



# C&TS Dispatch

Vol. 18 No. 4

WINTER 2005

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Friends of the  
Cumbres & Toltec  
Scenic Railroad  
2004 Annual  
Report included

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## PRESIDENT'S COLUMN

### *Railroading.....We Know It Don't Come Easy!*



As I was pondering the events that had developed on the C&TS from early November, I couldn't help but think about Ringo Starr's 1971 hit song *It Don't Come Easy*. Could we sum up railroading in general and especially the life of the Cumbres & Toltec Scenic Railroad any better. Indeed, we truly know it don't come easy!

After approximately six years of operating and managing the C&TS, the Rio Grande Railway Preservation Corp. (RGRPC) gave its notice on November 1, 2005 to terminate its management agreement with the C&TS Railroad Commission. The RGRPC, originally formed by the Friends as the entity to operate the C&TS, gave notice because of a lack of liability insurance coverage and insufficient appropriations to operate the railroad.

This news resonated through the communities of Chama and the San Luis Valley. It consumed the participants' discussion on the various chat boards that follow the C&TS and caused concern with Friends members. Needless to say,

it took a great deal of my time. I quickly learned that although we, the Friends, might not operate the C&TS directly, we must always keep an eye open and ear peeled to what is happening around us in this regard. With such news, comes fear of the unknown. What will happen next? Will the railroad operate in 2006 or ever again? Can we ever truly fix the C&TS? These are all very valid questions and people have a right to ask them.

Because Friends members are so passionate about the railroad and our mission, we probably have a little more heartburn than most when things like this hit us. It is also very disconcerting to the employees who rely on the C&TS for their livelihood as they live and breathe it everyday. As well, business owners in the area are affected by such news and no doubt are anxious about the future.

About the future, what can we say? I will speak to the fact that things are moving forward. As you might be well aware, the Commission has assumed the responsibility for daily operations of the C&TS. The shop crew in Chama went back to work on November 7<sup>th</sup> and is undertaking off-season maintenance on locomotives 484, 487, and 488. The Commission is covering this work, which is projected to cost \$450,000, out of the \$1 million New Mexico appropriation secured this past March. The Commission has had to address such issues as assembling a 2006 train schedule and implementing a new reservation system. Marketing and advertising will be a key area if the railroad is to have a successful year in 2006. These are all challenges as they represent tasks that were handled by RGRPC personnel in the past.

From the Friends point of view, we are moving forward with our 2006 work session plans. There is a great deal to be completed and we must continue on with these initiatives. The Friends and the C&TS need your help and continued support now more than ever. Please also understand that during this period of transition, we are being a resource to the Commission. We are providing advice when

See *President*, page 2



# C&TS Dispatch

*Friends of the Cumbres & Toltec Scenic Railroad*

*William Lock, Founder*

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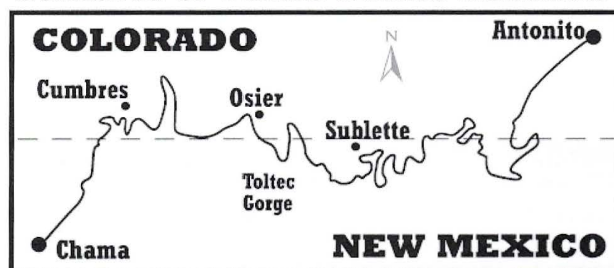
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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 (continued from page 1)

asked and helping where we can to assure that the 2006 season is a good one.

We can view these events as challenges but also as tremendous opportunities. Opportunities that just might help write a new chapter in the storied history of this railroad. I believe we could relate events of the present day to those during the period when the Denver & Rio Grande was actually building the railroad. Carving a right-of-way out of the mountainous terrain was a definite challenge but because there were opportunities that lay beyond the summit, these early track gangs forged ahead! And yes, these crews faced the unknown back in 1880 and indeed we are presented with some unknowns today in 2005.

So as we enter 2006, let us continue to fight the good fight. Let us do what we need to do to ensure our mission is fulfilled and the Cumbres & Toltec Scenic Railroad continues to operate. We know it don't come easy, but because of your dedication, we will succeed!

— Tim Tennant

## ELECTION PROCEDURES

In accordance with our bylaws, in this issue of the C&TS Dispatch we are publishing a description of our Board of Directors election procedures. Article Six of the bylaws provides that our members shall elect directors.

Nominations for election to the board are made by the nominating committee or by petition. The five (5) member nominating committee is appointed by the board, and its duty is to nominate qualified candidates for as many seats as are vacant. Additional candidates may be nominated by petition. A petition for nomination shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of three (3) voting members, brief biographical information about the nominee, and the nominee's statement of candidacy.

The board appointed the nominating committee at its meeting in Golden, Colorado, on Saturday, October 29, 2005. Interested candidates should contact any officer, director, or member of the nominating committee to express an interest in serving on the board. All nominations by petition must be received in our Albuquerque office by Thursday, March 16, 2006. Elections shall take place by written ballots that will be mailed by Thursday, April 27, 2006. To be counted, ballots must be received by our Albuquerque office by Thursday, June 1, 2006 (15 days before the annual meeting in Chama on Friday, June 16, 2006).

At its October 2001 meeting, the Board of Directors amended the bylaws to provide for the making of election rules and procedures. The board adopted a rule providing that the ballot for election of directors shall distinguish the slate of individuals nominated by the nominating committee from individuals nominated by petition.



# HISTORIC PRESERVATION — 2005

## ***The August Volunteer Work Sessions***

(All photos by Tom Cardin.)

### **RELOCATION FROM FT. KNOX TO ANTONITO CRF**

*Project Objective: Relocate Friends Material & Tools from Ft. Knox to the Antonito CRF*

*Session: E*

*Team Leader: Bill Kepner*

With the team leader and fourteen Friends helping, all Friends materials and tools were moved from "Fort Knox" to the new Antonito CRF.

*Project Status: Completed*

### **SUBLETTE SECTION HOUSE, COAL BUNKER AND SPEEDER SHED**

*Project Objective: Section house – support south external wall; survey flagstone foundation for rebuilding in 2006 (or later). Replace fascia piece on SE porch. Section house, bunk-houses – repaint upper exterior walls, trim paint upper fascia and soffits. Coal bunker – repaint roof with oil base paint. Speeder shed – re-roof, replace addition T & G siding pieces.*

*Session: F*

*Team Leader: Jim Herron*

**Section house** – On the south side of the house the original flagstone foundation, laid near the turn of the century, deteriorated due to the lack of adequate drainage. Some of the rock has crumbled but primarily the water has leached out the joint mortar, thus a significant bulge in the rear wall was created. Many years ago the railroad poured a concrete retaining wall outside of the foundation to keep the foundation in place. This did not, however, stop the deterioration and

settling of the house. The structure remained on the original rock foundation, the very large sill upon which the studs rest, thus the walls and roof still set on the rock foundation.

It was decided to use screw jack posts to take some weight and stress off of the sill. It was necessary to use a jack hammer to notch out areas large enough for the several posts. Next year four or five more posts need to be installed. The aim is to remove all of the structure weight from the flagstone foundation on the south side. The ultimate solution is to rebuild the foundation with rock and mortar from the inside after the building is stabilized and the drainage problem solved.

Two floor joists were cut in the past in order to install a cast iron sewer pipe. It would be desirable to remove the cast iron pipe and replace the two floor joists to fully support the floor. It would be necessary to check if this can be done, because the sewer pipe was originally put in by the Rio Grande during the historic period. It was also found that four studs that support the rear wall were rotted where they engage the sill. Sleepers were scabbed onto the side of the rotted studs to give support.

**Coal Bunker:** The entire structure was repainted several summers ago with water based latex paint. There was a lot of paint damage where snow sits on the roof for long periods. The roof was scraped and spray painted with an oil base primer. There was not enough time to put on a finish coat. That will have to be done in 2006.

**Speeder Shed:** This speeder shed, a rather unique and historical feature of the railroad, is actually a half of a very early wood standard gauge boxcar. A new roof was installed using tongue and groove sheathing nailed to the 1 x 8's and 1 x 6's of the original rafters. Roofing felt was placed on top of the new wood and rolled roofing nailed in

place. The rolled roofing was then folded over the edge and nailed onto the fascia. Earlier a few pieces of broken and rotted siding were replaced in several locations.

*Project Status: Ongoing*

### **CAR SHOP**

*Project Objective: Nail down and repair any loose and damaged tin on the car shop roof. Clean roof and coat with silver trailer roof paint.*

*Session: F*

*Team Leader: John Cole*

Scaffolding was installed along with roof jacks. Loose nails were reset and new nails added where necessary. Bent, missing, or damaged roof tin was repaired. Holes were patched. The roof was cleaned with air pressure and Henrys 220 roof coating was applied to the entire roof with 3 knot brushes. After the coating dried any problem areas were touched up. The roof jacks and scaffolding were removed and the area was cleaned.

*Project Status: Completed*

### **CUMBRES RESTORATION PROJECTS**

*Objective: Complete installation of new floor framing and plywood sub-floor in the car inspector's house*



*John Cole and Chris Trunk paint the roof of the car shop between thunder showers.*



*begun in 2004. Reconstruct the well house. Restore surviving outhouse and reconstruct frame of associated animal pens, well house, coal bin and the snow shed that connected them.*

*Sessions: E and F*

*Team Leader: Dave Ferro*

Installation of new floor framing and the plywood sub floor in the car inspector's house, which was started in 2004, was completed. The rear door threshold was sloped to drain properly and coated with wood preservative. The grade at the rear of the building was modified to conduct storm water away from the building.

The well house on the depot side of the road was completely reconstructed and placed over the stone-lined well. Board-and-batten wall construction was used to remain historically correct. All other aspects of the construction matched the original structure as closely as possible. The walls and roof framing were prefabricated near the car inspector's house and transported by truck to the site for final assembly. Galvanized steel roofing was applied over roofing felt. Special attention was given to drainage around the well house to try to ensure that melting snow and rain will run around and down the hill away from the structure.

Work was started on reconstruction of outbuildings that once stood immediately behind the car inspector's house. Last year the outhouse and a major portion of a contiguous animal pen remained substantially intact. These structures were to be retained, repaired and connected to the car inspector's house by the framework of the snow shed and other ancillary structures. Unfortunately, heavy snow load this year caused collapse of both structures. Portions of the outhouse were salvaged and stored in the car inspector's house, but substantially more replacement of damaged and deteriorated material will be required than initially anticipated. The outhouse was somewhat unique in that it had accommodations for two adults at one time and

a lower unit for a child's use. There was no pit as normally used, probably because of the close proximity to the stone-lined well. Instead, there was a trap door at the bottom of the rear wall that was used to clean out the waste periodically. Also being reconstructed are animal pens, the well house, coal bin and probably the last structure originally built – the snow shed that connected all of these structures. Only the framework of the outbuildings is being reconstructed as an interpretive device. At this time, it is not intended that the siding and roof will be installed. Before this year's work was wrapped up, a series of diagonal cross-braces were installed to prevent damage to the incomplete framing from winter snow drifts.

*Project Status: Ongoing*

## **CUMBRES HISTORIC MARKERS**

*Objective: Fabricate and install markers to show the location of four historic structures at Cumbres Pass: the station, bunkhouse, water tank, and covered turntable.*

*Sessions: E and F*

*Team Leader: Laura A. Kammerer*

The markers are simple in design to suggest the foundation features of each structure. Each set of markers is slightly offset from the original location of the structure to avoid disturbance of archaeological remains of the original structure. Markers at the log bunkhouse and the sites of the depot and the turntable are in place. Forms remain to be stripped at the depot and turntable sites. More work is needed at the water tank site. The team undertook excavations to confirm the location of the tank. Additional markers remain to be cast and final grading is needed to bring the surrounding grade flush with the tops of the concrete markers. Finally, each of the markers is to be painted the same neutral color. Discussion is ongoing about the type of signage to be installed. There is strong feeling

that signage that can be read by train passengers is needed at each site. A decision on this is expected during the coming year.

*Project Status: Ongoing*

## **TELEGRAPHPHONE BOOTHS**

*Project Objective: Complete restoration of the Los Pinos and Mud Tunnel booths, paint both booths, and place them in location.*

*Session: F*

*Team Leader: Don Juergenson*

The restored Los Pinos and Mud Tunnel booths were transported from Antonito. The Los Pinos booth received an entirely new foundation and floor. A couple of boards were replaced. It was decided because of a lack of material to use as much of the old planking as possible and to caulk as much as possible. The roof had been replaced, probably a couple of years ago. This booth received all new



*Bob Tower scraping old paint from the Mud Tunnel Telegraphphone booth.*



trim on the bottom. A new door was made because it arrived in Chama without one.

The Mud Tunnel booth was in reasonably good condition. However, as usual, the bottom had rotted out so a new foundation and floor were constructed and installed. Half of the roof rafters were replaced and a new roof was put on. Both booths were given a primer coat of paint and a yellow final coat.

With the final placement of the Los Pinos and Mud Tunnel booths full restoration of all of the telegraphophone booths on the entire line is complete.

*Project Status: Completed*

## OIL HOUSE BRICK POINTING

*Project Objective: Remove deteriorated and damaged brick mortar from the oil house and replace it with fresh mortar.*

*Session: E*

*Team Leader: Colleen Wilson*

This project was begun in 2004. An assessment of the mortar work done in 2004 indicated it was holding up very well with no problems detected.

A "recipe" was created for the mortar mix used on this project. It includes very fine screened cinder to give it a darker color when dried to blend in with the existing mortar. The same process that worked well in 2004 was continued in 2005. Old mortar that needs to be replaced is chiseled and scraped from between the bricks. Only deteriorated mortar is removed as necessary, leaving mortar that is still good. Cement caulk is applied where needed for deep damage repair prior to applying mortar over the top of it. New mortar is prepared and applied to newly cleaned areas. Excess mortar is best cleaned off with a wet sponge.

Substantial progress on pointing the oil house was made during this work session.

*Project Status: Ongoing*



*Colleen Wilson, Mathew Eskender and Laura Eskender pointing brick on the Oil House.*

## SHORT REEFER 55

*Project Objective: Continue complete exterior restoration of short reefer 55 to roadworthy condition.*

*Session: E*

*Team Leader: Randy Worwag*

Work continued on reconstruction of the short reefer. Some materials ordered for the session did not arrive; alternate work was accomplished. Work consisted of repairing car siding in the area of the end sill grab irons, installing those grab irons, installing knuckle-pin lifter levers, running retainer pipe from triple valve to end sill, completing holes in car siding for stirrup steps, installing left side door latch, center hinges, and replacing incorrect fasteners on right side door.

The handbrake rod, chain roller, and brake staff stirrup were installed. The railroad shop cut a new key-way for the ratchet in the brake staff as the original one was not suitably located for use on a refrigerator car. The brake staff was temporarily installed on the car. It cannot be permanently located without the ice platforms in place. A replacement, temporary ice hatch cover was also fabricated.

The left and right side-sills and floor in the area of the side doors were in poor condition. The sills are an integral part of the car and would be very difficult to replace. An epoxy material, Liquid Wood, was used to fill

in portions of the sills and missing floor boards under the door thresholds. Large holes and missing wood were filled with a mixture of epoxy and sawdust and tamped into place. These areas are completely hidden after the thresholds are installed. Without good material under the thresholds, they cannot be securely fastened in place. After curing, the areas were sanded down level to accept the threshold plates. These areas and other areas on the car were primed with paint.

*Project Status: Ongoing*

## CONVERT CAR 05635 TO CABOOSE

*Project Objective: Complete rebuild to caboose for future revenue passenger service, especially charters and special trains*

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

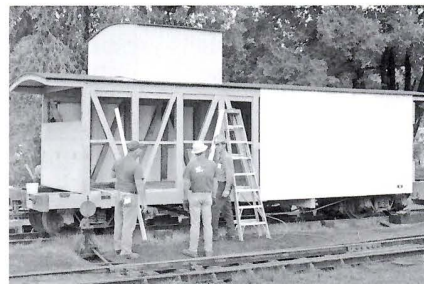
*Team Leaders: Sessions C and D –*

*Don Bayer and Bob Tully*

*Team Leader: Sessions E and F – Don Bayer*



*Caboose 05635 ready for siding.*



*Siding near completion on caboose 05635.*



Following significant preparatory work in 2004, major progress was made in conversion of car 05635 to a caboose similar to the original D&RG cabooses of the 1920s, some of which were converted from boxcars.

The cupola was constructed. It will have two fixed windows in both the front and rear. The two windows on each side will open.

As this was an all-wood car, under today's rules it could not be operated within a steel frame car consist, but always had to be at the end of the train. To provide the railroad with much more flexibility in the use of the car the wooden center sills were replaced with two 4" x 6" rectangular high-grade steel beams. This will allow the car to be used within a steel car consist, not necessarily at the end of the train. Each beam was inserted through the slightly less than 5" x 8" holes in the cast steel bolsters, where spacers, shims, and blocks of steel were welded on top of each beam to prevent any lateral or horizontal movement. Steel cheek plates for coupler placement were fabricated and holes drilled to affix them to the new steel center sills. Brake rigging, air reservoir and other underside parts were reinstalled. Welding was accomplished by John Cole.

The rubber roofing, which protected much of the car last winter, was glued to the roof of the car and the cupola. Two by eight fir lumber was cut to length, ship lapped and nailed in place to form the sub-floor which will be covered with oak flooring. Each board had to be custom fit to the six sills to accommodate the center sill blocking, rivets, bolt heads and slight differences in sill heights.

Nearly all of the frame was covered with oil base primer as were all sides of the new siding. Three quarter inch thick, mostly clear T & G poplar siding was nailed in place on both sides. The window framing at three locations on each side was sided over

and the ends of the car as well as the ends of the cupola were temporarily covered with primed plywood. Other than the end sills and the sills in the end platform areas, all of which are primed, the car was enclosed for winter storage. Three 24 inch wide doors made with poplar, two ends and one internal, each with windows were stored for future installation. These doors were constructed in Colorado Springs by Roger Briggs between sessions.

*Project Status: Ongoing; target year for completion is 2006, if possible, including leaf-spring trucks which will be constructed.*

**Editor's Note:** *The conversion of car 05635 to a caboose is a unique and ambitious project for the Friends. The description above highlights major work that was done during the 2005 work sessions. A complete description of this project including the background leading to its initiation and*



*Dave Sands watches as his grandson, D.J. Sands, tightens a U-bolt on the idler car.*

*additional details of the conversion process throughout the 2004 and 2005 work sessions will appear in the Spring issue of the Dispatch.*

## **PIPE TRAIN IDLER CAR**

*Project Objective: Rebuild and make Flat Car 6746 serviceable and put into a Pipe Train*

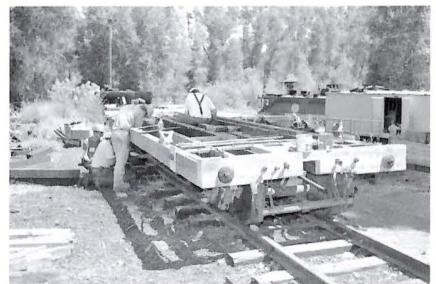
*Sessions: C, D, E, F*

*Team Leader: Sessions C and D – Tony Kassin*

*Team Leader: Sessions E and F – Roy Blizzard, Jr.*

Session C work on idler car 6746 started on Monday morning. The car was together but in very bad condition. The team of eight dismantled the deck, outside sills, one end sill, one coupler and one intermediate sill by noon. Disassembly continued through the week, with a lot of metal work. Bolsters were rusted together and many nuts had to be torched or cut off.

Work slowed during the week because the lumber required to start reconstruction was delayed. The team located some lumber and was able to replace one center sill. Teardown continued with removal of the trucks and disassembly of the bolsters. At this point the team had a car that did not look much like a car, held together with one center sill and a splice block on each end. Both bolsters were still attached but only the bottoms – the tops were off and the rigging was still



*Pipe train idler car near ready for decking.*



there along with the truss rods and the needle beams. It appeared that the needle beams may be the only original parts on this car when it is finally rebuilt. Everything else will have either come from another car or be new lumber. At the end of session C it was not even a real frame and it was pretty much apart.

The lumber arrived over the weekend between sessions C and D. The center sills were back in completely and one intermediate sill was back in by the end of session D.

During session E end sills and buffer blocks were fabricated and installed. Grab irons and short ladders were installed. Cosmetic side and end pieces were installed to accurately represent the historical cars. The car was raised and trucks were installed. The trucks were quite rusted and required a fair amount of TLC to create new bumper blocks and a thorough greasing of the contact surfaces.

Structurally, the needle beams were determined to need replacement so the team made new needle beams that were exact copies of the originals. The plumbing underneath the car was removed, the new needle beams were installed, and the plumbing was replaced.

The idler cars all use a piece of railroad track along the side of the car to give more stiffness to handle the heavy pipe loads. The crew successfully installed the stiffening track on both sides of the car. The car's exposed beams were sprayed with a 50/50 mixture of linseed oil and paint thinner to help preserve them.

In session F the stiffeners were reworked into the floor decking as on the other cars. The second intermediate sill, drive sills, and end sills were replaced. All hardware was reinstalled along with a new deck. A coat

of 50/50 mixture of boiled linseed oil and paint thinner was applied to all of the wood. The car is ready for painting and lettering. This car is a complete rebuild with all new wood and some new metal.

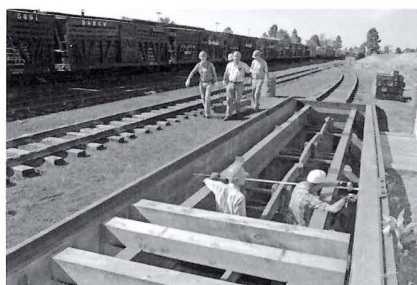
*Project Status: Completed*

## MISCELLANEOUS REPAIRS

*Project Objective: Minor repairs to rolling stock including rebuilding boxcar doors and other miscellaneous repairs.*

*Team Leader: Sessions D and E – Geof Gordon*

During session D a side door that was already in progress for boxcar 3592 was completed. This door



*The miscellaneous repairs team set ties on the scale in preparation for temporarily covering the pit.*



*Dan Robbins and John Ruhr working on sill of car 3553.*

followed the original style frameless door of 1903 when the 3000 series were constructed. The only steel on the edges is a runner on the door bottom. One door from “cook car” 3483 was also rebuilt. Boxcar doors for the 3000 series are found in both steel framed and frameless configuration as not all were rebuilt during the 1926 rebuild of 750 cars.

Because several people could not attend, three small teams were combined under Geof Gordon for session E, bringing the miscellaneous team to a total of six. The door completed during session D was hung on boxcar 3592. A new door was also built and hung on the opposite side of this car. Outside screens were installed on bunk car 04407. A leak in the Friends paint car was repaired.

As a temporary safety measure the open scale house pit was covered with plywood, nailed to ties placed on the scale frame work. A mixture of linseed oil and paint thinner was applied to the walkway and hand rails of the Chama bridge.

Old linoleum in the night watchman's house bathroom was removed, the floor was leveled as much as possible, and new linoleum installed. The kitchen counter was also recovered. The bunk room closet was rebuilt to provide additional space within the room. Several boards that had become tripping hazards were replaced on the Chama depot deck. A door was relocated in the Docents/Chroniclers office to reduce noise in the railroad's ticket and reservation office.

Team Leader Geof Gordon spent Wednesday in Antonito helping move materials and tools from Fort Knox into the new Antonito CRF.

*Project Status: Complete*



## BOXCAR 3553

*Project Objective: Reconvert one of the early 1970 concession cars, 451, to its original 1926 configuration as 30 foot, 25 ton, Class 8 boxcar 3553 for museum display.*

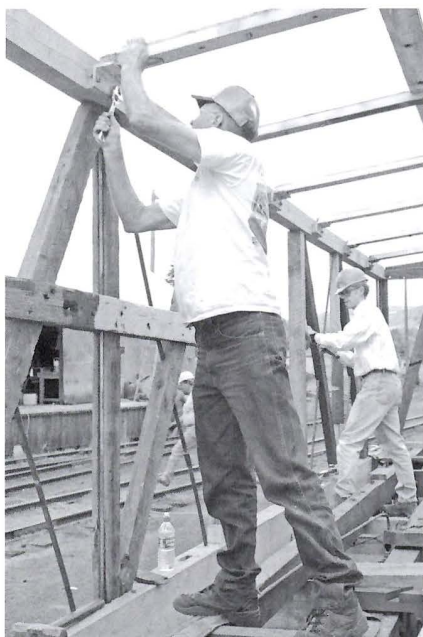
*Sessions: C, D, E and F*

*Team Leader: Sessions C and D – John Engs*

*Team Leader: Sessions E and F – Mike Wissler*

This car was one of 22 rebuilt in the early 1970's by the C&TSRR for passenger service. When re-conversion is completed the boxcar will be used as a traveling museum and interpretative display car, available for special events in Chama, Cumbres, Osier and Antonito, and perhaps on the line on some special charter freight car consists.

Initial work had begun on the car in 2004. In 2005, Session B began removal of hardware. Session C completed removal of hardware. A



*Bob Lenicheck and Wendell Schweitzer setting roof ribs on car 3553.*



*Jim McGee, Michael Camara, and Bob Michel strap down pipe in the display gondola.*

major task was removal of the Murphy roof. The team documented its methods for removal. Upper sills had significant water damage and new sills were fabricated. Lower sills also required replacement due to water damage, primarily resulting from water leakage at the windows that were installed when the boxcar was converted to a concession car. Several panels of the Murphy roof also need to be replaced due to rust. Replacement parts are available.

Session D work included installation of the upper and lower sills along with vertical and angled tie rods on one wall and installation of the lower sill, vertical members, and tie rods on the other wall. The second upper sill was ready to install. Four sidewall vertical posts and four door points were fabricated from scratch. All vertical tie rods were cut and threaded and angled tie rods were welded together from old rods and threaded.

The Session E and F teams fabricated and installed new end sills. Framing of both walls was completed. As many diagonal truss rod castings as possible were salvaged. New diagonal truss rods were fabricated as needed and truss rod installation was completed. Roof rafters were installed. Wall studs, truss rods, and end rafters were installed on both ends. The belt line was installed around the car using some old pieces and fabricating some new pieces. Installation of the wood roof and exterior end siding was

completed. Floor planking and exterior side siding was started.

A new needle beam was fabricated and installed. Brake hangers were installed on the end sills. The mechanical brake and brake pipe were installed. Several repairs were made to the brakes, including a new tee for the conductor's air gauge, replacement of a bad section of pipe, and a brake hose. The retainer valve was installed and the brakes were tested. A few deficiencies were noted and corrected. Couplers were installed.

*Project Status: Ongoing*

## PIPE TRAIN LOAD

*Project Objective: Fabricate and install a dummy pipe load on two gondola cars.*

*Session: F*

*Team Leader: Jim McGee*

Pipe gondola 1557 was loaded. Four 4x6 blocks were used full width on the floor to support the load. The pipe was loaded with a fork lift and laid in the car in a pyramid with six pipes on the bottom. The pipe was banded together in four places. Three chains were also put around the pipe and anchored to the floor. For security reasons, the chain was bolted to the top pipe with counter sunk allen head bolts held with Lock-Tite. The "S" hooks were welded together on the bottom and the chain also was welded together in two places.



The team did additional work by installing a complete new walkway on boxcar 3254. The whole roof of the car was painted including the new walkway. Half of the roof on boxcar 3584 was also painted. The team also assisted with the caboose rebuild and with the box car conversion to the museum car.

*Project Status: Completed*

## CHAMA YARD LANDSCAPING

*Project Objective: Keep flowers and foliage around the Chama Depot attractive.*

*Sessions: E and F*

*Team Leader: Alta Berkstresser*

The team continued improvements to the landscaping around the depot and the new walkway down from the street. The area is looking very pretty due to the many varieties of flowers that had been planted in earlier sessions. The landscaping crew slaved in the hot sun removing an amazing amount of weeds and left the flower beds looking quite spectacular.

*Project Status: Major work completed, ongoing care required*

## FREIGHT CAR LETTERING

*Objection: Letter cars painted during work session C and D*

*Sessions: E and F*

*Team Leader: Richard Caldwell*

Cars previously renovated and/or painted and lacking only lettering were lettered during Sessions E and F. In all cases, the lettering crew consulted old drawings and specifications in order to create helpful and accurate lettering. Lettering is not without its hazards, however. While lettering high-wall gondola 1648 a nest of wasps objected to all the attention. A local beekeeper was summoned to remove the nest and work continued. Several significant rainstorms occasionally interrupted lettering but no damage to the new lettering was noted.

During Session E pipe gondolas 1557 and 1648 and box car 3591 were lettered. During Session F flat car 6755, drop side gondola 774, tank cars



*Sandra Bigsby and Jean Lee lettering gondola 1557.*



*Charlie Hunter stenciling tank car.*



*Nan Clark flippin' burgers for Wednesday's lunch in the Chama yard.*

12739 and 12757, and sheep stock car 5841 were lettered. Reefer 157 remains to be lettered in 2006.

*Project Status: Ongoing*

## PILE DRIVER OB

*Project Objective: Restore/reconstruct pile driver OB*

*Session: Special four day session October 14 through 17. (Work sessions on Pile Driver OB are held in Colorado Springs the first and third weekends of every month, weather permitting.)*

*Team Leader: Roger Briggs*

Four days of continuous work provided major accomplishments in reconstruction of OB. New mast beams were prepared for assembly. The beams were beveled to closely fit the steel guide plates that fit over them. Thirty-four holes were drilled for the bolts that hold the plates in position. The beams were treated with five coats of linseed oil and turpentine for protection. The only major task remaining before assembly of this major portion of OB is grinding of bevels in the steel plates to allow the cone shaped bolt heads to fit flush.

The second major area of work was erecting the side walls of the hoist house. Work had previously begun on the "east" wall. The "east" wall structural framing was completed and the wall was hoisted into position. Work began on the "west" wall which is significantly more difficult because it contains mortises for the supports of the horizontal worm gear that is part of the hoist mechanism. Mechanical calculations and photographs taken before disassembly were used to determine the mounting location. The sills and vertical members of the "west" wall were cut and treated with the linseed oil and turpentine mix. The session ended before the wall could be assembled. It will be assembled at the next work session.

*Project Status: Ongoing*

## SUPPORT SERVICES

The volunteers in the E and F sessions depended on the support of many groups. The support services and the team leaders are listed below.

Work Session Leader: George Mattson  
 Work Session Preparation: Roger Briggs, Don Metzler  
 Work Session Closedown: Tim Bristow, Roger Briggs  
 Registration, Administration: Louise Mattson, Lyla Howell  
 Tool Car Operation: George Mattson  
 Nail and Bolt Car Operation: Les Clark  
 Food Preparation: Mary Cardin  
 Carpentry Shop and Material Supply: Roger Briggs  
 Project Reporting and Documentation: Ted Smith  
 Chroniclers: Sharon McGee, Ted Smith



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

State	Last Name	First Name	Project Assignments	IL	Jameson	Matthew	Short reefer #55 restoration
AZ	Mattson	Louise	Registration and administration	KS	Link	Forest	Cumbres historical marker installations
AZ	Schweitzer	Wendell	Car #451 reconversion & Antonito shop relocation	KS	Beck	Floyd	Car #451 reconversion to car #3553
AZ	Mattson	George	Work Session Leader	KS	Miller	Phil	Chronicler
AZ	Metzler	Don	Tool Car Team Leader	MO	Guinn	Forrest	Cumbres historical marker installations
AZ	Metzler	Mary	Food Service	MO	Garnier	Dick	Minor repairs to car doors, siding, etc.
CA	Jensen	Christin	Car shop roof painting	MO	Garnier	Karen	Cumbres historical marker installations
CA	Barbour	Bill	Car #451 reconversion to car #3553	MO	Garnier	David	Cumbres restoration projects
CA	Ross	Ronald	Car #451 reconversion to car #3553	MT	Tompkins	Dorene	Chronicler
CA	Yarborough	Patricia	Membership promotion	NJ	Blizzard Jr	Roy	Pipe train idler car restoration Team Leader
CA	Parks	Daniel	Cumbres restoration projects	NJ	Goin	Robert	Pipe train idler car restoration
CA	Parks	Lee	Cumbres restoration projects	NM	Samuels	Jay	Short reefer #55 restoration
CA	Bigsby	Sandra	Freight car lettering	NM	Cardin	Mary	Food service Team Leader
CA	Parks	Randy	Cumbres restoration projects	NM	Howell	Lyla	Registration & loco cab painting
CA	Robbins	Dan	Pipe train idler car restoration	NM	Sons	Richard	Cumbres restoration projects
CA	Bunte	Howard	Exhibit planning & design	NM	Uhland	Paul	Car #451 reconversion to car #3553
CA	Shaw	Terri	Exhibit planning & design Team Leader	NM	Lee	Jean	Freight car lettering
CA	Tobias	Harry	Tool car operation & Antonito shop relocation	NM	Harman	Lawrence	Tool maintenance & repair
CA	Cole	John	Car shop roof painting	NM	Irvin	Charles	Antonito shop relocation
CA	Robbins	Becky	Food Service	NM	Howell	Richard	Short reefer restoration & Antonito shop relocation
CA	Eskender	Matthew	Oil house brick pointing	NM	Sons	Marjorie	Cumbres historical marker installations
CA	Wilson	Brooks	Car #05635 conversion & Antonito shop relocation	NM	Bayer	Donald	Car # 05635 Team leader & Antonito shop relocation
CA	Eskender	Laura	Oil house brick pointing	NM	Hanscom	Russ	Pipe train idler car restoration
CA	Wilson	Colleen	Oil house brick pointing Team Leader	NM	Lee	David	Night watchman's house & other misc. repairs
CA	Bigsby	Charles	Short reefer #55 restoration	NV	Bettalico	Spero	Chama yard landscaping
CA	Wissler	Mike	Car # 451 Team Leader & Antonito shop relocation	NV	Smith	Ted	Project reporting & documentation
CA	Ross	Dick	Exhibit planning & design	NY	Schechter	Samuel	Minor repairs to car doors, siding, etc.
CO	Kepner	Bill	Relocation from Ft Knox to CRF Team Leader	OH	Detwiler	George	Night watchman's house & other misc. repairs
CO	Bristow	Tim	Car #451 reconversion to car #3553	PA	Schoff	Clifford	Car #451 reconversion to car #3553
CO	Ross	Andy	Exhibit planning & design	PA	Kammerer	Laura C	Cumbres historical marker installations
CO	Gordon	Geof	Minor repairs Team Leader & Antonito shop relocation	TX	Scott	Linda	Chama yard landscaping
CO	Briggs	Roger	Carpentry shop & material supply Team Leader	TX	Schoen	Robert	Freight car lettering
CO	Mead	Eric	Idler car restoration & Antonito shop relocation	TX	Frisbee	Jo Ann	Chama yard landscaping
CO	Worwag	Randy	Short reefer #55 restoration Team Leader	TX	Sargent	Ben	Freight car lettering
CO	Gordon	Nancy	Food Service	TX	Morse	Mike	Cumbres restoration projects
CO	Caldwell	Richard	Freight car lettering Team Leader	TX	Scott	John	Minor repairs to car doors, siding, etc.
CO	Graham	James	Car #451 reconversion to car #3553	TX	Clark	Lewis	Nail & bolt car operation
CO	Widrig	Don	Chronicler	TX	Frisbee	Don	Pipe train idler car restoration
CO	Pratt	Bill	Car #05635 conversion & Antonito shop relocation	TX	Clark	Nan	Membership & assistant food service Team Leader
FL	Whelan	Rod	Tool car operation	UT	Ruhr	John	Pipe train idler car restoration
FL	Whelan	Mary	Food service	WA	Seelye	Dick	Relocation from Ft Knox to CRF
FL	Ferro	David	Cumbres restoration projects Team Leader	Australia-			
FL	Earle	James	Relocation from Ft Knox to CRF	NSW	Boardman	Terry	Car #05635 conversion & Antonito shop relocation
FL	Kammerer	Laura A	Cumbres historical marker installations Team Leader				
GA	Hixon	Genie	Food service				
GA	Hixon	Curtis	Membership promotion				



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

State	Last Name	First Name	Project Assignments				
AZ	Metzler	Don	Tool Car Team Leader	NM	Gonzales	Marty	Chronicler
AZ	Horejsi	Ronald	Carshop roof painting & speeder repair	NM	Irvin	Charles	Carpentry shop & materiel
				NM	Cardin	Mary	Food service Team Leader
AZ	Robertson	Kevin	Carshop roof painting & speeder repair	NM	Charnley	Ruth	Sublette section house repair & painting
AZ	Mattson	Louise	Registration and administration	NM	Kassin	Tony	Pipe train idler car restoration
AZ	Mattson	George	Work Session Leader	NM	Davies	George	Cumbres historical marker installations
AZ	Schweitzer	Wendell	Car #451 reconversion to car #3553	NM	Smith	Tim	Chronicler & Antonito shop relocation
AZ	Metzler	Mary	Food Service				
CA	Lenicheck	Rob	Car #451 reconversion to car #3553	NM	Uhland	Paul	Car #451 reconversion to car #3553
CA	Tower	Richard	Telegraphphone booth restoration	NM	Hanscom	Russ	Car #451 reconversion to car #3553
CA	Juergenson	Don	Telegraphphone booth restoration				
			Team Leader	NM	Gonzales	Mary	Cumbres restoration projects
CA	Sutkus	John	Car #05635 conversion to caboosse	NM	Bayer	Donald	Car #05635 conversion to caboosse Team Leader
CA	Wissler	Mike	Car #451 reconversion to car #3553				
			Team Leader	NV	Jacobs	Bill	Pipe train idler car restoration
CA	Parks	Daniel	Cumbres restoration projects	NV	Smith	Ted	Project reporting & documentation
CA	Parks	Randy	Cumbres restoration projects	OH	Gahn	Paul	Sublette section house repair & painting
CA	Parks	Lee	Cumbres restoration projects				
CA	Cole	John	Carshop roof painting & speeder repair	OH	Puckett	Gene	Sublette section house repair & painting
CA	Jensen	Christin	Carshop roof painting & speeder repair				
CA	Knoesel	Herbert	Depot wire, speeder repair & caboosse construction	PA	Kammerer	Laura C	Cumbres historical marker installations
CA	Tower	Caroline	Food Service	PA	Michel	Bonnie	Roof walk repair & roof painting
CO	McGee	Sharon	Chronicler	PA	Michel	Bob	Car roof walkway repairs & caboosse construction
CO	Bristow	Tim	Car #451 reconversion to car #3553	PA	Trunk	Chris	Carshop roof painting, speeder repair, & bird house rehab.
CO	Berkstresser	Alta	Chama yard landscaping Team Leader	RI	Camara	Michael	Pipe train load & caboosse construction
CO	Hillegas	Cathy	Cumbres restoration projects				
CO	Berkstresser	George	Wood preservative application	TX	Clark	Nan	Membership & assistant food service Team Leader
			Team Leader	TX	Putman	Clyde	Sublette section house repair & painting
CO	McGee	Jim	Car roof walkway repairs & car #451 reconversion	TX	Scott	Hugh	Freight car lettering
CO	Caldwell	Richard	Freight car lettering Team Leader	TX	Sands	DJ	Pipe train idler car restoration
CO	Hillegas	Skip	Cumbres restoration projects	TX	Clark	Lewis	Nail & bolt car operation
CO	Richter	Don	Cumbres historical marker installations	TX	Sands	David	Pipe train idler car restoration
CO	Briggs	Roger	Carpentry shop & material supply	TX	Scott	Billie R	Food Service
			Team Leader	TX	Foster	Bonnie	Food Service
FL	Whelan	Rod	Tool car operation	TX	Foster	Hoyt	Freight car lettering
FL	Kammerer	Laura A	Cumbres historical marker installations	TX	Barsachs	Edwin	Sublette section house repair & painting
			Team Leader				
FL	Ferro	David	Cumbres restoration projects	UT	Herron	Lynne	Cumbres historical marker installations
			Team Leader	UT	Herron	Jim	Sublette section house repair & painting Team Leader
FL	Earle	James	Car #05635 conversion to caboosse	UT	Herron	Jamie	Sublette section house repair & painting
FL	Whelan	Mary	Food service				
MN	Johnson	Dale	Pipe train idler car restoration	VT	Hunter	Charlie	Freight car lettering
MT	Tompkins	Dorene	Registration and administration	WA	Seelye	Dick	Sublette section house repair & painting
NJ	Goin	Robert	Pipe train idler car restoration				
NJ	Blizzard Jr	Roy	Pipe train idler car restoration Team Leader				
NM	Charnley	Bruce	Sublette section house repair & painting	Australia -			
				NSW	Boardman	Terry	Car #05635 conversion to caboosse



## LOOKING FORWARD, 2006 WORK SESSIONS

The Friends are well into planning the 2006 summer work sessions. We have over 60 projects to provide an increasing number of volunteers with a large selection of car and structure preservation work, as well as projects to educate visitors and provide interpretation of various historic features of this great railroad. We have proposed a number of significant projects that require team leaders, folks who are willing to spend some advance time planning for the number of other volunteers, estimating materials, supplies and equipment needs, and leading the project during one or more sessions. Without more leaders we can not accomplish projects selected to maintain and enhance the property and all its historic assets.

The following projects that the Friends would like to undertake in 2006 do not have leaders. If you have an interest in one or more of these, or would like to lead some other project please contact Bob Tully, Chairman, Project Committee at [bobtully@att.net](mailto:bobtully@att.net) or phone 303-428-2322 or mail to 8305 Charlotte Way, Denver, Colorado 80221.

1. Replace foundation of the Log Bunkhouse in Chama.
2. Repair part of the large timber foundation and a small portion of the siding of the snowshed at Cumbres.

3. Work inside the new CRF in Antonito to replace one sidesill and repair other parts of Cook Car 053.
4. Install water and sewer lines and three fixtures in the Antonito CRF during May.
5. Fabricate and install faux missing parts on the display locomotive in Antonito.
6. Install two 28 foot aluminum flagpoles in Chama.
7. Conduct a detailed survey of Derrick OP for future restoration.
8. Assist in sandblasting and painting the Jordan spreader OU.
9. Construct a large kiosk in the parking lot at Cumbres – two leaders are needed: one on the concrete and rock work teamed with one to work on the wooden structure.
10. Refurbish end rails and interior of the Richardson (Hinman) car and install display materials.
11. Construct shelves, boxes, crates, large and small frames for interpretive displays.
12. Prepare large routed signs.
13. Restore stock car 5600.
14. Repair section house roof at Osier.
15. Repair/replace telltales at Mud and Rock tunnels.

The Friends would also like to increase project work in May and August, thus asking team leaders to consider scheduling their projects for these four work sessions. We would like to maintain about 125 people in June, Session C, as it was last year and increase numbers in other sessions. Our cook car crew will have a hard time preparing lunches and providing the great services you have experienced if we have more volunteers than they can handle. Also with over 125 volunteers during one week, our tool supplies run short and the carpenter shop in Chama becomes overloaded.

We are also looking for volunteers who can not participate in a work session on the railroad property but who might work on projects at home. For example, the Friends have many written projects, accomplishments, or progress reports that should be put on computer files so that they could be readily available and better used by the membership. There is also some carpenter work, such as building photo or other display frames that could be accomplished off site at any time of the year.

Please feel free to contact me regarding any proposed project, including one you would like to see accomplished sometime in the future.

– Bob Tully



## SOME THOUGHTS REGARDING DISPLAY TRAINS

By George Swain

Here are some thoughts regarding display trains, with the C&TS in mind. Yes, I know the fun of the C&TS is that you can see and ride actual trains, not just look at static exhibits. But even on the C&TS, display trains have their place. We have a display train in Antonito that serves as advertising, as well as illustrating what narrow-gauge rolling stock is like to visitors who come when the season is over or just at a time when trains are not running there. There is the possibility of displaying in Chama a rotary snowplow train, illustrating how the various work equipment was combined for that application.



*Union Pacific display train at Cody Park, North Platte, Nebraska. (George Swain)*

What got me thinking about display trains was seeing the railroad exhibit at Cody Park off US 83 on the north side of North Platte, Nebraska. This exhibit had the backing of all the resources of the Union Pacific railroad, and not all the features used there may be available on the C&TS. Here are the desirable features that I noticed. Although the Railroad Exhibit was enclosed in a fence, the fence was far enough back that it didn't intrude

on the scene. The display track extends beyond the ends of the display train, front and back, and is built on a gradual curve, not just a straight piece of track. The curve helps hide the end of the track in the distance, and encourages the feeling that the train is about to go somewhere. Various railroad structures and equipment are included in the

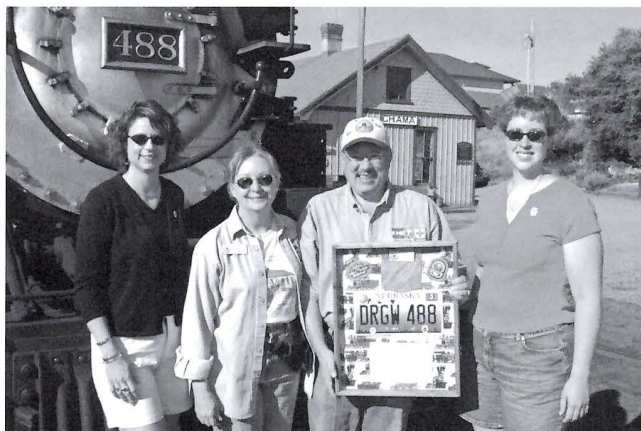
display. Besides the station building (especially appropriate for a passenger train), note the signal, the walk along the train built like a station platform, and the walk across the track in front of the steam locomotive built like a road crossing. Other embellishments: the display train has both a locomotive and appropriate cars, and the locomotive headlight has a real light in it. Perhaps if one continued to develop this even further, the locomotive might have a motion-actuated sensor which would turn on a recording of

locomotive noises, and farther back along the train, a recording of a conductor saying "All aboard!" We don't have enough spare passenger cars to make a display passenger train yet, but it's fun to dream.

*—Friends member George Swain resides in Albuquerque*

## Farewell to John Blake

On bright and sunny Monday August 1, 2005 we said our final good-byes to Friends member John Blake. John, who passed away on December 13, 2004 in Omaha, Nebraska, had his ashes spread over Cumbres Pass. John's daughters Kristi Farrington and Joni Blake rode the Chama/Osier turn, which was pulled by John's favorite locomotive #488. In a short service at Cumbres Pass, Kristi and Joni spread their father's ashes among the wild flowers and within a stone's throw of John's beloved Cumbres & Toltec Scenic Railroad. Among those who shared the day with Kristi and Joni were Friends President Tim Tennant, members Terry Boardman, Brooks Wilson, board member Ed Lowrance, and C&TS General Manager Kim Smith. Good-by John, we will miss you.



*John Blake's daughters, Joni Blake and Kristi Farrington stand with Terri Shaw and Tim Tennant in front of John's favorite engine, 488. Tim is holding a display of John's mementos that was donated to the Friends in his memory.*



## BOOK REVIEW

Dye, Victoria E., *All Aboard for Santa Fe: Railway Promotion of the Southwest, 1890's to 1940's*, University of New Mexico Press, Albuquerque, NM, \$24.95, hardcover, 191 pp., including Appendices, Bibliography, Index.

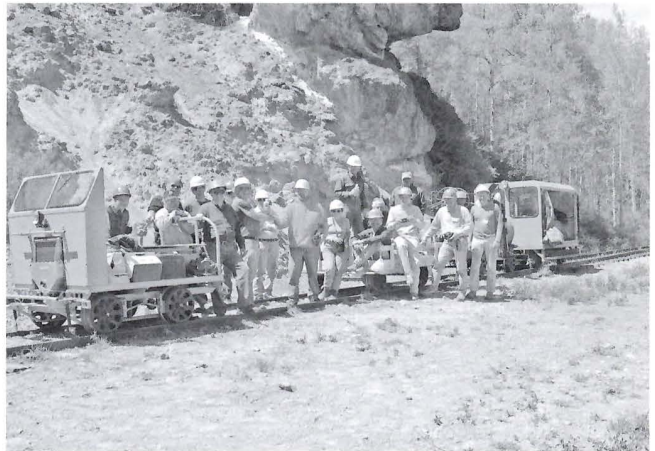
When the railroads began pushing into the West, most were heading for the Pacific coast to take advantage of the anticipated traffic of the China trade. Within a few years they also began to appreciate the glories of the Mountain West as an added attraction in promoting passenger travel—the beginnings of modern tourism. Dye's little book explores how the AT&SF and the Fred Harvey companies developed promotions, such as pamphlets describing those attractions. Central to the two company's promotions was the ancient city of Santa Fe, New Mexico, by the use of various devices—the Indian Detours at a later date—to convince those travelers who could afford it, to journey to that city, as well as New Mexico as a whole. This is the basic thesis of Dye's work. In a later chapter, Dye compares the towns of Albuquerque and Santa Fe, the former being more of a commercial center versus Santa Fe as a cultural place of interest. Dye has accumulated a considerable amount of research to bolster her thesis—this work started as a research project while pursuing degrees in History at California State University, at Sacramento. There are also very interesting Appendices to further support her story. There are a few little glitches to the historical background—the Pueblo of San Ildefonso is north of Santa Fe, not south. El Camino Real Tierra Adentro was pioneered by the Oñate colonizing expedition in 1598. The New Mexico Town Company was an already established subsidiary, among many such, of the AT&SF. In this instance, Dye references a Master Thesis of 1947 but ignores the far better work of Marc Simmons of 1982. Finally, the City of Albuquerque built a replica of the Alvarado Hotel in a part of the parking lot where the former stood—the replica is a transportation (bus) center and city offices—not a hotel.

Despite these picky items, this is a very nice addition to the literature describing the impact of the coming of the railroads to New Mexico and the West.

—Spencer Wilson, *Friends Librarian and Archivist*



*Women members of the Friends are a growing presence in the work sessions, contributing on many projects. Here the women of Session E pose around a "slightly modified" Blue Flag. (Tom Cardin)*



*Celebration as the right-of-way clearing team working from the East meets the team working from the West in the vicinity of Mud Tunnel on May 20, 2004. (David Lee)*

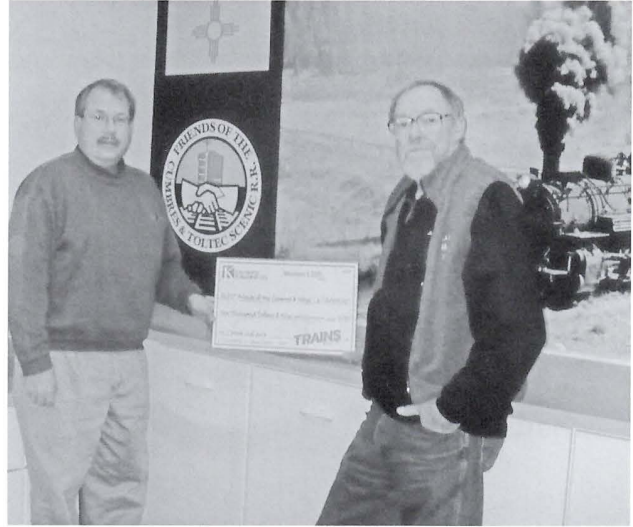
### BETTY A. SCHUH

Betty A. Schuh of Lakewood, Colorado, passed away on September 11, 2005. Betty joined the Friends in 1990, and the work session volunteers will remember her as the first Kitchen Car Team Leader. She is survived by husband Jack, mother Elma O'Brien, three children, five grandchildren, and two great-grandchildren.



## FRIENDS GRANTED TWO AWARDS

Building on the success from earlier in the year, the Friends have been awarded with two more grants from two organizations in the historic railroad preservation community. Through a request submitted to the National Railway Historical Society, we have received a grant of \$525 to help upholster the seats and bunks in caboose 0579. The Friends were one of twelve organizations to receive an award. In November, we were selected from fifty-nine applicants to receive TRAINS Magazine 2005 Preservation Award. This \$10,000 grant will be used to help with continued restoration of the Chama Coal Tipple. The Friends are the seventh organization to receive this award. We want to thank Friends Board Secretary Curt Bianchi for his work on this project. All Friends members should be quite proud of these accomplishments.



*TRAIN Executive Director Dan Ranger presents the Kalmbach Preservation Award to Friends' President Tim Tennant. (Karen Ranger)*

## 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.

- 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.

## 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

### Banquet/Annual Meeting

June 16

### New Mexico Banquet

March 17

### Board of Directors' Meeting

March 18

Items to be included in the Spring issue of the Dispatch must be received at the Friends' office by January 30, 2006.



*Friends volunteers take their traditional 10:00 am break to watch the double-header depart Chama on August 11, 2005. (David Lee)*



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

6005 Osuna Road NE  
Albuquerque, New Mexico 87109

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