



C&TS Dispatch

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ANOTHER SUCCESSFUL YEAR FOR THE FRIENDS' DOCENT PROGRAM

by Frank Yockey

2005 was another successful season for the Friends' docent program. Thirty-three docents put in over 3300 hours assisting and visiting with guests on 177 train departures. We had at least one docent on every train for the second year in a row. An additional 400 hours were invested guiding our guests on tours of the Chama yard. Our on-site coordinator worked 540 hours keeping everything running smoothly. In total approximately 4300 hours were spent helping visitors enjoy their visits to the railroad. On average each docent worked 113 hours or roughly 14 days during his or her stay in Chama. Seven new docents were trained, certified, and added to the program in 2005. We start the 2006 season with 31 active, experienced, dedicated docents. An active docent is someone who has worked at least five days in the past two years and has committed to continuing with the program. Over the eight years there have been over 70 volunteers involved with the program at one time or another.

The docent program has come a long way since it started in 1998. It has become an integrated part of the railroad operation. Not only have the guests come to expect a docent on the train, they have been vocal in their praise of the docents and how they have enhanced their experience riding the train. This in turn has resulted in strong support from the railroad

operator. For example, we received the following note from long-time Friends member, Bill Kepner.

"I just wanted to report that I recently rode the train, and I can say the docents added a tremendous amount to my experience during the trip. As you know, I consider myself to be quite knowledgeable about the railroad, the people who run it, and the area in general. However on my recent trip, I must say I learned a significant amount from the docent's presentation. My purpose in writing is to express how valuable this program has become. I will say that normally the Antonito-Big Horn section is good for a nap in the afternoon, but on this day, I found myself really impressed with how many folks on the train were still paying attention to the scenery,

and apparently enjoying themselves as the trip went on."

The docent program had a very different look and feel back when it started. In 1997 Howard Bunte and Spencer Wilson started testing the concept of having Friends ride the train to talk with passengers about the Friends' story and history of the railroad. A short write-up appeared in the 1997 fall Dispatch describing the concept and asking for Friends who would be interested in joining the program.

For the 1998 season there were seven hardy souls who were willing to try the new program. There was no training, nor did we have a model from other railroads to follow. It was "learn as you go" that year. The

See Docents , page 4



Jim Ward, left, from Albuquerque, New Mexico was a first year Docent working with Ray Crist from Pleasant Hill, California, a 5 year Docent. Their assignment for the day was the Chama to Antonito train. Jim was our star this year with 370 volunteer hours. (Chuck Heroneme)

C&TS Dispatch

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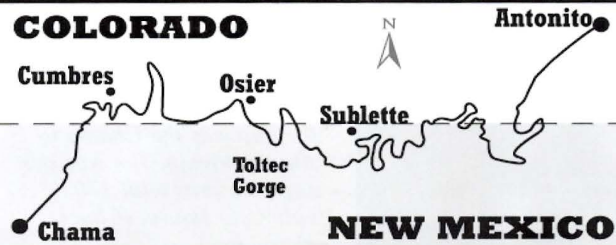
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The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and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

Family membership in the Friends is \$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



Getting the Word Out!

Calling all members, calling all members! Yes, ask not what the C&TS Railroad can do for you but what you can do for the C&TS Railroad. With all that has transpired this past winter on the railroad, we need your help. As a Friends member, you can help us regardless of age or location and you don't need to travel to a work session.

We need your assistance in getting the word out. Come ride the Cumbres & Toltec Scenic Railroad for the 2006 season! This is a critical year and everyone reading this column can lend a hand in marketing the railroad. Tell a relative or a neighbor about the C&TS and the wonderful experience awaiting them in southern Colorado and northern New Mexico May 27 through October 15!

In 2005, the C&TS hauled 33,023 passengers, which represented an approximate 10% increase over the 2004 season. On the bright side, the railroad will be going into the 2006 season with three operational locomotives again, 484, 487, and 488. As I alluded to above, the C&TS did encounter some speed bumps over the off-season. My time and that of other Friends directors and members have been spent finding solutions for a myriad of challenges while working with the Commission to navigate through a winter filled with uncertainties.

With these uncertainties come tasks and initiatives that have not been fully executed during the off-season. One of these areas is the engagement of a basic marketing plan for the season to come on the C&TS. Although some 2006 preseason placements and ad purchases were made before the 2005 season ended, **we do need to focus on promotion of the railroad.** This is where each and every one of you can do your part.

Enclosed in this issue of the *C&TS Dispatch* is a copy of a news release about the 2006 season on the Cumbres & Toltec. We would ask for your help in dispersing the word to as many people as you can including the placement of this news release into the hands of your local newspaper. (See note below.) With approximately 2,300 members worldwide, the Friends are in a position to impact our ridership numbers. If every member could somehow be responsible for putting five more passengers each on the C&TS for 2006, we would push an additional 11,000+ riders through the gates.

I believe we are going to have an exciting year on the C&TS. In addition to running seven days a week, the railroad is introducing more *Cinder Express* trains that will operate on Thursdays from June 22 through August 10. This service, which proved successful in its inaugural year, caters to children and families and provides a shorter trip up to Cumbres Pass with an opportunity to hob knob with *Cinder Bear!* The *Galloping Goose* will also be making an appearance for the second year in a row during early June, plus the Friends *Moonlight Train* will run on Saturday August 5th. Another event taking place will be the National Narrow Gauge Convention to be held in Durango during August. The C&TS will be hosting a special train on Monday August 21 for attendees to the Convention.

As I pen this column, most of you are aware that the Friends were selected by the C&TS Railroad Commission on February 3rd to manage the railroad for the 2006 season. We are in the process of negotiating a management agreement with the Commission to cover this period. The tentative name for the newly formed non-profit corporation will be C&TS Management Corp. The board composition of this company is still being discussed. I suspect some members will serve on both boards while other members will have no prior affiliation with the Friends but have ties to the communities of Chama or Antonito.

The bottom line for this new company, the Friends, Commission, and myself personally is that we all work together to have a successful year. It will take everyone's best effort to attain the success we are seeking. To reiterate what I stated above, each one of you needs to be involved. We can't have anyone sitting on the sidelines! Please do your part and help us promote that treasure we call the Cumbres & Toltec Scenic Railroad. I appreciate everyone's time and thank you for the continuous support you provide.

— Tim Tennant

Making the C&TS RR a Household Name

Anticipating the C&TS Railroad's 2006 operating season, the Friends want to do as much as possible to help make it successful. We are calling upon our members to help us get the word out. We have created an article hyping the upcoming season to appear in newspapers and magazines around the country. A black and white copy is inserted in this issue. The presentation includes something for everyone – the rail fan or history buff, families, volunteers, or adventure seekers. The story is accompanied by several photos from which the publication may choose. We are requesting our members to personally contact their local or regional newspapers and provide them with either an electronic version of the article by email and/or a copy of the article on CD. Please contact Nan Clark directly to obtain either version – cinerail@aol.com or Nan Clark, 1107 Eagle Creek Drive, Floresville, TX 78114.

It will take all of us to make this work, so thanks in advance for participating!

— Nan Clark

Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch, the following deadlines will be observed for material to be received at the Friend's office.

Spring Issue: Mail on March 25

All material must be received by February 15.

Summer Issue: Mail on August 8

Work sessions A and B reports and photographs must be received by June 22.

All other material must be received by June 29.

Fall Issue: Mail on September 25

Work sessions C and D reports and photographs must be received by August 8.

All other material must be received by August 15.

Winter Issue: Mail on December 25

Work sessions E and F reports and photographs must be received by November 1.

All other material must be received by November 8.

program was focused around the work sessions for the first few years. New docents would meet for a couple of hours with those docents who had some experience, even if the experience was only a couple of days. There were no requirements for becoming a docent or expectations of performance. It truly was a "seat of the pants" operation at the beginning.

Howard Bunte coordinated the program for the first few years. One of the first problems was identifying the docents on the train. Since the program started during work session time, Howard decided that docents should wear a hard hat just like all the other Friends volunteers. Guests on the train did not understand why a docent had to wear a hard hat on a tourist train. The hard hats disappeared from the program rather quickly.

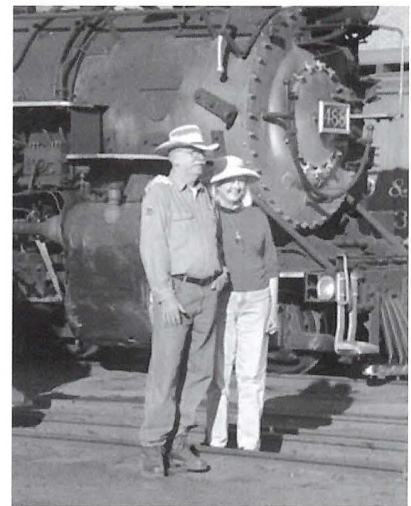
This still left the problem of identification of the docents on the train. Before the 1999 season, Spencer Wilson came up with the dark blue apron with the large Friends' insignia on the front. This is the apron that we still wear today. With the three large pockets on the front of the apron, a docent can carry literature and other items with them while on the train. There are a few drawbacks to the apron such as weight around the neck and being somewhat awkward for walking, but it still remains the standard for identification. All docents are required to wear the apron when

assigned for duty on either the train or while working in the yard.

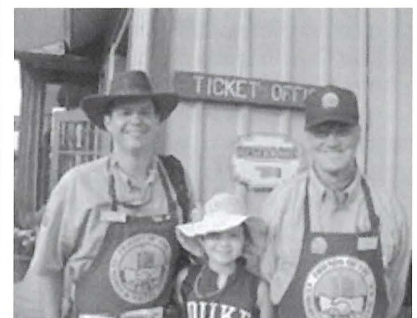
Four years ago, to improve identification and to provide a more consistent, professional appearance, the docents began to wear blue denim clothing. The new look fits with the railroad environment, yet it differentiates the docents from train crewmembers. We have recently added the distinctive docent patch that is worn in one of several places on the docent uniform.

Training has also come a long way. The first material included a reading list with such books as *Ticket to Toltec* and other historical articles. A frequently asked question list was compiled. Individuals developed various helpful aids to use during the train trip. Many of these were shared with other docents. Performance expectations and standards were added. Eventually a training manual evolved. Last year the entire manual was re-written and distributed to every docent, new and old alike. What an improvement!

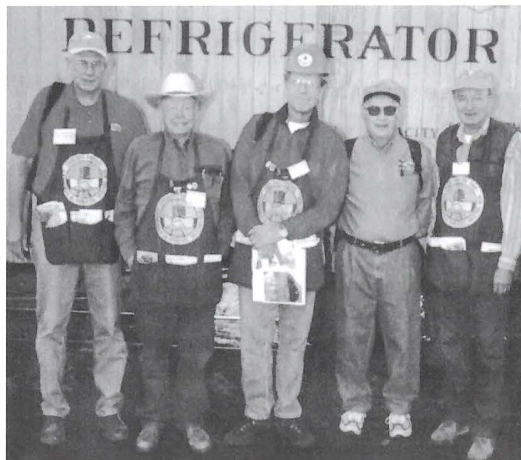
Two years ago a formal training program of five to six days was started. The trainee is teamed with experienced docents as part of the program. The final examination is on day five. Most trainees are accepted into the program. By the sixth day, new docents are ready to go out on their own with confidence that they will be credible with our guests.



Don and Nancy Schneider in the Chama yard. Each docent brings unique talents and perspective to the group. For example, Nancy works well with children. If you look carefully at the picture, you will see an attractive bobble hanging from her neck. This is a small vial of soap and water for blowing bubbles for the guests, thus giving Nancy the nickname of "bubbles" by the rest of the docents. (Chuck Heroneme)



Tom Farmer, left, and his daughter, Catherine, from Rome, Georgia, were working with first year Docent Jim Mount from Estes Park, Colorado. Jim had just finished his week of training and was working with Tom who has been aboard since 2002. (Chuck Heroneme)



From left to right are Pat MacKenzie, Spencer Wilson, Howard Bunte, Frank Yockey, and Bob Hey at the 2001 work session D. Spencer and Howard were responsible for starting the program. Howard is wearing his hard hat that he thought would identify docents. You can see the wide variety of clothing worn versus the pictures of the 2005 docents when on duty.

To ensure the program works smoothly, we have an on-site coordinator who is responsible for scheduling, training, problem solving, etc. We have been very fortunate to have Chuck Heroneme serving in this position the past three years. He and his wife, Sandy, spend the entire season in Chama while he performs his duties. They stay in the Rio Chama RV Park and he enjoys a mix of coordinating the docent program and visiting friends.

The 2006 season will be challenging for the docent program. First we need to establish a good working relationship with the new management team for the railroad. We will work to make sure the docent program continues to enjoy a good, close relationship with the railroad operations team. A major challenge will be the scheduling of docents to cover all trains. There are several periods during the season when the program is short of docent staff. Late June and late August are two such periods and we have been working hard to persuade volunteers to work during the slack times outside of the work sessions.

The docent program has grown from a small beginning. It will continue to

evolve as an important program for both the Friends and the railroad. We have a core group of experienced, well-trained, professional docents. We expect the program to continue to expand as the Friends strive to have the railroad recognized as an outstanding, "living" railroad museum. An



Ed Neubaum, left, was a first year Docent and was going through his first week of training. Ed is a retired dentist and lives in Florence, Colorado with his wife Beverly. Keith Shostrom is a 15 year volunteer of the Friends with the last 5 years as a Docent. He and his wife Joyce (tool car) live in Deadwood, South Dakota. (Chuck Heroneme)

example of this evolution is our work with several geologic experts from Adams State College and the Forest Service. We expect this work to lead to a compact guidebook that docents can carry with them to explain to our guests the various features along the railroad. The Friends are also looking at the possibility of a visitors' center in Chama. When completed, additional docents will be needed for yard tours and helping at the center.

We continue to look for dedicated volunteers who enjoy working with guests to enhance their experience while visiting the railroad. This is a close, dedicated group that fully supports the continuance of the railroad and enjoys the camaraderie. We fully expect the railroad to expand the schedule in the coming years and we will need additional staff to cover the expanded schedule. If the docent program is something that you might be interested in, additional information can be obtained by contacting the Friends office.

Frank Yockey is a director of the Friends of the Cumbres & Toltec Scenic Railroad and team leader of the Docent Program

2005 DOCENT VOLUNTEERS

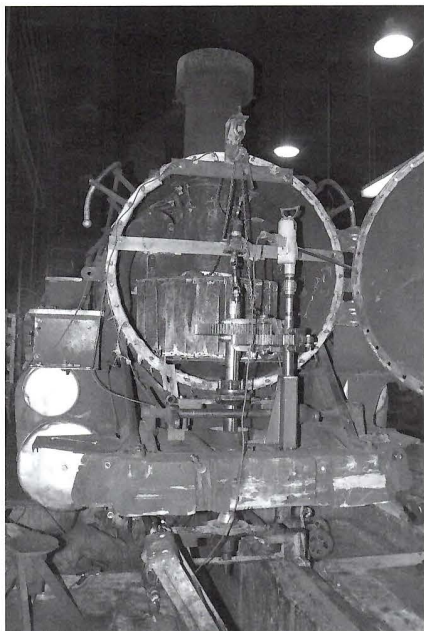
Name	State	Hours	Name	State	Hours
Ward, Jim*	NM	370	Samuels, Jay	NM	70
Hagan, Hilton	TX	260	Baker, Jim	CA	60
Muth, Rich	CO	260	Faith, Mike	NC	60
Morse, Mike	Roam	180	Hatch, Larry	FL	60
Yockey, Frank	CO	170	Kaylor, Bob	NY	60
Crider, Billy	MS	150	Brendle, Bob	TX	50
Heroneme, Chuck	KS	150	Mount, Jim*	CO	50
Hey, Bob	WI	140	Proudfoot, Chuck	AZ	50
McKeel, Jim	KS	140	Tower, Rich	IL	50
Neubaum, Ed*	CO	140	Aust, Jim*	TX	40
Shostrom, Keith	SD	140	Fockler, Rex	CO	40
Schneider, Don*	CA	130	Garrison, Butch	TX	40
Schneider, Nancy*	CA	130	Miller, Phil	KS	40
Ross, Bob	IN	110	Porco, John	CO	40
Crist, Ray	CA	90	McKenzie, Pat	CO	30
Ford, Glenn	NM	90	Halaska, Chuck*	CO	10
Farmer, Tom	GA	70			

* New Docent in 2005

Winter Shop Work on the Cumbres and Toltec Scenic Railroad, 2005 - 2006

by Steve Montano
Photographs by Tom Cardin

When the 2005 season ended at the Cumbres and Toltec Scenic Railroad, plans for the winter work on locomotives 484, 487, and 488 were already in place. We winterized all three locomotives, all track equipment, and put things away for the winter months to come. In October a lot of things changed in management, but the Chama shop crew continued working. We were laid off on November 1st. After a lot of talking with the Commission of the importance of keeping the crew working we went back to work a week later. All has been going well in the shop since then. We have been doing a lot of tear down and inspecting of various parts on the locomotives. There is minimal wear on the parts we rebuilt, so there is proof that rebuilding is better than repairing.



Boring out the pilot truck bearing (Bissell post bearing) using shop-built boring fixture.

We are also working on a couple of special projects. We found some unusual wear on the lead trucks and after further inspection we discovered that the Bissell post¹ and sleeves were in very bad shape. For those not familiar with locomotive design, the Bissell post assembly steers the locomotive. We built a fixture to mount a boring bar and repaired the hole. We made a new sleeve and machined the Bissell post. This repair will cut down on wear and cut down on costly derailments. As far as I know, this part of the locomotives has never been repaired.

Another special project is a quartering fixture that we built. We found that some of the drivers are out of quarter. We found no reason why we could not do this job ourselves. The quartering fixture has been set up on our large horizontal mill. We will soon use it for the first time. We are also working on making a new main driver axle for the 484.

With all that we are doing, such as the special fixtures described above, we will be capable of doing all the work we need right here in our own shop. This also will keep a few more of our people working. This sums up what the shop crew in Chama has been doing. We assure everyone that we will have three locomotives ready to roll on opening day.

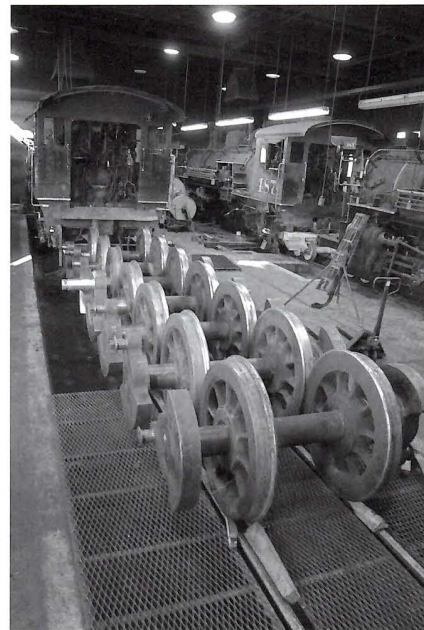
Steve Montano is Chama Shop Foreman

¹ Editor's Note:

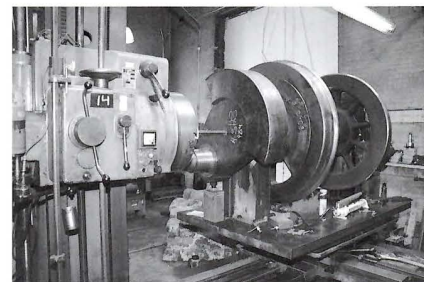
Early locomotives had four wheel leading trucks. The swivel pins were located at the centers of the trucks, similar to freight car trucks.

While these trucks were an improvement over the rigidly mounted leading wheels of very early locomotives, they were blamed for many derailments due to inability to properly lead the locomotive into curves.

Levi Bissell proposed moving the swivel pin behind the truck by extending the truck frame to the rear. This shortened the rigid wheelbase of



Drivers on shop track awaiting checking.



Drivers mounted on horizontal mill for check of quartering.

the locomotive and also allowed the truck to better follow a curve. Bissell patented his design on August 4, 1857 (No. 17913).

Bissell was also responsible for the first two-wheel, or pony, leading trucks which he patented in 1858.

For more information on the design of locomotive trucks see *American Locomotives, An Engineering History, 1830 - 1880* by John H. White, Jr., The John Hopkins Press, 1968

A New Caboose for the Cumbres and Toltec: Conversion of Car 05635

by Bob Tully and David Lee
Photographs by Tom Cardin

The last issue of the Dispatch, Winter, 2005, reported on the progress that was made during the 2005 work sessions on conversion of stock car 05635 to a caboose. This project is a unique effort for the Friends and deserves additional explanation. The uniqueness of this project is that it is not a restoration, as all other work on cars has been. Rather, the Friends are converting an unusable car into a useful caboose that will fill specific needs for the railroad. In doing this, attention is being given to assuring that the resulting caboose generally follows the designs in use by the D&RG and will thus be credible in a train.

In 1975 the C&TSRR converted 30 foot stock car 05635, originally built in 1902 and rebuilt for heavier loads in 1926, to a work and passenger caboose. The side door areas were filled in, the interior was enclosed and doors put into each end. However, on the outside all horizontal boards were removed leaving the frame exposed. This unit served "the new railroad" for nearly 25 years when it was removed from service because of split,



Terry Boardman grinds flash from the steel brackets that attach the caboose structure to the new steel center sills.



John Sutkus fits the first piece of sheathing on the cupola.

broken, and decaying frame timbers, especially the outside sills.

In 2004 the Friends, supported by the RGRPC, decided to rebuild this car into an old-time-looking three-window caboose with rounded roof and cupola with windows on all sides. This is similar to the original D&RG cabooses of the 1920's, some of which were converted from boxcars.

The all wood construction of the car would severely limit its use by the railroad. Present-day rules would require that it always be at the end of the train. This requirement would complicate its use at locations such as Osier, requiring additional switching movements.

Thus, it was decided to replace the two wood center sills with steel beams, but the intermediate, outside, and end sills would remain wood. This will allow increased flexibility in use of the car. It will be able to be used within a steel car consist, not necessarily at the end of the train.

Art Randall developed specifications and a design for rectangular steel tubes to go within the space envelope of the original two timber center sills.

All other parts of the car are fastened to these as they were with the wood sills.

The specific work that was accomplished on the conversion has been described in the 2004 and 2005 issues of the Dispatch. We are looking forward to completion of this ambitious project in 2006, if possible.

What remains to be done? Framing for the ends, window sills, windows, doors, and the remaining siding as well as all fascia must be installed. The sub-floor needs to be planed and sanded and oak flooring installed. Interior siding of hickory will be installed. Interior framing and walls for the water closet area and cupola benches and cabinets must be constructed. Interior sealing and polyurethane floor, wall and ceiling finish coatings will be applied. Exterior painting must be completed. Various door, window and wall trim must be installed. The stove, fresh water and

Continued on page 9



Michael Camara drives "the golden nail." Weathertight for the winter, the caboose will be completed during the 2006 work sessions.

Interpretation Projects for 2006

At Cumbres: The setting of concrete markers at the locations of the historic station, bunkhouse, water tank and covered turntable was one of the several interpretation plan goals for the Cumbres Pass site started last year. In 2004 we published a Cumbres Walking Tour brochure that describes the present structures and these four significant ones from the past. The markers assist visitors to find those locations and visualize the structures.

An intermediate goal between the brochure and installation of interpretive exhibits in the section house is an information kiosk. The location that has been chosen is near the tree in the parking lot so that the historic vista of the trains passing by the section house and water spout will be preserved. The display panels will include a map of the site, information on the history of the railroad, current operations, snow-fall at the Pass and snow fighting equipment, the Pass as staging area for freight trains going east, and the preservation activities of the Friends.

If you have skills in concrete and rock masonry or wood and pole construction, consider signing up for assisting in the building of the Kiosk at Cumbres, project C17, scheduled for sessions C and D.

At Chama: A Friends' crew will rehabilitate the interior of the Gov. Richardson (formerly Hinman) coach, retaining its Victorian look. This car will house an interpretive display to introduce visitors to the railroad and the railroad yard in Chama. The subjects presented will include: trails and roads between the Chama Valley and the San Luis Valley, information about the building of the line and narrow gauge, the preservation by the states, the activities of the Friends, movies made at the railroad, historic buildings and equipment on view in the Chama yard, and images of the scenic beauty the railroad passes through. Maintenance on the Richardson car will be accomplished during June, project CC24.

The same display, with a panel about the site of the Antonito yard, will be installed in the Antonito depot.

Also at Chama, work will continue on conversion of concession car 451 back to its original 1926 conformation as boxcar 3533. Started last year, this project will be completed during 2006 sessions C and D, project CC12. This car is earmarked for exhibits. The theme of the displays will be freight. We will use a combination of an Sn3 model freight consist, maps, photos, drawings, simulated freight containers, typical cargo, and simulated shipping documents to tell the story of the commodities transported on the railroad and the communities in the Chama and San Luis Valleys that were served.

Another exciting project is the construction and furnishing of a telegraph display in the Chama depot. The shelf, which was present at the east window of the waiting room to hold the telegraph key, sounder, receiver and other equipment, will be replaced. The area will be protected with a glass partition as the display will contain a working telegraph key and other tools and artifacts from bygone years. We have a need for a small, old office safe; D&RG train orders, bills of lading, an oil lamp for the deck, green

eye shade and a variety of items used by the station agent. Still another project is the replacement of at least a dozen missing telegraph/telephone poles and stringing new number nine line through the Chama yard. Both of these efforts are scheduled for August. We need several volunteers to sign up for pole setting work, project CH22

At Antonito: A new project which is starting with a detailed inspection and survey this year is the restoration of RPO express and baggage car 054. This will be accomplished over the next few years at the Friends new car restoration facility in Antonito.

We are anxious to obtain interior furnishing and items used in an RPO car. This includes cast lamp brackets, oil lamps, railroad type coal stoves, iron safe and a heavy locking express box. Leather and canvas mail bags are needed (if someone could provide a sample we would sew re-creations). We could also use mail bag hooks found in the car, an old water cooler and wash stand, and an appropriate post office-type desk.

Want to help? If you have skills in masonry or woodworking, we'd like to have you sign up for the crews to build the kiosk at Cumbres or work on the



Terri Shaw and Dick Ross discussing photos for interpretation projects over a table in the Chama Depot during work session E, last August. (Andy Ross)

car projects. Please contact Bob Tully at bobtully@att.net or phone 303-428-2322. Also contact Bob Tully if you have photos of the interior of a working narrow gauge RPO car or historic fixtures, equipment, and supplies for an RPO unit or the telegraphy area of a Depot.

Please contact Terri Shaw at terrishaw1@verizon.net or 909-621-5140 if you'd like to involve yourself in one of the following:

- Researching and securing permission to use historic photos.
- Researching, taking, or selecting scenic photos.
- Constructing models for the freight consist.
- Helping us draw maps.
- Supplying items of freight that might have been shipped in the 1930s or 40s as listed above.
- Researching manufacturers' packaging graphics for goods in the 1930s and 40s.
- Designing and reproducing packaging graphics on containers and shipping crates.

— Terri Shaw and Bob Tully

New Caboose (continued from page 7)

black water storage tanks, toilet, and other fixtures must be installed. All end railing, ladders, grab irons, brake staff, and other appliances remain to be installed. Chairs and benches will be installed. Finally, leaf spring caboose trucks will be constructed.

When complete the C&TSRR will have a useful caboose, meeting modern standards, but retaining the overall appearance of a D&RG caboose of the 1920s. Unlike the typical interior green color of the historic work caboose our new passenger unit, available for charter and special trains, will be a "varnish car." Most of the interior hardwood floor, siding and trim, as well as the knotty pine ceiling will have a clear protective finish so the beautiful colors and grains of the several species of wood can be enjoyed, together with the tremendous splendors along the line. This project is an excellent example of the ability of the Friends to undertake complex projects requiring a wide variety of engineering, mechanical, and craft skills.

Bob Tully is a member of the Friends' Board of Directors and Chairman of the Project Committee

From the Editor

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

Left or Right, East or West

A car usually remains in one location during a work session, and may remain in that location through several work sessions or even over more than one year. With this lack of movement it is easy to refer to the sides of a car as the east side or the west side. On occasion this terminology has found its way into the Dispatch. Is there a better way to identify the sides of a railroad car? The February, 2006 issue of *Model Railroader*, in its Information Desk column, offers this answer.

Car ends are designated as A and B. B stands for brake and is the end with the brake wheel. A does not stand for anything other than it is not the B end. If you stand at the B end, looking toward the A end, the left side of the car will be on your left and the right side on your right. As we begin our 2006 projects, let us try to adopt this nomenclature. It will make the work session reports more understandable, especially to those who have not seen the placement of the cars in the yard.

— David Lee



This team is working on the car's left side, August 5, 2002. (David Lee)

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

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

2006 C&TS Schedule Offers Daily Trains and Flexibility

For the first time in several years the Cumbres and Toltec Scenic Railroad will offer trains every day of the week. The 2006 schedule also offers flexibility in selecting trips to fit the interests and needs of the passengers. In addition to the traditional through trips from Antonito to Chama and Chama to Antonito, riders may select roundtrips from Antonito to Osier or Chama to Osier. Riders requiring motorcoach transportation for one leg of the through trips will be charged a small addition to their ticket price to cover the motorcoach cost. Those who do not need the motorcoach will not be charged for it, allowing the base ticket price to be lower.

The popular Cinder Bear Express will be offered every Thursday, June 22 through August 10. This roundtrip from Chama to Cumbres Pass offers families an opportunity to enjoy the thrilling ride to and from the Pass while keeping the trip length suitable for small children.

The schedule is shown below and is also printed on the reverse side of the advertising insert in this issue.

CUMBRES and TOLTEC SCENIC RAILROAD 2006 Schedule

May 27-August 9 and September 14-October 15

TRIP	DESCRIPTION	DEP A.M.	ARR P.M.	Coach Fare adult/child	Parlor Fare adult/child	MO	TU	WE	TH	FR	SA	SU
1	Antonito to Osier Roundtrip	10:00	4:30	\$59/\$30	\$102/\$102		X	X	X	X	X	
2	Chama to Osier Roundtrip	10:00	4:05	\$59/\$30	\$102/\$102		X	X	X	X	X	
3	Motorcoach Antonito to Chama, Return by Train	8:30	4:30	\$72/\$36	\$115/\$115		X	X	X	X	X	X
4	Motorcoach Chama to Antonito, Return by Train	8:30	4:05	\$72/\$36	\$115/\$115	X	X	X	X	X	X	
5	Antonito to Chama by Train, Return by Motorcoach	10:00	5:45	\$72/\$36	\$115/\$115	X	X	X	X	X	X	
6	Chama to Antonito by Train, Return by Motorcoach	10:00	6:00	\$72/\$36	\$115/\$115		X	X	X	X	X	X
7	Antonito to Chama One Way (No Motorcoach)	10:00	4:05	\$59/\$30	\$102/\$102	X	X	X	X	X	X	
8	Chama to Antonito One Way (No Motorcoach)	10:00	4:30	\$59/\$30	\$102/\$102		X	X	X	X	X	X

August 10-September 13

TRIP	DESCRIPTION	DEP A.M.	ARR P.M.	Coach Fare adult/child	Parlor Fare adult/child	MO	TU	WE	TH	FR	SA	SU
1	Antonito to Osier Roundtrip	10:00	4:30	\$59/\$30	\$102/\$102		X	X	X			
2	Chama to Osier Roundtrip	10:00	4:05	\$59/\$30	\$102/\$102		X	X	X			
3	Motorcoach Antonito to Chama, Return by Train	8:30	4:30	\$72/\$36	\$115/\$115		X	X	X	X		X
4	Motorcoach Chama to Antonito, Return by Train	8:30	4:05	\$72/\$36	\$115/\$115	X	X	X	X		X	
5	Antonito to Chama by Train, Return by Motorcoach	10:00	5:45	\$72/\$36	\$115/\$115	X	X	X	X	X		
6	Chama to Antonito by Train, Return by Motorcoach	10:00	6:00	\$72/\$36	\$115/\$115		X	X	X		X	X
7	Antonito to Chama One Way (No Motorcoach)	10:00	4:05	\$59/\$30	\$102/\$102	X	X	X	X	X		
8	Chama to Antonito One Way (No Motorcoach)	10:00	4:30	\$59/\$30	\$102/\$102		X	X	X		X	X

The Cinder Bear Express

Chama to Cumbres, Round Trip by Train. Runs Thursdays only, June 22-August 10
Departs Chama at 10:00 A.M., Lunch Stop at Cumbres, Returns to Chama Approximately 2:30 P.M.
Coach Fare: Adults \$44, Child under 12 \$22 (No Parlor Car Service)

An Opportunity to Work with the Work Sessions Support Team

One of the important on-going work projects of the Friends is painting. We constantly paint structures and cars. We use airless paint sprayers, rollers, and brushes. During the six summer work sessions we consume over one hundred gallons of paint.

We would like to have a "Paint Manager" to maintain the painting equipment, keep the paint car and paint shed organized, and be familiar with the kinds of paints we use on the various pieces of equipment.

This person would need to commit for several years. At the minimum the Paint

Manager would have to attend work session F. The Paint Manager could become part of the tool car team or join another work project.

If you are interested, please contact Don Metzler. He can be reached by E-mail at N7UKN@fastq.org, by telephone at 623-937-6690, or by mail at 5714 W. Belmont Ave., Glendale, AZ 85301.

— Don Metzler

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. Donation letters will be supplied for any donation valued in excess of \$250.

- | | |
|---|---|
| <ul style="list-style-type: none">· 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 | <ul style="list-style-type: none">· 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 11/16th 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

Annual Meeting/Banquet

June 16 — Chama

Moonlight Train

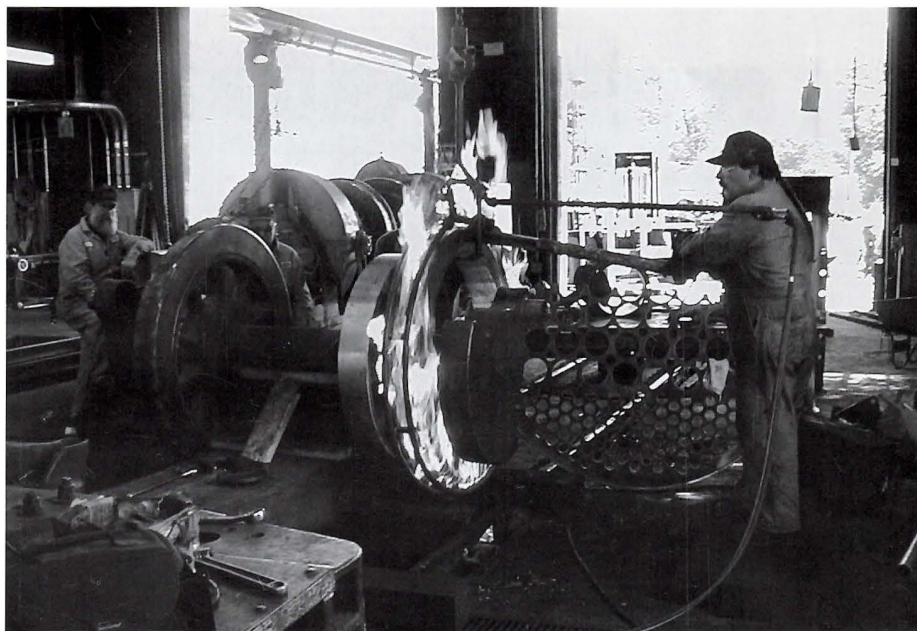
August 5

Colorado Banquet

October 27

Board of Directors' Meeting

October 28



Chama Shop Foreman, Steve Montano, uses a gas burner ring to heat a tire before mounting it on a wheel. (David Lee)



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

6005 Osuna Road NE
Albuquerque, New Mexico 87109

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