



C&TS Dispatch

Vol. 23 No. 1

SPRING 2010

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Friends 2009 Docent Class

By Tim Tennant

Docent Coordinators Bob Ross and Jim Ward held a new docent class the week of August 3, 2009 in Chama. We are happy to report that eight new docents passed the course and were added to the roster. Those who passed the course are Geoff Gordon, Bob Reib, Kent Wallis, Shelby Wallis, Brooks Wilson, Suzie Dunn, Jeff Dunn and James Joyce. We congratulate these individuals and thank Bob and Jim along with Docent Bob Hey for their efforts in arranging the class this year. My thanks to Tom Cardin for providing the photo below. See page 7 for an article by Bob Hey about the 2009 Docents and a list of Docents with the number of trips each rode.



C&TS Dispatch

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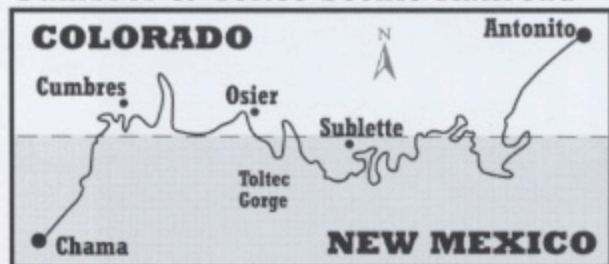
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The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a Member of TRAIN (Tourist Railway Association).

Family membership in the Friends is \$30.00 per year; outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.

Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886
 Denver & Rio Grande Railroad—1886 to 1921
 Denver & Rio Grande Western Railroad—1921 to 1970
 Cumbres & Toltec Scenic Railroad—1970 to 2010

PRESIDENT'S COLUMN



CHUGGING UP GRADE AGAIN

As I sit down to pen this column, I realize that it has now been five years since my move from the Badger State to the Land of Enchantment. Boy, how time flies when you are having fun! I can also look at it and realize there are days that the 5 years feel more like 10 or 15 years.

As we said good-bye to 2009 and welcomed 2010, the Cumbres & Toltec was once again faced with some challenges. We were ascending Cumbres Pass with a tonnage train with a few wet autumn leaves on the track for good measure. General Manager Soni Honegger resigned and CTSMC Vice-President & Treasurer Richard Tower followed.

The intent of this column is not to get into the why's or reasons behind any given action or actions taken by any individual or group. I do want to start by thanking both Soni and Richard for their efforts and dedication to the Cumbres & Toltec Scenic Railroad. I have enjoyed working with both men.

Serving as the Friends Executive Director, holding a seat on the Board of the C&TS Management Corp. and having been General Manager for two years, I certainly have a unique set of lenses that I view the world through. I am not saying it is the best view nor am I saying that at times it isn't a bit cloudy. I will also never confess to having all the answers, although there are days that I wish I did!

As we look at the Cumbres & Toltec we all must acknowledge to some extent that it is a different critter. The railroad has two owners (States of Colorado & New Mexico), a four person commission that oversees the railroad and represents the owners, a management company responsible for daily operations of the railroad, and the Friends who serve as the museum arm of the triad family. To be successful, each party must be rowing in the same direction towards a common goal. History has proven that when this does not happen, the railroad has encountered some turbulent times.

As I'm composing this column we are being faced with some uneasiness between a couple of the parties in the railroad family. Sitting on the Board of the management company, I have been thrust right into the middle of the current situation. It hasn't been pleasant but that's just the nature of the beast. Nobody told me that life would be easy and these are occasions where a person must rise to the occasion.

In navigating through these sort of times and situations it takes objective thinking and a focus on the big picture. What is best for the Cumbres & Toltec Scenic Railroad? Personal agendas and egos must be set aside and all parties involved need to attend to the central theme of success for the C&TS. We have a very good product to offer the general public and some very dedicated and loyal employees. Many of these employees have been through some of the tumultuous times in the past.

So here we are, a few months away from opening day of the 2010 season. In spite of the uneasiness I alluded to above, in reality we have some positives over the last few years that should be embraced. The railroad's infrastructure has been upgraded over the past four years and is in the best condition ever since the States of Colorado and New Mexico purchased the property. We have four locomotives that are in operational condition with a fifth due by the end of the year. Just last year two new parlor cars were built and are indeed the pride of our passenger car fleet.

The train may be laboring up the grade a bit as we speak, but if everyone involved pulls together we will reach the summit and proceed along our journey. It is imperative to the success of the Cumbres & Toltec that those entrusted to oversee and manage this historic jewel do just that!

-- Tim Tennant

2009 Annual Appeal a Success

When we send out a call for support in any form – volunteers, expertise, feedback, or funding – no one rises to the occasion like The Friends. Thank you to the Board of Directors who generously provided a challenge match for the 2009 annual appeal and those of you who met that match.

You sent us flying. By the end of January 2010, we were able to raise more than \$60,000 for The Friends' projects and general operating. Many Thanks and Happy 2010!

-- Michelle Le Blanc

Development Coordinator for the Commission & Friends of the Cumbres & Toltec Scenic Railroad

Dispatch Deadlines

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

Summer Issue: Mail on August 13

Work session A and B reports and photographs must be received by June 18.

All other material must be received by June 25

Fall Issue: Mail on October 15

Work session C and D reports and photographs must be received by August 20.

All other material must be received by August 27.

Winter Issue: Mail on December 17

Work session E and F reports and photographs must be received by October 29.

All other material must be received by November 5.

NOTE: The *Dispatch* wishes to identify photographers whenever possible.

If a name is not included with a photograph, the photographer is unknown.

History on the Hoof: Destruction of the D&RGW's Narrow Gauge Highside Gondolas

By Stan Rhine

The 1,301 32-foot, flat-bottom, highside gondolas constituted the largest group of narrow gauge cars on the D&RGW's roster. Because of their construction and heavy use, they were also the most prone to suffering serious—and often fatal—damage in derailments and turnovers. House cars—boxes, reefers and stockcars—were stiffer and less flexible. Their sides were framed with posts (vertical members) and braces (angled members), held together with ¾-inch post and counterbrace (angled opposite the braces) rods, both running from side sills to plates, the heavy top side-members.

By contrast, the sides of gondolas had only vertical stakes to which the sides were bolted. Because of this inherently weaker structure, gons were more limber and thus more likely to flex, fracturing sills as a result of derailments. Consequently, gons were more often destroyed in wrecks than house cars. Moreover, because of their open tops, gons were much more susceptible to being loaded to or beyond their rated capacities than house cars, exacerbating the stresses placed on the cars' underframes during accidents. In heavy, constant use carrying coal, the gons suffered a higher rate of loss than other cars.

Table 1. Rate of Loss of D&RGW Highside Gondolas Compared to Other AC&F-Built Cars (Built 1898-1904)

| Type of Car | Series | Number Delivered | Number in 1923 | Percent Reduction |
|---------------|---------------------|------------------|----------------|-------------------|
| Gondolas* | 9200s, 1000s, 1500s | 1,275 | 1,179 | 7.5 |
| Boxcars | 3000s | 750 | 724 | 3.5 |
| Stockcars | 5500s | 350 | 348 | 0.6 |
| Dump Gondolas | 700s, 800s | 200 | 200 | 0.0 |
| Totals | | 2,575 | 2,451 | |

*Not including 26 1900 series (built by the D&RG), which brings the highside gondola total to 1,301 cars.

For the 1,300 other 1903-1904 American Car & Foundry-built narrow gauge cars (excluding the gondolas), the overall rate of loss between the time of delivery and 1923 (just prior to the grand mid-1920s rebuilding of all revenue narrow gauge freight equipment) was 2.15%. With a loss rate of 7.5%, more than three times as many highside gondolas were destroyed as all the other AC&F cars combined.

The dump gons (700 series for coal and 800 series for coke) had a cross-sectional sill mass identical to the highside gons, but with a slightly higher capacity as built so were more liable

to be overloaded. However, with only 200 of them, cars damaged in wrecks were apparently more likely to be repaired than scrapped. They were rebuilt (twice), their underframes being reinforced with steel in 1926.

The dates of destruction of 62 of the highside gons have not yet been found, but they appear to have been lost before about 1910, at a rate of about six cars per year. Some underframe reinforcement may have been done between 1904 and about 1913, since between 1913 and the mid-20s rebuilding, the loss rate of the highside gons fell to an average of about 1.5 cars per year. Between that time and 1950, 50 more gons were destroyed, the loss rate increasing to 2.6 per year. However, a spectacular runaway wreck, just north of Mears Junction in August, 1935, destroyed 24 coal-carrying gondolas. Subtracting those cars from the total leaves a loss rate of just over one per year for that period as well.

By 1950, the gons were between 46 and 52 years old. Wooden cars (the destitute D&RG bought wood cars in 1903-04 because they cost about 40% less than steel-framed cars) were typically depreciated to yield a lifespan of 16 2/3 years. The D&RG depreciated their cars at about half that rate, giving them a longer actuarial lifespan. Nonetheless, by 1950, according to the common reckoning, these cars had lasted through about three lifetimes of an ordinary wood car*.

* There are a number of reasons these cars lasted so long. Space limitations mitigates against a lengthy discussion, but a quick summary may suffice: 1) They were as stout as standard gauge cars, but being smaller, their rated capacities were lower, 2) Maintenance was good; the cars were kept in good repair and painted as needed, 3) The semi-arid climate enhanced the preservation of the wood, and 4) Except for the gons, the cars were less frequently loaded.

Most of the gons were destroyed in coal service on the Marshall Pass route; at Poncha Junction, Mears Junction, Gray's Siding, Marshall Pass, Showano, Buxton, Crookton, Doyle, and on the Crested Butte Branch, the numbers increasing in the 1950s. Many cars also made their last runs in limestone service on the Monarch Branch. In addition, Salida accounted for large numbers of gons destroyed, many of them probably as a result of being unloaded in the rotary dumper.

It appears that fewer than two dozen gons were destroyed before the 1950s on the Cumbres Pass route, but as the pipe business took off, many gons, weakened by being cut down to idlers, perished from sill breakage. Many more gons, converted to pipe cars, were also destroyed in this heavy service.

Then in 1951-52, determined to rid themselves of their antediluvian narrow gauge, the D&RGW set about a wholesale scrapping of cars; 23 of the 9200 series (9200-9574) were sold for scrap or dismantled, along with 58 of the 1000 series (1000-1499), 204 of the 1500 series (1500-1899), and the last 20 of the 1900 series (1900-1925), a total of 305 cars, chopping the gondola fleet down to half its original size. A further selloff/scrapping of almost 400 more took place in 1955-6. In the final years, most pipe traffic was hauled on cut-down, steel-framed, ex-standard gauge cars.

The Hardy Survivors

Some of the gondolas that survived past abandonment were purchased by Lindsey and Rosa Ashby, and are now at the Colorado Railroad Museum or the Royal Gorge Railroad. A few others were sold elsewhere. But the bulk of them stayed on home rails, and are now under the tender care of the Cumbres & Toltec. A visit to the Chama yards will reveal to the attentive student of gondolaology any number of fascinating bits of trivia. For example, during the Grand(e) rebuilding of the mid-20s, about half the gons were fitted with cast draw gear donated by departed standard gauge cars. This cured the inherent weakness of the wooden draw timbers with which they had been constructed. This underframe strengthening program extended as late as 1944 for some of the 1500s. Peering under a gondola or two at random will reveal the hefty Economy draft arms and large exposed coil springs of the Cardwell draft gear. Yet, a careful search behind the roundhouse will reveal 9569. This car, stripped to the deck for use as an idler in pipe service, still has its ancient wood draw timbers, and as a consequence, sits about five inches lower than its brothers. Other cars (such as 9378) also have wood draw timbers.

Though all of the gons (except 9200-9299 and the 1900s) were built with 40-inch, four-board sides, 9200-9299 were built with four-board 50-inch sides. 9249 still has its original 1898 -sized sides, comprised of one 14-inch and three 12-inch boards. It also has its original one-piece corner irons. This car was built



Gondola 1082 shows many extra holes, both in the original side sill where the double U-bolt stake pockets were removed, as well as the movement of the two end stakes inboard a few inches. Photograph taken at Chama on 9/15/1987. (Stan Rhine)

with straight air brakes and link and pin couplers; only 151 AC&F cars were so equipped. With the arrival of the other AC&F cars in 1903-4, 9249 was converted to automatic air and automatic couplers. Its underframe was strengthened, it received cast draw gear and other modifications, but still retains much of its 1898 flavor.

As a final bit of trivia, direct your attention to 1082. During the Grand(e) rebuilding, many gondolas got new side sills. The 1082 got only one. Its left side sill is original and has pairs of extra holes next to the stakes below the stake U-bolts. The 9200s and 1000s were built with heavy, cast, double U-bolt stake pockets. Most were rebuilt in the 20s with the single U-bolts and plates seen on 1082. But the extra holes show that it still has its original left side sill.

The 1911 Safety Appliance Act specified sizes and locations for grabirons, steps, roofwalks, etc. Since they came with shorter grabs, the gondolas all had their outboard stakes (stakes 1 and 10) moved inboard a few inches in 1911-13 to accommodate the new 17- or 20-inch grabs. The left side sill of 1082 has four holes outboard of those stakes, showing their original positions. The lower three side boards are also original (true for most of the gons) and bear holes where the stakes were originally located.

Propelled by the Safety Appliance Acts of 1900 and 1911 (respectively mandating automatic air brakes/knuckle couplers, and the standardization of steps, grabirons and the like), and the ICC ruling that wooden cars could not be rebuilt after 1928, the D&RG(W) made many alterations to its narrow gauge car fleet. Because of their construction, the gondolas record that succession of changes more fully than any other type of car.

The Chama yards are home to these wonderful, century-old wooden cars. Walk carefully. Look closely. The gons await your visit. They are history on the hoof.



Gondola 9249 has its original size four board sides, as well as the one-piece corner irons. Photograph taken at Chama on 8/6/2001. (Stan Rhine)

This report was inadvertently omitted from the winter 2009 issue of the Dispatch. The Editor sincerely apologizes for this serious error.

Restore RPO X54 as RPO 54

Project Objective: Continue restoration of RPO X54 as RPO 54

Sessions: A, B, C, D, E, and F

Team Leader, Don Bayer

No work was done during Session A because not enough volunteers signed up.

On Monday of Session B the car was uncovered and inspected for winter damage. The tarp had leaked and the weight of snow had changed the alignment of the car at the right side A end. The car was jacked back into alignment until the inside side sill could be installed. During the session the right side diagonal braces 3 through 7 were cut and installed. Left side steel side sheathing was removed. Underbody sheathing and sub-floor were removed to gain access to intermediate beams and center sills. The right side intermediate sill was removed and laid out for June replacement. Brake rigging was removed from the center sills to allow their removal. Brake rigging hangers were removed for repair. The A end of the inside right side sill was calculated and laid out. It was cut, mortised, and drilled. It was installed and final alignment of the A end frame was made. The damaged center sill's right and left sides were removed and joints prepared for June replacement.

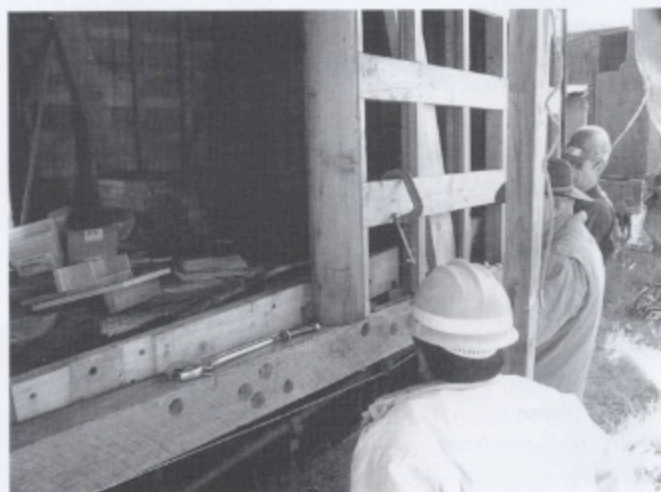
During Session C the team started teardown of the A end left side. Joints for the new left side center sill were cut and prepared. The new left side center sill was installed. Two corner posts were prepared for the A end left side. The left side A end truss rod was removed. The frame was jacked and realigned for the A end left side sill. The right side of the A end steel center sill was repaired and the right side wood center sill was cut and installed. The right side intermediate sill was cut and installed. Right side A end frame cross member replacements were started. Brake rigging was reinstalled on the new center sill. Frame cross member replacement was continued on the right side. Solid blocking of the right side was completed.

During Session D the team cut and installed the left side A end side sill which was mortised for vertical studs. Vertical rods and horizontal rods for the frame were cut and threaded and scrap rod was cut and threaded for bolts. Vertical studs 7, 8, and 9 on A end left side were installed. Corner posts for the A end left side baggage door were installed. The rotted portion of the left side A end side sill was cut off and a laminated beam was installed. It was drilled for horizontal bolts and cross rods and the bolts were installed. The right side inside side sill was cut and mortised. In the latter half of the session the team tore down the left side framing on the B end. They installed the right side inside side sill. Horizontal frame rods were cut and

removed. The team installed the balance of vertical studs on the left side A end. The left side side sill was jacked to keep car square until Session E. The team put a new tarp over car to protect from the weather.

During Session E the crew cut bad parts out of the left side B end side sill. Oak was laminated to the side and bottom to bring side sill to proper dimensions. The remaining vertical rods and horizontal frame rods were cut and threaded. B end left side postal door corner posts were cut and shaped to size. The entire crew left on Tuesday to help jack 0252 onto cribbing for transport. The crew returned on Thursday and cut and installed the B end left side sill. They drilled and installed horizontal bolts and laid out bolt holes for the B end left side truss rod. The left side B end side sill was mortised for vertical studs and holes drilled for the vertical rods.

On Monday of Session F the entire team helped load 0252 onto the trailer for transport. Returning to the project they installed vertical studs, rods, corner posts, and the truss rod on the B end left side. The center section of left side framing was removed. The team planed and laminated the center left side sill. They removed horizontal frame rods for replacement. End joints of the center section left side sill were cut to size. Holes for horizontal bolts were drilled and bolts installed. Vertical studs and rods were installed for the left side center section. Sub-framing for left side windows was installed. Vertical angle irons were installed on each end of the left side and tied to the car framing. The car frame was jacked, aligned, and squared and the left side truss rod was adjusted. The team removed the temporary roof support structure. The roof now is supported by new right and left side walls. Horizontal braces were installed in left side studs. The car is now straight, square, and stable. The car was prepared for winter storage and covered with a tarp.



John Altshool, Rod Whelan & John Sutkus installing the inside side sill.

2009, Another Very Successful Year for the Docents

By Bob Hey

And so the story goes. Storytellers were those people from ancient times who kept their history alive by telling it from generation to generation. These storytellers are so vividly depicted by our Native American artists who portray them in clay sculptures and paintings. Today we have a modern day storyteller, the docent who relates the history of the Cumbres & Toltec Scenic Railroad. One of the most frequently asked question is "what is a docent". By definition the title is bestowed upon a person when they have achieved a specific level or status within an academic setting. Usually it indicates a level of knowledge that will allow that person to go and teach independently, without supervision. In some European universities this title indicates a ranking just below professor.

The Friends of the C & TS RR will be holding training classes for new docents in July of 2010. Last year eight people successfully completed the training program. We also have a continuing education program in place where each docent is examined on his or her knowledge of the history and other facts of the railroad and the region through which it operates. With fifty docents on the roster it is important that all of us convey the same message to our guests in the rail yard and on the train.

We had a total of 34 volunteer docents who donated a total of 3834 hours on the regularly scheduled trains in 2009. They were able to staff at least one docent on each train. Our top docents in the number of trips worked were Bob Ross- 42 trips, Rich Muth-40, and Billy Crider with 39 trips. Bob Ross and Jim Ward shouldered the brunt of the work in the day to day assigning and staffing of the trains and yard tours when the docent coordinator had to leave due to a family medical emergency at home.

Anyone interested in becoming a docent may inquire at docentch@yahoo.com. You must be in good physical condition as you will be on your feet with very little chance to sit down during the course of the day while assigned to a moving train. You must have completely read and re-read the TICKET to TOLTEC and know the information on the trip maps and yard tour brochures.

A notice to all current docents, please keep your e-mail and other addresses up to date. If you have had a change of address please notify the docent coordinator at docentch@yahoo.com. Thank you.

2009 Docent Volunteers

The 2009 Docents are listed below with the number of trips each rode.

| | |
|--------------|----|
| C. Bush | 2 |
| B. Crider | 39 |
| R. Crist | 6 |
| M. Faith | 20 |
| R. Fockler | 14 |
| G. Ford | 7 |
| B. Garrison | 8 |
| G. Gordon | 6 |
| H. Hagan | 4 |
| C. Halaska | 7 |
| F. Hart | 24 |
| J. Hartigan | 13 |
| R. Hey | 3 |
| B. Johnson | 36 |
| J. Joyce | 8 |
| B. Laue | 8 |
| L. Lusk | 5 |
| R. McDonald | 9 |
| M. Morse | 6 |
| J. Mount | 10 |
| R. Muth | 40 |
| J. Neighbor | 10 |
| E. Neubaum | 7 |
| J. Porco | 8 |
| C. Proudfoot | 6 |



A docent assists passengers as they leave the train. (David Lee)

What Really Happened in the Montana Wilderness, or How Did Those Trucks Get There?

By Don Jones

In reading the account of the Montana work sessions in the Winter Dispatch, some things have come back to me. They shed some light on those trucks that C&TS secured in exchange for work done. I have to start at the beginning so that you'll understand.

I grew up in Butte, Montana, and for each summer from about 1955 until 1960, we would go camping in the Wise River country. It had mosquitoes aplenty, probably due to the marshy areas along the river. The old Montana Southern Railway roadbed went right past the campground we usually used, and it was easy to follow. Legend had it that the rails were taken up during WWII, during the big campaign to get as much scrap metal of all kinds brought in. There was also a string of utility poles that followed the roadbed, and many of them still had the blue-green glass insulators on them. (I thought that one of the lines—there were two—was for power and the other for telephone, but now that I know more, I think one was telegraph and the other telephone. The huge ore mill served by the MSRY needed far more power than that line could have carried.) But I still have one of each of those insulators that I retrieved in the summer of 1960. A couple points along the line had mileposts that displayed "COL." and a number. The "COL." referred to the distance to Coolidge, the name of the tiny company town at the site of the mill, the upper terminus of the line. Locally the mill was known as the Elkhorn Mill, or simply as "Elkhorn". That was confusing because there is another ghost town of that name in Jefferson County, many miles to the northeast.

From the campground, we often walked up the MSRY roadbed to a bridge where the track crossed the Wise River from its east bank to the west bank. From there on up, the line stayed on the west side of the river. The bridge then was sound enough to walk across. That crossing was in a steep gorge, but a short distance above there, the roadbed flattened out, and ran along the edge of a swamp. And right on the edge of the marsh there was a boxcar. Oh, it was old and faded, and had some missing boards on one side, but it was upright. As it turns out, it was on its trucks. So, as a kid I thought of it as "my" boxcar, and I took B&W pictures of it with an old folding camera that used 116 size film. That car carried the number 500.

(Background: the MSRY had its other end at a settlement named Divide which was a stop on the UP line to Butte. It then followed the Big Hole River upstream for many miles, on the north side of the River. Then, just below where the Wise River flowed into the Big Hole, it crossed over, and then followed the Wise River on its east side up to where it switched sides at the bridge I mention. In the late 1920's, a flood control dam on a tributary to the lower Wise River

broke, and a huge wall of water roared down the Wise River—thirty years later you could see the devastation—and into the Big Hole. That flood took out that bridge, and according to legend, it was never replaced. That severed the MSRY near its midpoint. But by the late 1920's the big ore mill at Coolidge was closed and the railroad was inactive, so there was no reason to reopen it. There were a few folks who claimed that a powered car ran on the tracks upstream from the Big Hole crossing in the 30's. The washout apparently stranded much of the ex-Florence and Cripple Creek rolling stock above the Big Hole crossing. I know nothing of what happened to the locomotives.)

An unexpected job change for my father meant that our camping trip of 1960 was the last one for several years. I finally got back up there in the summer of 1967, and "my" boxcar was gone. Not a trace of it was there. And I had no notion of what had happened to it. Mystery.

Fast forward to early 1990, and I'm reading the new issue of Locomotive & Railway Preservation magazine (March-April 1990, Number 25.) In it is an article by Bob Richardson describing how, in 1961, he had gone into an area of Montana south of Butte and retrieved an ex-F&CC boxcar on its trucks. Mystery solved! Bob told how a friend of his from Butte had encouraged him to come get the car before vandals destroyed it. (Actually it had done well, having been on that same spot for about a quarter century.) The car was taken back to the Colorado Railroad Museum in Golden, restored, and put on display. One side was painted with the original F&CC lettering, the number 588, and "Gold Belt" logo. The other side had the MSRY lettering and its number, 500, which was different from the original F&CC number. I saw a picture of that car in a railfan book of mine about the same time as the story appeared.

So, I had prints made of those old B&W negs, and wrote to Bob. I heard nothing back for more than a year, and then had a reply from him. In that letter he told me more and reminded me of a few things. He mentioned that the car was in that spot all by itself because in the late 30's a few Civilian Conservation Corps boys had climbed on it in Coolidge and released the brake. That got them a wild ride down the line because they could not stop the car. As the story goes, the car derailed at that spot, and a couple of the riders ended up in the hospital. It would have been a wild ride, because in those last few miles the line ran over some high and spindly timber trestles that were still standing as late as 1956. (Think of some of the more spectacular trestles on the Rio Grande Southern.) That spot on the line would have been a good one for a derail to stop runaways.

Bob mentioned that there were four of those same boxcar bodies resting on their sides up, minus their trucks, at the far end of the MSRY near the big mill building. I had totally forgotten that detail. He said that he spent an afternoon tracing the F&CC lettering and logo from one of them, and commented how bad the "skeeters" were while he tried to work. He then added that those carbodies were later taken from Coolidge to Nevada City, Montana and put on display. He said that they bought trucks for those carbodies from the DRGW at Alamosa.

Looking closely at the photos of last summer's work session in Montana, you see that those carbodies carry Montana Southern livery on one side, and the original Florence and Cripple Creek livery on the other. History says that the MSRY was not built narrow gauge by choice, but rather because standard gauge equipment was in extremely short supply during the WWI era, and that narrow gauge equipment from the recently shut-down F&CC was available. Apparently the MSRY repainted and re-lettered those boxcars on only one side when they first arrived, and then didn't get around to finishing the opposite side!

If it was not obvious to C&TS volunteers, Nevada City is not a ghost town, but a fake western town. (There was actually a town there in the 1860's, but a century later it was gone. Except for foundations and a state historical marker it was an empty field in the late 1950's.) What you see today was built around 1960 by the same interests that had put nearby Virginia City on the map as a minor tourist attraction, a sort of living museum town. The man behind all that was Charles Bovey, and he made the preservation of genuine Virginia City his life's mission. He was also an entrepreneur, and owned some of the tourist businesses in Virginia City. But he could not control the whole place, and I assume he built Nevada City as a tourist trap where he had all the concessions, and could control how guests spent their money. And it appears that he procured some real antique items and artifacts. Among those artifacts were narrow gauge and standard gauge pieces of derelict or deteriorated rolling stock. Those carbodies from the MSRY were among them.

Bottom line is that those trucks C&TS volunteers are earning with sweat were originally from Colorado, and only "recently" migrated to Montana, having been bought from the DRGW. And so things go full circle. Their highest and best use will be on restored, rolling equipment on the C&TS, rather than rotting away under neglected equipment in Montana.

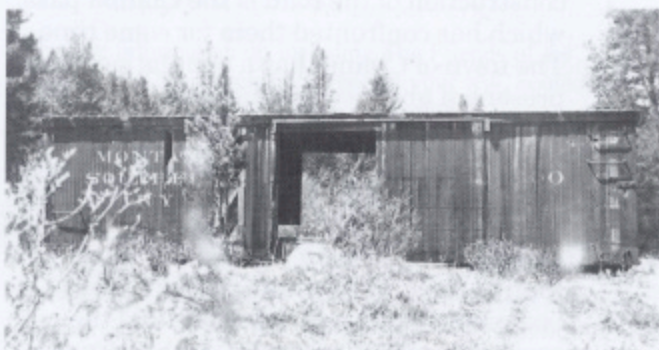
The attitude toward abandoned antiquities in Montana at least in the post-WWII years was cavalier. That huge ore mill in the mountain fastness of Coolidge, Montana was looted of plenty of items. When I first saw it, there were electric motors in there that were 8 feet in diameter! In the mid-70's, when shopping centers, theme restaurants, and even homes wanted

that weathered "barn wood" look, some sharpies went up into the Wise River and started to strip the mill building of its skin. It turns out that lumber was straight-grained, nearly knot free, and had weathered without rot or insect damage. The stuff was beautiful, and worth a fortune at the time. The Butte newspaper even ran a feature story about it. But those folks had no legal right to take the lumber, and were likely committing a felony by stealing it!

The true ownership of all those carbodies is unclear. The mining company that developed the Elkhorn mine and mill and built the MSRY is long defunct. It had spent millions developing that mine and concentrator and building the railroad into the high mountains, using funds provided by Boston investors. Indications are that it turned a profit for, at best, a few years, and then shut down. Quite a story for the last common carrier narrow gauge built in the US in 1919.



F&CC 588 as restored at the Colorado Railroad Museum, 1997. Don Jones in photo.



1960 photo of car in Montana Southern Railway livery. (Don Jones)

Chama, January 7, 1881

by Ken Earle

The January 7, 1881 Leadville Daily Herald regaled its readers with an article on the doings of late around Chama.(reproduced below). The Cumbres Pass figured strongly in the future growth of Chama. But, it had not stopped the development of commerce and the population growth. About 2,000 people called Chama home and the downtown area had all the amenities that should be expected in this booming area. Numerous hotels and restaurants and six saloons were doing a thriving business. They were sometimes insufficient to furnish all the lodging needs during the busy times. Many retail and commercial houses provided for the trade and consumer needs. There was heavy freight traffic between Chama and Durango. It was noted that Jim McGee was very active with several 6 mule teams constantly on the road.

It is interesting to note Mr. McGee's lengthy service in the Chama area, most recently active in the 2009 season volunteer projects working on various structural repairs around the Chama yard. Considering Mr. McGee's early freighting activities, we find that his activities have spanned nearly 130 years.

There seem to be three explanations for Mr. McGee's long service in the Chama area. First, maybe he is one of the immortals of television fame. If this were the case, you would think that someone in Chama would have noticed that he never gets any older. Second, more likely, is that the 1881 Jim McGee and the 2009 Jim McGee are related, perhaps grandfather or great-grandfather. Third, maybe the most likely is that it is all a coincidence. In any case, Chama and the railroad have had the benefit of Jim McGee's efforts over many years.

CHAMA.

The Magic Town on the Denver and Rio Grande Extension.

Mr. George Williamson, the late general agent of the Denver and Rio Grande road in this city, returned from a flying trip over the Durango extension of the road yesterday morning, and gives some interesting information in reference to the towns that have sprung up as if by magic upon the road. At present Wolf Creek is the terminus of the track, which is being pushed forward vigorously to Chama, a distance of four miles. The greatest obstacle in the construction of the road is the Chama pass, which has confronted them for some time. The town of Chama has a population at present of about two thousand industrious citizens. There are two blacksmith shops, two forwarding and commission houses, numerous hotels and restaurants that are thronged continually, and six saloons. At present John Wall, a well-known stage man of this city, is conducting the line between Chama and Durango, and the reporter's informant says that he cannot furnish sufficient accommodations for the number flocking thither. Barlow & Sanderson are en route to Chama with their superior outfit, while Jim McGee has several six mule teams continually on the

road. In about twenty days all facilities for freight and passenger traffic will be supplied, and the country will secure a new impetus.

Grading camps are strung along the road in profusion, and between fifteen hundred and two thousand men are in the employ of the contractors now. Carlile & Co., as the remaining contractors, have immense warehouses, with large capacities, where goods of all kinds are stored. With the exception of the railroad buildings and warehouses, the town of Chama is composed of tents, slab and log houses, owing to the scarcity of lumber. As soon as the saw mill is erected this will be remedied, and the buildings mentioned will be succeeded by good substantial structures. The scenery of Chama pass is sublime, and the mountains are even more rugged than those in this vicinity. The road will have been completed to Chama by the fifteenth instant. At present Chama is the principal place between San Antonio junction and Durango. The latter place is filling up quite rapidly, and those interested in it are very enthusiastic over its prospects.

Whistlestop Band Press Release

The Whistlestop Band, the Friends' very unofficial musical group, has played at the annual Chama Days' Parade for the last three years. The group, though small in number, has achieved critical acclaim among Friends volunteers and Chama residents. Under the able direction of Rob Lenicheck, the band's rousing renditions of popular music has added to the festive atmosphere surrounding the Chama Days' Parade.

In 2009, the band grew to its largest membership, including players representing six states from coast to coast! We expect 2010 to once again be a banner year.

This year, Chama Days falls on the weekend following the Friends' Work Session "F." Musicians, both those who have played in the band in prior years and those whose 2010 experience will be their first, should plan on staying over a half a day after the close of Work Session "F" to play during the Chama Days' Parade.

As always, membership is open to all who wish to participate. Please give Jack Warner a call at 706-374-3200 or e-mail at jack_pegwarner@tds.net if you are going to be part of the Whistlestop Band so proper music can be obtained.



The 2009 Whistlestop Band. Front Row: L-R James Joyce, Olathe, KS; Rob Lenicheck, Palo Alto, CA; Jim Nissen, Moab, UT; Billy Crider, Brookhaven, MS. Back Row: L-R Herb Knoesel, Cupertino, CA; Jack Warner, Morganton, GA; Tim Bristow, Pagosa Springs, CO; Bob Nordman, Pagosa Springs, CO (Arlene Crider)

Bequests: Another Way to Contribute to The Friends, the Cumbres & Toltec Scenic Railroad

I know each of you give generously to The Friends of your time, talent and treasure, and to you I say, "Thank You."

However, I have another giving suggestion that will allow you to leave a legacy with The Friends: a bequest. While cash donations have an immediate impact, a bequest will have a lasting value for The Friends, the Cumbres & Toltec Scenic Railroad, and all of those who will enjoy it for years to come.

Consider the benefits of a bequest:

It is revocable – You can create a bequest today for an end-of-life gift while retaining full control over your plans and assets until that time. If your priorities change, your estate plan can be amended to reflect your new concerns.

It is simple and cost effective – a bequest is simple to understand, simple to initiate, and simple to administer for both you and The Friends. Costs are low or nonexistent. And, you do not need to share your documentation with us, just let us know in a brief letter of your plans, if you like.

It is flexible – Bequests come in all shapes and sizes and are greatly appreciated.

It is tax effective – Although a bequest does not provide a tax deduction during your lifetime, it can provide significant end-of-life tax savings for your estate and your family. Estate taxes in general and income taxes on IRAs can be easily avoided with a bequest (of IRA beneficiary designation).

It is a comfortable way to make large deferred gifts – Since you retain access to your funds during life, a bequest provides the maximum protection against an uncertain financial future.

For more information on including The Friends of the Cumbres & Toltec Scenic Railroad in your will, contact your own attorney or estate planning professional.

Many thanks for your support of the living, rolling, steaming museum that is the Cumbres & Toltec Scenic Railroad.

– Michelle Le Blanc
Development Coordinator for the Commission & Friends of
the Cumbres & Toltec Scenic Railroad



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

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Schedule of Friends' Events

2010 Volunteer Work Sessions

May 24-28, Session A
May 31-June 4, Session B
June 14-18, Session C
June 21-25, Session D
August 2-6, Session E
August 9-13, Session F
August 16-20, Session MT1*
August 23-27, Session MT2*

Railroad Opening Day

May 22, 2010

Annual Meeting and Dinner

June 18, 2010
Conejos, CO

Summer Board of Directors' Meeting

June 19, 2010
Chama, NM

*Montana work session



A freight train ascends Poncha Pass on January 28, 1949. The leading locomotive carries a snowplow and is followed by a flanger plow to clear the line where needed. Photo by Robert W. Richardson. Photo from the *Richard L. Dorman Collection of Narrow Gauge Railroad Photographs*, Friends of the Cumbres & Toltec Scenic Railroad. (Caption by Vern Glover)