



# C&TS Dispatch

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FALL 2005

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## HISTORIC PRESERVATION – 2005

### *The June Volunteer Work Sessions*

(All photos by Tom Cardin unless otherwise noted.)

#### UTLX TANK CARS

*Project Objective: Create a 50-year finish on the tank cars*

*Session: C*

*Team Leader: Dave Collins*

Because of the unsuccessful 2004 attempt to blast and repaint a tank car, extensive research was done to identify an effective blast abrasive and long-lasting overcoat. Shipyards, commercial paint manufacturers, and abrasive supply companies were contacted. Similar responses from all the sources indicated that the present coats should be removed down to the bare metal and repainted, preferably with a long-lasting, multi-stage commercial epoxy paint or alternatively with an "industrial" consumer grade paint such as Rust-Oleum Professional products. Buying and transporting the abrasive and blast equipment to Chama, where this work was done, proved to be a significant effort. Bob Tully found that a local resident, Andy Graham, is a blaster with all the equipment. He was

willing to do the work for a reasonable price and was hired for the job. He supplied all of the required equipment. His equipment and experience were critical to the success of this project.

While setting up to begin work Monday morning, we found that Andy did not have the coal slag abrasive that had been recommended and contracted for the project. He supplied his own blasting media, fine, silica-free river sand that was slightly less abrasive than the specified coal slag. It turned out to be a very effective material for removing the layers of old oil, scale, rust, and paint. (After chipping away paint on the end of one car, no fewer than seven layers of paint/primer of various colors were discovered.) The coating specs call for the prepared surface to have between 30% and 5% scale remaining, in practice meaning a minimum of a "silvery-brown" metal surface for proper adhesion of the finish. Blasting required approximately 14 hours per car (excluding breaks, down-time, etc). Rotating in one-half to one hour shifts, the team of five kept the blaster going continuously each day from sunrise till dark. Both cars were finished by Wednesday noon and one car was brushed and blown off in preparation for priming Wednesday afternoon. Approximately four 50-gallon drums of river sand were used per car.

The primer used is Sherman Williams Zinc Clad III HS epoxy primer. Each 3.25 gallon batch includes 75 lb. of zinc powder. Although paint stores and manufacturers recommend using airless sprayers with this primer, great difficulty with clogging and break-downs was encountered. The team



*Chuck Armstrong sand blasting one of the tank cars on the RIP track in the east yards at Chama.*

*See Preservation, page 4*



## C&TS Dispatch

*Friends of the Cumbres & Toltec Scenic Railroad*

*William Lock, Founder*

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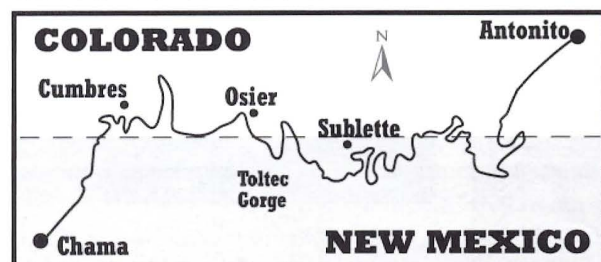
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by the Rio Grande Railway Preservation Corporation. 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 \$25.00 per year; outside the USA membership is \$35.00. 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 2005

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## PRESIDENT'S COLUMN



### Balance . . . Balance . . . Balance

Most of you probably remember Karl Wallenda and his family of high wire walking artists, who during the 1970's thrilled crowds with their high wire acts. As I recall, they walked between the rooflines of many major sports stadiums and other famous venues in the U.S. during this period. The Wallenda's possessed a great deal of courage and certainly good balance.

Through my discussions with our membership, I have learned much about the organization, its attitudes and opinions. We are a dedicated group of people who want to do the best we can for the Cumbres & Toltec. We scrape and paint boxcars, rebuild stock pens, repaint mileposts, and many other tasks too numerous to list here. The point being that we are pretty focused on the organization's preservation mission and our members enjoy what they do at our annual work sessions. We can say without a doubt that the Friends are doing our best to save the historic fabric of the former Denver & Rio Grande between Antonito and Chama.

As we continue in this mission, let us not lose this focus and passion for the tasks at hand. But as we participate in our summer work sessions, don't lose sight of the fact that the C&TS is an operating railroad. It must haul paying passengers and generate income or it will cease to operate. I mention this because there might be times when this fact gets lost in the shuffle. As the Friends has its mission, the Commission and RGRPC has theirs and they are charged with keeping the railroad running. As we expect respect from the Commission and RGRPC for our contributions, please respect what their function is and the challenges they face. The C&TS is not an easy railroad to operate. Its physical plant has many curves, steep mountainous grades, and, yes, its motive power is steam.

Before we might become critical or question something we see, I would ask us to remember that we are the Friends of



the railroad. We are part of a Family and each member wants to try and do their best for the C&TS. As we ask for the support of the other members of our Triad Family, each of us needs to support them. We must maintain a balance of understanding what each party must do to make the Cumbres & Toltec as successful as it can be. Each of us needs to juggle our mission, as the museum arm of the Cumbres & Toltec, with the fact that it is also a tourist railroad. The C&TS hauls largely tourists, who as we know are looking for an experience. These tourists come to southern Colorado and northern New Mexico for the beautiful surroundings and the opportunity of riding behind historic steam locomotives. To most of these folks, a ride on the C&TS is entertainment.

If you view our C&TS Family in this light, there are tremendous opportunities that continue to exist. We have that opportunity to convey the rich history of the D&RG narrow gauge system to our riders and the general public. We also have an important story to tell relative to our organization, what we do, and how this railroad has survived through thick and thin. Again, let us remember to balance the Friends mission with and remain cognizant of the RGRPC's and Commission's responsibility to keep the Cumbres & Toltec Scenic Railroad running. Having said this, let me be clear that as members of the Friends we must still continue to be steadfast in support and execution of our cause, historic preservation and interpretation of the C&TS.

*See President, page 15*

## GENERAL PALMER AWARDS PRESENTED

The General Palmer Award was created in 2003 to honor members of the Friends, who as builders of this organization have demonstrated the same entrepreneurial spirit as Denver & Rio Grande Railway founder General William Jackson Palmer. The first three awards were presented in June 2003 to Bill Lock, Terri Shaw, and Howard Bunte. At this year's Annual Meeting in Chama, we were honored to present the fourth award to Spencer Wilson, a long time board member and Friends Librarian, the fifth award to Joe Vigil, former General Manager of the C&TS, and the sixth award to Art Nichols, a board member and Editor of the *C&TS Dispatch*. We appreciate the contribution each has made to further the cause of the Friends.



At the Friends Annual Meeting in Chama, Bill Lock (l), Spencer Wilson, Jim Herron, and Tim Tennant looking on as Spencer receives a General Palmer Award. (Tom Cardin)



Art Nichols receiving a General Palmer Award at the Annual Meeting. (Tom Cardin)



Joe Vigil receiving a General Palmer Award at his home shortly after the Annual Meeting. (Nickie Vigil-Garcia)

## **Preservation** (continued from page 1)

switched to an air-based spray gun and completed the priming by Thursday noon with no further problems. Three 3.25 gallon batches covered the two tank cars.

Given the delays with the airless sprayer and time required to blast the cars it was decided to omit the intermediate coat (SW's Macropoxy 646) and only apply the final coat. Consulting with SW by phone, the price of this is a shortened coat life. Based on "wear and severity of service" (the yard climate at Chama is the only exposure the cars will have, with little use-wear and no severe service) the life of the finish can be estimated to be about 25-50 years instead of 40-80 years.

The top coat is black SW Acrolon 218 HS acrylic polyurethane. It was cut with ½ gal of R7K15 solvent for each 4.4 gal batch to make the paint flow easier, give less orange peel, and double the pot life. The first car was finished Thursday evening as cotton tufts from the adjacent cottonwood grove snowed down on our newly painted black tank! Painting in the early evening is ideal because the air is still and cool and the surface is not too hot. We started at sunrise Friday morning for the same reason and finished the second car by Friday noon. The first car used 11 gal; the second used 7 gal. This can be attributed to a learning curve.

An excellent technical report on this project was submitted to the chroni-clers. It contains detailed mixing instructions for the finishes and recommendations for equipment and preparation and painting processes. This report should be a primary reference for any future teams painting tank or other metal cars. The team recommends that one car blasted, primed, and painted with one or two coats is enough for a team of four people. The team also noted the importance of Andy Graham's professional knowledge and skills in comple-

tion of this project and recommends that he be included in future projects.

*Project Status: Ongoing*

### **CABOOSE 0579**

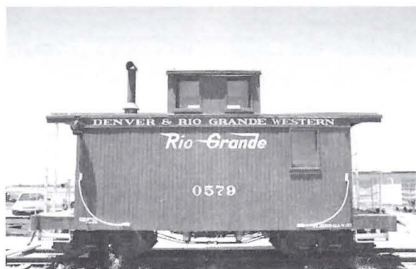
*Project Objective: Complete restoration of the caboose*

*Session: C*

*Team Leader: Bill Kepner*

After many years of restoration work, caboose 0579 has been restored and painted as it would have appeared in 1948. Work accomplished during session C included removing trucks and replacing bolts that were too short and installing bearing blocks with 5/8-inch clearance. The team installed an original end railing from RGS 0401, and cupola roof grab irons and an end railing made by John Cole. John also made the A-end body end grab irons. Three lower windows made by Roger Briggs were installed. The team finished painting the interior green, and also painted the platforms, the grab irons, and the floor. The team finished the outside lettering and installed the conductor's air gauge that Chris Trunk had donated and the wheel followers that Charlie Irvin made.

The team had intended to have the caboose pulled around the loop and then inspected underneath for clearance problems; however, this will be done after the track work to the



*Caboose 0579 parked in the Antonito yard, work session C. (Bill Kepner)*

Antonito CRF is completed. Minor paint touch up is needed and this may be done during August. The three lower windows currently have plastic panes, and these will be replaced with glass in August. Interior upholstery will be installed at a later date by the railroad.

*Project status: Basically completed*

### **DROP BOTTOM GONDOLA 859**

*Project Objective: Return car to operating condition*

*Session: D*

*Team Leader: Bill Pratt*

In Antonito the team members installed the last nailing strip and associated door hinge blocks and hinges, fabricated two steel reinforcing strips and welded them to two frame cross members, fabricated and installed all 12 drop side doors, installed one side sill, cut out all ten side stake posts and installed one of them, cut center decking pieces, and installed all missing brake system parts.

Additional work needed includes installing second side sill and aligning body with truss rods; installing stake posts, siding, ends and center decking; installing steps, grab irons and brake staff; installing safety door hinge pins and door operating mechanism; testing brake system; and painting and applying lettering.

*Project Status: Ongoing*

### **OY WATER CAR**

*Project Objective: Repair or replace wood walkways*

*Session: C*

*Team Leder: John E. Bush*

Work on this project is being done in Antonito. This former UTLX tank car is the water car for rotary OY and has also been set up and used for fire



control. The old wood from the walkways was completely deteriorated, requiring replacement. The team removed old fasteners retaining the present wood walkways. New wood was measured, cut, and drilled or notched for brake chain. New wood was placed in steel walk supports and fastened in place to match the original. New plates were made to join the various ends and side timbers. All the new wood was treated with a mixture of boiled linseed oil and mineral spirits.

Due to unanticipated delays, the team was unable to get to the top section around the dome during work session C. This should be scheduled for another work session. We felt it was important to get the main walkway portion completed during session C to allow safe replacement of the upper work around the dome.

I would like to give a special "thank you" to my team member Chris Trunk, who was extremely helpful and innovative during this work session. His was the real expertise that accomplished the task. Warren Ringer kindly provided considerable additional assistance following completion of work on caboose 0579.

*Project Status: Ongoing*

## **OSIER DEPOT, SECTION HOUSE, AND STOCK PENS**

*Project Objective: Complete depot, section house, and stock pens*

*Session: C and D*

*Team Leader: Ted Norcross*

The team installed an upper story window at the front of the depot, and new station signs were hung on the depot. The Osier station signs on both sides of the depot can be seen from either east-bound or west-bound trains. Another sign was hung on the front of the depot indicating the elevation and

mileage to Denver (elevation 9,637 ft, 318.40 miles).

During session C the team spent considerable time cleaning all of the section house windows. Besides just being dirty there had been a lot of over spray from the painting that had to be scraped off. Three or four members of the crew worked on this for several days, on and off. Because it is such a laborious job we worked on it for a while and then we would go do something else for a while. We did trim work such as making doorstops, installing and painting them. Seven doors needed trimming. Interior door handles have not been purchased yet. We saved as much of the wood on the interior walls as we could. Anything new is drywall. Trim work is not hard work but extremely time consuming. Some rooms had the flooring saved; in the rest of the rooms beautiful hard wood flooring has been installed and finished.

Minor trim work was done both inside and outside the section house, with lights installed above both of the front entrance doors of the section house. Two transom windows were installed and finished over the two entrance doors. The team built a lift-out door that covers the little storage compartment under the stairs on the main floor of the depot to conserve as much storage space as possible. A telegraph pole was placed between the depot and the section house.

The stock pens are being restored for both sheep and cattle, with the sheep pen portion being five solid boards high so the little critters can't get out. The volunteers built two gates, replaced many posts, repaired three sections of fence with salvaged boards, placed headers on all gate posts, and fixed all fences with new material as needed.

*Project Status: Ongoing*

## **CUMBRES TRESTLE WALKWAY**

*Project Objective: Repair walkway and handrail on trestle*

*Session: C*

*Team Leader: Charles Stewart*

There are 14 vertical posts and braces across the Cumbres trestle and it was necessary to replace 11 of them. New braces were installed on each new vertical post. The entire walkway was replaced with mostly new lumber as very few of the old boards were usable. One beam across the side of the trestle on the opposite side of the walkway was totally deteriorated and was replaced. New railing was installed the full length of the walkway. Shims were added where necessary to firm up and steady the walkway.

*Project Status: Complete*

## **LOG BUNKHOUSE AND LAVA WATER TANK**

*Project Objective: Clean and repair interior of the Chama log bunkhouse, repair Lava water tank, and survey tank and pump house for restoration*

*Session: C*

*Team Leader: Jim Herron*

The team members made the front porch much safer by replacing rotted



*Chama log bunkhouse after cleaning and maintenance.*



control. The old wood from the walkways was completely deteriorated, requiring replacement. The team removed old fasteners retaining the present wood walkways. New wood was measured, cut, and drilled or notched for brake chain. New wood was placed in steel walk supports and fastened in place to match the original. New plates were made to join the various ends and side timbers. All the new wood was treated with a mixture of boiled linseed oil and mineral spirits.

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*Team Leader: Jim Herron*

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*Chama log bunkhouse after cleaning and maintenance.*



ties and installing new planking. A threshold board was replaced and was painted with a brown oil-based paint that matches the color of the floor. What we have found in the past when we painted the threshold with latex paint is that it tends to blister very quickly. The team also glazed and/or replaced windowpanes. After the glaze had cured for three days, it was painted with a latex paint.

A new sash was made for the window on the south side. This sash was missing for a long time. In the past another sash was made but it was too small by several inches. Historically, each sash had four windowpanes. Some of the inside sashes and windowsills have never been painted. Two different shades of brown have been used in the past, one shade on the outside of the building and the other shade on the inside. The unpainted surfaces were painted with the historically correct shade of brown.

There are places on the outside walls where paint has peeled off the mortar. It has been six years since the outside of the building has been painted, but there were not many places where the painted had peeled. Where it has peeled there is concern about the exposed wood rotting, so these spots were painted with a special white primer that sticks well to wood and masonry surfaces. Once the primer was dry the team painted those spots with Rio Grande Gold finish paint.

When the volunteers replace the mudsills for the log bunkhouse next year, they will have to jack up the building. It's expected that quite a bit of daubing will fall off, and it will be necessary to repair those places and then repaint the entire structure.

The team began to survey what is needed to return Lava tank to operation. The survey will include the pump house.

*Project Status: Ongoing*

## TELEGRAPHPHONE BOOTHS

*Project Objective: Complete restoration of Big Horn and Rock Tunnel booths*

*Session: C*

*Team Leader: Don Juergenson*

Team members worked on both booths in Chama in August 2004. The Big Horn booth was restored except for final paint and installing windows. The Rock Tunnel booth had new foundation and flooring, and the roof was completed. No siding was installed and the door needed to be mounted.

This year in Chama the Big Horn booth was painted with a primer coat and final color coat. Plastic window material was left out and plywood "windows" painted black were installed. The booth was completed and placed on the line at Big Horn. Treated ties were placed on location by Jim Herron's crew and the booth was loaded on a speeder for delivery to the site. The booth was placed on the ties and spiked down. Doug Chrisman touched up the scuff marks on the paint and came back on Saturday to do the final trim color (brown).

The Rock Tunnel booth had horizontal, shiplap siding, most of which was beyond saving. The team leader took a sample of the siding and over the winter milled new pine siding for the booth. The only original siding saved were some short pieces to the left of the

door. The new siding was installed and new trim boards on the corners, base, and door were installed. The door was installed and the structure was masked and one coat of primer was sprayed on. A final color coat was sprayed on and the booth was loaded on a trailer and taken to near Sublette, where the booth was loaded on a speeder and transported to Rock Tunnel. Treated ties were set into the ground and the booth was spiked to them.

*Project Status: Completed*

## TRACK SCALE

*Project Objective: Cleaning the scale and replacing platform ties*

*Session: C & D*

*Team Leader: Frank Smucker (Acting)*

In Chama, team members removed rail and ties, scraped, cleaned, and painted the scale below the ties. Gray metal primer paint was sprayed and brushed on all the scale steel. Three gallons of Benjamin Moore Impervo Alkyd, High Gloss, Metal & Wood Carnival Red were used to spray paint all of the steel scale components and structure in the scale pit. After painting, a safety net fence was erected around the scale pit.

Forty-four new ties will be needed for the scale; 26 were received. The new ties that were received had to be cut and notched to fit the scale structure. Half-inch deep notches were cut with a skill saw and router. The ties will be



*Outgoing Board Chairman Jim Herron of Salt Lake City receiving a book of Utah scenes from incoming Chairman Bob Craine (l) at the Annual Meeting.*



bolted to the scale structure with ½ inch square-head bolts on angle iron “L” brackets. The washer plates are stored in the scale house along with all the ¼ inch steel rust plates that were cut and drilled to go under the ties. They have been primed but not painted, which is probably all that is needed. Eighteen additional ties are needed and will be notched before the ties and rail can be replaced. They were not available for either Session E or F. All ties need to have a taper cut for about 1 inch on each end with the narrow 85 inches being on the bottom of the tie.

At the beginning of Session E, Kim Smith, RGRPC General Manager, felt that the safety net fence was not adequate since the project would not be finished in 2005. She requested that the open scale pit be totally covered. Plywood was used to cover the pit.

*Project Status: Ongoing*

## DRIP SPRINKLER SYSTEM

*Project Objective: Obtain and install automatic sprinkler system for gardens on either side of path to street. Work up diagram and work sheet for gardens around the rest rooms and work up feasibility of water system for flower boxes around Chama depot platform*

*Work Session: D*

*Team Leader: Joan Krech*

The team was disappointed to arrive and find its materials had not been obtained. So upon arrival two team members had to use a day to go to Espanola to get the materials. A new 75 foot soaker hose was installed in Alta's Garden to give better, more even water distribution. Ed Lowrance made 4 dozen anchor pins to make it easier to maintain tight arcs around plants. He also wired open the main turn off valve at the depot and placed a sign to inform the bus drivers to leave it open! Watering of the gardens can not work if they turn off the whole system

instead of turning off only their hose which feeds from a “Y” valve. A two station battery-operated timer was installed. So far it has been very successful watering the garden at 8:00 AM and 8:00 PM for 1 hour. The guarantee says it will work for 4 months without battery replacement. If it needs to be replaced before the summer is over a second 9-volt battery is in the tool car. In the fall the timer should be disconnected and placed in the tool car with the battery removed.

Chuck Heroneme will be making new tags for the perennials to satisfy everyone's curiosity once the Friends have left. Naomi Sublett continued to improve, amend soil, and plant perennials around the old path. The team hopes that the backhoe crew will move a three foot diameter rock to visually terminate the bed and keep weeds from invading. Several bags of humus and top soil were purchased to amend the soil for the new perennials: Black Eyed Susans, Gazania, Snap Dragons, Jacob's Ladders, Portulacca,



*Joan Krech and Naomi Sublett planting flowers in Alta's garden along the stairs to Main Street in Chama.*

and Flax. The Iris bed, which was in desperate condition, was weeded and the old 50 foot section of soaker hose was put in that bed. The Lupins look so much better than last year. This is probably due to a good snow pace and spring rains. However, they still are infested with bugs so next year we should either spray with insecticidal soap or sprinkle granulated systemic around the plants. All of the plants were watered with Bloom Booster fertilizer hopefully to keep them going once the work sessions are over. Also, a pick-up load of mulch finished off the beds to perfection.

Margrethe Feldman, along with working in the flower beds, also decided the garbage barrel by the picnic table was an eye sore. She put rust proofing, primer and a final coat of paint on it. Great improvement! The team was appalled at cigarettes and cigars left to burn in the planter boxes and on the picnic table. They suggest some sand-filled buckets be placed at each of the depot corners near the door to the ticket office and also near the picnic table to avoid a potential disaster.

The “D” session crew had a wonderful experience. They worked hard, but happily, together and by putting their heads together greatly improved the looks of the gardens. Additional work to improve the irrigation system and extend it to the planter boxes around and on the depot platform has been identified.

*Project Status: Ongoing*

## LOCOMOTIVE 489

*Project Objective: Complete the restoration of the cab of locomotive 489*

*Session: D*

*Team Leader: Phil McDonald*

The team set out at the beginning of the work session in Chama to re-glaze the



side window sashes and to install some missing boards on the interior. The doors were fitted and hung. The team also fabricated new rear drop windows, and at the end of the session, these windows and all of the new wood on the sashes and in the interior were primed. Canvas sun-shades were also installed at the end of the session.

The Friends will paint the interior and the railroad shop crew will paint the exterior of the cab.

*Project Status: Ongoing*

## **CABOOSE 0503**

*Project Objective: Restore 0503 to operating condition*

*Session: C and D*

*Team Leader: Mike Thode*

Inspection of the structural components of the body above the sills continued from last year. Of particular concern were the corner posts and their tenons. Three of the corner posts were repaired. All of the repair pieces done last year were glued and secured. The window sashes made during the winter (caboose main body only, not the cupola) were temporarily fitted to the caboose and their sills were fitted and attached. Nail holes along the sides of the caboose were epoxied and re-siding completed to just in front of the cupola from the B end of the car.

Team members removed the cupola's siding as well as the roof walk and stove pipe. The cupola was then inspected for structural integrity and rotten wood. The cupola had a noticeable sway fore and aft. The team placed plywood pieces in the walls between the slider windows. Metal brackets were fabricated and attached at each of the cupola's corner posts where they are tenoned into the main caboose body. New top sills for the cupola were installed to replace the ones suffering from severe rot. The original attaching rods were rethreaded at the roofline, with new nuts installed.



*In Chama David Priddle (from the UK) and Mike Thode replacing siding on caboose 0503.*

The cupola's sway was alleviated and it is now very secure and tight with the main body.

The truck from the B end was removed, taken apart, and inspected. One wheel set is deemed to have a poor profile while the other is better. Journal sizes were 3 1/2" for one wheel set and 3 3/4" for the other. One journal box had suffered a significant bend to its outside seal flange, which was straightened and welded. The bolster and pedestals were found to have significant wear (as noticed last year). Work on Caboose 0503 is being done in Chama.

*Project Status: Ongoing*

## **JORDAN SPREADER**

*Project Objective: Continue restoration of the Jordan Spreader (OU)*

*Session: C*

*Team Leader: Terry Rider*

This restoration is an ongoing project in Chama. In this session, the two rear cylinders were removed and new gaskets were made. Measurements for new seals were taken. The new gaskets were put on the cylinders and they were temporarily reinstalled on the spreader. New seals should be available next year. The tops of the cylinders will be opened and they will be installed. The team made gaskets for all of the cylinders. They also took measurements for all of the seals they will need to order for all the cylinders.

A lower I-beam bracket that attaches between the two side frames was repaired and remounted. The operator's manifold has been removed. It will be sent out to be restored this winter. Additionally, Orlando Ulibarri from the RGRPC Chama shops did a lot of arc welding underneath, on top, and in front. He said he has at least another week of welding underneath because of the many cracks and broken pieces. The railroad also intends to fix the arm on the right side that was broken in use sometime in 2000 when they ran it into a cut.

Everything that needs replacing (air lines, couplings, seals, gaskets, etc.) will be replaced. When the restoration is completed, OU will be fully functional and almost like brand new. The year for completion depends upon how much work is completed by outside sources, other than the Friends, before or after our scheduled work weeks (sand blasting, welding, air test).

*Project Status: Ongoing*

## **FLAT CAR 6314**

*Project Objective: Finish rebuilding the car*

*Session: C*

*Team Leader: Art Randall*

We started with the car on its wheels, with a small portion of the deck

installed to hold the sills in place. The remaining deck boards had been cut to length and stored in a boxcar. The sills had been lined with roofing felt last year, but the winds had not been kind to it, so we began by repairing that installation, and extending it under the U-bolts holding the rails on. Russ Hanscom started relieving the boards for the bolt heads that stick up through the sills, the U-bolts, and the stake pockets. Russ did these tasks for the whole car by himself! John Schultz and Kit Trenholm installed the deck boards, using pilot holes and ring shank nails, except on oak. Then we installed the stake pockets (four are missing). I cleaned the triple valve and packed the journals with pads stolen from one of the EBT hoppers. Mark Yates came up with a couple of 4-1/4 x 8 journal bearings to fill out our complement, and the car is ready to roll.

We had some trouble with the brake staff and the cut levers. We did not get the original brake staff, nor the B-end cut lever, and we failed to drill the holes for the outer cut lever bracket before installing the end sill. As a consequence, we could not properly install the cut lever brackets (the outer bracket should be down on the face of the end sill instead of up on the deck). The staff and B-end cut lever bracket we scrounged do not fit correctly, and neither cut lever has proper hand clearance to meet FRA regulations. I am making a new brake staff and cut levers, which will hopefully be installed yet this year. All work was done in Chama.

*Project Status: Completed*

## COOK CAR 053

*Project Objective: Complete interior restoration of the car*  
*Session: C*  
*Team Leader: Susan LeMmon*

This is a continuing project from previous years. In Chama, the team finished scraping the old paint and



*The team members have almost finished installing the new deck boards on flat car 6314.*

removed some of the paint from the ceiling next to the platform door. The team cleaned up the interior of the car and removed all the old paint chips. Sanding sealer was applied on the second day of the session and was later sanded. After sanding, the team completely cleaned out the inside of the car.

*Project Status: Ongoing*

## CAR DOOR REPAIR

*Project Objective: Repair or rebuild boxcar door*  
*Session: D*  
*Team Leader: Geof Gordon*

Working in Chama, the team completed a door from boxcar 3592. This



*Geof Gordon and Larry Jennings painting boxcar door at the wood shop in Chama.*

unique door was probably built around 1904. It is frameless, that is, there is no metal frame on the front. The only metal is a door runner on the bottom of the door. We completely rebuilt the door from the cook auxiliary boxcar 3483. This door was built completely from scratch except for the metal frame. For the record, it takes a 3-man crew a day and a half to do a complete boxcar door if they work at it. So, you can't turn one around in a day with 2 people – which is what we had this week. One of the problems is that boxcar doors do vary and there is no absolute template. Very often, as in this case, you must use the old one as a pattern rather than just build one and hang it, because they are not standard.

*Project Status: Completed*

## COACH 0252

*Project Objective: Long-term protection and preservation of the car*  
*Session: D*  
*Team Leader: Ed Krech*

The team covered each side of coach 0252 with twelve 4' x 8' sheets of 5/8 inch thick exterior plywood. The top sheets of plywood overlapped the bottom layer by about 12 inches. The sheets were attached to the sides of the car with screws. One end was framed with unfinished 2 x 4s. Two 4' x 8' sheets of plywood then covered the end. An arch was cut out of the top to match the contour of the roof. A 1 x 8 was used to seal the final gap between the plywood sheets. The other end was sealed in essentially the same way except for a 27 inch wide door with a lentil and rain drip. The door was hinged and a hasp was installed to give access to the end door of the coach.

Five gallons of Zinger 1-2-3 latex heavy duty white primer was applied to all of the exposed wood parts that had been added to the coach. This was not the most pleasant task because of the poorly working paint sprayers, and also the fact that the wind came up.



installed to hold the sills in place. The remaining deck boards had been cut to length and stored in a boxcar. The sills had been lined with roofing felt last year, but the winds had not been kind to it, so we began by repairing that installation, and extending it under the U-bolts holding the rails on. Russ Hanscom started relieving the boards for the bolt heads that stick up through the sills, the U-bolts, and the stake pockets. Russ did these tasks for the whole car by himself! John Schultz and Kit Trenholm installed the deck boards, using pilot holes and ring shank nails, except on oak. Then we installed the stake pockets (four are missing). I cleaned the triple valve and packed the journals with pads stolen from one of the EBT hoppers. Mark Yates came up with a couple of 4-1/4 x 8 journal bearings to fill out our complement, and the car is ready to roll.

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*Team Leader: Susan LeMmon*

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*Project Status: Ongoing*

## CAR DOOR REPAIR

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*Session: D*  
*Team Leader: Geof Gordon*

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*In Chama, coach 0252 with tarp and plywood to protect it from the weather.*

A 60 mil heavy duty rubber coated membrane type tarp material was installed Wednesday to cover the top of the coach. The Strasburg Museum has used this material in the past and it is believed to have lasted at least 10 years. A coat of Pittsburg Pullman Green oil based acrylic enamel was applied to finish the project. Team members worked on this project in Chama.

*Project Status: Completed*

## CHAMA YARD LANDSCAPING

*Project Objective: Clean up flower beds and replant flower boxes*

*Session: C*

*Team Leaders: Laurel Lyon and Alta Berkstresser*

Thanks to Mother Nature, who provided ample moisture and the guidance of her "Alta" Angel, the garden was a spectacular color display at the beginning of the session. We reviewed the status of the garden with Alta and picked up donated plants on Monday. After Alta left we started initial weeding to open up areas around "showcase" flowers and for new plants along the pathway (hardy asters, English daisies, pinks and carnations). Annuals and perennials were added to depot and restroom flower boxes. Transplanting of "baby" lupines, cornflowers and sedum followed.

We connected all the garden areas to run off of the one spigot on west bank. This allowed the RGRPC staff (Chuck and Eloy) to water the Terrace Avenue trees during the day and the garden area to be watered overnight. We switched the garden area lever "on" in the late afternoon and cut it

off in the morning. Two "spiking" soaker hoses were switched to sweating soakers to cover new planting areas alongside the pathway. Weeding and pruning continued in the far north section ("Iris") and in the rocks of the "Lupine" area.

A new project began to add more rocks and (possibly) boulders to close off the old path and connect the "Alta Garden" with the "Iris" areas. We ended session by moving mulch in Alta Garden picnic area to new planting areas and in depot pots (a thin layer). Numerous compliments about the garden by rail passengers and other Friends bolstered our spirits. We were asked several times to identify plants. Chuck Heronome is putting together labels that will display the common name of several plants.

### Suggested Next Steps:

- Add timer(s) for garden area to run automatically overnight
- Replace "spiking" soakers with "sweating" soakers
- Weed areas as needed – above Lupine area, in Iris area and around restroom building
- Add mulch where needed
- Remove/transplant elm in Iris area
- Fill in exposed dirt area near sedum on south side of Lupine area with transplants or new plants
- Broadcast California poppy seeds on bank above Iris area
- Provide easier access to turn off spigot on west side
- Fix Iris area spigot
- Paint/adorn trash can in picnic area.

*Project Status: Ongoing*



*A line of freshly painted pipe gondolas in the north yards at Chama.*



## FREIGHT CAR PAINTING

*Project Objective: Restore and protect cars by painting with their proper color schemes*

*Session: C*

*Team Leader: Don Stewart*

The preparation on each car was to scrape, wire brush and then blow the dust with 100 psi of air. A Benjamin Moore oil based primer was applied and allowed to dry overnight. The following morning two coats of Benjamin Moore latex paint were applied. This process seemed to work well and had been recommended by the paint company. We will see how well this preparation works over the next 5 to 10 years.

We painted drop bottom gondola 774 after doing a lot of scraping. Boxcar 04444, which was on the list to be painted, was not painted because the condition of the paint was OK. We painted reefer 157 and boxcar 3591. Both of the pipe gondola cars, 1557 and 1648, were painted. Stock car 5747 and reefer 166 in Antonito were not painted because they were questionable. Stock car 5841 and idler flat car 6755 were painted. With the painting of pipe gondola 1557 and 1648 and idler flat car 6755, the pipe gondolas can be loaded with pipe for static display.

The windows on cook car 053 were painted and we also helped in painting the scale beams on the scale house after the rail and ties were removed and the beams were cleaned. It was sprayed with a zinc primer. This work was done in Chama.

*Project Status: Completed*

## MILEPOSTS AND WHISTLE BOARDS

*Project Objective: Maintain signage along the line, restore signage to period-correct status, and construct and position historically accurate reproductions of signs now missing*

*Session: C*

*Team Leader: Jim Gross*

The team painted 10 mileposts, and 3 bent mileposts were straightened. Milepost 296 was reset and painted in an 1880's style. The team also painted 7 whistle boards. A previously missing Chama "S" whistle board was installed and painted. Two mileposts and 2 whistle boards were prepared, painted and stored in Chama for future use. A "40 Car" sign was painted at Cumbres. In addition to signage maintenance, team member Terry Woosley also lettered caboose 0306 that had been finished during the B work session.

*Project Status: Completed*

*Session: D*

*Team Leader: Bob Ross*

The team members painted 12 and straightened 1 milepost. They also replaced milepost 388. The old 388 has been taken to the Friends Albuquerque office to be stored for display in our future Chama Visitor's Center. The team painted 13 whistle boards, 3 station signs, and several other signage items. Thirty-nine signs were worked on during this one work session—a record number.

*Project Status: Completed*

## SUPPORT SERVICES

The volunteers in the C and D sessions depended on the support of many groups. Listed below are the support services and the team leaders.

Work Session Leader: Bob Ground

Work Session Preparation: Roger Briggs, Don Metzler

Work Session Closedown: Ed Lowrance, Roger Briggs

Registration, Administration: Holly Ross

Tool Car Operation: Ed Lowrance

Food Preparation: Mary Cardin

Carpentry Shop and Material Supply: Roger Briggs

Project Reporting and Documentation: Ted Smith

Chroniclers: Arlene Crider and Wayne Hall

*Ted Smith compiled this report from contributions by Bob Ground and the team leaders*



*Dinner at the High Country in Chama.*

**2005 Session C Actual Work Assignments  
by States & Country**

State	First Name	Last Name	Project Assignments
AZ	Jim	Sublett	Freight car painting
AZ	Don	Storm	Pipe train idler car restoration
AZ	Charles	Stewart	Cumbres trestle walkway repair
			Team Leader
AZ	Darin	Calderon	Coal Tipple maintenance & Pipe train idler car restoration
AZ	Susan	LeMmon	Cook car #053 restoration Team Leader
AZ	Don	Stewart	Freight car painting Team Leader
AZ	Don	Metzler	Inventory & Supplies Team Leader
AZ	Kit	Trenholm	Flat Car #6314 rebuild
AZ	Naomi	Sublett	Chama Yard landscaping
AZ	Mary	Metzler	Food Service
AZ	Alfred	Wendler	Log bunkhouse renovation & Lava tank repair
			Chronicler
AZ	Linda	Wendler	Food Service
AZ	Dolores	Storm	Pipe train idler car restoration
CA	Dick	Smith	Caboose 0579 restoration (Antonito)
CA	Warren	Ringer	Flat car #6314 rebuild Team Leader
CA	Art	Randall	Car #05635 conversion to caboose
CA	Robin	Kumler	Work Session Leader
CA	Bob	Ground	Car #451 reconversion to car #3553
CA	Bob	Conry	Pipe train idler car restoration
CA	Linda	King	Telegraph booth rebuild Team Leader
CA	Don	Juergenson	Cumbres trestle walkway repair
CA	Larry	Jennings	Milepost & Whistleboard maintenance
CA	Jim	Gross	Team Leader
CA	Diana	Gross	Registration and Administration
CA	Craig	Kumler	Car #05635 conversion to caboose
CA	Dave	Collins	UTLX tank car repainting Team Leader
CO	Ed	Lowrance	Tool Car Team Leader
CO	Mike	Thode	Caboose 0503 restoration team leader & pipe train idler flat restoration
CO	Kevin	Corwin	Caboose 0579 restoration (Antonito)
CO	Tim	Bristow	Car #05635 conversion to caboose
CO	Mona	Tully	Food Service
CO	Bob	McCain	Car #451 reconversion to car #3553
CO	Bob	Tully	Car #05635 conversion to caboose
			Team Leader
CO	Charly	Fowler	Registration and Administration
CO	Jack	Dierberger	Freight car painting
CO	Parker	Fowler	Coal Tipple maintenance Team Leader
CO	Lucy	Bandy	Freight car painting
CO	George	Berkstresser	Chama Yard landscaping
CO	Bill	Kepner	Antonito Site Leader & Caboose 0579 Team Leader
CO	Frank	Smucker	Track scale repair
CO	Patricia	Sandt	Pipe train idler car restoration
CO	Gary	Collins	UTLX tank car repainting
CO	John	Engs	Car #451 reconversion to car #3553
			Team Leader
CO	Bill	Strathearn	Carpentry Shop & Materiel
CO	Alta	Berkstresser	Chama Yard landscaping
			Team Leader
CO	Clayton	Sandt	Pipe train idler car restoration
CO	Russell	Sparks	Telegraph booth rebuild
CO	Roger	Briggs	Carpentry Shop & Materiel
			Team Leader
CO	Jorg	Angehrn	Pipe train idler car restoration
CO	Jeff	Smith	Jordan Spreader restoration
FL	Donald W	Smith	Pipe train idler car restoration
GA	Mike	Mahoney	Milepost & Whistleboard maintenance
GA	Jack	Warner	Caboose #0503 restoration
IA	Cletus	Wander	Osier Section House restoration & Stock Pen repair
IL	John	Schultz	Flat Car #6314 rebuild
IL	Steve	Craig	Caboose #0503 restoration
IL	David	Randolph	Osier Section House restoration & Stock Pen repair
IL	Mary	Schultz	Food Service
IL	Brad	Gratton	Osier Section House restoration & Stock Pen repair

KS	Terry	Woolsey	Milepost & Whistleboard maintenance
KS	Sherri	Rider	Jordan Spreader restoration
KS	Anne	Woolsey	Freight car painting
KS	Terry	Rider	Jordan Spreader restoration Team Leader
KS	Adolph	Weigant	Cumbres trestle walkway repair
KS	Norval	Alliston	Cumbres trestle walkway repair
MD	Bruce	Vaupel	Cumbres trestle walkway repair
MI	David	Sherburn	Freight car painting
MI	Phil	Hackman	Caboose 0579 restoration (Antonito)
MO	James	Reichert	Car #05635 conversion & pipe train idler flat restoration
MO	George	Krieger	Car #451 reconversion to car #3553
MO	G.O.	Gish	Jordan Spreader restoration
MS	Arlene	Crider	Chronicler Team Leader
NC	Chris	Norcross	Osier Section House restoration & Stock Pen repair
NC	Andrew	Norcross	Osier Section House restoration & Stock Pen repair
NC	John	Norcross	Osier Section House restoration & Stock Pen repair
NC	Ted	Norcross	Osier Section House restoration & Stock Pen repair Team Leader
NE	John	Bush	Water Car walkway repair Team Leader
NE	Wayne	Huddleston	Cumbres trestle walkway repair Team Leader
NH	Bob	Meckley	Jordan Spreader restoration
NM	Marty	Gonzales	Cumbres trestle walkway repair
NM	Dan	Pyzel	Caboose 0579 restoration (Antonito)
NM	Mike	Serna	Osier Section House restoration & Stock Pen repair
NM	Mary	Gonzales	Chama Yard landscaping
NM	Tim	Smith	Chronicler
NM	Gene	Balderston	Osier Section House restoration & Stock Pen repair
NM	Lawrence	Harman	Tool Maintenance & Repair Team Leader
NM	Emmanuel	Lopez	Osier Section House restoration & Stock Pen repair
NM	Bill	Lock	Car #05635 conversion to caboose
NM	Mary	Cardin	Food Service Team Leader
NM	Dennis	Sterosky	Car #05635 conversion to caboose
NM	Ron	Carder	Osier Section House restoration & Stock Pen repair
NM	Russ	Hanscom	Flat Car #6314 rebuild
NM	Daryl	Locker	Track scale repair
NM	Charles	Irvin	Caboose 0579 restoration (Antonito)
NM	Richard	Bauman	Caboose #0503 restoration
NM	Judy	Lock	Food Service
NM	Bob	Mundis	Caboose 0579 restoration (Antonito)
NM	George	Lawrence	Milepost & Whistleboard maintenance
NM	Tony	Kassin	Pipe train idler car restoration Team Leader
NM	Shirley	Burke	Food Service
NM	Pete	Vera	Tool Car operation
NM	Donald	Bayer	Car #05635 Team Leader & pipe train idler flat restoration
NM	Tim	Tennant	Milepost & Whistleboard maintenance
NV	Ted	Smith	Project Reporting & Documentation Team Leader
OH	James	Rhinehart	Caboose 0579 restoration (Antonito)
OH	Jim	Hamblin	Osier Section House restoration & Stock Pen repair
OH	George	Detwiler	Car #451 reconversion to car #3553
OH	Lou	Aprile	Osier Section House restoration & Stock Pen repair
OH	Bruce	Bloom	Cumbres trestle walkway repair
OH	Larry	Loos	Track scale repair
OH	Richard	Borger	Track scale repair
OH	Sandy	Borger	Registration and Administration
OH	Lana	Loos	Food Service
OK	Bob	Craine	Car #05635 conversion to caboose
OK	Jim	Kirch	Car #451 reconversion to car #3553
OK	Nick	Kirch	Car #451 reconversion to car #3553
OK	Debbie	Craine	Food Service
Canada	Chuck	Armstrong	UTLX tank car repainting
OR	Phil	Barney	Caboose #0503 restoration



OR	Laurel	Lyon	Chama Yard landscaping Assistant Team Leader
PA	Chris	Trunk	Water Car walkway repair (Antonito)
PA	Judith	Rosenberger	Chama Yard landscaping
PA	Robert	Rosenberger	Milepost & Whistleboard maintenance
SD	Joyce	Shostrom	Tool Car operation
TN	Fred	Kuhns	Osier Section House restoration & Stock Pen repair
TN	Bob	Ross	Milepost & Whistleboard maintenance
TN	Holly	Ross	Registration & Administration Team leader
TX	Lewis	Clark	Nail & bolt Car operation Team Leader
TX	Al	Dykes	UTLX tank car repainting
TX	Marshall	Smith	Tool Maintenance & Repair
TX	Mary Jane	Smith	Food Service
TX	Jim	Willis	Caboose 0579 restoration (Antonito)
TX	George	Porter	Cook car #053 restoration
TX	William	Hurry	Log bunkhouse renovation & Lava tank repair
TX	Judy	Osborn	Food Service
TX	LD	Osborn	Caboose #0503 restoration
TX	Charles	Bretschneider	Log bunkhouse renovation & Lava tank repair
TX	Nan	Clark	Membership & Asst. Food Service Team Leader
TX	Peter	LaRoe	Log bunkhouse renovation & Lava tank repair
TX	Sandy	LaRoe	Chama Yard landscaping
TX	Bob	LaRoe	Pipe train idler car restoration
TX	Carl	Olson	Log bunkhouse renovation & Lava tank repair
UT	Jim	Herron	Log Bunkhouse renovation & Lava Tank repair Team Leader
UT	Doug	Christensen	Log bunkhouse renovation & Lava tank repair
WI	Robert	Hawkins	Cumbres trestle walkway repair
WY	Wade	Hall	Caboose 0579 restoration (Antonito)

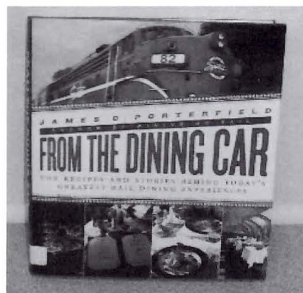
#### 2005 Session D Actual Work Assignments by States & Country

State	First Name	Last Name	Project Assignments
AZ	Don	Metzler	Inventory Management Team Leader, and car door repairs
AZ	Kit	Trenholm	Caboose #0503 restoration
AZ	Jim	Sublett	Car #451 reconversion to car #3553
AZ	Susan	Dick	Milepost & Whistleboard maintenance
AZ	Darin	Calderon	Pipe train idler car restoration
AZ	Don	Storm	Pipe train idler car restoration
AZ	Richard	Dick	Milepost & Whistleboard maintenance
AZ	Dolores	Storm	Food Service
AZ	Mary	Metzler	Food Service
AZ	Alfred	Wendler	Chama Yard water system , DBG #859 rebuild, & reconversion of car #451
AZ	Linda	Wendler	Registration and Administration
CA	Daniel	Parks	DBG 859 rebuild (Antonito)
CA	Randy	Parks	DBG 859 rebuild (Antonito)
CA	Paul	Gerard	Idler flat restoration & assistance with DBG #859 rebuild
CA	Art	Randall	Car #05635 conversion to caboose
CA	Bob	Ground	Work Session Leader
CA	Sandra	Gerard	Chronicler
CA	Warren	Ringer	DBG 859 rebuild (Antonito)
CA	Lee	Parks	DBG 859 rebuild (Antonito)
CA	Floyd	McDonald	Locomotive cab repair
CA	Larry	Jennings	Minor repairs to car doors, siding, etc.
CA	Larry	McDonald	Locomotive cab repair
CO	Mona	Tully	Food Service
CO	Glenn	Hall	Chronicler Team Leader

CO	Roger	Briggs	Carpentry Shop & Materiel
CO	Ed	Lowrance	Tool Car Team Leader
CO	Bill	Gartner	Caboose #0503 restoration
CO	Mike	Thode	Caboose #0503 restoration Team Leader
CO	Tim	Bristow	Caboose #05635 rebuild & assistance with DBG #859 rebuild
CO	Bob	Tully	Car #05635 conversion to caboose Team Leader
CO	John	Engs	Car #451 reconversion to car #3553 Team Leader
CO	Nancy	Gordon	Food Service
CO	Don	Deuell	Car #05635 conversion to caboose
CO	Phil	McDonald	Locomotive cab repair Team Leader
CO	Walt	Duncan	Car #05635 conversion to caboose
CO	Maryruth	Duncan	Chronicler
CO	Geof	Gordon	Minor repairs to car doors, siding, etc. Team Leader
CO	Rich	Muth	Locomotive cab repair
CO	Bill	Pratt	DBG 859 rebuild Team Leader
IA	Cletus	Wander	Osier stock pen repair
KS	Kevin	Pyle	Osier stock pen repair
LA	Wayne	Hall	Chronicler
MO	Rudy	Titworth	Osier stock pen repair
NC	Kyle	Norcross	Osier stock pen repair
NC	Ted	Norcross	Osier stock pen repair Team Leader
NC	Andrew	Norcross	Osier stock pen repair
NC	John	Norcross	Osier stock pen repair
NC	Chris	Norcross	Osier stock pen repair
NM	Tony	Kassin	Pipe train idler car restoration Team Leader
NM	Donald	Bayer	Car #05635 conversion to caboose Team Leader
NM	Emmanuel	Lopez	Osier stock pen repair
NM	Charles	Irvin	Caboose #0503 restoration & pipe train idler car restoration
NM	Barb	Hutchison	Car #451 reconversion to car #3553
NM	Hutch	Hutchison	Car #451 reconversion to car #3553
NM	Russ	Hanscom	Pipe train idler car restoration
NM	Bill	Feldman	Car #05635 conversion to caboose
NM	Lawrence	Harman	Caboose #0503 restoration
NM	Grant	Luckhardt	Car #451 reconversion to car #3553
NM	Mary	Cardin	Food Service Team Leader
NM	Margrethe	Feldman	Drip sprinkler system installation
NV	Ted	Smith	Project Reporting & Documentation Team Leader
NY	James	Okeefe	DBG 859 rebuild (Antonito)
OH	Lou	Aprile	Osier stock pen repair
OH	Jim	Hamblin	Osier stock pen repair
Canada	Chuck	Armstrong	Car #451 reconversion to car #3553
OR	John	Mitchell	Milepost & Whistleboard maintenance
SC	Joan	Krech	Drip sprinkler system installation Team Leader
SC	Ed	Krech	Coach 0252 cover installation Team Leader.
SD	Joyce	Shostrom	Tool Car operation
TN	Holly	Ross	Registration & Administration Team leader
TN	Fred	Kuhns	Osier stock pen repair
TN	Bob	Ross	Milepost & Whistleboard maintenance Team Leader
TX	William	Hurry	Coach 0252 cover installation
TX	Nan	Clark	Membership & Asst. Food Service Team Leader
TX	Lewis	Clark	Nail & bolt car operation Team Leader
TX	Jim	Titworth	Osier stock pen repair
TX	Charles	Bretschneider	Coach 0252 cover installation
TX	Marshall	Smith	Tool Car operation
TX	Mary Jane	Smith	Food Service
TX	Clyde	Putman	Idler flat restoration & assistance with DBG #859 rebuild
U.K.	David	Priddle	Caboose #0503 restoration
WI	Con	Slaviero	Milepost & Whistleboard maintenance

## BOOK REVIEW

*From the Dining Car: The Recipes and Stories behind Today's Greatest Rail Experiences*, St. Martin's Press, 2004, 289 pp. hard back.



This is the second book by author James D. Porterfield on the subject of dining cars and great recipes from noted chefs. The first book was reviewed in the Summer 2005 issue of the *C&TS Dispatch*. They are both great books and great fun to read. The Friends bought for resale some of the first volume, whereupon

Professor Porterfield sent a copy of the second work on railroad fare. This is well worth the read!

Chapter headings give the scope and depth of his favorite subjects: North American Private Luxury Trains—American Orient Express, Montana Rockies Rail Tours, The Royal Scotsman, and the Royal Canadian Pacific, among others. The chapter entitled “Private Varnish—Private Chefs” includes the Georgia 300, the Belle Vista, and a lot more.

The chapter on Diner Trains includes Café Lafayette, Great Smoky Dinner Train, Napa Valley, The Spirit of Washington, and many more. For the passenger railroads, he writes at length about the upgraded Amtrak. For example, beginning in 1995 food service went from plastic to a mirror image of the grand days of rail travel. In the last chapter entitled “From the Business Car,” he gives examples of BNSF Business diner, Montana Rail Link, and Christmas Dinner on the Union Pacific. This work also includes Appendices: Sources for Further Information, Sources for Specialty Items, and Recipe Index by Course. Finally there is an Index, photographs, dining car plans, and loads of wonderful-sounding menus.

In Acknowledgments he writes: “This book is a love song. Its composition began twelve years ago with the publication of my first cookbook (*Dining by Rail*) which is a social history with recipes.” The reader can quickly grasp his meaning with the combination of good history, vignettes of major Chefs associated with each chapter, and their recipes. This book is everything, and more, as the author promised. It is an excellent work.

—*Spencer Wilson, Friends Librarian and Archivist*

### RED PASSENGER COACHES AND THE C&TS

By *Vernon Glover*

During the winter of 2004-2005, the Cumbres & Toltec Scenic Railroad shops painted a number of the railroad's passenger cars in a rich shade of red. For some reason, when the cars emerged from their winter overhauls, the change in color gave rise to a flurry of comments and even criticisms. It seems that many people were not aware of the historic significance of red passenger cars in the history of the Denver & Rio Grande Railroad.

In general, historic information on early railroad car colors is fragmented and difficult to find. Nevertheless, D&RG historians have unearthed enough to confirm the use of a vivid “passenger car red” in the years before 1918. The color was further described as a half-and-half mix of caboose red (a bright red) and Tuscan red. Somewhere in this writer's collection is a paint chip from one of the old Railway Post Office (RPO) cars. One of the revealed colors is a vivid red that seems close to that described above. Lettering and striping were imitation gold leaf.

The red cars began to disappear following a company decision of September 6, 1918 to repaint passenger cars as they became due with the better known Pullman green

color. A cost savings of \$1.25 per car was claimed at the time.

Bright passenger car colors were customary in the early years of western railroading. In the early 1880s, when the Atchison, Topeka & Santa Fe RR entered New Mexico, its passenger cars were yellow. By the late 1880s, the standard color became maroon, set off with gold pin-striping and bright lettering. Many coats of varnish protected the finish.

So, colorful red passenger cars have a place in the history of the railroad that became the C&TSRR. Today's red cars are a reminder of days past when brightly colored passenger trains ran on the new rails in the Southwest.

Sources:

Danneman, Herbert, *Rio Grande Narrow Gauge Varnish - A Denver & Rio Grande Narrow Gauge Passenger Train Car Roster, 1871-1981*. Colorado Annual No. 25. Golden, Colorado: Colorado Railroad Museum, 2003.  
Hoffman, Dave, “HOn3 D&RG Style Coaches” in *Narrow Gauge & Short Line Gazette*, January 1977.  
John Maxwell.  
John Wheeler.

—*Friends member and library volunteer Vernon Glover resides in Albuquerque.*



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**President** (continued from page 3)

This balance I speak of also pertains internally to our Friends Family. As an incorporated 501(c)(3) non-profit organization, the Friends is officially seventeen years old. During this short history, we have become noted in the preservation community for our restoration efforts. Friend's members have demonstrated their ability to restore and preserve the historic fleet of rolling stock and structures along the railroad. We know how to scrape and paint boxcars and do it very well, and I commend our organization for this. As we go about our restoration duties, let us not forget that the Friends also have the responsibility of interpreting the history of the D&RG narrow gauge system and C&TS Railroad to our riders and the general public. Our docents do an outstanding job of being ambassadors for the C&TS. I for one hear a great many compliments for what this group does. However, this part of our mission cannot stop with the docent program. We have an active Interpretation Committee and in the months and years to

come this initiative will consume more of our time and resources. As members I ask that you all think about this and embrace these efforts. Now, this does not mean by any stretch of imagination that restoration projects are lessened. It does imply that we have more work to do in the area of interpretation and emphasis must be placed here.

Sports teams, whether football, baseball, or basketball, win on a consistent basis with balanced attacks. These teams have good offenses and solid defenses. If the Friends are indeed to elevate ourselves to the status of an elite historic preservation organization, we must be balanced in our dedication to the overall mission. There is no doubt in my mind we will get there and it will be through your support, hard work, and commitment that will allow us to succeed! As always, your efforts are greatly appreciated.

— Tim Tennant

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**MAD CITY RAILROAD SHOW**

*By Bob Boomsma*

During our first trip from Antonito to Chama on a gorgeous day last September, my wife, Sylvia, and I fell in love with the C&TS and decided to join the Friends. I was delighted to play a bit part to advance the C&TS by engaging docent Bob Hey to exhibit for the railroad at the large Mad City Model Railroad Show and Sale in Madison, Wisconsin, in February 2005.

During our trip from Antonito to Chama, we enjoyed listening to Bob Hey. I was impressed not only with Bob's knowledge of the route and the railroad's history, but also with his winsome, engaging manner. Visiting with Bob on the train, I learned that his home is at Brookfield, near Milwaukee and not far from Madison. After arriving at Chama, I suddenly got the idea (must have been the coal smoke and altitude) to ask Bob to consider exhibiting at the Mad City Model Railroad Show and Sale. Fortunately, I found him in the yard, and we exchanged e-mail addresses.

Bob said he once looked into exhibiting at Trainfest, the large show in Milwaukee each November, but the high cost of a booth dissuaded him. Because I am active in our local division of the National Model Railroad Association (NMRA), I quickly found out that non-profits exhibit at our show at no charge and passed along contact information to Bob, who promptly arranged to attend. Bob was able to use Friends' exhibit material, some of which has seen better days, but he did quite a bit of work himself to spruce up the exhibit. And it was much more than well received.

Bob Hey made the Friends exhibit at the Mad City show a big hit. He had pictures of Friends projects. He had litera-

ture to give away and not only about the C&TS, but also about vacation destinations in Colorado and New Mexico. He had a video going—and not too loud. His daughter Christine was working the booth with him. And like a pro, Bob was out front working the crowd that stopped or slowed to look at the exhibit. He told me he signed up one new member. The fine job that Bob and Christine did was recognized with the Friend's exhibit receiving Best Organization Display and Second Place for Exhibitors.

Even though Trainfest charges non-profits to exhibit, my impression is that most model railroad shows don't, at least those associated with the NMRA. The good shows have a variety of exhibits and sellers. These are not swap meets. Our show fills over 70,000 sq ft. There are twenty something operating layouts to view, as well as historical societies of various railroads and museums. Such shows are a good place for the Friends to exhibit. If you would like information on a train show near you, see the "Schedule of Events" in the bar on the left at [www.trains.com](http://www.trains.com). If you need help, please e-mail me at [bboomsma@chorus.net](mailto:bboomsma@chorus.net).

—Friends Member Bob Boomsma resides in Madison, Wisconsin.



*Bob Hey engaging a father and son at the railroad show. (Bob Boomsma)*

## Schedule of Friends' Events

### 2006 Volunteer Work Sessions

May 15-19, Session A  
May 22-26, Session B  
June 12-16, Session C  
June 19-23, Session D  
August 7-11, Session E  
August 14-18, Session F

### Annual Meeting

June 16

## FRIENDS WISH LIST

The Friends is seeking the following items. Any members or acquaintances who may be interested in donating any of these items, please call us in the Albuquerque Office at 505-880-1311 or e-mail Tim Tennant at [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org). Donation letters will be supplied for any donation valued in excess of \$250.

- Lap top computer
- Glass Display Case
- Small Concession Trailer
- Memorabilia, photos, library collections, and dining car china associated with the Denver & Rio Grande narrow gauge system, Colorado railroad history, and New Mexico railroad history.
- Table saw, 14" or larger
- Band saw, wood 14" or larger
- Band saw, metal, horizontal or vertical
- Thickness planer, 14" width or greater
- Jointer/planer 8" width or greater
- Shaper 3 phase preferred
- Drill press, 15" floor stand
- Drum sander open end 15" or wider
- Tools—open end wrenches 1" and larger, crescent wrenches 18" and larger, sockets-deep 8 point 1" and up, 1/2" and 3/4" drive, angle grinders 4 1/2" electric, circular saw-cordless 18 volt, drills-cordless 18 volt, wood chisels-1" and larger, augers-wood long shaft 3/4" and larger, drill bits 3/4" and larger, annular bits for Milwaukee Magnet Base Drill 11/16" and larger.



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

6005 Osuna Road NE  
Albuquerque, New Mexico 87109

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