



C&TS Dispatch

Vol. 17 No. 2

SUMMER 2004

Included in this issue
is the Friends of the
Cumbres & Toltec
Scenic Railroad
2003 Annual Report

HISTORIC PRESERVATION—2004

The May Volunteer Work Sessions

by Nan Clark and Bob Tully

Twenty-four Friends carried out historic preservation projects during volunteer work session A from May 10–14. One hundred nine volunteers worked during session B from May 17–21, 2004. In this issue we present summaries and photographs recording the many accomplishments of the volunteers on the Cumbres & Toltec Scenic Railroad.

The major activity of the May work sessions was the vegetation control project. The objective of this project, first discussed in August 2003, was clearing the entire 64-mile line to improve operating conditions and increase public safety. Volunteers' achievements were beyond everyone's expectations. The only uncompleted work of the project was the removal of firewood, branches, trash and debris from along the line and uncompleted cutting in about a mile and a half area that was not readily accessible.

The May volunteers also accomplished many additional tasks. They

- Completed temporary repairs to the Chama depot roof, as well as to fascia and trim. This work became mandatory with the late winter and 40+ mph winds during the week of May 10.
- Constructed eight picnic tables, with plans to build another 12, for use

along the new sidewalk on Terrace Avenue immediately above the Chama yard.

- Cut and drilled old rail for signs and installed 13 posts with signs at strategic points around the driveway to direct traffic to a one-way pattern.
- Salvaged more than 20 bridge timbers along Terrace Ave., 12 for use in the parking lot to assist in directing traffic.
- Repaired the wood railing and installed two posts and over 100 feet of steel handrail along the new concrete steps from the yard to Terrace Avenue.

See *Work Sessions*, page 2

COLORADO HONORS FRIENDS

The Colorado House of Representatives has passed a resolution (04-1019) honoring the Friends of the Cumbres & Toltec Scenic Railroad, Inc. The resolution is similar to the joint memorial recently passed by the New Mexico Legislature (see Spring 2004 issue). The Colorado resolution was sponsored by Speaker Lola Spradley and 32 additional co-sponsors.

The groundwork for this resolution was done by Friends' member and former Colorado State Senator Hugh Fowler. We wish to express our deep appreciation to Speaker Spradley and the other 32 representatives along with Senator Fowler.



Work session A volunteers on the Chama depot platform. (All photos in this issue by Tom Cardin.)

C&TS Dispatch

Friends of the Cumbres & Toltec Scenic Railroad

William Lock, Founder

Directors

2004–2006	2003–2005
Curt Bianchi	Nan Clark
Robert Craine	Richard Cowles
F. Parker Fowler	Geoffrey Gordon
Philip McDonald	James Herron
Arthur Nichols	William Lock
Bob Ross	Edgar Lowrance
Warren Smalley	Jerry Sahnd
Bob Tully	Dennis Sterosky
Frank Yockey	Spencer Wilson

President and CEO
Chairman of the Board
Vice Chairman
Secretary
Treasurer

Editor
Photographer

Brian Shoup
James Herron
Jerry Sahnd
Curt Bianchi
Dennis Sterosky

Arthur Nichols
Tom Cardin

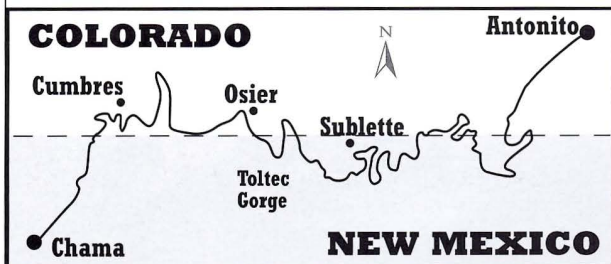
Please write the editor at
e-mail: asn1307@aol.com

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

The Friends is the official museum support group for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico and is operated by the Rio Grande Railway Preservation Corporation. As the museum support group, 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 2004

© 2004 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

Work Sessions, continued

- Built metal shelving for use outside the shop in Antonito.
- Removed 200 feet of barbed wire and chain link fence along Terrace Ave.
- Rebuilt an interior door for the Chama engine house and planned the replacement of a 12' x 14' door between the stalls and the shop.
- Replaced several decayed ties south of the inspection pit on the repair track.
- Assisted NORA in replacing the pole at the northeast corner of the depot and salvaged the connecting terminal box for latter replacement.

These projects would not have been possible without the support services of volunteers: tool car operation; food preparation and kitchen car; carpentry shop and material supply; chroniclers; forklift and end-loader operation; and registration and administration. There will be more about the May sessions in the Fall issue.



West side of Chama depot roof before repairs, showing deteriorated condition (session A).



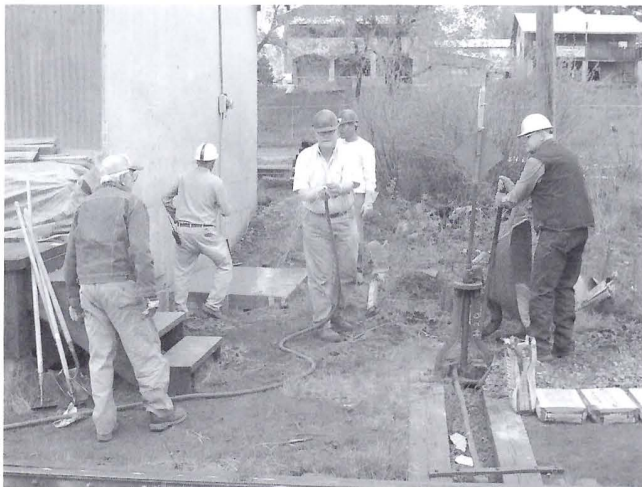
East side of Chama depot roof with volunteers making repairs (session A).



Celebrating Roger Briggs' birthday in the Chama depot are Les Clark (l), Roger, Steve Fowler, Geof Gordon, and Mary Cardin (session A).



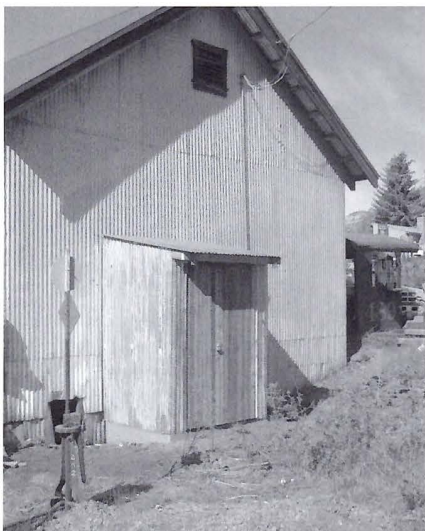
West side of Chama depot with volunteers making roof repairs (session B).



Volunteers have poured the concrete base for the new compressor shed (below) attached to the carpentry shop (session A).



The wood chipper in action at the north end of the Chama yard (session B).



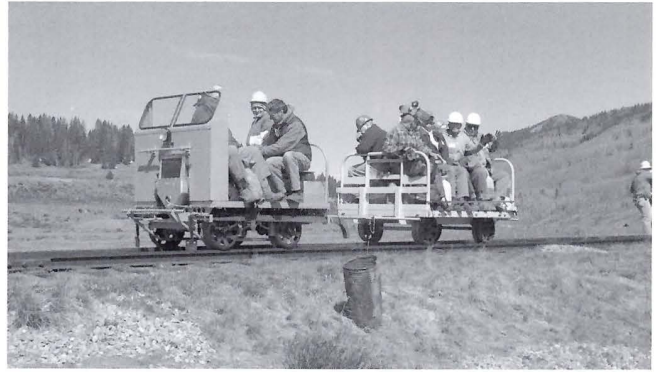
Work session B volunteers on the Chama platform. The volunteers carried out the vegetation control project along the 64-mile line.



Work Sessions, continued



The landscaping team at work in the Chama yard and volunteers installing a handrail for the new concrete walkway from Terrace Ave. to the yard (session B).



Hi-ho, hi-ho...off to the Mud Tunnel we go...to clear vegetation from the right-of-way...hi-ho, hi-ho (session B).

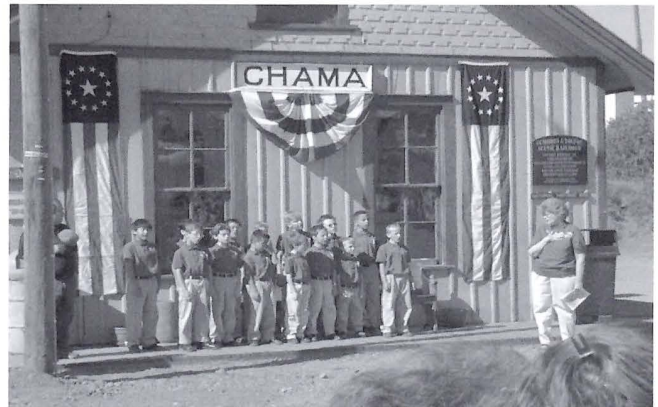
OPENING DAY ON THE C&TS

by Tom Cardin

Opening Day—May 29, 2004. Wow! Everyone was there in Chama including Lieutenant Governor Diane Dennish and Chama Mayor Archie Vigil. Chama AM Vets raised our flags as the Albuquerque Boys Choir sang our National Anthem.

The star of the day was engine 484—it coupled up to the train to cheers from the crowd. We have been without the sounds of 484 since 1999 but now she is up and ready, thanks to Colorado, New Mexico, the Economic Development Administration, and the Friends' Another Century of Narrow Gauge Steam campaign. All it takes is money and talent. The restoration of 484 was probably the most extensive work on any engine since Rio Grande days. It is called "a frame up restoration."

484 even has new sheet metal on the boiler and the cab sure looks nice with the new bead board, all freshly painted in green. The Friends did the woodwork in the cab and painted it. The shop crew in Chama did the locomotive and the Antonito shop crew did the tender. I'll bet you thought that the Antonito crew only did coaches, huh? 484 started up the hill at 10:00 a.m. with Jeremy Garcia at the throttle and Sonny Honegeer feeding her coal. There were a lot of grinning faces and all of them were not on the train. There are some new things in the parking area. Parking is all angle parking and the entrance is at the north end of the yard. To exit you must follow the old road past the depot, behind the shops and out to the highway. The State of New Mexico has ground up the old highway pavement to pave this road and it is a lot better that it used to be. All "train chasers" had better plan their exodus in advance as it is going to take them a bit longer to get to the first crossing.



The Albuquerque Boys Choir sings the National Anthem.



New Mexico Lieutenant Governor Diane Denish addresses the people gathered in the Chama yard for the opening day ceremony. Mayor Archie Vigil welcomed the visitors to Chama.

LETTERS

Ffestiniog and Tallylyn Railways

I very much enjoyed the recent article about the FR. I rode and photographed the Ffestiniog in 1979 along with most of the Welsh narrow gauge railways. I know the story about General Palmer visiting the FR prior to deciding on 3-foot gauge for the Rio Grande. I have also heard that a photograph exists of Palmer and the FR at Porthmadoc. I have tried to find this photo (including e-mailing an inquiry to the FR several years ago) but have so far had no success. Perhaps, the photo only exists in the fertile imagination of some railfan I met decades ago. One of my photos of the FR appears on page 23 of my book "Railroads of Colorado." It was taken from the footpath (hiking trail) that connects Tan-Y-Grisiau with Dduallt as shown on the map in your recent article.

I also rode the 2' 3" gauge Tallylyn Railway on that same 1979 trip. It is the Tallylyn that has another connection to the C&TS. I rode the pre-convention tour for the 1989 Tourist Railway Assn. convention in Denver. Providing me with much pleasant railroad conversation was John Snell, one of the principals instrumental in the preservation of the Tallylyn Railway in 1951. Mr. Snell and I rode the C&TS together. Upon returning from that convention, I found several books in my library authored or co-authored by J. B. Snell. It was an honor to meet him for he clearly is a pioneer of railroad preservation.

*Claude Wiatrowski
Colorado Springs, CO*

Riding Since 1984

I have been riding the railroad since 1984 and have missed only three years in those 20. I try to ride in the late fall, usually the last week of operation and I can see the results of a lot of fine work. The railroad looks better every year and the rolling stock keeps improving. The operational staff deserves a lot of credit too, working with the old equipment doing what railroaders did 50 plus years ago. What a wonderful working museum. Thanks also has to go to all the leaders of the Friends organization for their untiring dedication to finding a way to keep the line open and returning it to full operational status for the future...Lead on!

*Joel F. Shank
Brawley, CA*

Election Results

Seven hundred ballots were cast in the 2004 election for nine directors of the corporation. The following nine directors were re-elected to two-year terms (votes for each candidate are also given). Curt Bianchi, 694; Bob Craine, 694; Parker Fowler, 695; Phil McDonald, 699; Art Nichols, 697; Bob Ross, 693; Warren Smalley, 693; Bob Tully, 700; and Frank Yockey, 694.



General Manager Kim Smith welcomes passengers and visitors to the Cumbres & Toltec Scenic Railroad. Standing in front of the "Governor Bill Richardson" are Lieutenant Governor Diane Denish, Mayor Archie Vigil and Amarante Garcia of the AmVets.



Dave Kindell (l), Railroad Commissioner Carl Turner, and the C&TS mascot (member Deb Williams) enjoying the scene in the Chama yard on opening day.



Locomotive 484 approaching the first crossing on Highway 17. Opening day was the first time 484 returned to service since derailling in 1999.

New Cookbook Recipes Sought



Because the Friends' cookbook, "Soot, It's What's for Dinner," has had such a positive response, and is still very much in demand, a sequel cookbook tentatively titled "Cinders In My Soup" is planned. Part of what made "Soot, It's What's for Dinner" such a success is the quality

and diversity of the recipes contributed. We hope to have the same results this time, so please contribute your favorite recipes for the next volume. As a reminder please make sure all recipes submitted are original. All proceeds will go to support the Friends and their efforts to preserve and maintain the Cumbres and Toltec Scenic Railroad.

We intend to categorize the recipes in a different manner for "Cinders," allowing the next cookbook to be different, fresh and stand on its own merit. We do not want to duplicate content or recipes but we will keep our folksy format and include additional history, new drawings, photographs and stories. Please feel free to think within the traditional categories for the sequel, but note that a railroad theme will prevail:

- Breakfast (Crew Called for 7 AM)
- Appetizers
- Soups
- Lunch Specials (Kitchen Car Brown Bag Specials)
- More Mainline Dishes
- Vegetables/Salads/Fruits
- Chilies, Chilies
- Pasta, Grains and Other Side Dishes (Foods for Coupling)
- Desserts (the Sweet Caboose)

Please submit suggestions for chapter titles and/or appropriate railroad stories along with your recipes. In addition, we hope to add a few new features to this cookbook, so as you think about your recipes, make sure to add some that meet these additional categories.

Special Dietary Needs

Recognizing that many people have special dietary, timing or cooking needs, we will highlight recipes for those who want heart healthy meals, low carb preparations, quick cooking suggestions or meals suitable for camping or RV.

Chilies

Given our Southwestern location, chilies are a staple for many cooks. We have had a number of requests for recipes that feature chilies and hope you will supply your favorites in any of the above categories.

Essential Ingredients and Helpful Hints

Since so many of the Friends are excellent cooks and are used to cooking under somewhat challenging conditions (power outages, drought, unexpected guests, RV, camping, etc.), we also thought it would be fun to add a section of favorite short-cuts, "must have" pantry items to meet emergencies, favorite take-alongs for camping trips and the like. So please contribute your own "must have" supplies and how you use them.

When submitting recipes, please include as exact measurements as possible to let others enjoy the same results you get, and your contact information: name, phone number, e-mail address (essential if there are questions regarding the recipe) and mailing address. Note, we will again publish the name of the person submitting the recipe, along with her and his hometown.

Please submit your recipes to:

Caroline Tower
2953 Pine Street
San Francisco, CA 94115
carolinetower@sbcglobal.net

HELP WANTED

Equipment Manager

Requirements are: knowledge of small gas engines; attendance at either session A or B or arrive at Chama a few days before session C to get all the gas-powered equipment ready for the work session; attend session F to winterize all gas-powered equipment (it takes two to three days to get equipment ready and one day to winterize it).

Paint Manager

Requirements are: knowledge of air-less and air-powered spray equipment and check the equipment before the work sessions; be familiar with the paint and solvents used in work session projects and order the paint for the work sessions; at the end of session F prepare an inventory of paint and paint sundries (two days are needed to get equipment ready and two days during session F to take the inventory).

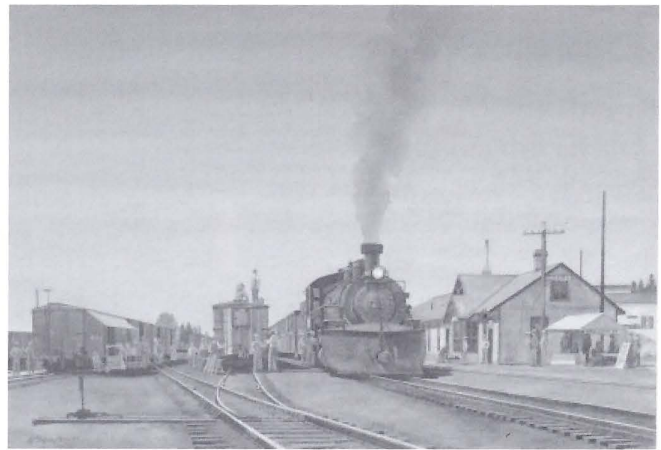
If interested, or for information, contact Don Metzler by e-mail at n7ukn@amug.org, or call him at (623) 937-6690.

Governor Richardson Visits the Railroad

On Monday, April 26, with the Hinman coach as a backdrop, New Mexico Representative Debbie Rodella welcomes Governor Bill Richardson to Chama and the railroad. From the left, Railroad Commissioner Wayne Quinlan, Commission Chair Steve Malnar, General Manager Kim Smith, Speaker of the NM House of Representatives Ben Lujan, Governor Richardson, and Chama Mayor Archie Vigil.



Below, Governor Richardson and Mayor Vigil dedicate with the traditional champagne the newly lettered Hinman coach "Governor Bill Richardson." On the vestibule of the coach: Antonito Mayor Rafael Gallegos (l), NM Representative Nick Salazar, Governor Richardson, Rep. Rodella, Speaker of the House Lujan, and Chama Mayor Vigil.



Gilbert H. Bennett Creates Friends Work Session Scene on Canvas

by Nan Clark

Since 1984 the artwork of Gilbert H. Bennett has appeared on calendars, magazine and book covers, as well as "Leaning Tree" and "Wasatch Greeting" Christmas cards. He has recently co-authored a book of his paintings entitled "Railway Reflections." Gil has studied both Western and Far Eastern Art and has his Bachelor of Fine Arts Degree from the University of Utah. He is a member of The Society of Steam Era Artists of America.

My contact with Gil Bennett began in 1994. While I have never met Gil in person, I have known him through his artwork, phone calls and e-mails ever since. My husband, Les, owns five original Gil Bennett paintings. Each captures a different place and time of Les's life spent in the 1950s, firing steam engines for the Union Pacific Railroad's Idaho Division. In my opinion it is Gil's attention to detail—the time of day, the time of year, the sun and shadows upon the tracks—that makes his work so lifelike. I knew one day I would want Gil to paint something for me, too.

Last year, as an idea for a Friends fund-raiser, I approached Gil about painting a Friends work session scene. That idea has now become a reality. The scene is a view in the Chama yard paying tribute to the northbound facing C&TS #487 and to the faithful Friends. The scene reflects the summer of 2003, the year engine 487 did not fail us as the only available locomotive in service.

A signed and numbered limited edition lithographic print of Gil's watercolor painting will be available for \$30, including shipping. With a "distressed wood" frame, the price, including shipping, is \$100. The frames are made of wood intended for the trash heap or the burn pile as it was removed during restoration of C&TS and D&RG railroad cars. This authentic distressed wood, however, has special meaning for railfans.

Orders are being taken at the Friends' office. Please send an e-mail message to Gwen at gwen@cumbrestoltec.org or call her at (505) 880-1311 if you would like to get on the list. The prints will be mailed over the next 12 months.

2005 Schedule of Friends' Events

Volunteer Work Sessions

May 9—13, Session A
May 16—20, Session B
June 13—17, Session C
June 20—24, Session D
August 1—5, Session E
August 8—12, Session F

Annual Meeting

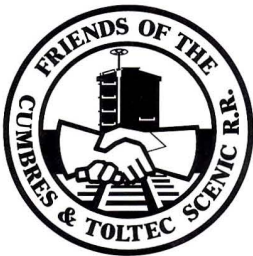
June 17

Moonlight Train

June 18



Locomotive 484 parked in the Chama yard with steam up on April 26, 2004, the day Governor Bill Richardson visited the railroad. Locomotive 484 was damaged in a derailment on April 25, 1999, between Los Pinos tank and the Apache Canyon road crossing. After five years, the locomotive has returned to service.



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

6005 Osuna Road NE
Albuquerque, New Mexico 87109

RETURN SERVICE REQUESTED

Non-Profit
Organization
U.S. Postage
PAID

Albuquerque, NM
Permit No.1710