when the Denver & Rio Grande Railroad arrived in town. It's believed to be the oldest structure standing in Chama. The juxtaposition of this really struck me. One day, while on the phone with tech support, the evening train arrived and I was able to share the moment with the tech who was equally amazed at what we were doing and where we were doing it. –Jason]

While playing phone-tag with tech support to get the initial lab built, Joe and Jason worked with John to get the details ironed out on where to install the Firetide nodes and antennas. The original plan called for mounting the antennas on the north side of the Depot for line-of-sight to the Bunkhouse and Coal Tipple,



John Eng and Joe Kanocz lay PVC in the newly dug trench between the Depot and bathroom building

which would be the other two legs of the network. We quickly realized how visually intrusive this would be and made alternate plans to run PVC pipe with Cat5 cable from the Depot to the bathroom building where the antennas would be mounted instead. Digging the trench required a day and a half of unplanned work for Joe and Jason. This situation, combined with the fact that a few essential components were on back-order, ensured that this project would stretch beyond the time allotted.

At the end of Work Session C, all three Firetide nodes and their antennas had been assembled, tested, and labeled for easy installation later in the year. PVC conduit had been laid between the Depot and bathroom building to get the internet connection from the Depot's router to the Firetide node in the bathroom building, where it would then be broadcast through the air to the Bunkhouse and Coal Tipple. Also, the node and antenna mounts were bolted to the south side of the Bunkhouse.

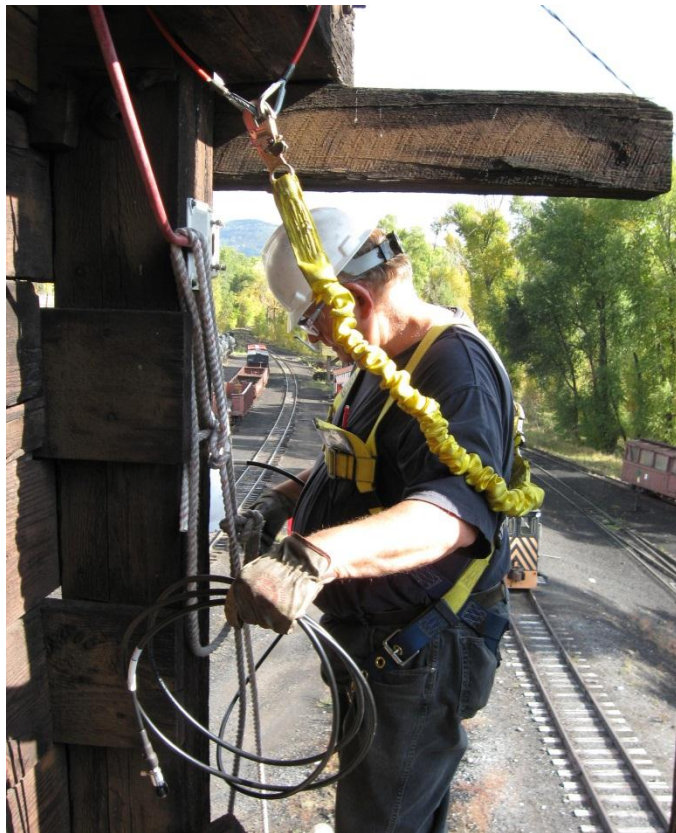
During Work Session D, Joe and John pulled the Cat5 cable through the new conduit and capped the ends. Joe also worked on running power to the bathroom node. Bob McCain and Marshall Smith joined the team and ran power to a relay box on the Coal Tipple for the cameras and Firetide node. Bob and Marshall also ran and mounted all of the necessary conduits on the Tipple.

In late September, Joe, John, and Jason returned for a special Work Session with the goal of completing the project. Steve Forney, with his extensive background in RF technology, stepped in to assist as a consultant. Work progressed quickly with only one call to Technical Support. On Tuesday morning, with the antennas and nodes mounted, the Mesh Network went live. Some fine tuning and antenna alignment was needed, but all three legs of the network were working! The primary leg is between the Tipple and bathroom building. There are also legs between the Tipple and Bunkhouse and Bunkhouse and Depot. This puts a high-speed internet signal in the Bunkhouse for the Friends to use and it provides an alternate/redundant path for the cameras to broadcast to the internet.



John Eng and Joe Kanocz mount an antenna to the bathroom building

After lunch on Tuesday, the cameras were mounted and powered up. Without a single glitch, the cameras began transmitting images and it was a sight to behold! Wednesday and Thursday were spent cleaning up the initial installation, weather-proofing cables, and constructing permanent housings for the cable and power junctions.



John Engs prepares to run cables through conduits on the Coal Tipple

It's more likely that the next major step will be cameras in Antonito Yard. Can you imagine a camera mounted on the Antonito water tank looking west down the main line of the Cumbres & Toltec? What an amazing view that would be!

If you're interested in seeing these projects come to fruition, please consider donating. With your support, these and many other projects can be completed by the Friends of the Cumbres & Toltec Scenic Railroad. Have a Merry Christmas and *Grande* New Year!

Picture copied from the south camera



The following week, after returning home, Jason worked on the last major problem: re-broadcasting the signal from the cameras for public consumption. There is simply no way the public can directly access the cameras. Chama has no internet connection large enough to support that. So, an Internet Service Provider in Taos, NM was located that specializes in re-broadcasting streaming video. As it turns out, the owner of the company (BrownRice.com) knows the railroad and loves to fish in the Rio Chama. He was quite happy to work with the Friends.

As of December 2012, the cameras are working flawlessly and have survived their first snow storm. The cameras afford an intriguing view of the weather conditions in Chama, even with no trains running. Money for a third camera has been donated, and plans are in progress to have it configured and mounted on the bathroom building next summer. This camera will provide an excellent up-close-and-personal view of trains loading and unloading at the Depot.

Using this technology, it is within the realm of possibility to someday extend the network from Chama Yard to Cumbres Pass and mount cameras on the Car Inspectors House for a panoramic view of the yard. However, this will require a train load of cash.





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## TEAM LEADERS NEEDED

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**Team leaders are absolutely necessary to the success of the Friends Annual Work Sessions in Chama and Antonito. The Project Committee is short-handed and needs YOU – NOW!**

In order for members to have meaningful work when they arrive it is necessary to have a Team Leader on hand willing to direct the work effort.

Team Leader skills are pretty simple and Number 1 trumps everything else!

1. Passion for the Friends caretaking efforts with Railroad Cars and Buildings
2. The ability to visualize the whole job, prioritizing individual steps.
3. Enjoys working with people – structuring their work efforts.
4. Work skills commensurate with the task undertaken.
5. Appreciation of and establishing safe working conditions.
6. Some projects require multiple work sessions – either in the same year or spread over several years – thus recruiting and working with a co-team leader is a really handy skill!

### Proposed Projects 2013

**700 & 701 Yard Landscaping:** This project will take place in both Chama and Antonito, It involves planting and maintaining the flower beds around both stations, improvements to the yard area and landscaping of adjoining areas around the depots. Talent needed: Should have gardening experience and enjoy working with soil.

**730 Freight Car & Rolling Stock Lettering:** This project will take place in Chama and occasionally Antonito involving lettering and decal applications on rolling stock based on historic records. It involves the layout and stenciling with generally white paint. Some research is necessary to determine the period of the restoration. A large number of stencils are on hand to complete the task. Talent needed: A steady hand and a stickler for detail. Research materials are available.



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**1033 Osier Section House Repairs:** The project is to reside the entire building using special milled siding T&G. Old siding must be removed, building bracing and supports repaired, vapor seal installed and new siding installed. Each day upon completion, the new siding will be primed for painting to prevent moisture absorption. At weeks' end all fascia, corner and base boards must be installed.

Talent needed: Must have a good carpentry background with an understanding of exterior applications and able to work on ladders and scaffolding.

**1186 Cosmetically Restore Engine #483:** The project will take place in Chama and encompasses installation of unserviceable parts on the engine and tender in reconstruction of the exterior. Modification to the structural body of the engine is not permitted as it may jeopardize an operational rebuild. All metal surfaces will be scaled to remove rust and then primed and painted to the original color. Talent needed: Have knowledge of K-36 construction in being able to assemble correctly the parts necessary in sequence and have good physical agility to work with heavy objects.

**1191 Repair High Side Gon # 1232:** This project will take place in Chama and involves replacing deteriorated upper side boards, and two structural support posts and other repairs as needed. Safety hardware will need to be reattached where missing or loose. The car requires an underside inspection and break test to verify equipment is serviceable. Talent needed: Have a basic understanding of carpentry.

**1192, 1195 & 1196 Repairs to Sublette Section House, Log Bunkhouse and Shingle Bunkhouse:** This project involves work on three different facilities at Sublette. **Section House** - Remove existing roofing materials, replace roof decking with 1" X 8" T&G, replace deteriorated fascia board around building and paint where needed. Install metal drip edge around entire building and ice shield around lower 5 feet of roof area to include valleys. Install felt underlayment and new asphalt shingle roof. **Log Bunkhouse** – Replace all window covers on building, calk and seal all seams around windows. Chick all log seams and area around windows, chip out cracked packing and replace with new where needed between logs or where material has fallen out. Prime and repaint as needed. **Shingle Bunkhouse** – Remove all fascia, corners and base boards and replace with new, prime and paint before installation. Calk all seams and paint all new boards with a second coat. Prime and paint all areas on building needing touch-up. Talent needed: Must have a good understanding of carpentry. Work must be performed on ladders and roof.

**1203 Install Solar System at Osier Station:** This project involves the installation of a small solar system with charging regulator and battery. Solar panel will be located on the roof and wired to the regulator control box in the loft. From the control box wire will be run to two ceiling mounted hanging lamp fixtures and to one desk lamp (kerosene, retrofitted with 12V bulb). A digital timer will be installed and wired to the lamps so as to operate the lighting from 11:30AM to 2:00PM each day. A switch will be installed to bypass the timer during special events. Talent needed: A basic understanding of electricity, follow instructions for installation with work on ladder and roof.

**1204 Construct Historical Marker Stands:** This project will be performed at the CRF in Antonito and involves the manufacture of frames, stands and posts from 3/16 inch angle, track joint bars, spikes and rail cut and assembled to specifications. Welding of joints and seams is required. A total of 4 patterns will be needed each a specific size. Multiple sets of each pattern will be needed. After each frame set is complete it must be primed for painting. Rail posts will remain unpainted. Talent needed: ability to interpret drawings, have good welding skills and cut metal to fit pattern.

If any of the above proposed projects catches your eye or tweaks your interest, the Project Committee would like to discuss the project with you. Call or send us we would be happy to talk with you. Please contact John Engs by phone at 719-499-1228 or e-mail [jengs@combrestoltec.org](mailto:jengs@combrestoltec.org) or Ed Lowrance at 970-731-9184 or e-mail [eglval@centurytel.net](mailto:eglval@centurytel.net) .

## 2013 WORK SESSION SCHEDULE

Work sessions A-F will take place at sites along the Cumbres & Toltec Scenic Railroad.

May 20-24	Work Session A - Chama, NM and Antonito, Co
May 27-May 31	Work Session B - Chama, NM and Antonito, Co
June 17-21	Work Session C - Chama, NM and Antonito, Co
June 24-28	Work Session D - Chama, NM and Antonito, Co
July 29-August 2	Work Session E - Chama, NM and Antonito, Co
August 5-9	Work Session F - Chama, NM and Antonito, Co

## Engine 483 Cosmetic Restoration Project

Engine 483 which pulled the last D&RGW train over Cumbres pass on Dec 6th 1968, was turned over to the C&TSRR on Sept 1st 1970. During the fall of that year she was the only operational locomotive in the fleet. Among her many chores that fall, she pulled the C&TSRR first fan trip - The Governors' Special - in early October, 1970. #483 was "worked hard during the first years of the C&TSRR and put away wet". The engine which was so important to the beginnings of the C&TSRR has been sitting out in the weather since 1977. This year one of the Friends work session projects was to begin the job of cosmetically restoring this iconic engine.

*The following is an abridged report by Robert W. Schoen Jr. MD*

### **Project 1186 – Cosmetically Restore Engine 483 - Chama**

**Objective:** Cosmetically restore locomotive 483 to an appearance that it is operable.

**Team Leader, Sessions C, D, E & F:** Mike Thode

**Team Member, Session D:** John Ferrell, Larry Ferrell, Thomas Madrid, Russ Sperry & Karen Stover

**Team Members, Session E:** Dan Robbins, Ben Sargent & Robert W. Schoen, Jr. MD

**Work Accomplished: Session D:** Mike Thode was not available as team leader due to his being hired by the C&TS and assigned to night duty. Acting team leader John Engs suggested that we focus our efforts on cleaning up the cab by removing loose paint and rust and making minor repairs insofar as possible.

**06/25-06/29** Karen Stover cleaned the interior of the cab, repaired windows and sashes where possible, and removed badly damaged windows for repair or replication. \*

**06/26** Russ Sperry removed the badly damaged right side front door (engineer's side) for replication. \* (The left side front door had apparently been removed a few years earlier.)



*Various pictures of 483 deterioration through the years taken by Russ Sperry.*

**06/25 & 06/26** Thomas Madrid, John Farrell and John's dad Larry removed loose paint and rust from the cab exterior using powered wire brushes, with some assistance from

**06/27-06/29** John, Larry, Russ and Thomas used pneumatic needle guns to remove all paint from the front and rear of the cab. (Compressed air was made available by the C&TS shop foreman.)

**06/29** Oxide red primer was applied to the front & rear of the cab, and to areas of the sides which had been wire-brushed.\* *The damaged door and windows were transferred to Craig McMullen for repair or replication at his shop in Colorado Springs.*



*John Ferrell, Larry Ferrell, Karen Stover, Russ Sperry and Thomas Madrid. Notice they are all wearing the "483 Scarlet Harlot" baseball cap. May be future volunteers who work on 483 will be able to obtain and proudly wear the "483 Scarlet Harlot" cap.*

*Photo by Russ Sperry.*





*483 as she sat in the Chama Yard June 25, 2010*

**8/6/12** Consulted with Site Leader Engs and Team Leader Thode about goals for the week.

Cleaned out ash/coal out of smoke box, particularly where the corrosion was the greatest on the bottom sides of the box.

Retrieved a stack cover from the metal scrap pile in the Swamp and secured it on the stack.

Chased all the studs on the face with dies and prepped threads.

Secured smoke box front and bolted it down securely.

Secured access hatch on front and bolted down the dogs securely.

Prepped all studs on the steam chest and found two steam chest heads, mounted and bolted them down securely.

Cleaned, remounted and bolted down the engineer side's running board next to the smoke box.

**8/7/12** Prepped and chased the studs in both cylinder heads and mounted them securely.

Got out the weed eater and cleaned up the site so we can find parts on the ground and get to the frame for cleaning.

Salvaged the covers for the steam chest and cylinder (piston) heads and mounted them

Started needle scaling the side sheets of the firebox and the rear frame

**8/8/12** Needle scaled the smoke box front or face along with the headlight mount, grab irons and hinges.

Cleaned off the pilot beam casting of debris, coal and ash to minimize corrosion over the winter.

Continued needle scaling the frame, last two drivers and spring rigging working from the fireman's to the engineer's side.

Started painting the fireman's side frame, rigging, counterweights, etc.

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Started painting the lower side sheets of the firebox. (below the running boards)

**8/9/12** Prepped and prime the smoke box front.

Cleaned and primed the firebox sides including stay bolts above the running boards on both sides (but ran out of primer just as we got to the very top of the firebox.

Finished needle scaling of the rear frame starting at the third driver to the rear, finished final coat painting of the rear frame, rigging and wheel weights.

Finished painting the lower side sheets of the firebox

**8/10/12** Painted the smoke box face including headlight mount, grab irons, and hinges in final colors.

Prepped and painted the covers on the fireman's side steam chest heads and cylinder heads.

Touched up the painting all the way around.



Dr. Robert Schoen, Dan Robbins and Ben Sargent clean up Friday afternoon after a full week on 483



#483 at the end of the week

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## October 2012 Special work session:

19 hardy souls signed up for an October CRF special work session expecting cold Antonito winds - and were greeted with sunny very pleasant days featuring almost no wind!



Registered were Dan Pyzel, Mark Horner, Tim Bristow, Chuck Deuker, Mary Jane Smith, Bob McCain, Jack Warner, George Davies, Peggy Warner, Patty Hanscom, Craig McMullen, John Eng, Marshall Smith, Russ Hanscom, Kevin Corwin, Ed Lowrance, not pictured, Valley Lowrance

**800 CRF Maintenance:** Jack Warner and George Davis took the lead on much of the CRF Maintenance. Monday saw a number of cleanup projects underway. O53 unused siding wood was moved to the wood storage reefer. Tables blocking the east door entrance were unloaded and moved. The storage container was opened and all tools were deployed in the tool room or other appropriate locations. Double sided steel shelving in the container was broken down into single units and relocated to permanent wall positions in the Container and the northern most storage reefer.

The container has been designated as a flammable storage locker. All paint stored in various locations of the CRF along with paint thinners and other oil based lubricating materials were relocated to the container. Some 738 parts have been stored in the container.



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The crew of Jack and George continued working loading ties for the Chama garden under the watchful eye of Naomi Sublette!

**1003 Cook Car 053 Restoration:** Team Leader Craig McMullen, Chucker Deuker and Tim Bristow replaced both side roofs. During this work, it became clear the center clerestory roof carlings were mostly rotten. They began removing the tin roof on Wednesday followed - and found only 1 solid carling after removal of the entire center roof. The roof walk handrail was hoisted to the CRF ceiling as the safest storage location.

**1080 Stock Car 5995 Restoration:** Team Leader Dan Pyzel and members Kevin Corwin and Mike Horner worked on the only 34' stock car likely to be restored paying special attention to the B end of the car. They modified, adapted and installed a body bolster from a 30' stock car. They prowled the Chama swamp harvesting couplers (3) now hidden in a reefer. Installed roof walk brackets on the A and B ends.

#### **1154 Snow shed repair**

**1169 Landscape entry** Jack Warner, George Davies and Ed Lowrance chopped grass from between ties along the display equipment. Landscape fabric was unrolled and covered with cinders from a pile reserved for this use by the RR. Working with tractor driver John Engs Numerous trips were made spreading cinders to a depth ranging a minimum of 4" to about 6" along the length of the display train and beyond meeting up with other cinder ground covering. Approximate distance of 225 feet by 15' wide was treated.

**1189 Install electric Circuit to Milling Equipment:** the lathe and Milling Machine were both leveled with anti vibration pads. Russ Hanscom, Marshall Smith and John Engs installed an auxiliary 50 amp circuit at the Metal working shop-to-be. Connections were run to the lathe and milling machine - using high visibility safety switches. The circuit box will receive a lock to prevent unauthorized used. Both machines were operated and found to be in excellent condition after their move from Flagstaff AZ.

The electrical crew has continued work - drawing wire to the Reefers from the main panel, and which will continue on to the Car Storage Facility. This work will provide a welding drop in the area between the two reefers. Jim Sublette has worked as helper on the electrical and CRF maintenance projects.

**1197 Passenger Coach Trucks:** Russ Hanscom took a complete inventory of castings on hand - discovering more parts are on hand than thought. Russ will create a spread sheet of parts needed for 2 sets of passenger car trucks.

**Food Service:** Team Leader Mary Jane Smith, workers Peggy Warner, Patty Hanscom, and Valley Lowrance served their usual tasty lunches with a special fall twist. Monday and Wednesday featured warm soup in addition to sandwiches and other good stuff. Tuesday was burger day with fresh STRAWBERRY SHORTCAKE! More warming soup on Wednesday with a fried chicken dinner in the CRF "Dining Room". Thursday main menu item - Pulled Pork with a Blue bunny dessert.

**Antonito Landscaping:** Naomi Sublette gave the new trees a pre winter heavy watering - and continued landscaping the corner of the CRF. She reports the damaged trunk which was bandaged early in 2012 is healing very nicely. All irrigation waterlines were winterized.

**Flag Pole Construction:** The Friends received a request from CMO, Marvin Casias and Al Harper to replace the destroyed Antonito flagpole. Russ Hanscom . Jim Sublette painted them locomotive silver built two new 25' heavy duty flagpoles from schedule 40 iron pipe. Cleats, lanyards, solar flag lights with 3" gold ball toppers were provided. The poles will sit in bases on pivots to allow easy servicing.

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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:

**Spring Issue 2013 – Mail on March 29, 2013**

All materials must be received by February 18, 2013

**Summer Issue 2013 – Mail on June 14, 2013**

All materials must be received by May 10, 2013

**Fall Issue 2013 – Mail on October 14, 2013**

All materials must be received by September 16, 2013

**Winter Issue 2012 - Mail on December 13, 2013**

All materials must be received by October 25, 2013

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

# CLASSIFIEDS

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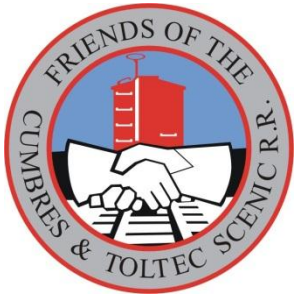
### **CHRONICLERS needed:**

Learn about a variety of projects, as you document the work being done on them. Chronicling the projects is an important part of our continued efforts to obtain the funds necessary for projects. Skills needed are basic computer and camera knowledge. Sign up for 1 to 6 weeks. Weeks 1 & 2 will be in Antonito, CO and 3-6 basically in Chama. If you have questions or are interested contact

Sharon McGee at: [jsmcgee@q.com](mailto:jsmcgee@q.com)

or Ed Lowrance at: [eglval@centurytel.net](mailto:eglval@centurytel.net)

or John Engs at: [jengs@engsventures.com](mailto:jengs@engsventures.com)



**Friends of the Cumbres & Toltec Scenic Railroad, Inc.**  
4421 McLeod Rd NE, Suite F  
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*#491 with freight in Chama yard snowstorm in progress.  
From the Richard Dorman collection RD010-019*