



C&TS Dispatch

Vol. 22 No. 3

FALL 2009

Visit
the Friends
on the Web at
www.cumbrestoltec.org

CHAMA YARD GARDEN SPECTACULAR IN 2009 Alta and George Berkstresser Retire

The Chama yard garden delights both visitors and Friends members alike as they walk down from street level to the depot. For fifteen years Alta Berkstresser has been the principal driving force developing and maintaining the garden at the spectacular level that is seen today. Alta made the decision to retire this year at the end of Session D. As if to recognize her contribution, the weather cooperated this year in creating an outstanding garden.

George Berkstresser also retired this year. In his twenty years of service to the Friends, George has contributed to many projects. The contributions of the Berkstressers have been significant: they will be missed. Alta's final project report is below.



Alta Berkstresser retired this year after fifteen years of service to the Friends and the railroad. (Tom Cardin)

Beautiful flowers in the garden whose development was led by Alta Berkstresser over many years.



Landscaping – Chama Yard

Project Objective: Update and improve landscaping as needed.

Sessions: A, B, C, and D

Team Leader: Alta Berkstresser

Alta and George Berkstresser attended only the first day of Session A to check on the snow damage to planters, which was minimal. They also got out all of the watering hoses and had them arranged and ready for summer use. Actually everything looked very good and more like June usually does rather than May.

Session B brought Susan Dick to assist Alta and George, but none of the old regulars were present and were greatly missed. (Naomi and Jim Sublette worked on improvement of the garden steps as reported in the summer 2009 issue.) The flower beds looked great after the winter snow and April and early May warm days. The lupine were about ready to bloom and the weeds were very prolific, requiring lots of attention. Planter boxes were prepared for putting out annuals in June after danger of killing frost. Susan focused on "learning the ropes" so she would be ready to take over as Team Leader for the Landscaping project next year because

Alta and George plan to retire from volunteering for work sessions at the end of session D this year. After twenty years for George and fifteen years for Alta they feel it is time to pass on leadership responsibilities.

Upon returning for Session C the crew, Alta and George, found that no watering had been necessary because of good rains and the gardens were stunningly beautiful, with a multitude of brilliantly colored lupine in a field of white daisies. Alta and George went to work at 6:30 a.m.

Garden continued on page 4

C&TS Dispatch

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

Directors

Terms ending in 2010	Terms ending in 2011
Nan Clark	John Engs
Bob Craine	James Herron
Parker Fowler	William Lock
David Lee	Craig McMullen
Ed Lowrance	Dan Pyzel
James OKeefe	Linda Smith
Bob Ross	Dennis Sterosky
Warren Smalley	Caroline Tower
	Spencer Wilson

President and CEO
Chairman of the Board
Vice Chairman
Secretary
Treasurer

Tim Tennant
Craig McMullen
James Herron
Linda Smith
Patrick Wilkins

Editor
Editor Emeritus
Photographer

David Lee
Arthur Nichols
Tom Cardin

Please write the editor at
e-mail: jeedavidg@msn.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 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 2009
© 2009 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

PRESIDENT'S COLUMN



Reaching Out to New Horizons

The Friends, with approximately 2,300 members worldwide, is a very unique historical preservation organization. Our membership is spread out across the globe, has excellent turnout for annual work sessions, and possesses a passion for our mission and the Cumbres & Toltec that I believe is unparalleled by other organizations.

This in and of itself provides us with an excellent opportunity to tell others about our organization and the Cumbres & Toltec. Throughout my travels when I have a chance to come across some of our members at various railroad related events, they are out there talking about the Friends and the railroad. When they speak there is enthusiasm in the tone of their voice and a sense of pride from being a part of our C&TS family.

This past summer the Friends have been provided with an opportunity that has taken our organization physically beyond the boundaries of Colorado and New Mexico. That opportunity entailed two weeks of work sessions at the Alder Gulch Railroad in Nevada City, Montana.

The Alder Gulch Railroad is 30" gauge and owned by the Montana Heritage Commission. It operates between the two historic communities of Nevada City and Virginia City, MT. The railroad features Locomotive #12, an oil burning outside-frame consolidation built by Baldwin for the Ferrocarril Mexicano in 1910. The Alder Gulch also has in its collection a number of standard and narrow gauge cars from such railroads as the Florence & Cripple Creek, Great Northern, and Milwaukee Road.

In August, the Friends engaged in two weeks of work sessions at the Alder Gulch in Nevada City. Our mission was pretty clear; perform volunteer work for the Montana Heritage Commission in exchange for some historically accurate trucks that would go under the frameless tank cars in the Cumbres & Toltec freight car fleet. These work sessions are part of a three-year plan between the Friends and the MHC.

During the first few days of the first week's work session it was quite evident that there was much more to this project than undertaking work in exchange for some inanimate assets. Two historic preservation organizations approximately 1,300 miles apart were coming together to form a mutually beneficial partnership.

Our work session attendees were very happy to be in Nevada City working on the Alder Gulch and the staff of the MHC welcomed our group with open arms. Having been there for three days of the first session, I immediately noticed some similarities with our work sessions in Chama. There was a high volume of the general public that passed through, stopped, and demonstrated a curiosity about the railroad and the activities that were being undertaken.

People did wander into the Alder Gulch's enginehouse to look at and photograph #12 and they had a desire to ask us what we were doing. With a Friends banner affixed to the enginehouse as backdrop, we talked, pointed, and explained what our task at hand was and just who we were. Some had heard of the Cumbres & Toltec while others had not, which is not too uncommon and we actually signed up some new members!

Clearly, we had a goal in undertaking this exercise but what started to develop was much bigger and of more value than the tank car trucks themselves. We listened to the challenges that the MHC staff face in managing their properties and conversely, we talked about our structure and the complexities we face as the museum arm of the C&TS. A mutual respect developed between our two organizations as we both tackle issues that in many respects are not too dissimilar.

We also had an opportunity to share with a new audience what the Friends of the Cumbres & Toltec Scenic Railroad are all about. Whether it was talking to a passerby over the lunch hour or the visual impact of our members working on the F&CC boxcars, a message was being delivered. A message that shows the passion our members have for the Friends mission and the willingness to provide time and resources to further our cause.

I know the staff of the Montana Heritage Commission in Nevada City was very appreciative for everything our crews accomplished. In fact, they were astounded with the planned work that was completed plus some additional projects. The appreciation expressed is not a one way street. Reflecting on these initial two weeks at the Alder Gulch, I am feeling a real sense of satisfaction and accomplishment for our organization. We have taken another step in growth on the pathway of historic preservation. For that we thank the MHC for this opportunity and the partnership we are forging together.

With the end of another work session season, I want to extend my sincere thanks to all of our work session attendees. Whether it was Chama, Antonito, Osier, Colorado Springs, Montana or somewhere in between, your efforts have a positive impact. I also want to express my appreciation to all of our docents for a job well done and to our Dorman Photo Collection volunteers for their continued dedication. You all helped make 2009 another good year!

— Tim Tennant

Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch, material must be received at the Friends' office by the following deadlines:

Winter Issue 2009: Mail on December 18

Work session E and F reports and photographs must be received by October 30.
All other material must be received by November 6.

Spring Issue: Mail on March 31

All material must be received by February 22.

Summer Issue: Mail on August 13

Work session A and B reports and photographs must be received by June 18.
All other material must be received by June 25

Fall Issue: Mail on October 15

Work session C and D reports and photographs must be received by August 20.
All other material must be received by August 27.

Winter Issue: Mail on December 17

Work session E and F reports and photographs must be received by October 29.
All other material must be received by November 5.

NOTE: The *Dispatch* wishes to identify photographers whenever possible.
If a name is not included with a photograph, the photographer is unknown.

to get blooming petunias, (courtesy of a friend in the San Luis Valley), into the platform boxes before the safety meeting. The week was very special, as it seemed every visitor was awestruck by the beauty of all of the flowers. One visitor, who seemed quite knowledgeable about flowers, stated, "I have never seen a better combining of natural wild flowers and greenhouse varieties". Things do grow well in Chama; it is a naturally good place for flowers.

Susan Dick returned to join Alta and George for Session D, but former volunteers were again missed. This session again brought daily comments about the great gardens, and they must have been the most photographed flowers in the state. Again we received some good rain showers, but the soaker hoses were all repaired and rearranged for future drier weeks. Most of the iris again bloomed beautifully this year, but some needed thinning, which was accomplished as the last bloom faded on the final day of Session D. Susan plans for more complete thinning of all iris in future years.

It is difficult to say goodbye to all of the Friends volunteers and, especially, the many who have been members of the Landscaping Crew through the years. Each has added their special touch to make the area what it is today. We do owe ALL of them a very big THANK YOU!!

Submitted by Alta Berkstresser

HISTORIC PRESERVATION

WORK SESSIONS C AND D

ANTONITO PROJECT

Construct CRF Tool Crib

Project Objective: Construct a tool crib for the Antonito Car Repair Facility.

Session: C

Team Leader: Jim O'Keefe

The primary project in Antonito during Session C was construction of a Tool Storage Room. The room was framed with 2 x 4 studs. The walls were sheathed with ½" plywood with the exception of one interior wall, which was covered with ¼" pegboard. The section of the building's exterior wall that had not been previously covered was also sheathed in plywood.

The plywood and steel walls that covered the original, locked, storage shelf unit were removed. The unit will now be used as shelving within the newly constructed room. A second shelf unit previously used for paint storage was also placed in the room. Tool placement within the room began, but was not completed. Work will continue during Session F. Items such as wrenches, hammers, and other small tools will be placed on the pegboard wall. All items will be clearly labeled and sorted.

OSIER PROJECTS

Stain Osier Coal Dock

Project Objective: To finish Coal Dock started in 2008 and stain after finished.

Sessions: C and D

Team Leader: Ted Norcross

The dock was stained with Cabot oil base stain applied by spray gun. A large overlap was used, equivalent to two coats. The underneath, rear, and ends were done in a wood tone brown, while the top was finished in a medium grey with an overspray of a very dark grey to simulate coal dust and its residue. The stain was obtained at no cost to the Friends by Ted Norcross' brother, John, who works in hardware. He collected cans with wrong color mixes over the past year that were mixed to create appropriate colors. A total of 20 gallons of stain was used.



Bruce Bloom and Fuzzy Anstine installing final boards on Osier coal deck.



Warren Ringer, Jim O'Keefe, and Jim Florey stand by new CRF tool crib.



John Norcross applying grey stain to the floor of the Osier coal deck. Looks very lonely!

Replicate Telegraph Poles and Wire at Osier

Project Objective: Continue the replication of telegraph poles and wire at Osier. Install 7 poles and string wire between the Osier station and Osier Dining Hall.

Session: D

Team Leader: Ted Norcross

Poles and cross arms had been assembled near the Osier Depot at a previous work session. The crew located the line of the original poles that ran east of the Osier dining hall. The locations of some of the original poles were found and by careful measurement the crew was able to fill in the blanks and establish correct locations for all the missing poles. The pole line runs down the hill and slightly away from the tracks. Stakes were set at the location where five of the missing poles were once located and near the east side of the dining hall. Holes were dug using a rented track hoe, operated by Kyle Norcross who is a very experienced heavy equipment operator. He did an outstanding job of getting the holes to the proper depth, six feet, and standing the poles on end so they could be tamped in.

Each pole was dressed with glass insulators on the cross arm and a ground wire for lightning protection. The pole was then set upright using the track hoe. The base of the pole was adjusted by the crew to set in the middle of the hole, checked to be plumb vertically, and rotated so that the cross arm would be oriented correctly. Once the pole was in the proper location, the hole was manually filled to a depth that would support the pole and the backfill was tamped. After the pole was steady enough, the chain choker was released and the track hoe was free to finish filling in the hole.

One pole was also set west of the dining hall between an old existing pole and the water tank. A second cross arm was added to the top level of the pole nearest the Osier Depot. The crew also scouted-out the remnants of the pole line west of the depot. Some of the original poles still remain and some are missing. Several more poles should be added east of the dining hall to complete the view. Guy wires will be needed on several poles prior to stringing and tensioning the telegraph wires. The run west of the dining hall to the water tank should be wired, and several more poles added going west from the depot.



Adding a cross arm – Kyle Norcross on the ladder, Chris Trunk, Emmanuel Lopez, Chris Norcross, Maggie Karns and Gabe Karns lending support.

Install Water Tank Ladder Guard at Osier

Project Objective: Install an anti-climb cover on the water tank ladder using D&RGW 50,000 gallon tank plans. The cover has been missing for at least 20 years and this is a safety issue.

Sessions: C and D

Team Leader: Ted Norcross

The door was prefabricated in Chama. It was installed on the Osier water tank during Session C by Ron Carder and Gene Balderston. The rear cover was installed, finished, and painted by Dan Robbins, John Ruhr, and Jonnie Ruhr during Session D. It was ready for the Railroad to supply a lock. The crew members listed also worked on other assignments.



Gene Balderston, Ron Carder, and Emmanuel Lopez installing the water tank safety door.



Jim Voss and Bob Ross painting a mile marker post.

CHAMA BASED PROJECTS

Milepost and Whistle Board Maintenance

Project Objective: Annual maintenance of mile posts, whistle boards and other informational signs for the railroad crews. Paint all signage and replace as needed.
Sessions: C and D

Team Leader, Session C: Jim Gross
Team Leader, Session D: Bob Ross

During Session C the Friends' MOW team reinstalled the two "Fishermen Below" signs at Rock Tunnel. The installation team of Jim Gross, Mike Mahoney, John Mitchell and Terry Woolsey placed the replacement signs on Wednesday. The stencils were made by Terry Woolsey and the sign board was made by Bob Ross, with pre-work session planning coordinated by Jim Gross. The two reinstalled signs read: "Passengers are requested NOT to throw any rocks in Gorge as Fishermen are liable to be BELOW".

During Session D the team chamfered and painted four new mileposts and two new whistle boards. The Cumbres 40 car sign was straightened and painted. Milepost #290 was replaced. Milepost #202 was painted to historically correct markings.

Milepost #294 was painted. A new milepost #307 was stored in the Sublette Speeder Shed. It will replace the current short post.

Roof, Body and Door Repairs on Cars 5549, 5633, and 5841.

Project Objective: Make various roof, body, and door repairs to subject cars.

Sessions: B and C

Team Leader, Session B: Bob Conry

Team Leader, Session C: Scott Hardy

The team's assignment during Session B was changed to help on the Parlor Car as reported in the summer issue of the Dispatch.

During Session C the team replaced the roof walk boards, one side board, and roof sheeting, spliced one of the top side sills, and repaired both side doors on car 5549. The car had been partially restored by the Friends sometime between 1995 and 1998. With the exception of the side sill all of the wood that the team replaced had originally been installed by the Friends in the 1995-1998 restoration work. Primer was applied to the roof walk and black paint was applied to the inside of the side doors. (The car was painted during Session D.) Due to the extensive work required on car 5549, the team was not able to start work on the other two cars.

Of particular interest, the upper side sills and B-end roof support have apparently original D&RG lettering (not D&RGW); including the car number, indicating that those wooden parts pre-date the 1920's rebuilding program. It is significant that these timbers have survived this long without major deterioration.



Robert Thomas, Scott Hardy, George Detwiler, and Frank Smucker have removed almost all of the roof boards on Stock Car 5549



George Detwiler, Mike McGinley, and Scott Hardy rebuild one of the doors for Stock Car 5549.

Dismantle Stock Car 5510 to obtain parts for Stock Car 5995

Project Objective: Obtain parts from car 5510 for car 5995

Session: D

Team Leader: Dan Pyzel

The Friends' stock car 5510 was completely dismantled down to the rails and the hardware was salvaged to use on 30' car 5774 and 34' car 5995.

Stock car 5510 had previously been obtained by the Friends from Knott's Berry Farm, California. It had fallen into a state of near total collapse and was not restorable. The complete dismantling was completed during session D.

Construct Wood Covers for Depot Trash Cans

Project Objective: Construct wood covers for two trash cans for use around the Chama depot.

Session: C

Team Leader: Phil McDonald

The specifications of the actual trash cans to be used were not known until the start of the work session, so plans could not be drawn up beforehand. On Monday, the specifications of the actual trash covers were determined and preliminary plans were developed. After the first cover was constructed on Tuesday and Wednesday, the plans and method for building the second cover were modified slightly, allowing the work to progress more rapidly. The second cover was finished on Thursday. On Friday, trash can access doors were mounted and the two covers were installed.

During Session D the two covers were primed with oil based paint. They were given a finish coat using latex paint. Team Leader Don Stewart and his crew completed the painting Tuesday morning. On Tuesday afternoon the covers were moved back to the depot for use by the public and the Railroad.



Phil McDonald and brother Larry McDonald move one of the trash can covers to the depot.



Don Bayer directs the removal of one of the stock car 5510 couplers. Both couplers were transported to Antonito.

Apply Preservative to Chama Log Bunkhouse Roof

Project Objective: Apply another coat of preservative/UV protector to the wood shake singles installed on the Log Bunkhouse in 2008.

Session: C

Team Leader: Scott Hardy

The entire roof of the Log Bunkhouse was re-roofed in 2008. At the end of the re-roofing, a coat of Messmer's U.V. Plus "Natural" preservative was applied. It was requested that a second coat be applied by the Friends in 2009 and this was accomplished during Session C.

Car Lettering for 2009

Project Objective: Letter cars that have been painted

Sessions: C and D

Team Leader: Dick Caldwell

During Session C the following cars were lettered: Caboose 0579 and High Side Gondolas 1039 and 1059.

During Session D the following cars were lettered: Drop Side Gondola 801, High Side Gondolas 1145 and 1149, and Box Car 3570.

Restoration of Caboose 0503

Project Objective: Rebuild final truck, finish roofing/roof walk, finish plumbing on stove vent/stack, prime/paint the exterior; install roof grab irons.

Sessions: C and D

Team Leader: Mike Thode

The caboose was moved out of the tent and the second truck was removed. It took 5 days to rebuild the truck and put it back under the caboose. The truck received a new spring plank and columns. Once the truck was back under the caboose all brake rigging was reassembled to working order. The brake rigging on the A end was replaced since it was broken.

The letter board was attached and finished. The remaining grab irons were bolted back on the caboose except those on the cupola roof and sides. The metal window shades were attached over each window. The stove pipe through the roof was finished and temporarily capped. The roof around it was also finished.

The roof was painted and the caboose was primed, but wet weather hampered the effort. The Caboose was primed and painted in Sessions E and F with the painting crew doing the work. The following work remains to be done during work sessions in 2010: attaching the roof walk and roof grab irons, and some work inside the cupola as well as testing the air brakes.



Bob Craine spraying on a heavy coat of Messmer's U.V. Plus "Natural" preservative.



June Smith applying lettering to High Side Gondola 1145.



Chuck Everitt in the process of completely tearing down a truck for 0503.

Structural Condition Surveys

Project Objective: In the autumn of 2007 the Commission asked the Friends to survey the Railroad's major structures. This project is an outgrowth of that request. Our long-term objective is to inspect structures in both Colorado and New Mexico, photo document them, and complete a survey form for each.

Sessions: C and D

Team Leader: Jim Herron

This summer we surveyed 30 structures at Big Horn, Chama, Cumbres, Lava, Los Pinos, Osier, and Sublette. For each one, we filled out a standardized structure survey form and took a series of documentation photos. Some of the structures were originally surveyed in June 2008, but were resurveyed again in June 2009 because work had been done on them during the intervening year. Structures in need of repair or restoration in the next few years have been noted with the sort of work required.

During the off-season, we will work on converting our handwritten survey forms to an electronic format, including hyperlinks to the documentation photos. Eventually, these will be burned on CD-R disks and distributed to the appropriate persons.

We plan to continue this project for two work sessions (C and D) next summer. We plan to survey the structures in Antonito, finish our survey of Osier, and survey the telegraph booths at Rock Tunnel, Toltec Siding, and Mud Tunnel (this will require speeder transportation). In addition, we plan to research historic photos of the Big Horn Section House site to determine exactly where buildings were located and mark their foundations at the site similar to what was done at Cumbres. Also, we will resurvey the Car Inspector's House and Pump House at Cumbres and the Los Pinos Pump House that were worked on during the 2009 E and F sessions.

Re-roof and Walkway Replacement on Bunk Cars 04407 and 04982

Objective: To restore bunk cars 04407 and 04982 for use on Maintenance of Way (MOW) special trains. 04982 will be returned to an office car as it was before being converted to a bunk car.

Sessions: C and D

Team Leader: Craig McMullen

During Session C the roof walk, brakeman platforms and all existing roofing were removed. The edges of the wood roof were rounded with a $\frac{3}{4}$ " radius router bit to decrease cracking

of the roofing. Roofing felt was stapled down followed by rolled red asphalt roofing. The seams were sealed with roofing tar and the edges nailed with discs. New roof walk boards, saddles, and brakeman platforms were made and installed. This work was done the same for both 04407 and 04982.

Office car 04982 had previously been lined inside with Celotex and $\frac{1}{4}$ " plywood nailed to the roof rafters. During Session D this material was all removed revealing solid wood 1 X 6 horizontal slats. The coal stove, toilet, and toilet enclosure were removed followed by removal of the 1 X 3 X $\frac{3}{4}$ " wood floor and linoleum. The hanging tin water tank was stabilized. New siding windows, frames and screens were made and installed. Plexiglas was installed in the windows with faux four panel mullions. New entry doors were made and installed with single pane Plexiglas. The door frames were partially rebuilt with new sills. All new wood parts were primed, painted, and caulked.

Remaining work includes installation of new sub-flooring and a finish floor and furnishing as the office car was equipped, including stove, sink, and toilet.



Linda King painting the final coat on the roof walk supports for car 04407.

A Broader Look at Railroads and Railroad Organizations

by David Lee

Most members probably consider the Friends to be their primary railroad interest. But many of us are involved in a lesser way in other railroad organizations. Often these interests date back to our youth. One of my memories is riding on the Powhatan Arrow between Cincinnati and Portsmouth, Ohio behind one of the N&W's famed J class engines. This summer I had the opportunity to attend the N&W Historical Society's annual meeting in Roanoke, Virginia. The trip also provided an opportunity to visit the headquarters of the C&O Historical Society in Clifton Forge, Virginia and the Cass Scenic Railroad in Cass, West Virginia. Such meetings and visits provide a broader view of railroading in America and also a look at other organizations to gain ideas that may be useful to the Friends.

One of the highlights of the N&WHS meeting was a tour of the Norfolk Southern's Roanoke shops. These are the same buildings where the N&W built its famous A, J, and Y class locomotives. Now they are used for major repairs, including complete, block-up engine rebuilding. The shops are equipped with high performance CNC machine tools and there is a modern line for rebuilding traction motors using current Lean Manufacturing principles. The shops were spotlessly clean and completely without clutter.

The C&OHS has restored the Clifton Forge freight house and turned it into an outstanding museum of C&O history. The society's archives are located in a nearby building. Society volunteers do much of the work, but contractors are used for major construction such as the exact replica of a C&O tower that has been built near the freight house.

In the same way as the C&TS allows visitors to experience narrow gauge mountain railroading of a century ago, the Cass Scenic Railroad allows one to experience an Appalachian logging railroad of the early twentieth century. It is owned by West Virginia and is a state park. It consists not only of the railroad, but also the entire company town of Cass, which has been beautifully restored (it may have never looked this good as a lumber mill town). The houses are equipped with modern kitchens and bathrooms and serve as the motel for the town. There are no other facilities in the area. The Cass Scenic Railroad is currently operating five Shay locomotives including the last, and one of the largest Shays, built for the Western Maryland in 1945. A Climax and a Heisler are being restored.



*Restored Cass company houses
(David Lee)*



Interior of the Norfolk Southern Roanoke Shops. (David Lee)



Reproduction of C&O tower constructed by the C&OHS. (David Lee)



Shay No. 11 is prepared for its morning trip. This large, 103 ton, Shay is the only Pacific Coast type Shay in the eastern U.S. It was moved to Cass from California in 1997. (David Lee)

ATTENTION RAIL ENTHUSIASTS AND FRIENDS

Our **WISH LIST** includes items that you or your acquaintances may have and might be available as a donation for one of our restoration or interpretive projects. Donation letters will be provided as an acknowledgement of your participation in the projects, and for your benefit in tax matters. Please contact Tim Tennant, 505-880-1311, e-mail timtennant@cumbrestoltec.org, to discuss potential donations before bringing items to the railroad. The following are not all-inclusive lists. You may have or know about items that should or could be used for these projects.

The Interior of RPO Car 54

- Lamp brackets
- Pre-1950 leather and/or canvas mailbag
- Railroad type and smaller mail bag locks

Cook Car 053

- RR type kerosene lamp, esp. a double type
- Wall mounted lamp bracket
- Old ornate exterior door hinges 3 1/2 to 5 inches
- Sears or Wards Catalog, 1951 to 1958
- Cigarette papers, chewing tobacco labels
- Unusual coffee mugs
- Enamel ware
- Metal or porcelain covered buckets, wash basin
- Potato, flower, corn meal, onion and other cloth sacks

Cumbres Section House Kitchen

Most of the same things listed for the cook car, but even older items, from the 20's and 30's, especially. aprons, hot pads, towels, salt and pepper shakers, sugar bowl and creamer, vinegar, tooth pick holder, milk pitcher, canning jars, older ones with the rubber seals, Dutch oven with lid, more water buckets, and wash pans. Almost everyone knows what went into the

1920-1940's kitchen. If you were not around, your parents were. An old table and a few oak chairs would be fine.

On Site Carpenter Shop

The Friends will rebuild a 20' trailer recently donated into an "On Site" carpenter shop. Major tools needed are a quality 12" chop saw, 10" or 12" table saw, a router in a table, a Band Saw and a planer/jointer. All of these should be able to be mounted on wheels and in a field table.

Hand tools needed include corded and cordless drills, orbital sanders, hydraulic jacks, among others. The trailer has a 3kw generator, and small air compressor.

As usual please submit detailed specs and photos if possible prior to bringing to Chama or Antonito. Donation letters will be provided.

Miscellaneous

The Friends need good four-drawer file cabinets for file storage in Chama.

Box Car Green Chili Stew

During Session E the cook car crew made a delicious green chili stew. If you were not there, here is the recipe. Enjoy!

- 1 1/2 - 2 lbs ground beef or ground pork
- 1 large chopped onion
- 1 - 2 large potatoes, peeled and chopped
- 1 can pinto beans - 15 ounce, drained and rinsed
- 1 can Italian style stewed tomatoes - 15 ounce
- 3 cans (4 ounce) chopped green chilies
- 1 tsp cumin
- 3 cloves garlic, chopped
- 6 - 8 cups water, add to make desired thickness
- salt and pepper to taste

Brown meat with onion in large pot, then drain. Add remaining ingredients and stir well. Bring to boil, then simmer until potatoes are tender (45 to 60 minutes). Add salt and pepper to taste.



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 gage adventure? Have you been engaged in historical research on narrow gage 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?

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, NM 87505
leedavidg@msn.com



**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

Schedule of Friends' Events

**Colorado Banquet and Fall Board of
Directors' Meeting**

October 23-24, 2009
Colorado Springs, CO

**New Mexico Banquet and Spring
Board of Directors' Meeting**

March 12 2010
Location to be announced

2010 Volunteer Work Sessions

May 24-28, Session A
May 31-June 4, Session B
June 14-18, Session C
June 21-25, Session D
August 2-6, Session E
August 9-13, Session F
August 16-20, Session MT1*
August 23-27, Session MT2*

Railroad Opening Day

May 29, 2010

Annual Meeting and Dinner

June 18, 2010
Conejos, CO

Summer Board of Directors' Meeting

June 19, 2010
Chama, NM

*Montana work session



*Chili Line mixed train Number 42 is southbound at Servietta, New Mexico, on July 2, 1941, in this view made by Robert W. Richardson. The absence of revenue freight was all too common at that time. Photo from the **Richard L. Dorman Collection of Narrow Gauge Railroad Photographs**, Friends of the Cumbres & Toltec Scenic Railroad. (Caption by Vern Glover)*