



# C&TS Dispatch

Vol. 22 No. 4

WINTER 2009

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## HISTORIC PRESERVATION 2009

### MONTANA WORK SESSIONS

#### Alder Gulch Railroad

*Project Objectives: make improvements to the Alder Gulch Railroad facilities and equipment in exchange for historically accurate trucks that would allow accurate restoration of tank cars in the Cumbres & Toltec freight car fleet. Train Alder Gulch volunteers in the Friends methods of organizing and conducting effective work sessions.*

*Sessions: M1 and M2*

*Team Leader: Ed Lowrance*

For the first time in its' twenty year history the Friends conducted work sessions on a railroad other than the Cumbres & Toltec. This year there were two weeks of work sessions at the Alder Gulch Railroad in Nevada City, Montana.

The Alder Gulch Railroad is owned by the Montana Heritage Commission. It operates between the two historic communities of Nevada City and Virginia City, Montana. It is 30" gauge and features Locomotive #12, an oil burning outside-frame consolidation built by Baldwin for the Ferrocarril Mexicano in 1910. The Alder Gulch also has in its collection a number of standard and narrow gauge cars from such railroads as the Florence & Cripple Creek, Great Northern, and Milwaukee Road.

The two weeks of work sessions at the Alder Gulch in Nevada City were planned to perform needed work for the Montana Heritage Commission in exchange for historically accurate trucks that would allow accurate restoration of tank cars in the Cumbres & Toltec freight car fleet. These work sessions are part of a three-year plan between the Friends and the MHC.

*Spare trucks and wheelsets lined up for loading for transportation to Chama. This photograph shows the back side of the cars that are used for storage. The doors have been removed on two cars, and a 2x8 has been bolted to the vertical and diagonal truss members of the second car to support them while the rotten side sill is replaced.*



*Alder Gulch, continued on page 4*

## C&TS Dispatch

*Friends of the Cumbres & Toltec Scenic Railroad*  
*William Lock, Founder*

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 e-mail: [leedavidg@msn.com](mailto:leedavidg@msn.com)

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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 2009  
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## PRESIDENT'S COLUMN



### Railroad Visitor Center

On and off for approximately four years many of you have been hearing a tidbit here and there about the possibility of a Railroad Visitor Center being constructed in Chama. Some of you have really embraced the idea while others are not quite sure about the project and even question the necessity. What we don't totally understand can make us all a little uneasy.

I believe where we begin is by stating that such a structure is not the museum! Although many passengers and passers by will ask where is the museum, clearly the museum is the entire 64-mile long Cumbres & Toltec Scenic Railroad. The railroad is a true living museum! That fact will never change and should never change. Such a facility does not replace anything but strictly supplements what already exists. If you really think about it, many attractions and historic sites have such visitor centers or interpretive facilities.

The Friends have been promoting this idea and have taken the lead in development of such a project. The Commission is supportive of such an endeavor as is C&TS Management Corp. We have spoken with folks in the Chama business community over the past few years and there seems to be a genuine interest in seeing this initiative become reality. We appreciate this support but also acknowledge those that are at best lukewarm about this vision.

Some people ask why, while others ask why not? In the two years that I was General Manager for the C&TS, I would witness countless numbers of people at our ticket windows or on the depot platform ask where the museum was. I would explain that the railroad itself was the "living" museum and provide a yard tour map for their interpretive needs. They would thank me but I could surmise that people wanted more. They were looking for more information and history about the railroad and the community.

So if we approach the subject from that perspective, would a Visitor Center that supported the Cumbres & Toltec really be a bad idea? After all, we need to be accommodating to our

riding public and interpretation is indeed part of the Friends mission. It would also be great to have train riders stay in Chama a little longer rather than moving on down the road. Providing a better understanding of the Denver & Rio Grande's rich history further enhances a passenger's "experience" of the C&TS.

It goes without saying that Friends Docents do an excellent job aboard our trains and passengers of the C&TS appreciate their efforts. Their message adds a great deal to the adventure of riding the Cumbres & Toltec. What we need to do now is supplement these efforts with what can be offered in a facility such as a Visitor Center.

So, where are we? The project certainly has not been moving at warp speed but it hasn't been standing still either. The Friends and the Commission continue to work with New Mexico's Historic Preservation Division on official approval to utilize a portion of the north yard in Chama adjacent to Terrace Avenue. We feel this approval is forthcoming.

As part of this process we have accomplished a couple of important items along the way this past summer and fall. First, a topographic survey of the proposed site was undertaken by Johnson Mapping & Surveying of Farmington, New Mexico. Secondly, a Class 3 survey and approved test excavation for

cultural resources was conducted by Dykeman Roebuck Archaeology of Farmington. Their report was completed in November and sent to New Mexico Historic Preservation Division with copies to the Commission and Friends. We are happy to report that no significant cultural resources are located in the project area. This is truly good news.

Along the way, a task force assigned to this project has had a number of workshops with Andrew Merriell & Associates, a museum planner located in Santa Fe. This group along with Merriell & Associates has worked on the formation of a vision for the facility and further the continued development of an interpretive plan. These are both key elements as we move down the path.

Well, in a nutshell, those are the high points at this time. Certainly, you will be hearing more as we continue to progress with this project. It is exciting and I believe another important step for our C&TS Railroad Family.

As the year comes to an end and I close another column, please accept my appreciation for your efforts again this past year. Each member of this organization is important and you all contribute to our success.

-- Tim Tennant

### *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:

Spring Issue: Mail on March 31

All material must be received by February 22.

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.

Initially little was known about the actual work we needed to perform in Nevada City. Not having been able to see the property and access the specific conditions we would be facing made planning difficult. Success was due in no small part to invaluable help from Roger Breeding who made several trips to Nevada City providing photos and details on the work situation.

The principal task that the Alder Gulch wanted done was repair a row of four narrow gauge boxcars, all former F&CC, that are used for storage. These cars were also to be removed from their trucks and relocated to a parallel area that the railroad had prepared, where they would be placed on firm foundations. These trucks, along with several others that were stored nearby, one with a large tree growing through it, are the trucks that are needed for the C&TS tank car restorations.

Repairs included replacement of siding that was badly deteriorated, repair of damaged siding, and repairs to sills. The roofs of the cars all needed extensive repair. The old, deteriorated roofing was removed and replaced. The project scope grew as MHC decided they wanted only one set of grab irons per car and wanted the "back" and "end" doors sealed and/or repaired. We elected to remove and fill the back side doors and install covers over the end doors. Grab irons were removed and shipped to Chama. Couplers, whose draft gear boxes had been removed, leaving them dangerously hanging from a few bolts, were also removed.

We also evaluated the interior condition of Milwaukee Bunk Car X913 (SG) determining the interior paint was likely to be lead based. We began careful scraping of the interior in preparation for painting.

When touring Milwaukee 222, a private car built in the 1880's for the Armor family, we observed substantial water damage from roof leaks. A team of John Cole and Tarry Rah determined what we could accomplish. It was determined the roof



*Painting the repaired roof of Milwaukee business car 222. From left to right: Valley Lowrance, Tarry Rahne, John Cole, and Warren Ringer.*

should be cleaned down to metal - previous poorly performed patches merely redirected water to new entry points. When the roof was exposed, new galvanized flashing was acquired, shaped to roof contours, bedded in roofing cement, and the entire roof received a single coat of silver roof fiber paint.

Perhaps the work activity eliciting the most interest was moving the four F&CC cars to their new location. We prepared foundations for the cars, jacked them up off their trucks, slid them sideways, and lowered them onto the new foundations. The foundations were three point, spanning the width of the cars, ends and center. This maneuver went very smoothly, requiring only two days.

Our work proceeded smoothly and quickly so teams needed reassignment faster than anticipated. Added projects included siding repair, door repair, priming, and painting of new wood. Friends boarded up broken windows on various cars, and nailed covers on many of the bird and rodent holes on all the cars on which we worked.



*Warren Ringer and Irv Milheim replacing siding where it had to be removed for installation of a new side sill.*

## **Antonito Based Projects**

### **Restore UTLX Frameless Tank Cars 11036 and 11037**

*Project Objective: begin restoration of frameless "Gramps" tank cars. Replace missing walkway support brackets and fabricate new walkway access ladders.*

*Sesston: F*

*Team Leader: Chris Trunk*

This was the first work session to start restoring the frameless tank cars that were donated to the Friends in 2004. Much of the first day was spent clearing away weeds and debris, and jacking-up and leveling both tanks. All the external hardware was previously removed when the cars had been used as stor-



age tanks. Team members Hardy Cruse, Jon Myers, and Matthew Myers and I then spent the next two days preparing the remains of the old walkway brackets. The old bracket stubs were cleaned of slag, paint, and rust. They were trimmed and beveled using angle grinders to prepare for welding on new brackets.

The new walkway brackets were then welded back on to the car. A total of 28 new steel brackets (14 per car) were welded to the remaining portion of the original riveted-on bracket. Four end brackets (two per car) were also reinstalled. The brackets and welds were coated with spray primer to prevent rust until all the metal work is complete and the entire car can be blasted and painted.

New walkway access ladders were fabricated from 2"x1/4" flat steel to replace the missing ladders. Each car requires four ladders that will attach to the walkways to provide access to the walkway from ground level. Heating the flat steel with a torch, and bending it to fit a template formed the ladder frames and rungs. Holes were drilled for the installation of 1/2" steel rivets (the original ladder components had been riveted together). All walkway and ladder components will be riveted together in a future work session.

### Restore Stock Car 5995

*Project Objective: continue restoration of stock car 5995.*

*Session: F*

*Team Leader: Dan Pyzel*

The team removed the remnants of the old top sills and constructed new ones, including all the drilling, mortising, and splice joints. The new top sills were installed, which included removing and reinstalling the 3/4" tension rods. About half of those had to be replaced. The team also cut eleven new carlines to go across the top of the car. The ridge and intermediate stringers and the new decking were saved for next year.



*Kevin Corwin, Warren Ringer, and Dave Traub place finished top sill on left wall, B end of car. Dan Pyzel is watching.*

## Los Pinos Project

### Storage Shed Rebuild

*Project Objective: Stabilize foundation, remove outside siding, and replace corner posts. Replace any rotten wood and use inside lining boards to replace outside siding. Use plywood sheets for roof, cover with 15 pound tar paper, and install green roofing material. Paint exterior with Rio Grande gold and brown trim. Reinstall door and cover window with plywood. Clean interior and repair as needed.*

*Session: F*

*Team Leader: Don Juergenson*

Work had begun on the storage shed "warming hut" during Session F in August of 2008. The roof needed replacement of the joists and plywood covering. Since the roof was in such poor condition the team placed temporary plywood on the rafters and covered it with 30 pound tar paper. The intent was to withstand snow loads and also to stabilize the walls until the next session in August 2009.

Inspection of the building and foundation showed the foundation was sinking, due to leaks from the water tank. To level the foundation, rocks were placed under the wooden foundation and the leaking water from the tank was diverted to a new ditch which would help to dry out the soil. A more careful examination of the water run off showed it was going under the track ballast. This was reported to the Friends leaders and is being discussed.

This year in Session F the team continued to level the foundation and place diagonal bracing inside. The roof was stripped of the tar paper and new 1 x 6 planks were attached to the roof and new tar paper was installed. The final roof work was to place green rolled roofing and install the smoke stack.

The exterior was scraped to remove loose paint and two coats of Rio Grande gold was placed on the walls. Trim boards were painted and installed on the corners and on the door and window trim. A new door was installed and additional rocks were placed along the foundation. At this point the outside of the building has been completely painted and trimmed.



*Yancey Juergenson is securing new pine roof sheeting. Tom Gregory is scraping paint. Don Juergenson is cutting sheeting to size.*

## Chama Based Projects

### Coal Tipple Restoration

*Project Objective: repair and maintain the Chama Coal Tipple structure, using the 2002 Kells/Kreis report "Chama Coal Tipple Structure Report/Maintenance Plan" as a guideline.*

*Sessions: A, E, and F*

*Team Leader: John Sutkus*

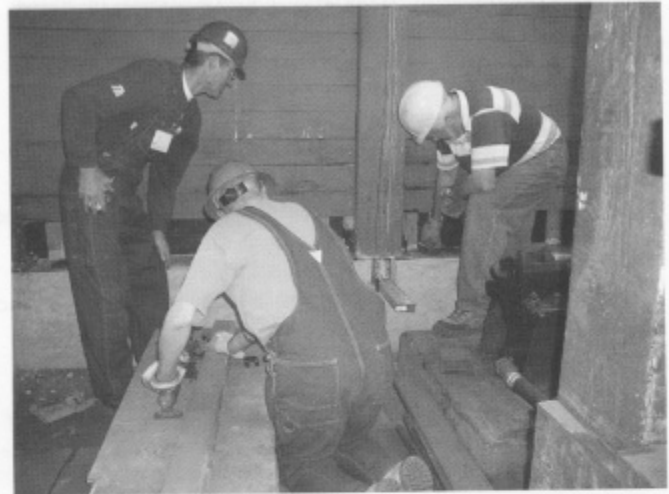
During Session A the west elevation of the hoist house was raised another  $\frac{1}{4}$  inch. Both the North and South bucket pits were drained. It should be mentioned after last year's concrete supports were poured beneath the timber columns the inside was bone dry when checked during session A.

During Session E the team members again pumped out the water in both the north and south bucket pits. The team raised the west side columns a half inch with a hydraulic jack and placed steel shims on each side of each base plate. The team then set up benches to lay out the new siding for the east side hoist house for painting. While waiting for the paint to dry, scaffolding was erected over the north and south bucket pits to gain access to the existing hoist east side for siding removal and replacement. The new siding was primed and painted.

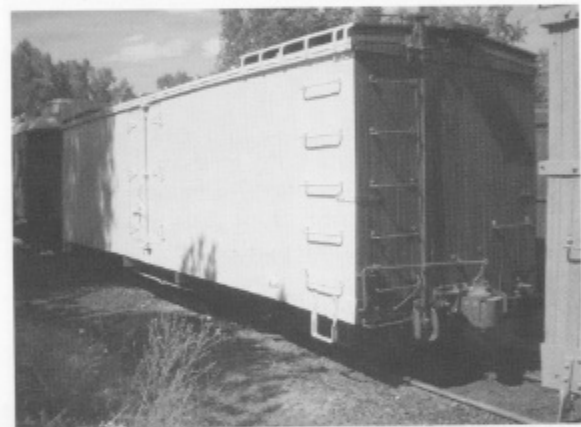
During Session F the team removed all the existing deteriorated east side hoist house siding, disposing of it in the wood bins. The team replaced deteriorated sheathing and placed new flashing and felt paper as necessary on the east side hoist house. The team then installed the new siding, as well as window trim and corner trim on the east side.

The team cleaned the debris out of the coal dump and evaluated methods to remove the coal for further repairs in future work sessions. The coal was cleaned out of both buckets in order to evaluate the condition of each bucket. Both were found to be in excellent condition, needing only minor patching to remain serviceable. The team operated the buckets, using the electrical system in place in the tipple. Bill and Gene Bailey evaluated the electrical system for condition and suitability for future use. They will make recommendations for repairs in a future work session.

A wood wedge was fashioned to activate the hoist brake to prevent unplanned movement of the buckets. The west side columns were jacked up an additional half inch and all base plates were shimmed solidly. The team removed the scaffolding from the north and south bucket pits, cleaned up the area, and stored remaining unused materials inside the hoist house.



*John Sutkus, Sam Schechter, and Herb Knoesel jacking up the west side of the coal tipple  $\frac{3}{4}$  inch at a time.*



*Short reefer 55 after painting.*

### Restoration of Short Reefer 55

*Project Objective: continue restoration of short reefer 55.*

*Session: E*

*Team Leader: Randy Worwag*

Exterior surface preparation (clean and scrape) of car prior to painting final colors was completed. Two coats of the final color coat of historically correct paint colors (yellow sides, reddish-brown roof and ends) were applied. The auxiliary reservoir relief valve was repaired. Remaining work consists of completion of fabrication and attachment of miscellaneous hardware items on roof and sides of car and lettering the car.



*Scott Hardy and Fred Kuhn guide boards under the mast as Russ Hanscom and Cletus Wander guide and lower the mast down from the scaffolding.*

## Restoration of Derrick OP

*Project Objective: document and disassemble derrick OP in preparation for starting repairs and reassembly in 2010.*

*Sessions: C, D, E, and F*

*Team Leader: Russ Hanscom*

Work on derrick OP started unofficially during Sessions A and B while we were waiting for paint to dry for the water tank repairs and while waiting for the railroad to approve red flagging the track by the water tank. During this time, the wire ropes were disconnected and coiled on the deck, the boom was disconnected from the base, and the large block was removed from the top of the A frame. The crew also started removing bolts from the A frame and took the nuts off some of the truss rods and the rods holding the OP cabin to the deck.

We started Session C by removing more bolts and the railroad relocated OP to the coal loading spur where it will remain for the duration of its reconstruction. A 20' storage container was received and shelves were installed in it. Stairs were built up the bank for better access. Bolt removal continued and jacking beams were installed on the cabin. The big truss rods going through the cabin to the B end sill were removed. The remaining bolts holding the cabin to the deck were removed and jacking of the cabin was started. After clearing a few tight spots and stabilizing the cribbing stacks, the cabin was raised 12+ inches until it was clear of the deck. After some final adjustments to clear obstacles and better stabilize the cabin, OP was rolled out from under the cabin and the cabin was lowered onto flat car 1515. The entire electrical system was labeled and removed.

The cabin was in fairly good condition as it had received repairs several times previously from the Friends, thus the reason for removing it intact from OP and preserving as much as possible. It did not make sense to tear the cabin down when all it needs are minor repairs.

The first activity in Session D was to unbolt the machinery skid from the deck and start jacking it up. The skid was raised until long switch ties and rollers could be placed under it. The skid

was rolled off OP and onto flat 1515 with very little effort, and then it was lowered onto flat 1515. A shelter frame was started over the skid; we want to give it weather protection until we are ready to reinstall it. The machinery appears to be in good condition and we are anticipating minimal repairs will be needed - mainly cleaning and lubrication. The patent date on the drums is June 10, 1890.

Once the machinery was out of the way, attention shifted to the A frame and car deck, with groups working on each. After measurements and sketches had been made, the decking was removed except in the A frame area. The remainder of the truss rods for the A frame were removed. Don Deuell spent several days taking measurements of the decking, sills, and blocking, and he has produced high quality drawings of those areas. Scaffolding was erected around the A frame for better access and to provide support as bolts and bracing were removed.

The large center pivot post was lowered on Friday morning and disassembly of the A frame was completed. Most of the hardware on the B sill was removed and removal of the draft was started. The site was cleaned up and secured.

During Session E Dave Lee was on light duty restrictions, but since he is a retired engineer/draftsman, his services were well utilized in recording details and making drawings as the rest of us completed disassembly of OP. We removed the A and B end couplers and cheek plates then removed the wood draft timbers. The truss rods were loosened at which point the car frame sagged to the rails. The end sills were removed, the bolsters were removed, and the needle beams were disconnected so the queen posts could be removed. The remains of the sills were marked and stacked for possible future use as templates.

The wire cable was rolled up on the winch drums and we picked up all of the metal bits. At the end of the week, the OP car consisted of two trucks with the truss rods lying across them. All of the wood had been removed. Effectively, we completed the disassembly of OP at least a week ahead of any schedule we had contemplated.

With the disassembly completed, we started rebuilding during Session F. Enough wood was located to make the two end sills, four draft timbers, all of the inter-sill blocking, and a few of the short pieces for the A frame; these parts were almost all completed by the end of the week. The original needle beams were determined to be reusable so minor repairs were made to them. New oak bolster bearings were cut and installed. Epoxy wood preservative was used to repair some weathering on the end sills of OP Idler Flat 06063 and the OP needle beams.

All of the wood and smaller metal parts were stored in the container for the winter. The OP cabin was closed up and the machinery skid box was tarped; just in time for the rain that prevented Friday work. Huge thanks to all of the people who worked on OP during the various sessions. Your efforts really counted.



## Make Minor Repairs to Storage Box Cars on RIP Track

*Project Objectives: improve the appearance of the various storage cars and, where possible, improve the likelihood that such cars can be moved on their own wheels within the Chama yard as needed by the railroad.*

*Sessions: C, E, and F*

*Team Leader, Session C: Scott Hardy*

*Team Leader, Sessions E and F: Tim Bristow*

The teams replaced siding, installed new door stops, tightened hardware, and re-nailed siding on the six box cars. Three of the cars were scraped and painted with oil-based primer and a coat of latex brown paint. (During Session D paint on the three cars was touched up by the car painting crew.)

Siding was replaced in situations where the existing boards were missing, split, rotten, or damaged to the point of no longer protecting the car's interior. This work was restricted by the limited amount of siding material available. A few holes in the siding were patched with metal patches. The boards that were replaced were painted with a coat of oil-based primer.

The door stops on several of the cars had deteriorated to the point that they were effectively useless. The worst of these were replaced with new oak stops and adjusted so the doors would close more tightly. The wood was painted with primer.

Most of the nails holding the siding had worked loose and hammering these back in greatly improved the security of the siding. Nails on all six cars were tightened and new nails applied as necessary. Loose metal hardware was tightened if possible.

Three of the cars on the east track were scraped, sprayed with an oil-based primer, and painted with a single coat of latex box-car red paint. These three cars were in the worst condition and it was felt that a coat of paint would help preserve the cars. There was not enough paint available to cover all six cars. Additional painting was accomplished by the paint crew during Session D.



*Jerry Hawkins spraying on the oil-based primer coat.*

## Replacement of Missing Truss Parts in the Chama Depot Roof

*Project Objective: replace missing diagonal and vertical roof truss members.*

*Sessions: E and F*

*Team Leader: Russ Hanscom*

Based on the May 2009 survey by Russ Hanscom, the Commission requested Friends labor to fabricate and replace eleven missing diagonal and twelve missing vertical members of the roof trusses in the Chama Depot. All materials were provided by the railroad.

## Right of Way Tree Trimming and Brush Control

*Project Objective: remove trees and branches from trees and brush which may cause a safety hazard to the operation of the railroad.*

*Sessions: E and F*

*Team Leader: Ron Horejsi*

Monday of Session E the team cleared both sides of the right-of-way from Chama yard to Chama river trestle and helped clear brush and weeds around coal tipple. On Tuesday the team cleared right-of-way from Cumbres to MP 331.7. Four inch diameter and larger aspen logs were salvaged and stacked up along the side of the tracks for the Cumbres rail fence. On Wednesday the right-of-way was cleared from approximately MP 331.7 to 331.9 on the down hill side. This opened up the area to allow a view of meadow and promote better snow melt and less accumulation from drifting. On Thursday the right-of-way was cleared from approximately MP 331.8 to 332.0 on both sides of track to help promote better snow melt and lower accumulation from drifting. On Friday the team cleaned weeds out around the Chama Yard entrances.



*Ron Horejsi and Wayne Huddleston trim trees north of the Chama yard.*



During Session F the team began by clearing willow and cottonwood growth from both sides of the right-of-way from the Highway 17 Railroad Crossing to approximately M.P. 342.9. On Tuesday aspen new growth and overhang was cleared from Sublette to M.P. 414.8. The team utilized a speeder and trailer provided by the Railroad, operated by Joseph Sisneros. On Wednesday aspen trees were cut and removed or trimmed along the right-of-way from M.P. 307 to 313.5 and along the Toltec siding area. On Thursday the team cut and removed or trimmed aspen trees along the right-of-way from M.P. 309 to 318 (Osier area). Due to time constraints associated with the train schedule, the area between M.P. 314-315 was not finished. On Friday the team stayed in the Chama yard to clean up and ready equipment for next year.

### Freight Car and Rolling Stock Painting

*Project Objective: paint Rotary OY. Upon arrival this was changed to other tasks.*

*Sessions: D and F*

*Team Leader: Don Stewart*

During Session D the following freight cars were painted in Chama:

- D&RGW Long Caboose 0503 was primed but not painted due to the rainy weather.
- D&RGW Stock Car 5549 was primed and painted where it had been repaired (roof, upper side boards, and doors).
- Box Cars 3014, 3073, and 3331 were scraped and primed.

Additional tasks performed include:

- 20' Container near Log Bunkhouse was primed and painted boxcar red.
- Two trash container covers were primed and painted to match the Chama Depot and re-installed at the north side of the Depot.
- The inside door was touched up on Short Caboose 0579 where the window was replaced.
- The tarpaper roof of Rotary OM was partially removed (scraps of tar paper) and covered with tarps until the roof can be rebuilt. It was painted with boxcar red acrylic finish as the tarps were white.
- A set of stairs and a platform for viewing the inside of Rotary OM was primed and painted boxcar red.

All cars (and other objects to be painted) were scraped and wire brushed, then pressurized air was used to blow off any dust, soot, or loose paint chips. The surface was then painted with an oil-based primer to soak into the wood. This was followed in 15 to 30 hours by two coats of latex finish paint.

Objectives during Session F were to finish painting caboose 0503, finish boxcars 3014, 3073, and 3331,

repaint Section Man Office Car 04982 into a MoW Gray paint scheme, and paint Spreader OU. Several additional tasks were added during the Work Session: the Log Bunkhouse was painted, stockcar 5549 roof was painted, short reefer 55 was painted with acrylic paint per standard practice. Due to location of the car and additional work, OU painting was dropped from the list until 2010.

Summary of Work Accomplished during Session F:

Freight cars painted in Chama:

- D&RGW Long Caboose 0503 was re-primed and painted Freight Car Red. Metal trim was painted white.
- D&RGW Stock Car 5549 metal roof was painted black.
- Box Cars 3014, 3073, and 3331 were painted Freight Car Red.
- Office Car 04982 was repainted in MoW Gray. It had been Freight Car Red.
- Short Reefer 55 was given a coat of latex paint for weather durability. It was primed in Work Session E by the work crew on the car.
- The Log Bunkhouse was primed and painted Rio Grande Structure Gold with Brown trim.

Spero Bettalico has provided invaluable service to the Car Painting crew. This has reduced the time and effort needed to paint cars, structures, and other items (containers, stairs, trash cans, etc.). The proper amount of paint is delivered to the site where it is needed; the tools and supporting equipment are always available when needed. The Friends of the C&TS and the paint crew certainly owe Spero appreciation for his support before, during, and after the work sessions.



*New paint on the log bunkhouse.*

## Miscellaneous Structural Repairs and Painting

*Project Objective: paint the Log Bunkhouse, weather permitting. Replace the door on the cook car and other miscellaneous repairs. Session F, no specific projects are identified. If we have no projects the team can assist other teams as needed.*

*Sessions: B and F*

*Team Leader: Jim McGee*

During Session B Team Leader Jim McGee primed the new fascia wood on the bottom of the Log Bunkhouse on all four sides of the building that had been installed during Session F in 2008. He also removed the front door and sawed off enough of the bottom of the door to keep it from dragging when closing and opening. This was greatly appreciated by those using the Log Bunkhouse during work sessions as the front door has been dragging for a number of years. Jim worked on the Parlor Car on Thursday and Friday. The other team member, Richard Dick, assisted with the Parlor Car, Derrick OP and the Chama garden steps during the session.

The following work was accomplished during Session F. The front door of the Log Bunkhouse has been hard to close since Session B when enough of the bottom of the door had been sawed off to keep it from dragging. The exterior door molding was removed and replaced, giving enough slack between the door and the molding so it would close very easily. This was greatly appreciated by those using the Log Bunkhouse. Other work accomplished was as follows: re-chinked and finished scraping the log bunkhouse in preparation for painting, painted out the graffiti on the Chama RR Bridge, moved lumber at Cumbres into the car inspector's house for storage over the winter, removed lettering from the second parlor car, repaired a loose floor tile in the men's restroom at Chama, secured the windows and door on Rotary OM, and trimmed the steps on Rotary OM and repainted them.

## Maintenance of Wheels, Brakes, and Safety Appliances

*Project Objective: report of Inspection – Historic Cars for Service 06-24-2009*

*Sessions: D, E, and F*

*Team Leader: Art Randall*

The object was to identify the cars that constitute the "Charter Fleet" and to assess their condition. It is not fully clear what constitutes the charter fleet, but we have a start. It appears that the "Charter Fleet" will be larger than originally envisioned. This stems from the variety of requests for particular types of cars in charter freights. As an example, the C&TS is trying to put together a train consisting of gondolas, drop bottom and high side, totaling about fifteen cars, for the 315 visit in September.

There appear to be problems with the supplies of both triple valves and journal bearings. Recommendations to correct these problems have been made. A reasonable supply of spare bearings should be maintained, as the reclaim processes require extensive setup, and the more units that can be serviced at a time, the less expensive the unit service. Cleaning and assembly of triple valves is a process we can perform. We will need to determine if the test rig in the oil house is functional and if there is a supply of compressed air to it (from the engine house).

An additional area where the Friends can contribute is to upgrade the condition of cars. This would focus on correction of any safety defects, but would also include improvement of the comfort and appearance or the rolling stock. Still another area where we can help is to establish a routine maintenance schedule for these cars. This work will necessarily be slow in starting, but in time could be a big factor in enabling the railroad to have a reliable supply of cars for charter service.

The defects we found in the cars we inspected were reported in detail in two reports, one on the cars from track three and in the north yard, and one from the cars that were on the sheep dip spur being painted and lettered during Session D. There are still cars that were not inspected.

## Sheep Pen and Railroad Property Mowing

*Project Objective: mow around the Sheep Pen and Railroad Property*

*Sessions: C and D*

*Team Leader: Don Bayer*

This project is essential in maintaining the property in an attractive condition that will provide a positive initial impression for our visitors. The area around the Sheep Pen and railroad property in the area were mowed prior to Session C and again prior to Session E.

## Food Preparation

*Project Objective: provide nutritious lunches, snacks, and beverages for all volunteers. The group break for the lunch hour during work sessions has become part of the Friends "culture," giving volunteers the opportunity to interact with other members.*

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

*Team Leader, Sessions A and B: Mary Jane Smith*

*Team Leader, Sessions C and D: Mary Cardin, Assistant*

*Team Leader: Mary Jane Smith*

*Team Leader, Sessions E and F: Mary Cardin, Assistant*

*Team Leader: Mary Jane Smith*

Mary Jane Smith and Nan Clark planned the menus for all the sessions. Mary Cardin also assisted with planning in Sessions E and F. Orders were placed for food and supplies from Sysco New Mexico, Shamrock Food Company, Coca-Cola Bottling of Santa Fe, and Lowes Chama Valley Supermarket. Groceries were also purchased from Sam's Club in Santa Fe. Each day team members drove to Lowes Supermarket to pick up supplies for the day's lunches and also met with the store manager and employees to coordinate the orders.

During Session A lunches were prepared for 28 volunteers in Chama, plus snacks and drinks for volunteers and 15 shop crew members. An Italian dinner for 31 Friends was organized for Wednesday evening at the High Country Restaurant. A hamburger cook-out was held on Thursday for volunteers and railroad employees.

During Session B the team prepared meals for 37 volunteers in Chama, plus snacks and drinks for volunteers and 15 shop crew members. On Wednesday, 36 volunteers enjoyed a barbecue beef, pork, and chicken dinner at the High Country Restaurant. A hamburger cook-out was held on Thursday for volunteers and railroad employees.

During Session C lunches were prepared for 70 people in Chama. On hamburger day, Andy Graham (a Chama local) volunteered to assist with grilling hamburgers over mesquite wood. Four volunteers worked in Antonito with lunches ordered by Nan Clark and provided by Antonito's Hometown Supermarket. Jim O'Keefe purchased drinks and snacks for the Antonito volunteers. Thirteen volunteers

worked at Osier with lunches provided by the Osier kitchen staff. At Osier, water bottles, drinks, and snacks were provided by the Chama kitchen crew.

Between Session C and D the Friends hosted their annual meeting and dinner. The dinner was held on Friday, June 19<sup>th</sup> at the Chama Community Center. Stephen Flowers and the Osier Kitchen Crew prepared a delicious dinner. The annual meeting was held at the Chama Middle School Gym.

During Session D lunches were prepared for 72 people. The Osier kitchen staff prepared 16 lunches for Osier volunteers; no one worked at Antonito. Holly Ross organized the weekly volunteer dinner at the High Country Restaurant, featuring an Italian buffet. At the end of Session D, team members inventoried supplies. This will be used for August purchasing orders. Necessary shutdown procedures were completed, freezers checked and cars secured.

During Session E lunches were prepared for 84 people in Chama including two volunteers who worked on tree trimming and six in the docent training program. Louise Mattson organized an Italian buffet dinner for volunteers on Wednesday at High Country Restaurant.

During Session F lunches were prepared for 65 people in Chama including a crew of two working on tree trimming and a crew of three rebuilding the Los Pinos storage shed. The eleven volunteers working in Antonito had lunches prepared by Hometown Market. Louise Mattson organized the weekly volunteer dinner at High Country Restaurant, featuring a barbecue buffet.



*Jeanne Reib, Peggy Warner, Maggie McMullen and Mary Jane Smith preparing lunch for the volunteers during Session F.*



*Jeanne Reib and local Chama resident Andy Graham cooking hamburgers.*

## 2009 Volunteers, Work Assignments

### Session A

Last Name	First Name	State	Job Description
Altshool	John	OH	Rider Gon refurbishment
Bayer	Donald	NM	Rider Gon refurbishment
Bettalico	Spero	NV	Paint & Painting Supplies
Bigger	Bill	TX	Rider Gon refurbishment
Bristow	Tim	CO	Rider Gon refurbishment Team Leader
Davies	George	FL	Rider Gon refurbishment
Hanscom	Russ	NM	Rebuild water spout Team Leader
Hebert	Druby	LA	Rebuild water spout framework
Hickman	Jim	NM	Chama Carpentry Shop Operation
Ley	David	CA	Rider Gon refurbishment
Lira	Ron	OK	Rebuild water spout framework
Lowrance	Ed	CO	Work Session Leader
Mackey	Carol	NM	Chama Tool Car Operation
Mackey	Bill	NM	Chama Tool Car Operation Team Ldr.
Reib	Bob	AZ	Rebuild water spout framework
Reib	Jeanne	AZ	Food Preparation
Robson	Alan	LA	Rebuild water spout framework
Schaffer	Tom	FL	Reporting & Documentation
Smith	Marshall	TX	Nail & Bolt Car Leader
Smith	Mary Jane	TX	Food Preparation Team Leader
Smith	Ted	NV	Reporting & Documentation Team Ldr.
Smith	Linda	NV	Reporting & Documentation Site Helper
Sutkus	John	CA	Rebuild water spout framework
Trever	George	NM	Rider Gon refurbishment
Whelan	Mary	FL	Food Preparation
Whelan	Rod	FL	Rider Gon refurbishment

### Session B

Last Name	First Name	State	Job Description
Altshool	John	OH	Restore RPO X54 as RPO 54 Assistance with new parlor car
Bayer	Donald	NM	Restore RPO X 54 as RPO 54 Team Ldr.
Berkstresser,Alta		CO	Landscaping Chama yard
Berkstresser,George		CO	Landscaping Chama yard
Bettalico	Spero	NV	Paint & Painting Supplies
Bigger	Bill	TX	Rebuild water spout framework
Bristow	Tim	CO	Rebuild water spout framework
Conry	Bob	CA	Assistance with new parlor car
Conry	Andrea	CA	Registration Team Leader
Davies	George	FL	Rebuild water spout framework
Dick	Susan	AZ	Landscaping Chama yard
Dick	Richard	AZ	Rebuild water spout framework Assistance with new parlor car
Gordon	Nancy	CO	Food Preparation
Gordon	Geof	CO	Assistance with new parlor car
Hanscom	Russ	NM	Rebuild water spout Team leader
Hickman	Jim	NM	Chama Carpentry Shop Operation
Hickman	Connie	NM	Food Preparation
Mackey	Bill	NM	Chama Tool Car Operation Team Ldr.
Mackey	Carol	NM	Chama Tool Car Operation
McGee	Jim	CO	Misc. structural repairs & painting Team Leader
McGee	Sharon	CO	Chronicling Team Leader
McMullen	Maggie	CO	Food Preparation
McMullen	Craig	CO	Work Session Leader
Reib	Bob	AZ	Assistance with new parlor car
Reib	Jeanne	AZ	Food Preparation
Schaffer	Tom	FL	Reporting & Documentation
Smith	Mary Jane	TX	Food Preparation Team Leader
Smith	Linda	NV	Reporting & Documentation Site Helper
Smith	Marshall	TX	Assistance with new parlor car
Smith	Ted	NV	Reporting & Documentation Team Ldr.
Sublett	Jim	AZ	Garden step evaluation & correction Team Leader
Sublett	Naomi	AZ	Garden step height eval./correction
Sutkus	John	CA	Restore RPO X54 as RPO 54

Weiss	John	TX	Assistance with new parlor car Rebuild water spout framework
Whelan	Rod	FL	Restore RPO X54 as RPO 54
Whelan	Mary	FL	Food Preparation
Wilson	Brooks	CA	Assistance with new parlor car

### Session C

Last Name	First Name	State	Job Description
Alliston	Norval	KS	Cumbres Kiosk panel installation
Anstine	Fuzzy	CO	Osier Water Tank ladder guard construction
Balderston,Gene		NM	Osier telegraph pole & wire instl.
Barsachs	Edwin	TX	Structural condition surveys
Bayer	Donald	NM	Restore RPO X 54 as RPO 54 Team Ldr.
Berkstresser,George		CO	Landscaping Chama yard
Berkstresser,Alta		CO	Landscaping Chama Yard Team Leader
Bettalico	Spero	NV	Paint & Painting Supplies
Bigger	Bill	TX	Restoration of derrick OP
Bloom	Bruce	OH	Osier coal bin & loading dock const.
Caldwell	Richard	CO	Chama Freight Car lettering Team Ldr.
Carder	Ron	NM	Osier telegraph pole & wire instl.
Cardin	Mary	NM	Food Preparation Team Leader
Craine	Debbie	OK	Food Preparation
Craine	Bob	OK	Repair of Storage Box cars in Chama
Detwiler	George	OH	Roof, body & door repairs to car 5549
Duncan	Maryruth	CO	Chama Freight Car lettering
Duncan	Walt	CO	Restoration of derrick OP
Engs	John	CO	OB restoration Team Leader
Everitt	Chuck	CO	Restoration of caboose 0503
Florey	Jim	NM	Cook Car 053 restoration
Florey	Barbara	NM	Cook Car 053 restoration
Frazier	Todd	CA	Restore RPO X54 as RPO 54
Gross	Diana	CA	Work Session Registration
Gross	Jim	CA	Mile post & Whistle board maint. Team Leader
Hall	Glenn	CO	Chronicling
Hanscom	Russ	NM	Restoration of derrick OP Team Leader
Hardy	Scott	WY	Roof, body & door repairs to car 5549 Team Leader
			Repair of Storage Box cars Team Ldr. Log Bunkhouse roof preservative appl. Team Leader
Hawkins	Jerry	CA	Repair of Storage Box cars in Chama
Herron	Jim	UT	Structural condition survey Team Ldr.
Hickman	Connie	NM	Merchandise Sales site helper
Hickman	Jim	NM	Chama Carpentry Shop Operation
Irvin	Charles	NM	Restoration of caboose 0503
Karns	Gabriel	NM	Osier coal bin & loading dock const.
Karns	Maggie	NM	Osier coal bin & loading dock const.
Karns	Bernadette	NM	Osier Coal Bin & loading dock Jr. Vol.
King	Linda	CA	Re-roof Bunk car 04407
Lopez	Emmanuel	NM	Osier Water Tank ladder guard constr.
Mackey	Carol	NM	Chama Tool Car Operation
Mackey	Bill	NM	Chama Tool Car Operation Team Ldr.
Mahoney	Mike	GA	Mile post & Whistle board maint.
McCain	Bob	CO	OB restoration
McDonald	Larry	CA	Trash can covers Chama Depot
McDonald	Phil	NV	Trash Can covers Chama Depot Team Leader
McGinley	Mike	CA	Repair of Storage Box cars in Chama
McKean	John A	NM	Chama Freight Car lettering
McMullen	Maggie	CO	Food Preparation
McMullen	Craig	CO	Chama Carpentry Shop Team Leader
Meckley	Bob	NH	Restoration of derrick OP
Mitchell	John	OR	Mile post & Whistle board maintenance
Norcross	Ted	NC	Osier coal bin & loading dock const. Team Leader
			Osier tel. pole & wire instl. Team Leader Osier Water Tank ladder guard const. Team leader



Norcross	John	NC	Osier Water Tank ladder guard constr.
Norcross	Drew	NC	Osier Water Tank ladder guard constr.
O'Keefe	James	CO	Cook Car 053 restoration Team Leader CRF Tool crib construction Team Ldr.
O'Nele	Michael	TN	Re-roof Bunk car 04407
Priddle	David	UK	Restoration of caboose 0503
Randall	Art	CA	Inventory of parts in swamp Team Ldr.
Randolph	David	VA	Osier coal bin & loading dock const.
Reib	Jeanne	AZ	Food Preparation
Reib	Bob	AZ	Restore RPO X54 as RPO 54
Ringer	Warren	CA	CRF Tool Crib construction
Ross	Bob	IN	Work Session Leader
Ross	Holly	IN	Registration Team Leader
Sandt	Clayton	CO	Re-roof Bunk car 04407
Sandt	Patricia	CO	Re-roof Bunk car 04407
Schaffer	Tom	FL	Chronicling Team Leader
Schweitzer,Wendell	AZ	Restore RPO X54 as RPO 54	
Simco	Tom	CO	OB restoration
Smith	Mary Jane	TX	Food Preparation Assistant Team Ldr.
Smith	Marshall	TX	Nail & Bolt Car Leader
Smith	Linda	NV	Reporting & Documentation Site Helper
Smith	Ted	NV	Reporting & Documentation Team Ldr.
Smucker	Frank	CO	Roof, body & door repairs to car 5549
Spear	Stephen	CO	Cumbres Kiosk panel installation
Storm	Dolores	AZ	Merchandise sales Team Leader
Storm	Don	AZ	Restore RPO X54 as RPO 54
Strathearn	Bill	CO	OB restoration
Stringer	Bill	AK	Hauling & Vehicle Operation
Thode	Mike	CO	Restoration of caboose 0503 Team Ldr.
Thomas	Robert	NC	Roof, body & door repairs to car 5549
Wander	Cletus	IA	Repair of Storage Box cars in Chama
Weigant	Joan	KS	Food Preparation
Weigant	Adolph	KS	Cumbres Kiosk panel install. Team Ldr.
Whelan	Mary	FL	Food Preparation
Whelan	Rod	FL	Restoration of derrick OP
Wilson	Brooks	CA	Inventory of parts in swamp
Woolsey	Anne	KS	Chama Freight Car lettering
Woolsey	Terry	KS	Mile post & Whistle board maintenance

Session D

Last Name	First Name	State	Job Description
Bayer	Donald	NM	Restore RPO X 54 as RPO 54 Team Ldr.
Berkstresser,Alta	Alta	CO	Landscaping Chama Yard Team Leader
Berkstresser,George	George	CO	Landscaping Chama yard
Bettalico	Spero	NV	Paint & Painting Supplies
Bigger	Bill	TX	Restoration of derrick OP
Caldwell	Richard	CO	Chama Freight Car lettering Team Ldr.
Cardin	Mary	NM	Food Preparation Team Leader
Christensen,Doug	Doug	UT	Structural condition surveys
Detwiler	George	OH	Re-roof Bunk car 04407
Deuell	Don	CO	Restoration of derrick OP
Dick	Susan	AZ	Landscaping Chama yard
Dick	Richard	AZ	Chama Freight Car painting
Drennan	Jace	TX	Chama Freight Car painting
Engs	John	CO	OB restoration
Erdman	Linda	FL	Chronicling
Erdman III	Warren	FL	Chronicling
Everitt	Chuck	CO	Restoration of caboose 0503
Frazier	Todd	CA	Restore RPO X54 as RPO 54
Gish	Bryant	MO	Scrap car 5510
Gish	G.O.	MO	Scrap car 5510
Gotthelf	Judy	CO	Food Preparation
Gotthelf	Robert	CO	Chama Freight Car lettering
Hanscom	Russ	NM	Restoration of derrick OP Team Leader
Hardy	Scott	WY	Osier Water Tank ladder guard constr.
Herron	Jim	UT	Structural condition survey Team Leader
Hickman	Jim	NM	Chama Carpentry Shop Operation

Handman	Thomas	CA	Restore RPO X54 as RPO 54
Irvin	Charles	NM	Restoration of caboose 0503
James	Christopher	NM	Restoration of caboose 0503
Jung	Ric	KS	Restore RPO X54 as RPO 54
Jung	Sandra	KS	Work Session Registration
Karns	Bernadette	NM	Osier Coal Bin & loading dock Jr. Vol.
Karns	Maggie	NM	Osier coal bin & loading dock constr.
Karns	Gabriel	NM	Osier coal bin & loading dock constr.
Kuhns	Fred	TN	Osier coal bin & loading dock constr.
Lawrence	George	NM	Chama Freight Car painting
Lock	Bill	NM	Work Session Leader
Lopez	Emmanuel	NM	Osier Water Tank ladder guard constr.
Mackey	Bill	NM	Chama Tool Car Operation Team Leader
Mackey	Carol	NM	Chama Tool Car Operation
McGuegle	Guy W	TX	Chama Freight Car painting
McGuegle	Daniel D	TX	Restoration of derrick OP
McGuegle	Guy E	TX	Chama Freight Car painting
McGuegle	Daniel E	TX	Chama Freight Car painting
McMullen	Maggie	CO	Food Preparation
McMullen	Craig	CO	Chama Carpentry Shop Team Leader
Meckley	Bob	NH	Maint. of wheels, brakes & safety appliances
Millhouse Jr,Jim	Jim	PA	Restoration of derrick OP
Mundis	Bob	NM	Scrap car 5510
Norcross	Ted	NC	Osier coal bin & loading dock constr. Team Leader
			Osier tel. pole & wire instl. Team Leader
			Osier Water Tank ladder guard constr. Team Leader
Norcross	Drew	NC	Osier Water Tank ladder guard constr.
Norcross	Robert Kyle	NC	Osier coal bin & loading dock constr.
Norcross	John	NC	Osier Water Tank ladder guard constr.
Norcross	Chris	NC	Osier coal bin & loading dock constr.
Olson	Carl	TX	Re-roof Bunk car 04407
O'Nele	Michael	TN	Re-roof Bunk car 04407
Parks	Randy	CA	Rebuild of high side Gon 9558
Parks	Daniel	CA	Rebuild of high side Gon 9558
Parks	Lee	CA	Rebuild of high side Gon 9558
Picken	Andy	CA	Mile post & Whistle board maintenance
Pratt	Bill	CO	Rebuild of high side Gon 9558 Team Ldr.
Putman	Clyde	TX	Osier telegraph pole & wire instl.
Pyzel	Dan	NM	Scrap car 5510 Team Leader
Randall	Art	CA	Maint. of wheels, brakes & safety appliances Team Leader
			Restore RPO X54 as RPO 54
Reib	Bob	AZ	Food Preparation
Reib	Jeanne	AZ	Food Preparation
Ringer	Warren	CA	Rebuild of high side Gon 9558
Robbins	Dan	CA	Osier Water Tank ladder guard constr.
Ross	Bob	IN	Mile post & Whistle board maint. Team Leader
			Registration Team Leader
Ross	Holly	IN	Registration Team Leader
Ruhr	John	UT	Osier coal bin & loading dock const.
Ruhr	Johnny F	UT	Osier coal bin & loading dock const.
Schaffer	Tom	FL	Chronicling Team Leader
Schweitzer,Wendell	Wendell	AZ	Rebuild of high side Gon 9558
Smith	Mary Jane	TX	Food Preparation Assistant Team Ldr.
Smith	Marshall	TX	Nail & Bolt Car Leader
Smith	Linda	NV	Reporting & Documentation Site Helper
Smith	June M	PA	Chama Freight Car lettering
Smith	Ted	NV	Reporting & Documentation Team Ldr.
Stewart	Don	AZ	Chama Freight Car painting Team Ldr.
Storm	Don	AZ	Restore RPO X54 as RPO 54
Storm	Dolores	AZ	Merchandise sales Team Leader
Thode	Mike	CO	Restoration of caboose 0503 Team Ldr.
Trunk	Chris	PA	Osier telegraph pole & wire instl.
Voss	Jim	CA	Mile post & Whistle board maintenance
Voss	Nancy	CA	Chama Freight Car lettering
Wander	Cletus	IA	Restoration of derrick OP
Whelan	Rod	FL	Maint. of wheels, brakes & safety appl.
Whelan	Mary	FL	Food Preparation

Session E

Last Name	First Name	State	Job Description
Bayer	Donald	NM	Restore RPO X 54 as RPO 54 Team Ldr. Restoration of sleeper coach 0252
Bettalico	Spero	NV	Paint & Painting Supplies
Bigsby	Sandy	CA	Chronicling
Bigsby	Chuck	CA	Restoration of derrick OP
Bristow	Tim	CO	Repair of Storage Box cars Team Leader Chama Depot Roof Structure
Cardin	Mary	NM	Food Preparation Team Leader
Church	James	NM	Restoration of sleeper coach 0252
Church	Daisy	SC	Merchandise sales
Church	James	SC	Restore RPO X54 as RPO 54
Davenport	Paul	AZ	R/W tree trimming & brush control
Davenport	Jim	AZ	R/W tree trimming & brush control
Engs	John	CO	Restoration of sleeper coach 0252 Team Leader
Garnier	Karen	MO	Chronicling
Garnier	Dick	MO	Repair of Storage Box cars in Chama
Goin	Robert	NJ	Repair of Storage Box cars in Chama
Gordon	Nancy	CO	Food Preparation
Guinn	Dean	MO	Landscaping Chama yard
Guinn	Dodie	MO	Landscaping Chama yard
Hanscom	Russ	NM	Restoration of derrick OP Team Leader
Hawkins	Robert	WI	R/W tree trimming & brush control
Horejsi	Ronald	AZ	R/W tree trimming & brush control Team Leader
Howell	Richard	NM	Restoration of short reefer 55
Howell	Lyla	NM	Work Session Registration
Huddleston	Wayne	NE	R/W tree trimming & brush control
Jacobs	Bill	NV	Restore RPO X54 as RPO 54 Restoration of sleeper coach 0252
Jameson	Matthew	IL	Restoration of short reefer 55
Jennings	Larry	CA	Misc. repairs to long reefer 169
Kennedy	Michael	D-WY	Misc. repairs to long reefer 169
Kepner	Bill	CO	Rebuild of high side Gon 9558
Kepner	Chase	CO	Rebuild of high side Gon 9558
Knoesel	Herbert	CA	Coal tipple restoration
LaFargue	Gabrielle	NY	Chronicling
Lee	David	NM	Restoration of derrick OP
Lee	Jean	NM	Food Preparation
Lenicheck	Lucinda	CA	Landscaping Chama yard
Lenicheck	Peter	CA	Misc. repairs to long reefer 169 Jr. Vol.
Lenicheck	Rob	CA	Misc. repairs to long reefer 169
Locker	Daryl	NM	Restore RPO X54 as RPO 54 Restoration of sleeper coach 0252
Mackey	Bill	NM	Chama Tool Car Operation Team Leader
Mackey	Carol	NM	Chama Tool Car Operation
Mattson	George	AZ	Work Session Leader
Mattson	Louise	AZ	Registration Team Leader
Montgomery	Art	AZ	Restore RPO X54 as RPO 54 Restoration of sleeper coach 0252
Myers	Matthew	CO	Rebuild of high side Gon 9558
Myers	Jon	CO	Rebuild of high side Gon 9558
Nissen	Phil	WY	Misc. repairs to long reefer 169 Team Leader
Nissen	Jim	UT	Misc. repairs to long reefer 169
Parks	Randy	CA	Rebuild of high side Gon 9558
Parks	Daniel	CA	Rebuild of high side Gon 9558
Parks	Lee	CA	Rebuild of high side Gon 9558
Pratt	Bill	CO	Rebuild of high side Gon 9558 Team Ldr.
Putman	Clyde	TX	Restoration of derrick OP
Randall	Art	CA	Maint. of wheels, brakes & safety appl. Team Leader
Reib	Jeanne	AZ	Food Preparation
Ringer	Warren	CA	Rebuild of high side Gon 9558
Robbins	Becky	CA	Merchandise sales
Robbins	Dan	CA	Restoration of derrick OP

Ross	Andy	CO	Repair of Storage Box cars in Chama
Samuels	Jay	NM	Restoration of short reefer 55
Schaffer	Tom	FL	Chronicling Team Leader
Schechter	Samuel	NY	Coal tipple restoration
Schmitt	Ron	KS	Coal tipple restoration
Smith	Mary Jane	TX	Food Preparation Assistant Team Leader
Smith	Marshall	TX	Nail & Bolt Car Leader
Smith	Ted	NV	Reporting & Documentation
Smith	Linda	NV	Reporting & Documentation Site Helper
Sprenger	John J	NC	Repair of Storage Box cars in Chama
Strathearn	Bill	CO	Chama Carpentry Shop Team Leader
Sublett	Jim	AZ	Maint. of wheels, brakes & safety appliances
Sublett	Naomi	AZ	Landscaping Chama Yard Team Leader
Sutkus	John	CA	Coal tipple restoration Team Leader Restoration of sleeper coach 0252
Tower	Caroline	CA	Food Preparation
Van Duijn	Agnes	KS	Food Preparation
Walker	Mike	CO	Chronicling
Walker	Sigi	CO	Chronicling
Warner	Jack	GA	Repair of Storage Box cars in Chama
Worwag	Randy	CO	Restoration of short reefer 55 Team Ldr.

Session F

Last Name	First Name	State	Job Description
Bailey	Bill B	AR	Coal tipple restoration
Bailey	Gene E	TX	Coal tipple restoration
Bayer	Donald	NM	Restore RPO X 54 as RPO 54 Team Ldr. Restoration of sleeper coach 0252
Berges	John A	CA	Misc. structural repairs & painting
Bettalico	Spero	NV	Paint & Painting Supplies
Bolger	Donald	OR	Misc. structural repairs & painting
Borger	Dick	OH	Repair of Storage Box cars in Chama
Bristow	Tim	CO	Repair of Storage Box cars Team Ldr.
Cardin	Mary	NM	Food Preparation Team Leader
Corwin	Kevin	CO	Restore stock car 5995
Cover	Chuck	NM	Restoration of derrick OP
Earle	Ken	NM	Restoration of derrick OP
Florey	Jim	NM	Cook Car 053 restoration
Glancy	Gerard L	CO	Restore RPO X54 as RPO 54 Restoration of sleeper coach 0252
Gregory	Tom	MS	Los Pinos storage shed rebuild
Hanscom	Russ	NM	Restoration of derrick OP Team Leader
Hardy	Cruse		Frameless Tank car restoration
Hogan	Sandra	AZ	Chronicling
Hogan	Peter	AZ	Chama Freight Car painting
Horejsi	Ronald	AZ	R/W tree trimming & brush control Team Leader
Johnson	Dale	MN	Chama Freight Car painting
Jones	Wally	OR	Restore RPO X54 as RPO 54 Restoration of sleeper coach 0252
Juergenson	Yancey	CA	Los Pinos storage shed rebuild
Juergenson	Don	CA	Los Pinos storage shed rebuild
Kern	Kate	VA	Landscaping Chama yard
Kern	Bill	VA	R/W tree trimming & brush control
Knoesel	Herbert	CA	Coal tipple restoration
Knoesel	Gisela	CA	Merchandise sales
Kumler	Robin	CA	Chama Freight Car painting
Kumler	Craig	CA	Chama Freight Car painting
LaFargue	Gabrielle	NY	Chronicling
Loos	Larry	OH	Restore RPO X54 as RPO 54 Restoration of sleeper coach 0252
Mackey	Carol	NM	Chama Tool Car Operation
Mackey	Bill	NM	Chama Tool Car Operation Team Leader
Mattson	George	AZ	Work Session Leader
Mattson	Louise	AZ	Registration Team Leader
McGee	Jim	CO	Misc. structural repairs & painting Team Leader

McGee	Sharon	CO	Chronicling Team Leader
McMullen	Craig	CO	Future job discovery & planning Restoration of sleeper coach 0252 Chama Carpentry Shop Team Leader
McMullen	Maggie	CO	Food Preparation
O'Keefe	James	CO	Cook Car 053 restoration Team Leader
Osborn	Judy	TX	Food Preparation
Osborn	LD	TX	Coal tipple restoration
Paulson	Don	CO	Restoration of derrick OP
Pearce	George	Ontario	Chama Freight Car painting
Pearce	Eleanor	Ontario	Food Preparation
Pennick	Richard	CA	R/W tree trimming & brush control
Putman	Clyde	TX	Restoration of derrick OP
Pyzel	Dan	NM	Restore stock car 5995 Team Leader
Randall	Art	CA	Maint. of wheels, brakes & safety appl. Team Leader
Reib	Jeanne	AZ	Food Preparation
Reib	Bob	AZ	Restoration of derrick OP Restoration of sleeper coach 0252
Ringer	Warren	CA	Cook Car 053 restoration
Rosenberger, Judith	PA		Chama Freight Car painting
Rosenberger, Judith			Landscaping Chama yard
Rosenberger, Robert	PA		Chama Freight Car Painting Site Helper
Schaffer	Tom	FL	Chronicling
Schechter	Samuel	NY	Coal tipple restoration
Simpson	Vicky	CO	Landscaping Chama yard
Simpson	Brad	CO	Repair of Storage Box cars in Chama
Smith	Ted	NV	Reporting & Documentation Team Ldr.
Smith	Linda	NV	Reporting & Documentation Site Helper
Smith	Mary Jane	TX	Food Preparation Assistant Team Ldr.
Smith	Tim	NM	Restore stock car 5995
Smith	Marshall	TX	Nail & Bolt Car Leader
Stewart	Don	AZ	Chama Freight Car painting Team Ldr.
Strathearn	Bill	CO	Chama Carpentry Shop Team Leader
Sublett	Naomi	AZ	Landscaping Chama Yard Team Leader
Sublett	Jim	AZ	Maint. of wheels, brakes & safety appl.
Sutkus	John	CA	Coal tipple restoration Team Leader Restoration of sleeper coach 0252
Tower	Caroline	CA	Food Preparation
Traudt	Dave	NM	Restore stock car 5995
Trunk	Chris	PA	Frameless Tank car restoration Team Leader
Warner	Peggy	GA	Food Preparation
Warner	Jack	GA	Repair of Storage Box cars in Chama

## Session M1

Last Name	First Name	State	Job Description
Breeding	Roger	MT	Roof Repairs F&CC Cars
Breeding	Noreen	MT	Roof Repairs F&CC Cars
Cole	John	CA	Install trucks under F&CC cars
Hanscom	Patty	NM	Food Preparation
Hanscom	Russ	NM	Roof Repairs F&CC Cars Team Leader
Howell	Lyla	NM	Work Session Registration
Howell	Richard	NM	Roof Repairs F&CC Cars
Kuhns	Fred	TN	Sill Repairs F&CC Cars
Lowrance	Ed	CO	Work Session Leader
Lowrance	Valley	CO	Work Session Registration
Milheim, Mary (Mimi)		MT	Food Preparation
Milheim	Irvine	MT	Sill Repairs F&CC Cars
Pool	John	ID	Install trucks under F&CC cars
Pratt	Bill	CO	Sill Repair F&CC Car Team Leader

Ringer	Warren	CA	Sill Repairs F&CC Cars
Seelye	Dick	WA	Install trucks under F&CC cars
Trunk	Chris	PA	Install trucks under F&CC cars Team Leader

## Session M2

Last Name	First Name	State	Job Description
Breeding	Roger	MT	Roof Repairs F&CC Cars
Breeding	Noreen	MT	Roof Repairs F&CC Cars
Hanscom	Russ	NM	Roof Repairs F&CC Cars Team Leader
Hanscom	Patty	NM	Food Preparation
Hindman	Thomas	CA	Sill Repairs F&CC Cars
Howell	Richard	NM	Roof Repairs F&CC Cars
Howell	Lyla	NM	Work Session Registration
Lowrance	Valley	CO	Work Session Registration
Lowrance	Ed	CO	Work Session Leader
Palmer, E	Maddougall	MT	Install trucks under F&CC cars Team Leader
Rahne	Tarry	CO	Roof Repairs F&CC Cars
Schaefer	Ronald	CO	Install trucks under F&CC cars
Seelye	Dick	WA	Install trucks under F&CC cars
Wallen	Monica	NE	Food Preparation
Wallen	Dennis	NE	Sill Repairs F&CC Cars
Whelan	Mary	FL	Food Preparation
Whelan	Rod	FL	Install trucks under F&CC cars

## From the Editor

We are looking for new authors and contributors for the C&TS Dispatch. Do you have a story to tell about a narrow gauge adventure? Have you been engaged in historical research on narrow gauge railroads or the communities they served? Do you have information on current railroad preservation activities? Do you have photographs that you would like to share with other Friends members?

Articles, long or short, are always welcome. If you just have a concept, we can help put it together. Let me know if you have something you would like to share with your fellow members.

David Lee, 1393 Old Pecos Trail, Santa Fe, NM 87505,  
leedavidg@msn.com

## The Care and Feeding of Steam Locomotives at Chama

By Richard Cowles

*(This paper was part of a submission by the Friends this past summer to the NM Historic Preservation Division (the SHPO) regarding the proposed Railroad Visitor Center (RVC). The purpose of the paper was to help the SHPO better understand how the C&TS goes about operating a historic steam railroad in the 21<sup>st</sup> century while preserving the historic character of the railroad and discusses the attendant compromises.)*

After a night of rest and servicing by the shop crew, the steam locomotives of the Cumbres and Toltec emerge from the engine shop behind the historic Chama roundhouse ready to perform a daily ritual that has been repeated virtually unchanged for over a century. Guided by the engine hostler a locomotive trundles over to the ash pit where the ashes accumulated from maintaining its fires overnight are dumped and the grates cleared so that the fire will draw well. Then the locomotive proceeds to the water tank where a spout is lowered to release up to 5,000 gallons of water into the locomotive's tender tank — more than enough to meet the boiler's needs until the next water stop at Cumbres Pass.

Then as many as nine tons of coal are loaded into the coal bunker of the tender. If needed, the hostler also positions the locomotive at the sand house to fill the engine's sand dome (sand increases the adhesion of the drive wheels climbing to Cumbres Pass). Ready for a day's work the locomotive, whistle blowing, lumbers over to the depot to be harnessed to the waiting passenger train. There the train's engineer and fireman perform checks of all the engine's vital functions, carry out any last minute lubrication, and the train is ready to snake behind the steam engine along the railroad's historic route over the Rockies as has been done for over a hundred years.

About the only variation in this routine occurs when the tonnage of a train exceeds the tractive effort of a single locomotive (a good problem — more revenue passengers than usual). In order to haul the longer train up the grade to Cumbres Pass a second "helper" locomotive is also readied in the same manner, connected to the first locomotive, and the "double-header" then dramatically pounds out of Chama.

Today, for reasons of topography and safety, the public is able to observe little more than the last step of the daily preparation of the steam locomotives. This is a bit like going to the zoo and not being able to see the animals eating and drinking. Perhaps the greatest advantage of the proposed site for the Railroad Visitors Center is that the public will at long last have a vantage point to observe all of the activities of this time-honored ritual. Thus for instance, the water tank becomes not simply an icon to be admired at a distance from a passing car on Terrance Avenue, but a functioning artifact that every day is

fulfilling its role for an operating railroad that relies upon steam locomotives. The same can be said for virtually all of the other engine servicing facilities of the Chama Yard. There simply is no other place in the United States where the public can experience this care and feeding of steam locomotives.

The importance of this cannot be understated. *The steam locomotive is at the heart of what is being preserved by the Cumbres and Toltec and by similar heritage railroads — other historic artifacts play significant but supporting roles.* In the C&TSRR founding legislation (see box below), when the two states decided to preserve a "mode of transportation" for "future generations" they had in mind keeping those steam locomotives in operation, and the states' investments over the years, along with federal grants, have demonstrated that conviction.

One of the great strengths of the Chama Yard is that, thanks to the stewardship of all parties involved, the facility gives every appearance of being unchanged from, say, the 1930's, but that is essentially deceptive. True, the tracks are pretty much in the same configuration, and the locomotives and historic rolling stock all date back to that period or earlier, but the buildings and structures can mislead, and some operations are not as they were, but for good and valid safety reasons.

### Cumbres and Toltec Scenic Railroad Compact

"The state of New Mexico and the state of Colorado, desiring to provide for the joint acquisition, ownership and control of an interstate narrow gauge scenic railroad, known as the Cumbres and Toltec scenic railroad, within Rio Arriba county in New Mexico and Archuleta and Conejos counties Colorado, to promote the public welfare by encouraging and facilitating recreation and *by preserving, as a living museum for future generations, a mode of transportation that helped in the development and promotion of the territories and states, ...*" (emphasis added).

— *This is the language in the identical statutes of the two states that establishes the purposes of the C&TSRR Interstate Compact that was consented to by the U.S. Congress and ratified by the respective legislatures of both states and signed into law by their respective governors in 1974 (see Public Law 93-467, NMSA 16-5-1 et al, and CMS 24-60-1901 et al).*



The unavoidable fact is that things wear out on an operating railroad. For instance, the water tank looks original, but is essentially new, being built in 1998-99 as a necessary "reconstruction" (i.e., as defined under the Secretary of Interior's Preservation Standards) because its predecessor had reached the end of its useful life. This holds true for all the water tanks on the line – none are "original."

Only two stalls of the original historic roundhouse remain. Major locomotive repairs are actually carried out in the relatively modern 1977 engine house addition which is hidden behind the roundhouse. On the other hand the machine shop in the 1899 roundhouse building still operates in its historic space.

Of course, the historic coal tipple built in 1924 is a treasure, but it is too fragile to be used except for demonstrations. A great deal of effort is going into its preservation, but it is not used to load coal into the tenders each day. Instead, and regrettably, an anachronistic bucket loader has to be used, and this activity is one of the reasons public access to the engine servicing area is restricted. Construction of the RVC will ameliorate that situation.

Adding to the historic value of the engine servicing facilities are two other buildings. One is the 1903 Oil House, a brick building that is companion to the roundhouse. This houses the various types of lubricants required in the operation of the

steam locomotives (e.g., valve oil, flange oil, grease, etc.) and continues to provide space for the offices and records of the mechanical department. Then, just south of the Oil House is the Night Watchman's House (actually a converted refrigerator car) which can be used by the crews that service the steam locomotives at night and keep the fires up.

Fortunately, the historic 1924 sand house and bunker have been fully restored by the Friends and are able to fully support the functions of drying and subsequently loading the sand into locomotive sand domes. The only other locomotive servicing structure, the ash pit, has not been as fortunate and was replaced with a safer but non-historical concrete version this spring.

All in all, the Cumbres and Toltec has done a remarkable job of preserving the historic fabric of the Chama Yard and the rest of the railroad, *while at the same time recognizing the exigencies of operating a 1930's steam-powered railroad in the 21<sup>st</sup> century in conformity with Federal Railroad Administration regulations and other modern-day requirements.* This has been due to the long-term collaboration among the Commission, the various operators of the line, the Friends, and the state historic preservation offices. These efforts were recognized in 2007 when the National Register of Historic Places recognized the Cumbres and Toltec as having "National Significance," its highest designation. All parties are to be commended.



*The key facilities for care and feeding of the C&TS steam locomotives are located in this area. The planned RVC will allow visitors to more easily understand the function of each structure and view the activities taking place here. (David Lee)*

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## Chili Line CD-ROM Catalog Released

*by Wes Pfarner*

Following 3 ½ years of effort by your Dorman Photo Collection team, the first product is now available. The "Richard L. Dorman Collection of Historic Narrow Gauge Photographs Chili Line CD-ROM Catalog" is now available for \$5.00 plus postage and handling (US addresses: \$2.00; non-US addresses: \$3.00 USD). If you're able to pick it up at the Friends' Albuquerque office, it's just \$5.00 flat.

All the files are Adobe PDF-formatted and are readable by all computer operating systems (Windows, Mac, Unix/Linux) using Adobe Reader, which is freely available.

The catalog describes digitized images from Mr. Dorman's print collection. Much effort has been expended to do the best possible job of scanning. There are 434 images represented in the catalog as listed below. There are a few duplicates as any collector might expect in a large collection such as Mr. Dorman's, but they are actually images of different prints, so there is still some choosing among them. The other files are informational and background data for those that do not have access to certain materials.

Even if you never order prints for your own collection, this is all interesting reference material and will assist you in your Chili Line modeling efforts.

Send your check or money order to:

Friends of the Cumbres & Toltec Railroad, Inc.  
Attn: Chili Line Catalog  
6005 Osuna Road, NE  
Albuquerque, NM 87109

Or use your credit card by contacting Gwen at 505-880-1311 or [gwen@cumbrestoltec.org](mailto:gwen@cumbrestoltec.org)

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### Chili Line CD-ROM Catalog Table Of Contents

#### README FIRST

#### Reproduction Order Form

**Volume 84: Logging – La Madera** ..... 19 images

Halleck & Howard logging & lumbering scenes.

**Volume 85: D&RGW - Chili Line - Antonito to Barranca Hill** ..... 29 images

Almost totally Antonito scenes of engines & passenger trains.

**Volume 86: D&RGW - Chili Line - Barranca Hill to Embudo** ..... 88 images

Despite the title, this is Antonito, Tres Piedras, No Agua, Taos Jct., La Barranca & enroute.

**Volume 87: D&RGW - Chili Line - Embudo to Espanola** ..... 91 images

Mostly Embudo & the route along the Rio Grande, but also some scenes from San Juan & Santa Clara Pueblos

**Volume 88: D&RGW - Chili Line - Embudo South** ..... 64 images

Mostly Espanola, but also Santa Clara Pueblo and the Otowi bridge.

**Volume 89: D&RGW - Chili Line - Santa Fe North** ..... 143 images

Almost entirely Santa Fe, but some on the route north to Otowi. Also some Santa Fe Central RR pics.

**A Brief History of the Chili Line by Vernon Glover**

**The Chili Line Route**

**The Chili Line Bridges**

**The Chili Line Facilities**

**The Dorman Collection Catalog Finding Guide – Over 16,000 Prints [more to come later]**

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## ATTENTION RAIL ENTHUSIASTS AND FRIENDS

Our **WISH LIST** includes items that you or your acquaintances may have and might be available as a donation for one of our restoration or interpretive projects. Donation letters will be provided as an acknowledgement of your participation in the projects, and for your benefit in tax matters. Please contact Tim Tennant, 505-880-1311, e-mail [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org), to discuss potential donations before bringing items to the railroad. The following are not all-inclusive lists. You may have or know about items that should or could be used for these projects.

### The Interior of RPO Car 54

- Lamp brackets
- Pre-1950 leather and/or canvas mailbag
- Railroad type and smaller mail bag locks

### Cook Car 053

- RR type kerosene lamp, esp. a double type
- Wall mounted lamp bracket
- Old ornate exterior door hinges 3 ½ to 5 inches
- Sears or Wards Catalog, 1951 to 1958
- Cigarette papers, chewing tobacco labels
- Unusual coffee mugs
- Metal or porcelain covered buckets, wash basin

### Cumbres Section House Kitchen

Most of the same things listed for the cook car, but even older items, from the 20's and 30's especially: aprons, hot pads, towels, salt and pepper shakers, sugar bowl and creamer, vinegar, tooth pick holder, milk pitcher, canning jars, older ones with the rubber seals, Dutch oven with lid, more water buckets, and wash pans. Almost everyone knows what went into the 1920-1940's kitchen. If you were not around, your parents were. An old table and a few oak chairs would be fine.

### On Site Carpenter Shop

The Friends will rebuild a 20' trailer recently donated into an "On Site" carpenter shop. Major tools needed are a quality 12" chop saw, 10" or 12" table saw, a router in a table, a Band Saw and a planer/jointer. All of these should be able to be mounted on wheels and in a field table.

Hand tools needed include corded and cordless drills, orbital sanders, hydraulic jacks, among others. The trailer has a 3kw generator, and small air compressor.

As usual, please submit detailed specs and photos if possible prior to bringing to Chama or Antonito. Donation letters will be provided.

### Miscellaneous

The Friends need good four-drawer file cabinets for file storage in Chama.

Many thanks to Kathleen Delzell for her donation of a D&RGW brakeman's lantern.

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### Wanted: Team Leaders

**Turn yourself in to Ed Lowrance and receive rewards.\***

Planning for the 2010 work sessions is underway. Team Leaders are needed. Contact Ed Lowrance, 970-731-9184 or [eglval@centurytel.net](mailto:eglval@centurytel.net).

\*rewards include: satisfaction in a job well done, meet new people, make lifelong friendships, use your skills for a great purpose, get your name in the Dispatch.

### e-Dispatch

Approximately 8% of Friends members have indicated that they would like to receive the Dispatch electronically. Methods to provide this service are currently being investigated. If you would like to receive the Dispatch electronically please contact the Friends' office at 505-880-1311. It is intended to provide an electronic distribution of the Dispatch no later than the summer 2010 issue and hopefully by the spring 2010 issue.



**Friends of the Cumbres & Toltec  
Scenic Railroad, Inc.**  
6005 Osuna Road NE  
Albuquerque, New Mexico 87109

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## Schedule of Friends' Events

### **New Mexico Banquet and Spring Board of Directors' Meeting**

March 12, 2010  
Santa Fe, NM

### **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 29, 2010

### **Annual Meeting and Dinner**

June 18, 2010  
Conejos, CO

### **Summer Board of Directors' Meeting**

June 19, 2010  
Chama, NM

\*Montana work session



*Winter in Colorado did not always mean towering drifts of snow. The Marshall Pass route from Salida to Gunnison was the scene of a refurbished luxury passenger train called the Shavano for a short few years from 1937 to 1940. Photo from the **Richard L. Dorman Collection of Narrow Gauge Railroad Photographs**, Friends of the Cumbres & Toltec Scenic Railroad. (Caption by Vern Glover)*