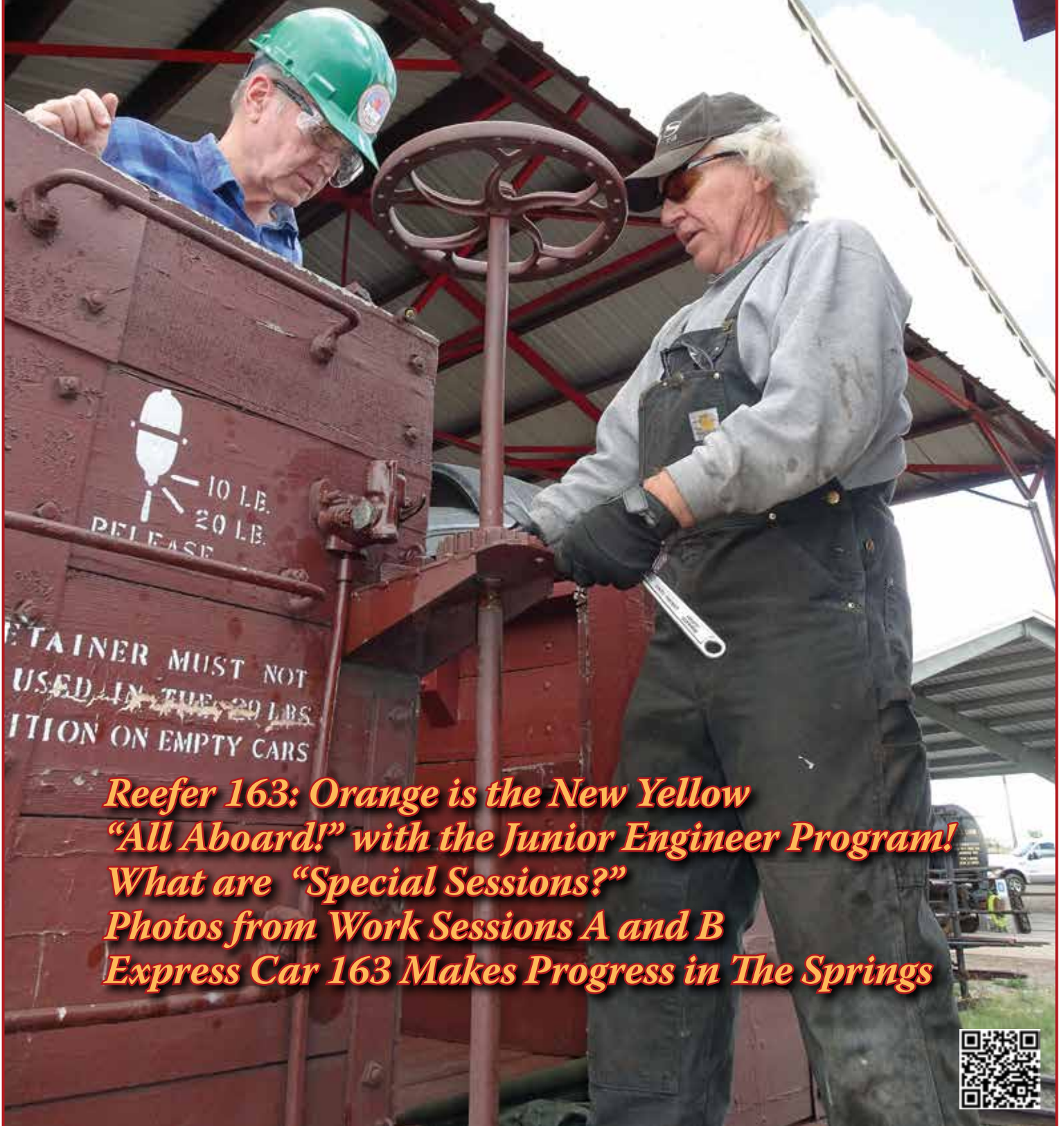




C&TS DISPATCH

VOLUME 36 NO. 2
SUMMER 2023

*Work Session
Schedules for
Sessions E, F and G*



*Reefer 163: Orange is the New Yellow
"All Aboard!" with the Junior Engineer Program!
What are "Special Sessions?"
Photos from Work Sessions A and B
Express Car 163 Makes Progress in The Springs*





C&TS DISPATCH

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

William Lock, Founder-1988

Vol. 36, No. 2 ☞ Summer, 2023

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Terms ending 2024

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C&TS DISPATCH

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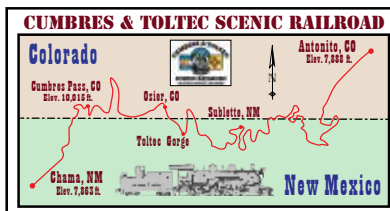
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The C&TS Dispatch is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a sixty-four mile-long Railroad and museum of railroad history and technology, operating between Antonito, Colorado, and Chama, New Mexico. The Railroad is owned jointly by the States of 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 the *Heritage Rail Alliance (HRA)*. Family membership in the Friends is \$35.00 per year; outside the USA membership is \$50.00. All contributions are fully tax deductible and will be gratefully accepted. For information, please write us in Albuquerque at the *Friends of the Cumbres & Toltec Scenic Railroad, Inc.*, 4421 McLeod Rd. NE, Suite F, Albuquerque, NM, 87109, or call us at (505) 880-1311.



Denver & Rio Grande Railway: 1880-1886
Denver & Rio Grande Railroad: 1886-1921
Denver & Rio Grande Western Railroad: 1921-1970
Cumbres & Toltec Scenic Railroad: 1970-today

**The Cumbres & Toltec Scenic Railroad is both a
National Historic Landmark and a
State Registered Historic Site.**

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President's FORUM



Farewell, Warren

During my nineteen-year tenure as President of the Friends of Cumbres & Toltec, I have experienced a great many situations and events, some incredibly wonderful, others challenging, and some have brought reflection and sorrow. I view the Friends as one big expanded family.

Over the years we've had many members pass away. Many of those no longer with us made contributions to this organization that resonate today. Many were influential in the early years of the C&TS. Many were Board Members who helped guide us through times of trouble and uncertainty. I often reflect on these individuals and what they meant to the Friends of the Cumbres & Toltec Scenic Railroad.

One such person is Warren Smalley. I'm sad to report that Warren passed away on Sunday July 2nd at the age of 83. Among his many accomplishments, Warren was the first CEO of New Mexico Mutual in Albuquerque. His love for the Cumbres & Toltec and the Friends impacted both organizations in many ways. He was a member of the Friends Board of Directors when I arrived in 2005. Warren was also on the Board of the Rio Grande Railway Preservation Corp., operator of the Railroad at that

time, and for several years served as its President.

Warren was a caring individual who always took time to listen if you had a problem or issue that needed attention. He had a sense of humor which often times helped pick up a person's spirits. I can never recall a time when Warren said "No" when asking him for a favor; he was willing to help however he could.

Warren and his wife, Joyce, were very welcoming folks. When Judy and I moved to Rio Rancho they invited us over to their home on several occasions. That meant a great deal to us when we were trying to establish ourselves in a new community. Warren's garden railroad was a highlight of gatherings where he invited people to come and watch the trains over lunch or beverages.

When it came to the Cumbres & Toltec, Warren had wonderful institutional knowledge about the Railroad and the Friends. There were some challenging times during the period before I came to the Friends. Warren's involvement on the RGRPC Board provided me with some perspective of just what the Railroad and Friends went through during those times of uncertainty. What you know about the past can certainly pay dividends as you navigate the future, a philosophy he passed along to all of us. It certainly helped me in my early years as President of the Friends.

In 2006 I was drafted to become General Manager of the Railroad when a new management company was formed to operate the C&TS. Warren was there to help once again. I needed a place to stay while on duty in Chama, and Warren offered up the cabin he and Joyce had on Heron Lake, a place I rented for the 2006 season. It was my home away from

On the Cover, Summer, 2023



Photo by Don Atkinson

The C&TS has to perform an annual series of inspections on non-revenue rolling stock that includes "Cleaning, Oiling, Testing and Stenciling," better known as "COTS," a mechanical certification for safety. In Antonito, Doug Reinke (L) and Randy Quinlan inspect and adjust the manual braking mechanism on one of the Rider Gondola Cars during Session A.

Two New Photo Collections in the Friends Photo Archives

home, and nice and quiet at the end of the day!

From 2017 through 2020, Warren served as Secretary on our Board of Directors. His dedication to the Friends and the whole C&TS family



Warren Smalley, 1940 -2023

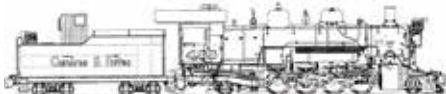
will forever resonate with me.

He was one of a select group who, throughout its history, helped keep the Cumbres & Toltec moving forward through challenging times.

Warren was a man of deep faith, and was very fortunate to find Dallas after Joyce passed away. I'll miss his sense of humor and his calming nature.

Today I pause and reflect on my many years here and all the wonderful people like Warren who have passed through and now passed on. I'm a better person for having known Warren Smalley and to have called him a dear friend.

Tim Tennant



In you haven't checked recently, two new collections have been added to the **Friends of the C&TS Photo Archives**:

Stan Rhine (1935-2020) was a Professor of Anthropology and Forensic Science at the University of New Mexico and an avid railroad historian. He wrote or collaborated on a number of books on narrow gauge history. The Friends acquired approximately 5,000 photos from his estate upon his passing.



FCTS SR15-059

Another recent acquisition was from **John Guth** (1941-) of approximately 1,300 photos of snow removal on the C&TS between 1988 and 1998. He lives in Albuquerque and is still a member of the C&O Historical Society.



FCTS JG19-056

The Friends photo archives, currently twelve collections and approximately 42,000 photos, are tagged with metadata and are searchable with key words. There are still other photos from *Ernie Robart* and *John Guth* waiting to be catalogued. The images are available for personal viewing and/or purchasing and downloading for a small fee. Information and pricing for images to be used for publication are available in the site's *User Agreement*. <https://ngtrainpics.photoshelter.com/index>



FCTS SR10-001

DON'T WAIT! JOIN THE FRIENDS OF THE C&TS!



2023 is going to be a great year for the Railroad and the Friends!

If you love trains, history and volunteer activities, JOIN US as we help preserve the "Living History" of the Cumbres & Toltec Scenic Railroad.

For \$35 a year, you and your family can become Friends and receive the quarterly *C&TS Dispatch*, train ride discounts, invitations to special events and the opportunity to participate in restoration projects each summer, along with the satisfaction of supporting and investing in the historic cultural heritage that is the Cumbres & Toltec!

Only \$35 per year for a basic Family Membership! Foreign: \$50

To join, send us this application (or a facsimile):

Name _____

Address _____

City, State, Zip _____

My check for \$ _____ is enclosed,
or

Charge my Visa / MC / Discover
[circle one] for \$ _____

Card # _____

Exp. Date _____

Signature _____

Email _____

Mail to:

Friends of the C&TSRR, Inc.
4421 McLeod Road NE, Suite F
Albuquerque, NM 87109
505-880-1311

www.friendsofcumbrestoltec.org

**Already a Member?
Give this to a friend!**

Friends of the Cumbres & Toltec Scenic Railroad, Inc. is a non-profit, tax exempt corporation under section 501(c)(3) of the IRS Code. All contributions are deductible to the fullest extent of the law. IRS# 85-036487



C&TS Friends Telegraph: NEWS

Special Recognition for Long-Time Friends Volunteers!



Ten Year Volunteering Service Awards were given to (L-->R) Ian Kelly, Don Atkinson and Bill James



Twenty-Five Year Volunteering Service Awards were given to (L-->R) George Davies, Mary Jane Smith, John Engs, Sharon McGee and Jim McGee.

Additionally, Five-Year Volunteering Awards were given to Randy Quinlan and Steve Jorgensen



Photo: Mike Mee

It was a very heavy snow year at Cumbres Pass. The fact that the Section House and Car Inspector's House survived the last century or so is testament to their construction. The Cumbres Pavilion, jointly used by the Railroad and the Friends is another story. Sometime during the winter the structural integrity failed and, like the *Battle of Jericho*, "The Walls (and Roof) Came a-Tumbling Down." The building will remain out of commission until both time and funds are available for repairs.



Photo: Ian Kelly

In better news, the new extension to the Ed Lowrance Car Restoration Facility in Antonito is complete. It will provide long-awaited cover for several pieces of rolling stock as well as volunteers' protection from sun, rain and...yes, snow. The concrete pads for the two tracks of outdoor work space were added several years ago. Construction of the addition began last year.



The 2024 Friends of the C&TS Calendar is now available!

\$20 each includes shipping (\$15 if you purchase directly at the Friends office. Foreign orders, call for price.) Order from the Friends office with Visa, MC, Discover or Amex, or by check payable to:

The Friends of the Cumbres & Toltec Scenic Railroad, Inc.
4421 McLeod NE Suite E
Albuquerque, NM 87109
505-880-1311

Attention PHOTOGRAPHERS!
Submissions Wanted for the 2025 Friends of the C&TS Calendar!
Submission deadline is Nov. 30, 2023!

Contact the Friends office for submission guidelines!

katharina@cumbrestoltec.org



Also available online, Gifts & Collectibles: www.friendsofcumbrestoltec.org

HELP WANTED!

KITCHEN VOLUNTEERS in ANTONITO SESSIONS E, F and G and CHAMA 2024

Is your significant other a train nut and work session volunteer on the Cumbres & Toltec? Why not join them as a volunteer! You don't have to use a wrench or swing a hammer to join a Friends work session. Come volunteer in the Kitchen Car! You will go home a lot cleaner, have fun, and meet others who live with the railfan bug. The camaraderie is great and...

We Need Your Help!

In Chama and Antonito, the daily food preparation ritual begins at 7AM when the refreshment table is set up with coffee and tea pots, pastries and snacks. The food prep area is cleaned and lunch bags are counted out and filled with items from the menu of the day. At noon, a bell or whistle sounds, telling the volunteers it's lunchtime. After lunch, food prep needed for the next day is completed. Throughout the day volunteers continuously check the refreshment table to replace pastries and snacks, and replenish the variety of liquid refreshment; providing adequate hydration



at this altitude is extremely important. At the end of the day, all items are stored, coffee and tea pots are cleaned and readied for the next morning, counters are wiped down

and garbage is collected. The day is usually done between 3:00 and 3:30 PM and the Team Leader closes up. Your commitment does not require local shopping as that task is taken care of. We hope you will consider joining **Project 0230 (Chama)** or **Project 0231 (Antonito)**.

"I love this job. I am not skilled with a wrench or a paint brush so it gives me a way to support the restoration and preservation of the C&TS which I truly believe in. No particular skills are needed other than following the usual food handling instructions.

If you or your significant other are debating about whether to attend a work session because you don't think you have the technical skills needed, this is the job for you. We really need people in this role as the food service is central to our mission of Friends and fellowship and provides a place to bring all of the volunteers together." CAROLINE TOWER, Food Service volunteer since 2002.

For questions, contact John Engs at jengs@cumbrestoltec.org

CHRONICLER SUPERVISOR NEEDED

Beginning in 2024, a new *Chronicler Supervisor* will be needed. After many years, our current supervisor, Sharon McGee, is retiring. Under her leadership the program has transformed from volunteer recognition to documentation of project work.

The position involves the management of Team Leaders assigned each session to provide documentation and photographic chronicling of restoration projects throughout the season. Skills are necessary in the use of a computer for word processing and editing, document layout, and new technology utilizing tablets and the Cloud to retain a backup form of documentation. This effort is the Standard for Chronicling. The supervisor is not required to attend all work sessions but should be involved when necessary. The supervisor is a member of the Projects Committee and attends Committee meetings during the spring and fall.

The supervisor is responsible for the program development of processes necessary to ensure that all restoration projects have a sequence of photographs and specific narratives to describe, in a logical order, a record of all events taking place as the project progresses. Documentation procedures as set forth in the Standards for Chronicling must be followed by the Team Leader assigned to the session. It is extremely important to be factual and detailed in the collection of information. When questions arise, ask the chronicling supervisor but continue the process until an answer is obtained.

Requirement for Chronicling

Documentation of all restoration projects is mandated by the Cumbres & Toltec Commission and by the State Historic Preservation Officer (SHPO) as a representative of the National Park Service to oversee the management of the National Historic Landmark. Annual reports are compiled from the information recorded which becomes a permanent record of the Friends activities. A portion of that information is submitted to SHPO as a progress report for historic related projects and is part of the documentation necessary as a National Landmark.

For questions, contact John Engs at jengs@cumbrestoltec.org

Selection from the nominee list will be made at the Projects Committee meeting in October. Submit your name for consideration to the ProjectsCommittee@fctsr.org. Include a summary of your experience.



Friends of the C&T's: *T*IMETABLE

The 2023 Work Session schedule is slightly different from previous years in that there will be concurrent Sessions in Chama and Antonito *only* during Sessions C and D. Sessions A, B, E, F and G will be in Antonito *only*. The reason for this change is the lack of support personnel when sessions are scheduled all along the line. There will still be several Special Sessions throughout the year. Only Sessions E through G are shown below.

In addition, *volunteers* are needed for most of the season's projects in Antonito. *Docents* (Project 0400) are needed not only throughout the scheduled Work Sessions but throughout the summer season, on board the trains and in the Antonito and Chama yards. There are also volunteer opportunities at the Colorado Springs CRF working on Express Car 163 (Proj. 1373).

Listed below is the abbreviated schedule for Sessions E-G, although remember that the project schedule is often quite fluid and may change throughout the season without notice. Always check the FIDO schedule for any changes or updates in the current schedule at: <https://friendsofcumbrestoltec.org/work-session-volunteer-registration/> or scan the QR code to the right. The complete FIDO schedule for 2023, including Special Sessions, can also be viewed at this URL.



TL = Team Leader "+ none" or "+ X" = indicates the number of volunteers needed.)

Support Services Projects				
Proj Num	Project Description	Session E 7/24 - 7/28	Session F 7/31 - 8/4	Session G 9/25 - 9/29
	Registration Deadline	7/17	7/24	9/18
0200	Chama restoration session Site Leader.			
0201	Antonito CRF restoration session Site Leader.	D. Atkinson + none	D. Atkinson + none	I. Kelly + none
0206	Dispatch Editorial Photographer - Provides photography and editorial comment to the Editor of the Dispatch			
0210	Work Session Check-in for Chama			
0211	Work Session Check-in Antonito CRF	M. J. Smith + none	M. J. Smith + none	M. J. Smith + none
0222	Friends merchandise sales - registration location.			
0230	Food Preparation - Chama lunches and			
0231	Food Preparation - Antonito CRF Lunch		M. J. Smith + 2	M. J. Smith + 1
0240	Tool Car Operation - Chama			
0241	Bolt Car Operation - Chama			
0245	Tool & Bolt Operation - Antonito CRF.		M. Smith + none	M. Smith (Asst: G. Davies) + none
0246	Paint Car Operation - Chama			TL NEEDED + none
0248	Lettering Coordinator - Stencil Car		TL NEEDED + none	
0250	Carpentry Shop Operation - Chama			
0262	Project Chronicing - Chama			
0263	Project Chronicing - Antonito CRF	S. McGee + 1	S. McGee + 1	S. McGee + 1
0280	Work Session Preparation at Chama			
0282	Work Session Close at Chama			
0294	Hauling & Vehicle Operation	B. Reib + 1	B. Reib + 1	B. Reib + 1



Projects in Antonito, CO				
Proj Num	Project Description	Session E 7/24 - 7/28	Session F 7/31 - 8/4	Session G 9/25 - 9/29
0206	Dispatch Editorial Photographer - Provides photography and editorial comment to the Editor of the Dispatch	C. James + 1	C. James + 1	C. James + 1
0311	Safety Coordinator for Antonito CRF	D. Atkinson + none	D. Atkinson + none	I. Kelly + none
0701	Landscaping Antonito Yard and Friends Ed Lowrance CRF / CSF complex	TL NEEDED + 1	C. Rheinberger (Asst: K. Bargsten) + 1	TL NEEDED + 1
0722	Car Painting Antonito CRF and AN based painting			
0732	Car Lettering Antonito CRF	S. Jorgensen + 2	S. Jorgensen + 3	
0741	Caboose Annual Maintenance and Roof Repair			
0779	Mechanical Maintenance - Antonito CRF	B. Kepner + 2	B. Kepner + 3	

1118	Restore UTLX Tank Cars 11036 and 11037 Operational Condition	C. Trunk (Asst. R. Worwag) + 1	C. Trunk (Asst. R. Worwag) + none	
1197	Construct Period Trucks for Passenger Coaches	I. Kelly + 1	I. Kelly + 1	
1246	Restore UTLX Tank Car 11050 original GRAMPS car	C. Trunk (Asst. R. Worwag) + none	C. Trunk (Asst. R. Worwag) + none	C. Trunk (Asst. R. Worwag) + none
1304	Restore Converted Stock Car 5774	D. Pyzel (Asst. B. Horiky) + 1		D. Pyzel (Asst. B. Horiky) + none
1332	Restore GRAMPS Tank Car 11056 to operational condition	C. Trunk (Asst. R. Worwag) + none	C. Trunk (Asst. R. Worwag) + 1	C. Trunk (Asst. R. Worwag) + 1
1354	Maintain and Repair MWQ2 to operational condition		J. McGee + 1	J. McGee + 1
1360	Addition of a Covered Structure on west end of Antonito CRF.	B. Oltmanns + 1	B. Oltmanns + 4	B. Oltmanns + 4
1369	SHPO - Repair Telegraphone booths, wood structures at key locations along the right-of-way.	D. Atkinson + 2	D. Atkinson + 3	
1382	Maintain, Repair, Upgrade, Paint & Letter Concession Box Car 3244.			
1389	Rebuild Box Car 3263 for use as Friends Stencil Car.	D. Myers + 5	D. Myers + 5	

Projects in Antonito CRF

Proj Num	Project Description	Session SS1 8/26 - 8/30
	Registration Deadline	8/1
0201	Antonito CRF restoration session Site Leader.	D. Atkinson + none
0211	Work Session Check-in Antonito CRF	D. Atkinson + none
0311	Safety Coordinator for Antonito CRF	D. Atkinson + none
0743	Charter train (photo freight) pre-use servicing (non-mechanical) and Wrangler (Car Host) service on photo train.	D. Atkinson + 6

Special Session

Projects in Chama yard - Antonito yard

Proj Num	Project Description	Session H 1/1 - 12/31
0208	Volunteering on the Railroad Outside Scheduled or Special Work Sessions	VOL NEEDED + 12
0294	Hauling & Vehicle Operation	B. Reib (Asst: L. Beier) + 1
0705	Historic Signage at Osier. Install May - Remove October	T. Stewart + 1
0790	Mowing of Grass (Rider Mower) Chama Yard and Stock Pens.	T. Stewart + none
1005	SHPO - Reconstruction of Car Inspector's House	B. Conry (Asst: V. Behr) + 10
1286	Construction of Friends Storage Building.	B. Conry + 10
1393	2023 - Catalog and create summary assessment of condition and status of all rolling stock on and integrate this list with existing inventories to generate a current equipment listing. Chama based with travel to Antonito and Big Horn.	S. Hardy + 2

Special Session

Projects in Chama - Antonito

Proj Num	Project Description	Session I 5/25 - 10/23
0400	Docents Program on the C&TSRR	R. Muth + 40

Note: Currently there are NO Work Sessions Scheduled for Chama during E, F, or G Work Sessions and Special Sessions without additional needed volunteers are not listed for E, F, or G

Projects in Any Location

Proj Num	Project Description	Session J 1/1 - 12/31
1394	Social Media Volunteer Assistance	K. Walser + 5
1395	Three-Part Education Program - Interpretations Committee	M. Sellers (Asst: K. Walser) + 25

Special Session

Special Session

FIDO schedule is accurate as of July 12, 2023. Always check FIDO website for changes and updates!

What are **SPECIAL SESSIONS?**

Not every volunteer opportunity with the Friends of the C&TS falls within the usual summer "A-to-G Work Session" schedule. If you have a hankerin' to come help, but the calendar gets in the way, there are always "Special Sessions" that might fit your schedule. Some of the Special Sessions are at specific off-schedule times; others are happening throughout the year at places as varied as Chama, Antonito, Colorado Springs or if you own a computer, a thousand miles away.

The Special Sessions are listed along with the normally scheduled work session in the Friends' FIDO listings at <https://tinyurl.com/spec-sessions> or through the Friends web site. Depending on the need, the Special Sessions often change every year so there is almost always something new and different for you to consider.

Here are some of the Special Sessions available now through the end of 2023. Watch for next year, too!

August 26-30, 2023, Special Session SS-1

Project 0703: CHARTER TRAIN (PHOTO FREIGHT) PRE-USE SERVICING (NON-MECHANICAL) AND WRANGLING (CAR HOST) SERVICE ON PHOTO TRAIN. ANTONITO.

A specific checklist is used in charter trains to insure they are properly cleaned, maintained, and provisioned to provide customers an excellent total experience commensurate with the premium cost of charter tickets.

As with all C&TS trains, Friends' Charters are selling an *experience*; no one rides the C&TS for transportation. As such, customer service and satisfaction are paramount to a successful trip and repeat business. In recent years riders have roundly criticized some charters for dirty, dimly lit, poorly stocked restrooms, and the general shabbiness of some equipment. The Friends have responded decisively and positively to these criticisms. This Project codifying the actions needed to provide fully prepared charter rolling stock is another step in the Friends' efforts to provide an outstanding, satisfying and memorable customer experience, and create customer desire to ride the next opportunity.

Team Leader: Don Atkinson plus six (6) volunteers.



January 1-December 31 2023, Special Session H

Project 1005: CONTINUE RESTORATION OF CUMBRES PASS CAR INSPECTORS HOUSE. CHAMA.

The restoration has been going on for a number of years. In 2021, the chimney was constructed with concrete block on the interior and historic reclaimed brick for the rise above the roof and a roof was completed with a 20-year warranty. Interior finish began in 2022 on the first floor with bead board on the walls and ceiling and a pine floor. The second floor will remain unfinished until a decision is made on the usage of the building. Painting will be completed with Rio Grande Brown trim. Work will continue with construction of historic style windows and doors.

Team Leaders: Bob Conry, and Vance Behr (assist.) plus ten (10) volunteers.



January 1-December 31 2023, Special Session H

Project 1286: CONTINUE CONSTRUCTION OF FRIENDS CHAMA STORAGE BUILDING. CHAMA.

The Friends have faced a chronic problem of adequate, secure storage for its valuable assets located in Chama. Until recently there was no Chama version of the Friends Antonito CRF and ancillary facilities. The building, currently under construction, will satisfy an important and long standing need.

Team Leader: Bob Conry, plus ten (10) volunteers.



January 1-December 31 2023, Special Session H

Project 1393: CATALOG AND CREATE SUMMARY ASSESSMENT OF CONDITION AND STATUS OF ALL ROLLING STOCK, CHAMA, ANTONITO, BIG HORN.

Catalog and create summary assessment of condition of rolling stock on the Railroad and its status (who owns the car and if it is on the National Register). The resulting list will be integrated with previous inventories to generate a current equipment listing. This project will involve travel from Antonito to Chama and points between.

Once the list is completed, a working group consisting of the operating company and the Friends must decide which cars can be maintained in operating condition, static display or for Maintenance of Way (MOW) use given constrained resources.

Team Leader: Scott Hardy, plus two (2) volunteers.



May 25-October 23, 2023, Special Session I

Project 0400: DOCENT PROGRAM ON THE C&TS

A docent is a person who enjoys enhancing guests' experiences while visiting the C&TSRR. That entails riding the train, answering questions, pointing out areas, sights and things of interest along the route and any number of other helpful tasks.

The Friends Docent program operates daily from the opening day in May until the closing of the Railroad in October, during and outside of normal work sessions whether the train runs or not. If you are interested in becoming a docent, send an e-mail for more information to docentch@yahoo.com to express your interest in this project.

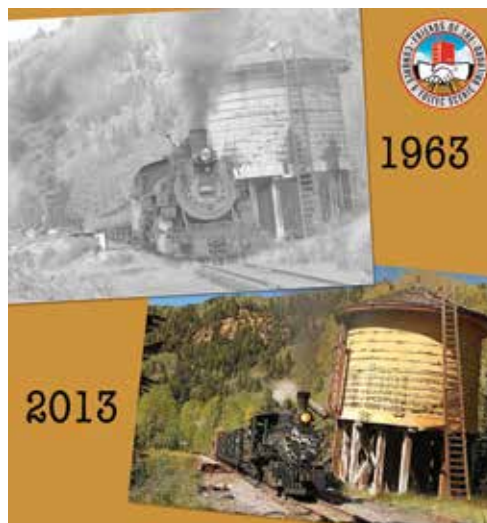
Team Leader: Rich Muth, plus forty (40) volunteers.



January 1-December 31, 2023, Special Session J

Project 1394: SOCIAL MEDIA VOLUNTEER ASSISTANCE. REMOTE POSITION.

Social media is an essential means of communication between the Friends, our members, and the public. Our Social Media Coordinator would love your help. She seeks volunteers to provide digital media, such as photos and



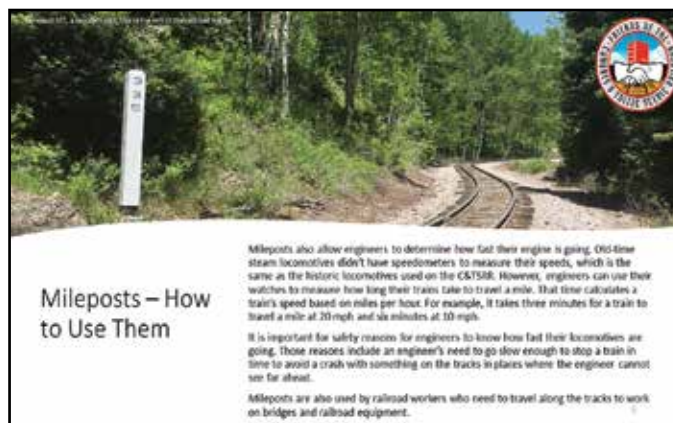
videos. Digital media topics include but are not limited to, volunteers in action, trains, and Friends events. She is also searching for volunteers to record voice-overs for videos, provide knowledge about potential postings, and assist with

fact-checking. If you are interested in becoming a social media contributor, please get in touch with Kathleen Walser at kswalser@fctsr.org.

January 1-December 31, 2023, Special Session J

Project 1395: CREATE EDUCATIONAL CONTENT FOR ONLINE LEARNING. REMOTE POSITION.

The Friends are creating an education program that will teach visitors to our website about various aspects of the history of the C&TS (and D&RGW) and the Friends. Volunteers will assist in researching material for a variety of units from railroad history, life along the tracks, to how steam locomotives work.



Research will be organized into seamless units in a kid-friendly manner. Each unit will be accompanied by hands-on projects and printable activity sheets. Help is needed on all aspects of creation. If interested, contact Mellisa Sellers at: education@fctsr.org.

January 1-December 31 2023, Special Session COS

Project 1373: RESTORATION OF D&RGW EXPRESS CAR 163. COLORADO SPRINGS. See Pages 22-23 of this issue.

“All Aboard” with the Friends’ Junior Engineer Program!



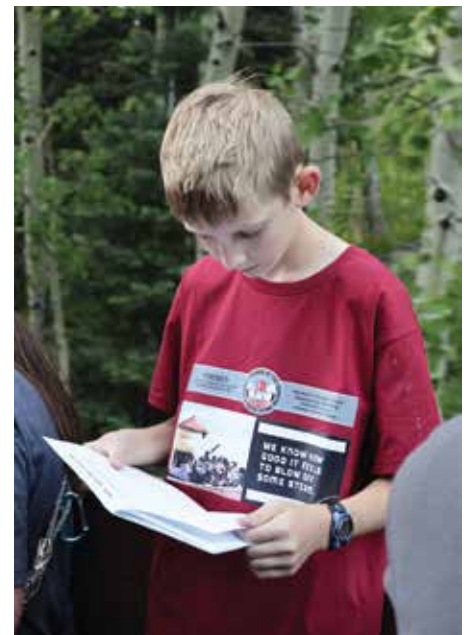
way activities that include watching, writing, drawing, and recording in their journal and above all, understanding what a historic narrow gauge railroad is all about.

When they have completed the appropriate number of activities, depending on their age, they ask a docent to review their Guidebook and certify them as a Cumbres & Toltec Scenic Railroad Junior Engineer.

The docent will sign the Junior Engineer Certificate found in

the center of the book, and present the new Junior Engineer with a patch. The program has been so popular that on one Sunday a docent certified 21 kids as Junior Engineers! All in all, the kids—and their parents—enjoyed getting to learn about the Railroad while also enjoying the ride.

The Young Engineer Program will continue on trains originating in both Chama and Antonito throughout the Railroad’s operating season.



Jordan “tracks” his progress in the open gondola car.

The Historic Interpretation Committee and numerous volunteers have been working hard to create a three-part education program which includes field trips, virtual education, and a Junior Engineer Program for the Friends of the Cumbres & Toltec Scenic Railroad. The education program will not only focus on in-person, on-board activities but will also include in-depth virtual components to be introduced later this year.

Developed by Friends members Melissa Sellers and Kathy Walser, the program got off to a whistling start this June with the new Junior Engineer Guidebooks handed out to youngsters, aged five to eighteen, as they picked up their tickets at the depot. They could also get the Guidebook from any of the Friends’ docents on the train. Similar to Junior Ranger Programs at national and state parks, the Guidebook includes fun educational activities to introduce and encourage youngsters and teens to discover the history, safety, sights, sounds and terminology of the C&TS and inspire them—and their families—to come out and volunteer with the Friends to help preserve the Railroad for future generations.

The booklet is divided into age-appropriate, along-the-



Jailyann, 13, and Jordan, 12, proudly display their completed and signed Junior Engineer Guidebooks and their nifty new Junior Engineer patches.



Whistle Signals

Train whistles are very important used by railroad employees to communicate and to warn people about approaching trains.

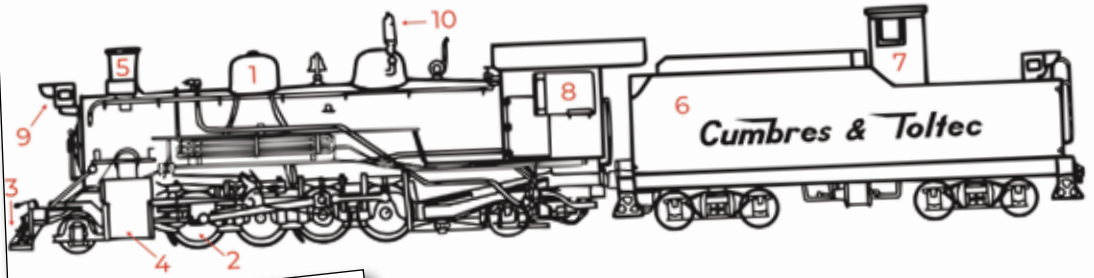
Listen for the whistle and see if you can identify what the train engineer is communicating next to each signal you hear.

Whistle Signals

Short sound: ●
Long sound: —

● ● Apply brakes / Stop
● ● Release brakes

Locomotive Parts

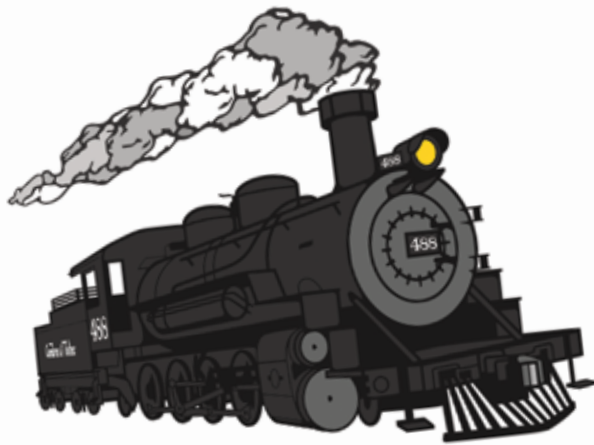


Write the number next to the description of the locomotive part.

from here
g under train
chuffing sound

___ **Headlight** - lights up the track and makes the train more visible
___ **Sand Dome** - holds sand to drop on the track to improve traction
___ **Smoke Stack** - acts as exhaust, releases smoke and excess steam

Cumbres & Toltec Scenic Railroad Junior Engineer Guide



Welcome to the historic San Juan Extension of the Denver & Rio Grande Railroad! Built in 1880, this roughly 200-mile line provided additional transportation for mining towns in Western Colorado. However, as automobiles became more widely used, the need for the railroad dwindled. By 1968, the Denver & Rio Grande Railroad sold this portion of the line. In 1980, Friends of the Cumbres & Toltec Scenic Railroad was jointly purchased a



MAPPING YOUR ROUTE

Map not to scale

Junior Engineer Guidebook Contents:

- Cover
- Completing your Guidebook
- Draw a Steam Locomotive
- Identifying the Builder's Plate
- Scavenger Hunt/Fill in the Blanks
- Mapping your Route
- Communities along the Railroad
- Items Carried by Train and Word Find
- Railyard Safety and Behavior
- Locomotive Parts
- Certificate of Junior Engineer
- C&TS Logo Identification
- Learning about the C&TS
- Bridges and Trestles
- How Does a Train Turn Around?
- Roles of Railroad Workers
- Classifying Engines
- Whistle Signals
- Write Down your Memories
- Who are the Friends and What Do they Do?

CERTIFICATE OF JUNIOR ENGINEER



AWARDED TO _____



Friends of the Cumbres & Toltec
Scenic Railroad

Rio Grande 483

2-8-2 K-36 "Mikado" Locomotive 483 was built by Baldwin Locomotive Works in 1925 and spent its entire working life on the Denver and Rio Grande Western. Severely damaged in a fatal accident in 1958, it was repaired and put back in service.



483 in Chama, 1968. Photo by Ernie Robart
FCTS ERNG1968,11360828



483 Wreck, 1958. Photo by Andy Paine, FCTS AMP06-220

Acquired from the Rio Grande, it was the first locomotive to operate on the C&TS. It was retired in 1977. It sat near

the Chama shop and was cannibalized for parts until around 2016 when cosmetic restoration began, not as a working locomotive but as a static display in the Chama yard.



483 in Chama, Summer, 2017 Photo by Chris James

Today that restoration is nearly complete with a period-accurate tender restored and added to the Locomotive in 2023.

A few minor cosmetic touches remain to be completed. Still, even "cold," K-36 483 looks as if it's ready to pull freight and passengers up the grade to Cumbres. Just add coal and water!



Two photos by FCTS Chronicle Team



483 in Chama, Summer, 2023. Photo by Don Atkinson

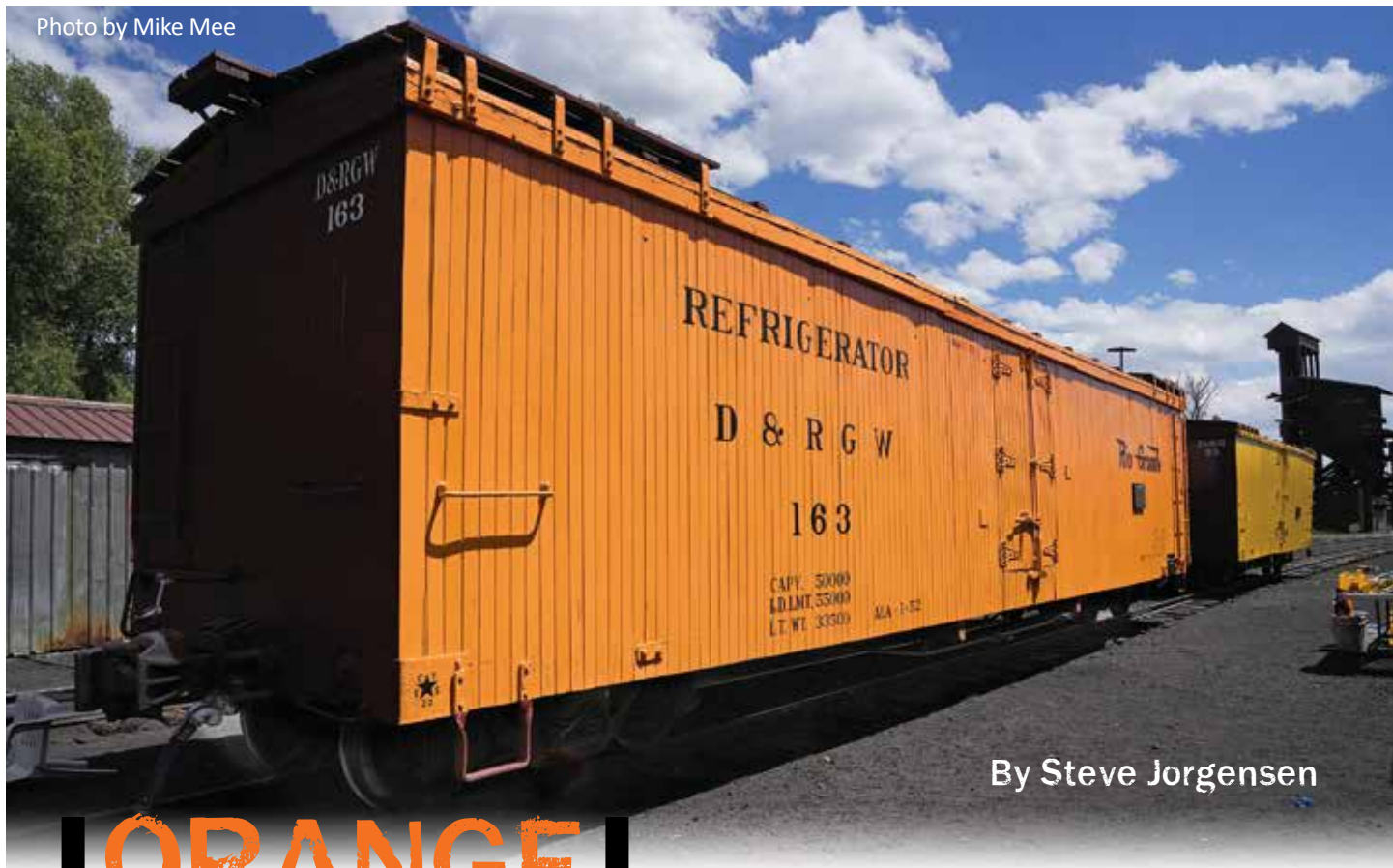
For a time-lapse video of some of the work done on #483 during the summer of 2023, visit <https://tinyurl.com/483timelapse> or scan the QR code above with your smart phone.

IN SPORTS, THEY CALL IT THE “SEASON OPENER.” IT APPLIES TO THE C&TS, TOO!

Starting the 2023 season with two charters and a “Grande” opening day, the Cumbres & Toltec Scenic Railroad steamed into the summer in style. As always, Friends member **Don Atkinson** was there with a camera, riding (and shooting) both charter trips on Memorial Day Weekend and chasing the first official eastbound and westbound public trips between Chama and Tanglefoot Curve the following weekend. You couldn’t have asked for better weather. And the winter’s ample snowfall was almost gone!



Photo by Mike Mee



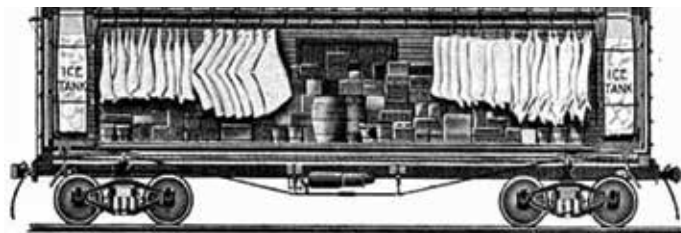
By Steve Jorgensen

ORANGE IS THE NEW YELLOW

If you're exploring around the yards in Chama, you may see a former D&RGW 40-foot reefer with sides freshly painted in a shade of orange rather than the customary "Reefer Yellow." Is this an historically correct paint scheme, or just a "pigment" of someone's imagination? Reefer #163 is indeed sporting an authentic orange color that it wore from 1949 or 1950 until the end of narrow gauge operations on the Rio Grande in 1969. How it came to be painted this unique color along with four sister 40-foot reefers is an interesting story. But first, here is some historical background.

In 1924 and 1926, the Rio Grande built twenty Class 5r, 40-foot narrow gauge wooden reefers, numbered 150 to 169, in the Alamosa Car Shops. These new reefers were constructed to replace the aging fleet of 30-foot Class 4r reefers in service with the Railroad since 1908. They were designed with roughly the same 25 ton capacity as the 40-foot standard gauge D&RGW and American Refrigerator Transit (A.R.T.) Reefers in service on the Rio Grande at that time. This theoretically simplified the transshipment of goods from standard to narrow gauge cars and vice versa, as roughly the load of one standard gauge reefer fit into one 40-foot narrow gauge

reefer. Perishables and other commodities destined for communities along the narrow gauge lines in Colorado and New Mexico were shipped from suppliers on standard gauge reefers primarily to Alamosa where the loads were transferred to the narrow gauge reefers on a special transfer dock. Conversely, goods that were shipped to Alamosa on the narrow gauge from growers around Durango, Dolores, Farmington and along the Chili Line were transferred to standard gauge reefers for transport.



Cross-section of a typical 30-foot refrigerator car carrying every-thing from meat to beer. Wikipedia Creative Commons



Nearly forty years old, D&RGW 40-foot Reefer 163 sits in the Alamosa Yards, April 6, 1963.

Photo by Stan Rhine, FCTS SR024-043.jpg



A close-up view of the Alamosa Yard, March 31, 1926, showing the standard gauge ice house and icing platform.

Photo by O. T. Davis, FCTS RD019-043.jpg

The Rio Grande 40-foot narrow gauge reefers were primarily painted yellow on the sides, with boxcar red ends, roof and underbody (with some minor variations). Depending on the era, the door hardware, kick panels beneath the doors, and ladders on the sides were painted either black or yellow. The sides were lettered in black, and the ends were lettered in white. They were repainted more frequently than the other fleets with the exception of passenger equipment. Fresh paint probably suggested fresh produce.



Yellow and orange, D&RGW Reefers 165 and 163 in the Alamosa Yards, Nov. 18, 1967.

Photo by Ernie Robart, FCTS ERNG 19671118-0190.jpg

Because the narrow gauge reefer fleet carried essential food commodities (including much anticipated beer) to mountain communities along the line, their interiors were thoroughly cleaned on a regular basis and were meticulously maintained and kept in top mechanical condition. Car walls and ceilings were insulated with 90 lb. paper and



Like S Gauge vs. HO Gauge, there is a noticeable difference between narrow gauge 40-foot Long Reefer 167 and the 40-foot A.R.T. Car 27678.

Photo by Robert Richardson, FCTS SR24-047.jpg

Flaxlinum (hemp/jute) layers, while the floor was sandwiched with cork, wood and Unarco waterproofing compound. The cargo rested on stringers that allowed cool air to circulate on all sides. This still wasn't enough for long distance shipping; most reefers needed to be re-iced about

every twenty-four hours. This was less of a problem on the short runs of the narrow gauge lines in the San Juans. Most of the major towns and junctions had icing facilities.

The American Refrigerator Transit Company figures prominently in this story because they had a contract with the D&RGW which began in 1925 and lasted until 1969. Under this agreement, A.R.T. was required to furnish sufficient standard gauge reefers to the Rio Grande to meet the demand of shipping produce and other commodities on the entire Rio Grande system. For the Rio Grande's part of the agreement, it could use D&RGW's small fleet of reefers, but it was required to give preference to using A.R.T. Reefers over those of other reefer companies, such as Pacific Fruit Growers Express and Pacific Fruit Express. From time to time other companies' reefers could be seen on the Rio Grande rails, but these cars were under loan to A.R.T. As a result, thousands of the distinctive A.R.T. orange-yellow painted standard gauge reefers were seen in the major produce shipping centers of the Rio Grande. It should be noted that this agreement did not extend to the Rio Grande's narrow gauge operation due to its unique nature and small scale. As a result, the company continued to supply and maintain its own narrow gauge reefer fleet.

While A.R.T. supplied the reefers, they did not own any of the facilities such as icing platforms and ice houses;



Narrow gauge K-37 #491 pulls out of Alamosa with a string of standard gauge A.R.T. Reefers, southbound in a mixed-gauge freight, October 17, 1960.

Photo by Thomas H. Gildersleeve, FCTS THG03-015

those were owned by the Rio Grande. But in the major shipping centers, A.R.T. manned, supervised, and operated those facilities, which included the loading, unloading and icing of both standard and narrow gauge reefers. A.R.T. had an extremely large presence in Alamosa, which was a major shipping point for produce grown in the rich San Luis Valley. As a result, there was a lot of interaction and cooperation between D&RGW and A.R.T. workers and management.

By the late 1940s, D&RGW management was actively seeking to abandon all narrow gauge operations by the mid 1950s. Therefore, they began instituting extreme cost cutting measures. In the spring of 1949, Rio Grande Executive Vice President Alfred Perlman directed that routine maintenance and repainting of the narrow gauge

fleet would cease except for absolutely essential repairs. According to well-known Colorado railroad historian Bob Richardson in his book, "Rio Grande Chasing the Narrow Gauge," Alamosa Car Shop Foreman Primus Pearson was determined to get around this directive. A skillful trader, Pearson had done special favors for the Alamosa A.R.T. manager, and in return received supplies and paint "under the table with no records" and without going through the Purchasing Department in Denver. According to legend, under this covert arrangement A.R.T. reefer yellow-orange paint showed up in the Alamosa Car Shops, for use in keeping the narrow gauge reefer fleet looking in top condition. Five 40-foot narrow gauge reefers, Numbers

157, 163, 166, 167, and 168 were chosen (for reasons lost to history) to receive the same paint color as the A.R.T. reefers. There is no record of the Headquarters in Denver objecting to this "non standard"



Stripped and primed in 2022, the repaint of #163 begins by painting the roof and ends of the car Boxcar Red in June 2023.

Photo by Mike Mee

paint color on these reefers, and these cars kept this color until the end of the narrow gauge. As the new A.R.T. paint looked definitely orange when compared to the Rio Grande's yellow narrow gauge reefer fleet, it became known as "A.R.T. Orange." The orange paint scheme and lettering on these five cars reflected the 1939 Flying Rio Grande style. It is suspected that more reefers were not repainted A.R.T. Orange, as the use of reefers on the narrow gauge began to decline after World War II. The



Team Leader Don Stewart and his team apply the orange paint to Reefer 163. Photo by Mike Mee



Gayle Mecca stencils in the reporting marks on the car (top) and touches up the bold text on the car. Photos by Mike Mee

building of new highways connecting towns served by the narrow gauge, and the resulting use of refrigerated trucking hastened the demise of the reefer fleet. By the late 1950s, all the 30-foot reefers were taken out of service and three of the twenty remaining 40-foot reefers were retired. An interesting side note to this story is that the agreement between Car Shop Foreman Pearson and A.R.T. also kept the San Juan passenger equipment in fresh Pullman Green paint and varnish until it was discontinued in January, 1951.

During the 1960s, the remaining 40-foot reefers were used sporadically in ice service, for freight, and for transporting drilling mud from Alamosa to Farmington. By



An important final touch: Tim Frade stencils the "Paint Star" (inset) that indicates it was last painted and stenciled by the Friends of the Cumbres & Toltec in 2023. Photo by Mike Mee



A 30-foot Reefer and a 40-foot Reefer await in Chama for the assignment to carry produce and meat to Antonito, Durango and beyond.
Photo by Steve Jorgensen

1970, eleven 40-foot Reefers were on the Rio Grande roster, including all five A.R.T. Orange reefers. Upon abandonment of the narrow gauge, orange Reefer Numbers 157, 163, and 166 went to the C&TSRR (along with yellow reefers #161 and #169), #167 went to the CRRM, and #168 ended up at the Sumpter Valley Railway. During the early years of the C&TSRR, the railroad's three A.R.T Orange 40-foot reefers were repainted back in their original Reefer Yellow color, with lettering and trim representing different historic eras in their service life.

Reefer #163 came up for restoration and repainting in 2022, and research showed that it was one of the five 40-foot reefers painted A.R.T. Orange. The Friends decided that this car would be painted in the unique and historic post-1949 orange color. But unfortunately, there were no records or paint formulas for the actual shade of A.R.T. Orange that was used, either in old D&RGW or American Refrigerator Transit Company records. Color photographs of #163 while in service with the Rio Grande could not be used for realistic color matching. Further, Reefer #163 had already been stripped of its old paint and was primed and ready for painting, so no old paint chip samples were available for analysis.

A trip was made to the Colorado Railroad Museum, where Reefer #167, a sister A.R.T. Orange reefer, was on display and several paint chips were retrieved from various parts of #167 for study. These samples were sent to Arbogast Paint Analysis, Inc, an Iowa firm specializing in antique paint analysis and matching. Microscopic study of the chips revealed some interesting data. During its lifetime with the D&RGW, Reefer #167 received three coats of Reefer Yellow in two different shades followed by a coat of varnish,

STEVE JORGENSEN has been actively working for the Friends for the last five years but has been a member for much longer. He tries to participate in four or five work sessions annually in Colorado Springs, Chama, and Antonio. He grew up in Colorado Springs, but currently lives in Dallas, Texas, where he retired as a pilot for American Airlines.

and four coats of Orange in two different shades, with a varnish coat in-between prior to being acquired by the CRRM. These shades of color were matched to the scientific Munsell System of Color, and a color sample of the last orange coat of paint applied by the Rio Grande was obtained.

It was assumed that Reefer #163 had the same paint characteristics as #167, and therefore the sample was deemed authentic for #163. The paint sample was used to professionally match and mix a batch of paint for Reefer #163, which was

applied during a Friends work session in 2023. The reefer was then lettered and trimmed in the 1939 flying Rio Grande style with attention paid to placing the stencil lettering as close as possible to match actual photos of #163 during the late 1950s to the late 1960s. The result is an authentic, colorful paint scheme to accompany a colorful history!

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HISTORIC PRESERVATION ON THE C&TS, 2023

SESSION A (MAY 20-24), SESSION B (MAY 27-31)

PLUS SPECIAL SESSIONS FOR TOURIST SLEEPER 470 AND EXPRESS CAR

Photos by Don Atkinson, Sharon McGee and Doug Barlen. Reports are based on Team Leader submissions to FIDO and volunteer assignment lists. The Editor regrets any errors in content. Team Leader Reports not submitted to FIDO are not represented. Some crew member names were not listed on the Reports so they are not shown. But hey, everybody helps everybody else!

ANTONITO, COLORADO: ED LOWRANCE CRF

Proj. 0210/0222: Volunteer Sign-in and Merchandise Sales, Sessions A and B

As always, **Mary Jean Smith** took the reins for both the sign-in activities of both Sessions' volunteers and peddled (cajoled?), with the help of John Engs, the Friends into considering this year's calendar, hats, shirts and other merchandise.



There were no new volunteer sign-ups in Session A and a new volunteer, Lynn Aldrich in Session B.

Proj. 0206: Dispatch Editorial Photographer, Session B



Doug Barlen has participated in work sessions before but this was his first stint at work session photos for the *Dispatch!* Thanks, Doug! Nice work.

Proj. 0231: Food and Snack Preparation, Antonito Sessions A and B

Like the Army, the Friends travel on their stomach and **Mary Jane Smith** and her crew are always ready for the daily invasion. Planning, preparation, service and clean-up are all in a day's work.



If there is any question about Mary Jane's importance to the kitchen operation in both Antonito and Chama, take note of the following:



Proj. 0245: Tool and Bolt Room Supervision, Sessions A and B



When they weren't assisting with other projects, **Marshall Smith** and **George Davies** kept the tools maintained and the bolts flowing for the session volunteers.

It may not be as "romantic" as rebuilding rolling stock but it's no less important a task at a place like the Car Repair Facility.

Proj. 0294: Hauling and Vehicle Operation, Antonito Sessions A and B

All the heavy gear and supplies don't move around Antonito by themselves so perpetual volunteer **Bob Reib** and crew move anything and everything that needs to go from Point A to Point B.



Proj. 0263: Project Chronicling, Antonito, Sessions A and B

There is more to the chronicling process than taking notes. Photos are taken for each step of each project. The results are historical documents of what the Friends accomplish each year and are also used to document the work for the State Historical Preservation Officer (SHPO).

Sharon McGee has supervised the chronicling for years but is planning



on retiring after Session G. See Page 5 for information about becoming the new Chronicle Coordinator in 2024.

Proj. 0722: COTS Mechanical Maintenance of In-Service Rolling Stock, Antonito, Sessions A and B

COTS Mechanical Maintenance is the service, repair or replacement of brake system parts and linkages, wheel sets, bearings, couplers, and safety appliances.

“COTS” refers to “Clean, Oil, Test and Stencil,” a process where each piece of in-service rolling stock is inspected annually and that inspection is stenciled on the rolling stock.

The inspection of rolling stock is an important function of this project. As a part of that inspection a brake test is also conducted.

The team was led by thirty-plus year volunteer **Bill Kepner** (R) and was assisted by, among others (left to right): Jim Wilmeshier, Roger Davis, Doug Reinke, Randy Quinlan and Loren Davis.



CLEAN

The interior and exterior of the Rider Gon was cleaned and scraped and the inside wall and benches were prepped for painting. Cleaning also included clean-

ing and inspecting individual brake components.



OIL

Brake components were disassembled and lubricated, including the air brake system on each car.

Mechanical brake systems were inspected as well.



TEST

Finally, the air brakes are tested for proper operation and identification of any leaks in the system.



STENCIL

With the COT portion of the inspection complete, a date and location of the inspection and maintenance is stenciled onto the car. The Friends cut their own stencils: *May, 2023, Antonito.*



Proj. 1115: Restoration of Pullman Sleeper 470, Session A and B.

The four oil burning lamps in Pullman Sleeper 470 needed to be accurately reproduced and installed, not as oil lamps but modern LED lighting. It took months for the reproductions to arrive in Antonito.



The new lamps are exquisite and **Steve Jorgensen** had the task of assembling the fixtures and installing them in the ceiling of 470.



The lamps are pretty fancy for a low-cost tourist/immigrant sleeping car!

Even you aren't William Jackson Palmer you can travel in style!

Proj. 0732: Car Lettering, Session B

Accurate and period-specific lettering on a piece of rolling stock is often the last step of a restoration. It is a multi-step process, best shown than described, as supervised by **Fred Pittroff**. It starts with a stencil, in this case, the Reporting Marks on a Gramps Tank Car, placed in its historically accurate position:



Using specialized “stencil brushes,” the stencil openings are filled in.



With the stencil removed, the lettering remains. Occasionally it still needs a little touch-up.



The larger lettering, such as the number on the car, is a little less detailed but requires just as much patience and skill as the small lettering.



Proj. 1197: Construction of Period Trucks for Passenger Coaches, Session A and B

As he has in previous seasons, **Ian Kelly** continued the construction of period-accurate trucks for the restored passenger cars, including RPO 54.



Proj. 1382: Repair Damage to the Concession “Potty Box” Car, Session A and B

During the Toltec Rambler charter trip last October, the water system in Concession Car 3244 froze and leaked throughout the car, causing substantial damage.



Don Atkinson, assisted by Bill Oltmanns, Glenn Butcher, Ron Lira and Dale Jacobs repaired seven water leaks, two broken sink faucets

one damaged p-trap, two water drains and one cracked PVC drainpipe, all removed and replaced.



Additionally, the old vinyl flooring on the inside interior walkway was removed, cleaned and the plywood subfloor was repaired in prep for new vinyl flooring to be installed.

Proj. 1197: Construction of Period Trucks for Tank Cars 11050 and 11056, Session B

Speaking of trucks, **Randy Worwag** and **Chris Trunk**, along with some assistance from others and some heavy lifting, assembled trucks for one of the Gramps tanks cars in the C&TS tank car fleet. For more information on the tank cars, see the Spring 2023 issue of the *C&TS Dispatch*.

Proj. 1354: Restoration of Speeder MW02 to Operational Condition, Session A.

The restoration of “Matilda,” a.k.a. C&TS Speeder MW02, continued with **Jim McGee** at the helm. Most of the work in this session was focused on the doors and roof of the speeder. Hinges, flanges, support brackets and more all got attention. The doors have now been fitted into place.



Proj. 0701: Landscape Maintenance, Antonito Depot and CRF grounds, Session A

Drifting Along with the Tumbling Tumbleweeds is a recurrent theme in Antonito. Fortunately there are Friends who are willing to “drift” with them!



Proj. 139: Repair of Windows on RPO Car 054, Sessions A and B.

There has been substantial damage around the windows of RPO 54 since its rebuild a decade ago. **Don Atkinson's** team, Dale Jacobs, Loren Davis, Roger Davis and Jim Hickman began removing the window and frames.



Proj. 1391: Rebuild Flat Car 6649 for Maintenance of Way Service Sessions A and B

The rebuild began with the removal of all the old decking. With the decking gone, the rusted frame was scaled off, ready for new decking.

Bill Oltmanns supervised the tear-down with the assistance of Bill James.



Additionally, work continued on the roof supports and support brackets.

Some paint removal has already begun. Eventually the entire car will be stripped and sanded to bare wood for repainting.



Session A Crew, Antonito, May 22, 2023



Session B Crew, Antonito, May 29, 2023



D&RG EXPRESS CAR 163

RESTORATION AT THE COLORADO SPRINGS

WORK SITE, APRIL-JUNE 2023

April and May were very productive while working on Express Baggage Car 163. They successfully raised the roof and removed the south side outside sill, removed frozen bolts from the bolster, and completed more work on the north side outside sill. Progress during the summer always slows down, as many of the Colorado Springs crew migrate south to Chama and Antonito for the scheduled work sessions.





**Colorado Springs
Work Session Photos by
Don Atkinson
and
Glenn Butcher**



**Participants in the January-April
Colorado Springs Work Sessions
included:**

- Don Atkinson
- Mike Brabec
- Duncan Burdick
- Glenn Butcher
- John Caufield
- John Engs
- Robert Gee
- Steve Jorgensen
- John Kenney
- William Lowes
- Larry Marquess
- Craig McMullen
- Dean Myers
- Ronald Schaefer
- Christopher Thistlethwaite
- John Weed



Ron Hassell

Ron Hassell, a longtime Friends member and a stalwart member of the volunteer organization's tree and brush crew, died June 23, 2023. He was 76.

Hassell first attended a Friends work session in 2016 when he joined the Project 710 crew. He was named the assistant team leader the following year.



A Colorado native, Hassell was born June 3, 1947 in Grand Junction. A retired forester with U.S. Forest Service and a longtime volunteer with the Chaffee County (Colorado) Fire Protection District, Hassell was a master sawyer who served as a senior leader with numerous multiagency incident management teams working wildfires in the West.

Hassell's experience with the Forest Service and proficiency as an advanced sawyer provided the Friends team with an immediate and continued boost in production and safety awareness while his calm and respectful personality made him a welcome presence in Chama and on the Cumbres & Toltec Scenic Railroad's right-of-way.

During his work with Project 710, Hassell instructed and coached beginning sawyers and other members of Project 710, freely sharing his know-how with fellow volunteers.

"I was like an information sponge around Ron," said Alan Green, a longtime Project 710 member. "He had a vast knowledge about the outdoors, forests and the mountains."

Hassell died just days before the Project 710 team gathered in Chama for D work session in June. Though ailing, he had hoped to attend the work session's first day to conduct safety training on chainsaw use.

"He will be with you in spirit. He loved working down in Chama," Judy Hassell told the Project 710 team leader in a text the day after her husband died.

*Paul Davenport,
Project 710 team leader*



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Sometimes a small hammer just doesn't quite do the job! Dave Ferro and Bill Lock install (persuade?) a new end sill onto Sheep Car 5600 during Special Session SS2 in May. To learn more about "Special Sessions," see Pages 16 and 17. There is another view of Car 5600 on Page 17 as well.

Photo by Dave Jenkins