



C&TS Dispatch

Vol. 20 No. 4

WINTER 2007

Visit
the Friends
on the Web at
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Historic Preservation 2007

The August Volunteer Work Sessions

ANTONITO PROJECTS

Cook Car 053 Restoration

Project Objectives: Remove siding. Survey Car to determine sill work required and order materials to complete sill work and car re-siding. Finish interior work. Repair sill. Fabricate and install sill reinforcement. Start siding installation.

Sessions: C, D, E, F (Session B work was reported in the summer 2007 issue)

Team Leader: James O'Keefe

During Session C the removal of the car's siding was completed and damaged car steps were repaired. During Session D the car's condition was surveyed, a survey report was completed, and the material order for sill reinforcement steel prepared.

During Session E priority was given to interior work due to the presence of Laura Evans. She was Team Leader for this car in years past and had been working to restore the interior,

See Preservation, page 4



Another Century of Narrow Gauge Steam II

The Latest News

by Nan Clark and Bob Ross

The first five months of our five-year capital campaign has yielded \$560,000 in pledges and contributions. This is a good start toward our \$2 million goal. We continue to receive commitments from sources outside our membership. Local Chama and Antonito merchants have enthusiastically supported us, each donating \$1000 or more. Those members who have participated have been generous.

Several Colorado Foundations have indicated support for the campaign in the amount of \$500,000 if we can reach \$1 million in pledges by year's end. This is a great incentive and we are asking our members, railroad and Friends suppliers, and other potential donors to dig deep and make significant commitments before December 31.

If you have not yet donated or pledged, please make a generous contribution before 2007 ends. This is a great cause and a fantastic opportunity. We need your support now!

Nan Clark is the Campaign Chairperson and a member of the Board of Directors. Bob Ross is Chairperson of the Development Committee and Vice Chairperson of the Board of Directors.

Bill Kepner and Bill Barbour lift the prepared sill splice into position with the CRF's pallet lift. Polyurethane adhesive has been applied to the mating surfaces to achieve maximum strength. (Team member photograph)

C&TS Dispatch

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

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

Family membership in the Friends is \$30.00 per year; outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.

Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886
 Denver & Rio Grande Railroad—1886 to 1921
 Denver & Rio Grande Western Railroad—1921 to 1970
 Cumbres & Toltec Scenic Railroad—1970 to 2007
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PRESIDENT'S COLUMN



Another Successful Year.....But We're Not Finished Yet!

Two years have gone by since the Friends were asked to get involved in the operations of the Cumbres & Toltec and frankly, I don't know where the time has gone. As I settle back into my role as President and CEO, I can't help but think how fortunate I was to have the opportunity to be the railroad's general manager for the past two years.

I had the chance to work with a terrific group of employees. This is a group that is very dedicated to the Cumbres & Toltec and many of them have been with the railroad through thick and thin. It was also quite an honor to work with my fellow CTSMC board members, President Frank Turner, Secretary/Treasurer Richard Tower, Amos Cordova and Elmer Salazar. These gentlemen define the term professionalism and I appreciate their support during my tenure. The communities of Antonito and Chama opened their arms and were wonderful to work with. Last, but not least, a great deal of thanks goes to the Friends and my wife Judy, for they gave me up for these last two years.

During this time a multitude of successes have taken place within our railroad family. Some of this success is measurable and some is how our customers and the outside world perceive the Cumbres & Toltec. In the thirty-seven year history of the C&TS under state ownership, the railroad has had its ups and downs. Fortunately, at this point in time, the railroad seems to be out of the survival mode and is steaming towards prosperous days.

When I speak of the railroad leaving the survival mode, there isn't the question of whether the Cumbres & Toltec will run next year, it is one of what is the schedule for the upcoming season and what are the railroad's plans. This is a significant change from some of the

lean years and truly represents the fashion in which the Cumbres & Toltec must operate. With this change comes the perception by our riding public that the C&TS is alive and well as opposed to the notion that the railroad was still closed on account of forest fires or financial problems. Let's admit it, some of those latter perceptions still do linger!

Ridership continues to rebound and head upward. As you recall in 2006, the railroad ended up in excess of a 20% increase in riders over 2005. In 2007, the Cumbres & Toltec experienced another 11% increase in patronage on our regularly scheduled trains. This increased ridership provides a higher than budgeted level of operating revenues and allows the railroad to undertake its off-season work. For the second year in a row, the C&TS will have approximately twenty employees on the payroll over the winter to address maintenance and administration.

A new Commission came on board in November 2006 and has ushered in a whole new spirit of cooperation and teamwork. We now have an era on the Cumbres & Toltec in which the Commission, management company, and Friends are forging ahead in the same direction for the betterment of the railroad.

Evidence of this atmosphere is shown in the improvements made to the railroad over the past couple of years. For those who have ridden during 2007, you would have noted the drastic improvement in track conditions. C&TS track crews will have installed 20,000 cross-ties and dumped approximately 25,000 tons of ballast this past year. This is quite an accomplishment, but needless to say, the task at hand is not done yet.

Another sign of the times is the fact that the railroad went back to operating seven days a week with a train departing Antonito and Chama daily. That amounted to 142 operating days and, more importantly, the ability to offer customers any ride option any day of the week. This was accomplished with three steam locomotives, 484, 487, and 488 running almost flawlessly during the whole season.

The Friends launched *Another Century of Narrow Gauge Steam II* campaign and to date the response has been phenomenal, with an excess of \$570,000 in pledges made to this initiative. Our docents covered all 284 scheduled trains during 2007 with 35 docents logging 6,170 volunteer hours! The organization completed another year whereby seven work sessions were held with outstanding attendance and a multitude of projects being accomplished.

I want to sincerely thank all of our members for their contributions and hard work this past year. Your dedication overwhelms me and makes me very honored to be associated with this organization. To our Board of Directors, Gwen Lotz, and Katharina Root, I thank each one of you for the efforts made during my absence these last couple of years.

So let's keep moving forward as we look towards 2008! If you haven't ridden the Cumbres & Toltec in some time or maybe ever, this is the year to do it. If you have not participated in a work session, then this should be the year you head to Chama or Antonito and get involved! As the Friends prepare to celebrate our twenty-year anniversary, let us ask ourselves, is there more I can do for the Cumbres & Toltec?

— Tim Tennant, President and CEO

CUMBRES & TOLTEC SCENIC RAILROAD RECEIVES MAJOR GRANT

U.S. Senator Pete Domenici announced on December 12, 2007 that the Institute of Museum and Library Services has awarded \$300,000 in "Save America's Treasures" funding to the Cumbres & Toltec Scenic Railroad. The C&TS is one of 31 historic entities receiving a collective total of over \$7.6 million in SAT grants. These funds will be used to restore Locomotive 463, one of two remaining K-27 class steam locomotives in the world. The "Save America's Treasure" grant program funds "bricks and mortar" improvements to historic structures and assets by providing competitive grants to encourage sustainable historic resource management through heritage tourism. Thanks are due to the Friends Grant Writing Group and Chama Shop Foreman Ed Beard for their efforts in preparing this grant request.

Dispatch Deadlines

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

Spring Issue: Mail on March 31

All material must be received by February 15.

Summer Issue: Mail on August 11

Work session A and B reports and photographs must be received by June 20.

All other material must be received by June 27.

Fall Issue: Mail on October 13

Work session C and D reports and photographs must be received by August 22.

All other material must be received by August 29.

Winter Issue: Mail on December 19

Work session E and F reports and photographs must be received by October 31.

All other material must be received by November 7.

while maintaining the historic fabric of the car. Taking full advantage of her knowledge, research, and experience to achieve significant progress in the car's interior was the logical option to pursue.

Interior painting was 70% completed. The primary paint colors used were "Abandonment White" and "Abandonment Green," both of which are readily available latex paints from on-hand supplies. The color selection was based on Laura's examination of paint chips during past work sessions. Red and black oil based paints were used on metal fittings.

The manufacture of oil cloth to recover the dining tables is one of the more interesting interior projects completed during the session. Oil cloth is no longer commercially manufactured. Research by Laura Evens revealed that treating canvas with a 50/50 mixture of boiled linseed oil and paint thinner, followed by several coats of black oil based paint reproduces the oil cloth used in years gone by.

During Session F the interior painting was completed. Hardware such as door pulls and hinges was reinstalled. Steel exterior trim and the step at the RPO door were removed. As expected, considerable deterioration of the sill and lower door frame was found. The false bottom underneath the car was removed so that sill repairs and reinforcement could proceed. With the false bottom out of the way, a sill repair splice replacing the most heavily damaged section of side sill was fabricated and installed.



Barb Hutchison painting in the kitchen area.



Flatcar 6544 was quickly placed in service after its restoration. It is shown here at Sublette. (Carlos Llamas)

Fabrication of the steel sill reinforcement continued. After removal of the false floor near the trucks, it was found that it would be possible to continue the steel reinforcement through the truck area on the outer sill. The reinforcement plates were lengthened and spacers were used to bridge a splice plate around obstructions. Additional splice replacement sections were prepared. They will be installed in future sessions.

Flatcar 6544 Deck Replacement

Project Objective: Replace the deck of flatcar 6544.

Session F

Team Leader: Phil Hackman

The old deck and nailers had been removed at an earlier volunteer session. New nailers were cut from 5" x 7" stock and notched to sit level with the upper edge of the sides. They were covered with roofing tar to protect them from the weather. Decking was cut into shiplap and attached to the nailers with 6" ring nails. The four deck boards over each bolster had to be attached with carriage bolts. The decking was then covered with two coats of linseed oil.

With the deck completed, the team pushed ahead repairing additional

problems that were noted on the car. Both cut levers were repaired and the air hoses were replaced. A brake wheel was brought from Chama and the threaded stud at the top of the brake staff was fixed. Finally, the car was painted boxcar red. The number was hand painted on the car so it wouldn't be lost while waiting to be lettered with the proper stencils. The car was quickly placed in service hauling ties for the track upgrade activity.

CHAMA PROJECTS

Convert Car 05635 to Caboose 05635

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

Sessions: C, D, E, and F

Team Leader Sessions C and D:

Craig McMullen

Team Leader Sessions E and F: Don Beyer

During Session C the roof fascia was fabricated and installed, followed by metal roof flashing. Assembly of the various pieces of the metal roof presented a puzzle for the team but it was solved and the roof was installed. Interior tongue and groove hickory paneling

was completed. Interior window trim and interior and exterior trim for the cupola windows was fabricated and installed. Double doors for the storage areas under the cupola were made and installed. Finally, the fir floor was prepared for installation of the final oak floor.

During Session D the oak flooring was installed and sanded. Cupola seats and under seat storage areas were built. End rails and ladders were installed. Restroom fixtures, the water storage tank, and initial plumbing for the toilet were installed. Between sessions D and E, the brake wheel, ratchet, and brackets were installed on the B end. The brake rod was made and installed. The cut lever was also installed on the A end.

During session E it was determined that the brake rod was bent. This was corrected and the rod support was then welded onto the metal railing. Grab bars were installed on all four roof edges of the cupola. These had to be custom made, as there were none available. The roof walk supports and roof walk boards were primed to help prevent future deterioration of the boards prior to installing them on the roof. The holding tank for the restroom was prepared and installed under the restroom area. All windows had tin eyebrow pieces put over them. Between sessions E and F, decorative metal work was installed on the A and B end rails.

During Session F restroom plumbing was completed. All window hardware



Craig Kumler and Bill Lock laying hardwood flooring in Caboose 05635 during Session C. (David Lee)

was installed, and the cupola trim was finished. The car was primed and painted caboose red and the metal trim was painted white. The floor was sanded and varnished. All the interior wood was varnished. Future work will include checking all plumbing for leaks and putting multiple coats of varnish on the interior walls and floor. A wood stove will also be installed at a later date.

Chama Yard Landscaping

Project Objective: Update and maintaining landscaping as needed. Sessions B, C, D, E, and F. Team Leaders: Alta Berkstresser and Naomi Sublett

This is an ongoing project to continue to improve the flower garden area outside of the Chama Depot and along the walkway and hillside leading up to street level. Flower boxes were also maintained on the depot platform and the area around the restrooms. The flowers this year were truly outstanding throughout the entire operating season. Flowers were transplanted, weeds were removed, and an area was leveled to begin installation of a patio made of used railroad ties. Steps were also installed to aid in reaching the faucet that controls the watering system for the garden area.

Freight Car Painting

Project Objective: Paint selected cars. Session F. Team Leader: Don Stewart

The team painted nine cars during Session F: two boxcars (the museum car and the concession/lavatory car) and six gondolas (3 drop bottom, 3 high side). One of the drop bottom gondolas had just been rebuilt this summer. This was possible with the movement of almost all cars to be painted to a single area. The highlight and the biggest challenge was painting newly rebuilt caboose 05635. The caboose was the first car started and the last finished. It was painted as the interior was being built. Each car was scraped and wire brushed, then pressurized air was used to blow off the surface. The

car was then painted with an oil-based primer to soak into the wood. This was followed in 12 to 30 hours by two coats of latex finish.

Chama Log Bunkhouse Repair

Project Objective: Replace log timbers under bunkhouse and repair building. Session F. Team Leader: Jim McGee

This project continued work begun in 2006 Session F and 2007 Sessions A and B. The team removed the south side foundation board placed during Session B 2007 and trimmed it to fit better. The dirt around the bunkhouse was leveled so that moisture would drain away from the building.



Ginny Bodman and Naomi Sublett installing the new steps to the water faucet. (Sharon McGee)



The freight car painting team posed in front of completed caboose 05635 on the last day of session F. From left to right: Don Stewart, Dave Truitt, Robbie Bodman, Bruce Charnley, Ruth Charnley, Mike Bodman, Bruce Vaupel. It was a fun crew and that caboose just shines! (Sue Vaupel)

A new front step area was built of used ties. The team cleaned up the area around the bunkhouse removing weeds, unusable lumber, ties, rocks, etc. Two pickup loads of weeds were removed. After cleaning up the area between the bunkhouse, the coal shed, and the outhouse, the coal shed and outhouse were straightened up and new foundation boards put in where needed.

Still to be completed are: placing shims in new logs in rear of bunkhouse, replacing needed chinking in the entire bunkhouse, replacing the three 1" x 12" x 32' boards in the front of the bunkhouse and painting the entire building. Future work also should include a new roof.

Coal Tipple Restoration

Project Objective: Coal Tipple restoration as recommended by survey.

Sessions: A, B, E, and F

Team Leader: John Sutkus

The coal tipple sheave house needed to be resided to stop deterioration of structural framing and to keep out birds. During the 2007 A and B sessions, all the wood was cut and painted for the outside of the sheave house. In Session E, the wood siding was hoisted to the sheave house floor, in preparation for installation during Session F.

In Session F parts of the outside walls were removed and replaced

progressively. Not all the walls were taken down at the same time, as this would have made the structure very unstable. Volunteers were supported with safety harnesses while nailing boards to the sides.

Rebar was cut to size and bent for use later when the new grade beam of the structure is installed. Also during Session F, electrical work was done on the wiring between the coal tipple and the sand house.

Freight Car Lettering

Project Objective: Letter cars painted in previous sessions.

Session E

Team Leader: Dick Caldwell

The following cars were lettered: Gondola 9378, High Side Gondolas 1159, 1232, and 1456. Cars are lettered based on historical photographs and drawings.

Interpretative Planning

Project Objectives: Develop plans and concepts for interpretation for Chama Yard, Cumbres, Antonito, and other sites along the route.

Session E

Team Leaders: Terri Shaw and Frank Yockey

Chama: Plans are being developed for use of the converted boxcar #3533 as a

Museum Display Car. This will be a Freight Exhibit Car, with displays showing how the cars were used, what the cars would have carried as freight, where the freight came from, forms that would have been used, and how many cars were used.

A visitor welcome center using the Gov. Richardson Car is also being planned. This would provide an orientation to the railroad, historically and currently, and to the Chama Yard. It would serve as a pre-visitor center until the official Visitor's Center is built and operational. Interpretative displays are also being evaluated for the Coal Tipple. Possible plans call for two restored drop bottom gondolas, with coal placed on top of false bottoms to simulate loaded cars, to be placed on the track adjacent to the coal tipple. Descriptive/picture boards would show how the Coal Tipple works.

Cumbres: During the 2006 summer sessions, a six panel kiosk was constructed at Cumbres. It will contain various information about Cumbres. Two of the panels have been installed. One presents a map with pictures and information taken from the current walking tour brochure of Cumbres. The other shows work done by the Friends, including the Snowshed, Car Inspector House, and Section House. The plan is to have the kiosk completed by summer 2008. It will include information about Operations at Cumbres, Snowfighting, and Structure Restoration including the Spring House, and the outbuildings for the Car Inspector's House. Many of the photos will be those taken by chroniclers over the years.

Antonito: Plans for Antonito are being developed. They include an interpretative plan for displaying cook car 053.

Other sites: Other displays will be created using chronicler's photos that show the historical part of the railroad as well as what the Friends have accomplished over the years in restoring the railroad.



Herbert Knoesel working on the east side of the sheave house siding. (Sharon McGee)



Sandy Bigsby lettering High Side Gondola. (Photographer not known.)

Short Reefer 55

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

Session: E

Team Leader: Randy Worway

This is an ongoing project. This session was to get the ice hatch doors and the roof walkways rebuilt and installed on the roof. All the wood to be used for the ice hatch doors (including the stringers) and walkway was painted ahead of time. The roof was spray painted before beginning to work on the ice hatch doors. All this painting was done to make the walkways and ice hatch doors last longer. The ice hatch doors were documented in photographs and plans to record how to put them together for future reference. Corner iron was also reinstalled as needed.

Water Car W462 Restoration

Project Objective: Cosmetically restore water car W462 for use as a display car.

Sessions E and F

Team Leader: Roy Blizzard

This car is to be cosmetically restored for use as a display car. Both A and B end sills needed to be removed and replaced. The B end sill was completely rotted away and much of it fell off during movement to the area for restoration. Both end sills were removed. New end sills were cut and installed. All metal components, including couplers, brake wheel and steps, were reinstalled after the new end sills were put in place. Future plans call for the car to have the under flooring replaced, the metal tank area for water to be repaired, and the entire car painted.

Restoration of Drop Bottom Gondola 724

Project Objective: Restore drop bottom gondola 724.

Sessions E and F

Team Leader: Roy Blizzard

These sessions completed restoration of Drop Bottom Gondola 724. The

drop doors were adjusted and the floor section (down the center of the car) was put in. Roofing tar paper was placed between the support beams of the car and the new flooring. New end sections put in both the A and B ends. The corner irons, grab irons, and the brake wheel were also installed. All additional hardware was installed.

Rebuild Boxcar 3244 into Concession/Lavatory Car

Project Objective: Reconfigure Boxcar 3244 from a passenger boxcar to a restroom/concession boxcar for photo freight runs.

Sessions E and F

Team Leader: Russ Hanscom

Boxcar 3244 is to be reconfigured from a passenger boxcar to a restroom/concession boxcar for photo freight runs. The outside is to look like a boxcar. Session E continued work done during sessions A, B, C, and D. Three small windows were cut into the top of the A end left side wall to provide additional light in the car when the doors (which will be installed later) are closed. These were covered with Plexiglas until regular glass can be installed.

The interior walls were finished with plywood after the windows were installed. The floor was covered with 1/4" plywood prior to installing linoleum over the entire floor. Commercial grade linoleum was used because it is colored all the way through and any damage would not be noticeable. Sealer was applied to the seams in the linoleum. Trimming of the exterior of the car was completed in preparation for painting.

Three interior restroom partitions were installed and three doors were constructed. Each 3' by 4' restroom will include a toilet and a camper sink. Waterproof wainscoting was cut to fit the three walls of each restroom. It will be installed at a later time. Most of the electrical wiring for the restroom lighting and fans was roughed in. One black water tank was installed.



Short Reefer team works on ice hatches. (Tom Cardin)



Installing new end sill on water car W462. (Tom Cardin)



Timmy Arroyo and Art Evans are laying center floor boards on drop bottom gondola 724. (Sharon McGee)

During Session F, the three toilets and sinks were installed. All plumbing was done for the sinks and toilets. A second black water tank, a fresh water tank, and water supply lines were installed. Exhaust fans, lights, and switches were installed in each restroom area.

A Dutch door was made for the top half of the steps. A closet was also added into the B end right side of the car. The side interior walls were painted white, the exterior walls were painted boxcar red, and the ceiling and inside end walls were left natural. A 2' x 15' concession counter was constructed in the wood shop and placed into the A end left side of the car.

Telegraph Booth in Chama Depot

Project Objective: Construct telegraph booth in Chama Depot as part of Friends' interpretation mission. Session F

Team: Greg Raven and Marshall Smith

This is a continuation, and near completion, of a project begun in 2006 recreating a telegraph office in the Chama Depot. During Session F, the office equipment was installed. The telegraph was wired for sound when activated by a key outside of the booth area. A mannequin was dressed and placed into the exhibit. A safe, donated by the Colorado Railroad Museum, was painted black with maroon trim around the front. It will later have decoration painted on the front. Photographs of the telegraph equipment were taken for documentation and identification purposes.

CUMBRES PROJECTS

Car Inspector's House Interior Wall Reconstruction

Project Objective: Rehabilitation of the Car Inspector's House to useable condition.

Session E

Team Leader: David Ferro

Planning was initiated for eventual rehabilitation of the interior of the Car Inspector's House. Photographic documentation of the interior, a condition



Bill Strathearn, John Berges, and Roger Briggs moving new concession counters into car. (Sharon McGee)

assessment, and the field measurements needed for development of construction documents for rehabilitation were completed. The project will include structural improvements, provisions for a future electrical system, and restoration of interior partitions, finishes, trim, doors, and windows. Drawings detailing required structural improvements will be completed by early 2008.

Car Inspector's House Outbuilding Construction

Project Objective: Reconstruct Car Inspector's House outbuildings to provide interpretative understanding of life at Cumbres Pass.

Sessions E and F

Team Leader: David Ferro

This interpretation project, consisting of reconstruction of contiguous outbuildings associated with the Car Inspector's House, began in 2004 with historical research and an archaeologi-



Dave Ferro and Andrew Hackmore work on framing for the Car Inspector's house outbuildings. (Tom Cardin)

cal investigation. Based on archaeological evidence and a group of historic photographs, team leader Dave Ferro developed architectural plans for reconstruction of the outbuildings: a well house (over a stone-lined well), a coal bunker, an animal pen, a chicken hutch, and an outhouse, all linked by a covered boardwalk. Reconstruction began in 2005 and included augering holes for installation of pressure treated posts, installation of a portion of the sills, intermediate horizontal framing, and roof support framing.

During Sessions E and F, the team continued work on the structural framing and roofing of the structures. Reconstruction of the outhouse was substantially completed. Roof decks were installed over each of the outbuildings and the covered walkway. Roofing installation was completed. The roll roofing matches the historic roofing. Other work on the project included regrading around the perimeter of the outbuildings and the west side of the house.

Remaining work includes installation of board-and-batten siding, boardwalk, flooring in the well house, coal bin, and chicken coop, horizontal siding at the outhouse, and fabrication and installation of doors and shutters matching those documented in the historic photographs. A large cast iron hand pump will be installed at the well.

Pump House Restoration

Project Objective: Preserve Pump House in its current form for future interpretation.

Session F

Team Leader: David Ferro

During session F, the photographic documentation, field measurements, and condition assessment required to record the existing form of the Pump House, identify preservation needs, and develop plans to meet those needs were completed. The 1880s Pump House originally supported a windmill that pumped water to the railroad's water tank at Cumbres. The windmill was replaced by a gasoline engine before the current reservoir and standpipe were constructed

in the 1930s. Current plans are to preserve this building in its current form for future interpretation. While some of the board-on-board wall construction is deteriorated, the structure appears to be stable at this time. As-built architectural documentation will be completed over the winter. Planned historical research will allow development of preliminary plans for restoration of the structure.

Pump House Roof Replacement

Project Objective: Replace Pump House roof to prevent deterioration of the building.

Session F

Team Leader: David Ferro

The Session F team repaired the Pump House roof. The roof was surveyed during Session E and materials were ordered. Approximately 20% of the roof deck was deteriorated and slightly more of the existing corrugated metal roofing was heavily deteriorated. The historic corrugated metal roofing on the Pump House is distinctive because of its deep texture, heavier than available modern corrugated roofing. To minimize the visual and physical impact of the required roof repairs, all historic roofing was removed, the roof deck was repaired with matching material, and a roll roofing membrane was installed. Then the best historic roofing was reinstalled on the side of the roof visible from the tracks and highway. New corrugated metal roofing was installed on the opposite side of the roof.

Historic Site Delineation

Project Objective: Fabricate and install markers to show the location of historic structures at Cumbres Pass.

Sessions E and F

Team Leader: Laura Kammerer

The team completed a historic sites delineating project that marks the location of four significant historic structures at Cumbres, a log bunkhouse, water tank, turntable, and the Cumbres depot. The markers provide a physical link between these lost historic structures and information about the history of Cumbres presented at the new inter-

pretive kiosk. This project was initiated with historical research and an archaeological survey in 2004. The survey was completed, and the design, casting, and placement of concrete markers began in 2005. The markers were designed as simple representations of the foundations of the four structures

Completion of the project involved stripping forms from the 2005 work, site preparation, completion of marker casting, and placing the markers at the water tank site. An additional set of eight markers were cast and placed to mark the location of the southern portal of the Cumbres snow shed and the flanking coal bunkers. The markers were painted with concrete stain whose color was selected to minimize any negative intrusion within the views at Cumbres Pass. The only project work remaining is completion and submission of archaeological resource forms to the State of Colorado's State Historic Preservation Officer.

LAVA PROJECT

Telegraph Booth Construction

Project Objective: Construct replacement telegraph booth for Lava.

Session F

Team Leader: Don Juergensen

Research in August 2006 discovered that there was a telegraph booth at Lava Tank that had been burned down by vandals. Since that was the last of the booths on the line, it was decided



Laura Kammerer and Dave Ferro place concrete markers indicating the location of the old water tank while the train takes on water at Cumbres. (Marty Gonzales)

to replace it with a replica. Bob Bergstrom provided photos taken in 1970. Plans were scaled using these photos. The team built the booth. It is structurally finished and primed, but will still need roofing put on it and will need to have a final coat of Rio Grande Gold and Toltec Brown paint applied before it can be moved to the Lava area next year.

LOS PIÑOS PROJECT

Project Objective: Rebuild storage shed at Los Piños.

Session F

Team Leader: Don Juergensen

During Session F the building at Los Piños was surveyed. It appears to be a shelter for crew since there was a coal bin, a place for a stove, but no other clues to conclude different use. The roof is in very bad shape and must be replaced. Also, the foundation has shifted so the building needs to be moved and leveled. The exterior is in reasonably good condition, and any rotted boards on the outside could be replaced by removing matching siding from the interior. The inside planks could be replaced with 1x6 pine. A complete paint job inside and out should complete the project. Work is expected to be scheduled on it during the 2008 sessions.



Left to right: Skip Hilgas, Drew Hackmeyer and Jack Warner install roll roofing on the Pump House. (Laura Kammerer)

2007 Volunteers, Work Assignments

TL = Team Leader

SESSIONS S, A, B

Last Name	First Name	State	Project Description	Session
Altshool	John	OH	Caboose 05635 restoration	A
			Rebuild boxcar/coach into concession/ lavatory car	B
Hayer	Donald	NM	CRF RIP-track apron layout and pour	S
			Caboose 05635 restoration	A,B
Berkstresser	Alta	CO	Chama yard landscaping TL	B
Berkstresser	George	CO	Freight Car journal oiling and repacking	B
Bettalico	Spero	NV	CRF RIP-track apron layout and pour	S
Bischoff	Fred	OH	Caboose 05635 restoration	B
Bristow	Tim	CO	CRF RIP-track apron layout and pour	S
			Chama Depot repainting	A
			Rebuild boxcar/coach into concession/lavatory car	B
Bunte	Howard	CA	Storage reeler completion TL	S
Clark	Les	TX	CRF shed construction and compressor relocation	S
			Nail & Bolt Car Operation	A,B
Clark	Nan	TX	Food Service TL	S
			Food Service	A,B
Cole	John	CA	CRF shed construction and compressor relocation TL	A
Craine	Bob	OK	Caboose 05635 restoration	B
Engs	John	CO	CRF electrical completion TL	A
			Engine house outside light replacement & Cumbres Utilities TL	B
Gordon	Geof	CO	Rider Gon 6205 refurbishment TL	B
Hanscom	Russ	NM	CRF shed construction and compressor relocation TL	S
			Rebuild boxcar into concession/ lavatory car TL	A,B
Harman	Lawrence	NM	Equipment Preparation	S,A,B
Hebert	Druby	LA	Caboose 05635 restoration	A
Horejsi	Ronald	AZ	Chama Depot repainting	B
Huber	Lynn	CA	Registration & Admin.	A,B
Huber	Doo	CA	Chama Depot repainting	A,B
Irvin	Charles	NM	Hauling & transportation	A,B
Lira	Ron	OK	Caboose 05635 restoration	A
Kennedy	Michael	WY	Carpentry Shop and Material supply	B
Knoesel	Herbert	CA	Tipple foundation repair and top house siding replacement	B
Kyser	James	IL	Rebuild boxcar/coach into concession/lavatory car	B
Lowrance	Ed	CO	Work Session Leader	S
			CRF Site Leader	A,B
Mackey	Carol	NM	Chama Tool Car Operation	B
Mackey	Bill	NM	Chama Tool Car Operation TL	A,B
Martin	William	NC	Rider Gon 6205 refurbishment	B
McGee	Jim	CO	Log bunkhouse foundation replacement and wall repair TL	A,B
McGee	Sharon	CO	Chronicling	A,B
Meckley	Bob	NH	Jordan Spreader restoration	B
Muth	Rich	CO	Chama Depot repainting TL	B
O'Keefe	James	CO	CRF shop equipment installation and testing TL	B
Pennick	Richard	CA	Jordan Spreader restoration	B
Pool	John	ID	Chama Depot repainting	B
Poston	Jim	CO	Safety Coordinator	A,B
			Chama Depot repainting	B
Pyzel	Dan	NM	CRF RIP-track apron layout and pour	S
Rahne	Terry	CO	Log bunkhouse foundation replacement and wall repair	B
Rahne	Karen	CO	Chama Depot repainting	B
Randall	Art	CA	Freight Car journal oiling and repacking TL	B
Reese	Bary	OH	Caboose 05635 restoration	B
Reib	Jeanette	AZ	Food Service	S,A,B

Reib	Robert	AZ	CRF RIP-track apron layout and pour	S
			Log bunkhouse foundation replacement and wall repair	A
			Tipple foundation repair and top house siding replacement	B
Rider	Terry	KS	Jordan Spreader restoration TL	B
Ringer	Warren	CA	CRF RIP-track apron layout and pour TL	S
			CRF shop equip. installation and testing TL	A
Robson	Alan	LA	Caboose 05635 restoration	A
Ross	Bob	IN	Work Session Leader	B
Ross	Holly	IN	Registration & Admin. TL	B
Seelye	Dick	WA	CRF shop equip. installation and testing	A
			Log bunkhouse foundation replacement and wall repair	B
Smalley	Warren	NM	Work Session Leader	A
Smith	Tim	NM	Chronicling	S,A,B
Smith	Marshall	TX	Storage reeler completion	S
			CRF electrical completion	A
			Engine house outside light replacement and Cumbres Utilities	B
Smith	Mary Jane	TX	Food Service	S
			Food Service TL	A,B
Sparks	Russell	CO	CRF shop equip. installation and testing	B
Stratbearn	Bill	CO	Carpentry Shop and Material supply	A,B
Sutkus	John	CA	Coal Tipple repairs TL	B
Tully	Mona	CO	Food Service	S
Tully	Bob	CO	Projects Committee Leader	S
Uhlard	Paul	NM	CRF RIP-track apron layout and pour	S
			Rebuild boxcar/coach into concession/ lavatory car	A
			Engine house outside light replacement and Cumbres Utilities	B
Viderius	Mark	IA	Jordan Spreader restoration	B
Whelan	Rod	FL	Chama Tool Car Operation	A
			Rider Gondola 6205 refurbishment	B
Whelan	Mary	FL	Food Service	A,B

SESSIONS C and D

Last Name	First Name	State	Project Description	Session
Alliston	Noval	KS	Car 3254 and 3686 siding and roof repairs	D
Badgett	Robert S.	GA	Depot-stockyard telegraphbone line restoration	D
Balderston	Gene	NM	Osier Coal bin and loading dock construction	C
Barsachs	Edwin	TX	Lava tank ladder and pump house roof replacement	D
Barney	Phil	OR	Caboose 0503 restoration	C
Barton	Jim	CO	Freight Car painting	D
Bayer	Donald	NM	Work Session Leader	C
			Restore RPO X54 as an RPO TL	D
Berkstresser	George	CO	Baggage cart restoration	C
			Hinman coach refurbish and roof and window repairs	D
Berkstresser	Alta	CO	Chama yard landscaping TL	C,D
Bloom	Bruce	OH	Osier Dining Hall exterior painting	C
Bradley	Clark	WI	Paint UTLX tank car	D
Briggs	Roger	CO	Carpentry Shop and materials TL	C,D
Burke	Shirley	NM	Membership Promotion	D
Bush	John	NE	Hauling and transportation	C
Calderon	Darin	AZ	Restore RPO X54 as an RPO	D
Calderon	Sean	AZ	Restore RPO X54 as an RPO	C,D
Carder	Ron	NM	Osier Coal bin and loading dock construction	C

Cardin	Mary	NM	Food Service TL	CJ	Hunt	Patrick	OH	Lobato trestle handrail and walkway repair	C
Christensen	Doug	UT	Lava tank ladder and pump house roof replacement	D	Hutchison	Hutch	NM	Chama Tool Car Operation	C
Clark	Les	TX	Nail & Bolt Car Operation	CJ	Hutchison	Barb	NM	Museum display car construction	C
Clark	Nan	TX	Membership Promotion TL	CJ	Ivitt	Charles	NM	Caboose 0503 restoration	CJ
Cole	John	CA	Depot-stockyard telegraphphone line restoration TL	D	Jennings	Larry	CA	Rebuild boxcar/coach into concession/lavatory car	C
Collins	Dave	CA	Paint UTLX tank car TL	D				Hinman coach refurbish and roof and window repairs	D
Collins	Gary	CO	Paint UTLX tank car	D	Kennedy	Michael D	WY	Museum display car construction	C
Conry	Bob	CA	Museum display car construction	D				Hinman coach refurbish and roof and window repairs	D
Cox	Jon Samuel	AZ	Caboose 0503 restoration	D	King	Linda	CA	Caboose 05635 restoration	D
Cox	Jon Walden	AZ	Rebuild boxcar/coach into concession/lavatory car	D	Krech	Joan	SC	Chama yard landscaping	D
Craze	Bob	OK	Caboose 05635 restoration	C	Krech	Ed	SC	Milepost and whistleboard maintenance	D
Craze	Debbie	OK	Food Service	C	Kuhns	Mary Kay	TN	Osier Coal bin and loading dock construction	D
Crisler	Arlene	MS	Chronicling	C	Kuhns	Fred	TN	Osier Coal bin & loading dock construction	CJ
Davenport	Paul	AZ	Depot-stockyard telegraphphone line restoration	D	Kumler	Robin	CA	Caboose 05635 restoration	C
Dick	Susan	AZ	Depot-stockyard telegraphphone line restoration	D	Kumler	Craig	CA	Caboose 05635 restoration	C
Dick	Richard	AZ	Depot-stockyard telegraphphone line restoration	D	LaChey	Marc	TX	Osier Coal bin and loading dock construction	D
Dulong	Peter	TX	Cook Car 053 siding restoration and replacement	C	Lemons	Joyce	CO	Food Service	D
Duncan	Walt	CO	Rebuild boxcar/coach into concession/lavatory car	C	Lemons	Keith	CO	Paint UTLX tank car	D
Engs	John	CO	Museum display car construction TL	CJ	Ley	David	CA	Lobato trestle handrail and walkway repair	D
Enzman	Linda	IL	Freight Car painting	D	Lock	Bill	NM	Caboose 05635 restoration	C
Enzman III	Warren	IL	Chronicling	D	Lock	Judy	NM	Food Service	C
Evans	Dottie	PA	Reporting and Documentation	CJ	Locker	Daryl	NM	Museum display car construction	C
Evans Jr	Chuck	PA	Reporting and Documentation	CJ	Lopez	Emmanuel	NM	Osier Coal bin and loading dock construction	CJ
Feldman	Margrethe	NM	Freight Car painting	D	Lowrance	Ed	CO	Chama Tool Car Operation	D
Feldman	Bill	NM	Rebuild boxcar/coach into concession/lavatory car	D	Luckhardt	Gunn	NM	Sublette Section House repairs and painting	C
Fowler	Parker	CO	Baggage cart restoration TL	C	Lyon	Laurel	OR	Chama yard landscaping	C
Fowler	Charly	CO	Registration and Administration	C	Mahoney	Mike	GA	Milepost and whistleboard maintenance	C
Foster	Todd	CA	Rebuild boxcar/coach into concession/lavatory car	CJ	McCartie	William	CO	Complete DBG 859 rebuild	C
Gartman	Bill	CO	Milepost and Whistleboard maint.	C	McDonagh	Christopher	OH	Caboose 05635 restoration	D
Gish	GO.	MO	Baggage cart restoration	C	McDonagh	Jim	OH	Rebuild boxcar/coach into concession/lavatory car	D
Gish	Bryant	MO	Baggage cart restoration	C	McDonald	Floyd	CA	Scrap and trash box construction	C
Gordon	Geoff	CO	Cars 3254 and 3686 siding and roof repair TL	D	McDonald	Phil	NV	Scrap and trash box construction TL	C
Gordon	Nancy	CO	Food Service	D	McDonald	Larry	CA	Scrap and trash box construction	C
Gonzales	Marty	NM	Chronicling TL	C	McGinley	Mike	CA	Lobato trestle handrail and walkway repair TL	D
Gonzales	Mary	NM	Chronicling Site Helper	C	McGinley	Mike	CA	Lobato trestle handrail and walkway repair TL	D
Gross	Diana	CA	Registration and Administration	C	McGinley	Mike	CA	Lobato trestle handrail and walkway repair TL	D
Gross	Jim	CA	Milepost and Whistleboard maint. TL	C	McGinley	Mike	CA	Lobato trestle handrail and walkway repair TL	D
Hall	Glenn	CO	Chronicling	D	McGinley	Mike	CA	Lobato trestle handrail and walkway repair TL	D
Hallam	Mickey	TN	Lobato trestle handrail and walkway repair	D	McMullen	Craig	CO	Caboose 05635 restoration TL	CJ
Hanscom	Russ	NM	Rebuild boxcar into concession/lavatory car TL	CJ	McMullen	Maggie	CO	Food Service	D
Hardy	Scott	NV	Osier Dining Hall exterior painting TL	CJ	Meckley	Bob	NH	Jordan Spreader restoration	C
Hartman	Lawrence	NM	Equipment Preparation	CJ	Metzler	Mary	AZ	Food Service	D
Hawkins	Robert	WI	Depot-stockyard telegraphphone line restoration	D	Metzler	Don	AZ	Supply & Inventory Manager	D
Henderson	Austin	TX	Junior Volunteer	D	Milburn	Jim	PA	Milepost and Whistleboard maint.	D
Heron	Lynne	UT	Sublette Section House repairs and painting	C	Millhouse Jr	Jim	PA	Caboose 0503 restoration	C
Heron	Janie	UT	Sublette Section House repairs and painting	C	Mitchell	John	OR	Milepost and Whistleboard maint.	D
Heron	Jim	UT	Sublette Section House repairs and painting TL	C	Mouritsen	Ed	TX	Freight Car painting	D
			Lava tank ladder and pump house roof repl. TL	D	Mouritsen	Beth	TX	Freight Car painting	D
Hogan	Peter	AZ	Freight Car painting	D	Mundis	Bob	NM	Cook Car 053 siding restoration and replacement	C
Hogan	Sandy	AZ	Chronicling	D	Nash	Bill	TX	Jordan Spreader restoration	C
Honjisi	Ronald	AZ	Osier Dining Hall exterior painting	C	Nisum	Phil	WY	Museum display car construction	C
			Depot-stockyard telegraphphone line restoration	D				Hinman coach refurb. and roof and window repair TL	D
Huddleston	Wayne	NE	Depot-stockyard telegraphphone line restoration	D	Norcross	Drew	NC	Osier Coal bin and loading dock construction	CJ
					Norcross	Kyle	NC	Osier Coal bin and loading dock construction	D
					Norcross	John	NC	Osier Coal bin and loading dock construction	CJ
					Norcross	Ted	NC	Osier Coal bin and loading dock construction TL	CJ

O'Keefe	James	CO	Cook Car 053 siding restoration and replacement TL	C,D
Olson	Carl	TX	Museum display car construction	C
Osborn	Bob	CO	Complete DBG 859 rebuild	C
Parks	Daniel	CA	Complete DBG 859 rebuild	C
Parks	Lee	CA	Complete DBG 859 rebuild	C
Parks	Randy	CA	Complete DBG 859 rebuild	C
Paulson	Don	CO	Sublette Section House repairs and painting	C
Petrick	Thomas	TX	Osier Coal bin and loading dock construction	D
Picken	Andy	CA	Depot-stockyard telegraphphone line restoration	D
Pratt	Bill	CO	Complete DBG 859 rebuild TL	C
Priddle	David	UK	Caboose 0503 restoration	D
Putman	Clyde	TX	Osier Dining Hall exterior painting	C
			Osier Coal bin and loading dock construction	D
Randall	Art	CA	Car Survey TL	C
			RPO X54 trucks fabrication	D
Randolph	David	IL	Osier Coal bin and loading dock construction	D
Reb	Jeanette	AZ	Food Service	C,D
Reb	Robert	AZ	Lobato trestle handrail and walkway repair	C,D
Rider	Terry	KS	Jordan Spreader restoration TL	C
Rider	Sheri	KS	Jordan Spreader restoration	C
Ringer	Warren	CA	Complete DBG 859 rebuild	C
Robbins	Becky	CA	Registration and Administration	D
Robbins	Dan	CA	Osier Coal bin and loading dock construction	D
Rosenberger	Robert	PA	Freight Car painting	D
Rosenberger	Judith	PA	Freight Car painting	D
Ross	Bob	IN	Milepost and Whistleboard maintenance TL (D)	C,D
Ross	Holly	IN	Registration and Administration TL (C)	C,D
Sandt	Clayton	CO	Caboose 05635 restoration	D
Sandt	Patricia	CO	Caboose 05635 restoration	D
Scott	John	TX	Hauling and transportation	D
Scott	Linda	TX	Hauling and transportation Site Helper	D
Smalley	Warren	NM	Work Session Leader	D
Smalley	Joyce	NM	Chama Tool Car Operation	D
Smith	Jeff	CO	Jordan Spreader restoration	C
Smith	Mary Jane	TX	Food Service	C,D
Smith	Marshall	TX	Museum display car construction	C,D
Smith	Tim	NM	Chronicling	C
Smucker	Frank	CO	Lobato trestle handrail and walkway repair	C
Stamper	Keith	Ont.	Osier Coal bin and loading dock construction	D
Stewart	Don	AZ	Freight Car painting TL	D
Sterosky	Dennis	NM	Rebuild boxcar/coach into concession/lavatory car	C
Storm	Don	AZ	Restore RPO X54 as an RPO	C,D
Storm	Dolores	AZ	Membership Promotion	C,D
Sublett	Naomi	AZ	Chama yard landscaping	D
Sublett	Jim	AZ	Carpentry Shop and Material supply	D
Thode	Mike	CO	Caboose 0503 restoration TL	C,D
Thurston	Jim	TN	Sublette Section House repairs and painting	C
			Museum display car construction	D
Toms	Andy	OH	Milepost and Whistleboard maint.	D
Toms	Kathy	OH	Freight Car painting	D
Toms	Jeff	OH	Milepost and Whistleboard maint.	D
Treuer	George	NM	Rebuild boxcar/coach into concession/lavatory car	C
Trunk	Chris	PA	Depot-stockyard telegraphphone line restoration	D
Valerius	Mark	IA	Jordan Spreader restoration	C
Wallis	Kent	TX	Lobato trestle handrail and walkway repair TL	C
Wallis	Shelby	TX	Chama yard landscaping	C
Wander	Cletus	IA	Osier Coal bin and loading dock construction	C,D

Weigant	Joan	KS	Food Service	D
Weigant	Adolph	KS	Cars 3254 and 3686 siding and roof repairs	D
Whelan	Mary	FL	Food Service	C,D
Whelan	Rod	FL	Chama Tool Car Operation TL	C,D
Woods	Larry	NV	Depot-stockyard telegraphphone line restoration	D
Woolsey	Anne	KS	Car Survey	C
Woolsey	Terry	KS	Milepost and Whistleboard maint.	C

SESSIONS E and F

Last Name	First Name	State	Project Description	Session
Arroyo	Timmy	NJ	DBG 724 restoration and Water car 462 restoration	E,F
Bacon	David	AZ	Tree trimming TL	E
Barbour	Bill	CA	Caboose 05635 restoration	F
Bayer	Donald	NM	Cook Car 053 siding restoration and replacement	F
Berges	John A	CA	Caboose 05635 restoration TL (C)	E,F
			Rebuild boxcar/coach into concession/lavatory car	F
Bergstrom	Robert	OR	Lava Telegraphphone booth construction	F
Bigsby	Chuck	CA	Short Reefer 55 restoration	E
Bigsby	Sandy	CA	Freight car lettering	E
Blizzard Jr	Roy	NJ	DBG 724 restoration and Water Car 462 restoration TL	E,F
Block	Brian	NV	DBG 724 restoration and Water Car 462 restoration	E,F
Bodman	Ginny	TX	Chama yard landscaping	F
Bodman	Paul	TX	Freight Car painting	F
Bodman	Robert	TX	Freight Car painting	F
Bodman	Michael	TX	Freight Car painting	F
Bolger	Donald	OR	DBG 724 and Water Car 462 restoration	F
Boysen	George	CO	Caboose 05635 restoration	F
Briggs	Roger	CO	Carpentry Shop and materials TL	E,F
Bristow	Tim	CO	Rebuild boxcar/coach into concession/lavatory car	E,F
Bunte	Howard	CA	Cook Car 053 siding restoration and replacement	E
Caldwell	Dick	CO	Freight car lettering TL	E
Cardin	Mary	NM	Food Service TL	E,F
Charnley	Beuce	AZ	Freight Car painting	F
Charnley	Ruth	AZ	Freight Car painting	F
Clark	Nan	TX	Food Service	E,F
Clark	Les	TX	Nail and Bolt Car Operation	E,F
Cole	John	CA	Depot-stockyard telegraphphone line restoration TL	F
Cook	Jim	TX	Caboose 05635 restoration	F
Corwin	Kevin	CO	Lava Telegraphphone booth construction	F
Davies	George	NM	Log bunkhouse foundation replacement and wall repair	F
Earle	Ken	NM	Log bunkhouse foundation replacement and wall repair	F
Eggs	John	CO	Snowshed restoration and culvert installation TL	E
			Section House internal electric service installation TL	F
Eskender	Matthew	CA	Oil House Brick Pointing	E
Evans	Art	OK	DBG 724 restoration Site Helper	E
			Cook Car 053 siding restoration and replacement	F
Evans	Laura	OK	Cook Car 053 siding restoration and replacement	E,F
Ferns	David	FL	Cumbres structural repairs and replacements TL	E,F
Gamier	Karen	MO	Chama yard landscaping	E

Garnier	Dick	MO	Freight Car Lettering Site Helper	E	Mackey	Carol	NM	Chama Tool Car Operation	F
Goin	Robert	NZ	Rebuild boxcar/coach into concession/lavatory car	E	Mattson	Louise	AZ	Registration and Administration	EJ
Gonzales	Marty	NM	Chronicling TL	EJ	Mattson	George	AZ	Work Session Leader	EJ
Gordon	Nancy	CO	Food Service	EJ	Mattson	George	AZ	Work Session Leader	EJ
Gordon	Geof	CO	Cumbres structural repairs and replacements	E	McCain	Bob	CO	Section House internal electric service installation	F
			Log bunkhouse foundation replacement and wall repair	F	McGee	Jim	CO	Cumbres structural repairs and replacements	E
Gothelf	Robert	CO	Freight car lettering	E				Log bunkhouse foundation replacement and wall repair TL	F
Gothelf	Judy	CO	Food Service	E	McGee	Sharon	CO	Chronicling	EJ
Graham	James	CO	DBG 724 and water car 462 restoration Site Helper	F	McKee	Jim	KS	Tree trimming	E
					McMullen	Craig	CO	Caboose 05635 restoration TL	F
Gregory	Tom	MS	Section House internal electric service installation	F	Metzler	Mary	AZ	Food Service	E
					Metzler	Don	AZ	Supply & Inventory Manager	E
Guertin	Travis	AZ	Rebuild boxcar/coach into concession/lavatory car Jr. Volunteer	E	Miller	Phil	KS	Cumbres historic sites delineation	E
Guinn	Forrest	MO	Cumbres structural repairs and replacements	F	Mitchell	Robert A.	CA	Cumbres structural repairs and replacements	E
Hackman	Phil	TN	Cook Car 053 siding restoration and replacement	F				Cook Car 053 siding restoration and replacement TL	EJ
Hackmeyer	Andrew	FL	Cumbres structural repairs and replacements	EJ	O'Keefe	James	CO	Cook Car 053 siding restoration and replacement TL	EJ
Hall	Wade	WV	Cook Car 053 siding restoration and replacement	F	Osborn	L.D.	TX	Coal Tiptle repair and Depot Roof repairs	F
Hanscom	Russ	NM	Rebuild boxcar into concession/lavatory car TL	EJ	Osborn	Judy	TX	Membership Promotion	F
Harp	Lee	TX	Cook Car 053 siding restoration and replacement	E	Pratt	Bill	CO	DBG 724 restoration	E
			Cumbres structural repairs and replacements	F	Raven	Gregory	FL	Depot telegraphy display booth	F
Hillegas	Cathy	CO	Cumbres structural repairs and replacements	F	Samuels	Jay	NM	Short Reefer 55 restoration	E
Hillegas	Skip	CO	Cumbres structural repairs and replacements	F	Sargent	Ben	TX	Cumbres structural repairs and replacements	E
Horejsi	Ronald	AZ	Snowshed restoration and culvert installation	F	Schechter	Samuel	NY	Tiptle foundation repair and top house siding replacement	E
Howell	Lyla	NM	Registration and Administration	E	Schmitt	Ron	KS	Coal Tiptle repair and Depot Roof repairs	F
Howell	Richard	NM	Short reefer 55 restoration	E	Schmitt	Yvonne	KS	Food Service	F
Hutchison	Burb	NM	Cook Car 053 siding restoration and replacement	F	Schoen	Robert	TX	Cumbres structural repairs and replacements	E
Hutchison	Hutch	NM	Cook Car 053 siding restoration and replacement	F	Schweitzer	Wendell	AZ	Tiptle foundation repair, top house siding replacement	E
Irvin	Charles	NM	Hauling and transportation	EJ				Coal Tiptle repair and Depot Roof repairs	F
Jacobs	Bill	NV	Rebuild boxcar/coach into concession/lavatory car	EJ	Shaw	Terri	CA	Interpretive Planning	E
Jameson	Matthew	IL	Short reefer 55 restoration	E	Smith	Mary Jane	TX	Food Service	EJ
Jensen	Nick	CA	Depot-stockyard telegraph line restoration	F	Smith	Marshall	TX	Tiptle foundation repair and top house siding replacement	E
Jensen	Chris	CA	Depot-stockyard telegraph line restoration	F				Depot telegraphy display booth	F
Jensen	Eric	CA	Depot-stockyard telegraph line restoration	F	Stewart	Don	AZ	Freight Car painting TL	F
Johnson	Dale	MN	Restore Water Car 462	F	Stratheim	Bill	CO	Concession Car Cabinet construction	F
Juergenson	Don	CA	Lava Telegraph booth construction TL	F	Sublett	Naomi	AZ	Chama yard landscaping	EJ
Kammerer	Laura	FL	Cumbres historic sites delineation TL	EJ	Sublett	Jim	AZ	Carpentry Shop and Material supply	E
Kassin	Tony	NM	DBG 724 and Water Car 462 restoration	F	Surkus	John	CA	Kiosk Frame Construction	F
Kepner	Chase	CO	Cook Car 053 siding restoration and replacement Jr. Volunteer	F				Coal Tiptle repairs TL	E
Kepner	Bill	CO	Cook Car 053 siding restoration and replacement	F				Coal Tiptle repairs and Depot Roof repair TL	F
Kern	Bill	VA	Chama yard landscaping	E	Tower	Caroline	CA	Food Service	F
Kern	Kate	VA	Chama yard landscaping	E	Traudt	Dave	NM	Freight Car painting	F
Knoesel	Gisela	CA	Membership Promotion	F	Trunk	Chris	PA	Depot-stockyard telegraph line restoration	F
Knoesel	Herbert	CA	Coal Tiptle and Depot Roof repairs	F	VanSlyke	Jim	OH	Section House internal electric service installation	F
LaFargue	Gabriele	NY	Chronicling	E	Vaupel	Susan	MD	Food Service	F
Lenicheck	Rob	CA	Tiptle foundation repair and top house siding replacement	E	Vaupel	Bruce	MD	Freight Car painting	F
					Warner	Jack	GA	Cumbres structural repairs and replacements	EJ
Lenicheck	Lucinda	CA	Chama yard landscaping	E	Warner	Peggy	GA	Food Service	E
Lenicheck	Peter	CA	Chama Tool Car Operation Jr. Vol.	E	Whelan	Rod	FL	Chama Tool Car Operation	F
Mackey	Bill	NM	Chama Tool Car Operation TL	EJ	Whelan	Mary	FL	Chama Tool Car Operation	F
					Wilson	Colleen	CA	Oil House Brick Pointing TL	E
					Wilson	Brooks	CA	Caboose 05635 restoration	E
					Wingo	Turner	NM	Food Service	E
					Wissler	Mike	CA	Rebuild boxcar/coach into concession/lavatory car	F
					Worwag	Randy	CO	Short reefer 55 restoration TL	E
					Yockey	Frank	CO	Interpretive Planning TL	E

Schedule of Friends' Events

New Mexico Banquet and Spring Board of Directors' Meeting

March 14-15, 2008

2008 Volunteer Work Sessions

May 12-16, Session A

May 19-23, Session B

June 16-20, Session C

June 23-27, Session D

August 4-8, Session E

August 11-15, Session F

Railroad Opening Day

May 24, 2008

Annual Meeting and Annual Board of Directors' Meeting

June 20 - 21, 2008

Moonlight Train

July 19, 2008



A brakeman's view of Chama from the tender deck. Note the building where the parking lot is now located. The photographer and date are not known. This photograph is from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs.



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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