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*Photo by Roger Hogan*

After the opening day ceremonies the 2012 season got off to a roaring start on May 26th with an East bound double header train pulled by engines 484 and 488. The ceremony was attended in part by Commissioners Randy Randall and Billy Elbrock. HRM General Manager Ken Matzick and Marketing Manager Kat Cox were there also. Meanwhile in Antonito the opening day activities included a ribbon cutting ceremony with Colorado Governor John Hickenlooper, his son Teddy, Tim Tennant, Commissioner Leo Schmitz, and Al Harper CEO of HRM.

# C&TS Dispatch

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

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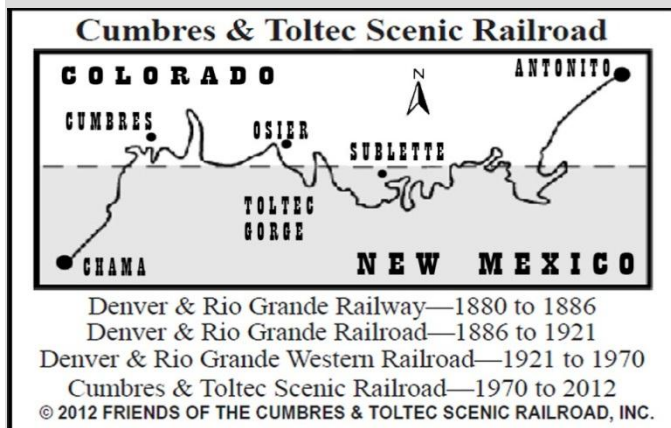
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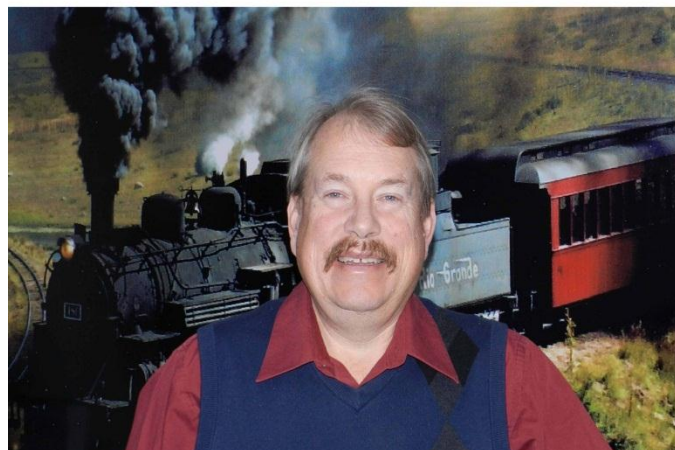
The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic railroad Inc., 4421 McLeod Rd.NE, Suite F, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad Inc., is a New Mexico nonprofit corporation.

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.



## PRESIDENT'S COLUMN



### *A Sad Day*

During the course of my 7+ years as Executive Director of the Friends I have had to pen at least a couple of Dispatch columns of the nature in which I am about to write. As we go through life we know two things are inevitable, death and taxes. The tax part of this equation we all learn to live with. The dying portion isn't as easy to deal with.

A special Friends member and a truly wonderful personal friend of mine, Fred Springer passed away on April 18th. Fred had been battling cancer that was located in his jaw for approximately two years. Fred would have turned 84 on June 30th.

Fred was an interesting person to be around and I can certainly say that I enjoyed the many opportunities I had to share a little "windshield" time with him or riding an Amtrak train to a Narrow Gauge Convention. Fred had stories, whether they were rail related or about his days at Mobil Oil.

Fred had a real interest in railroading and he enjoyed riding trains. He and his wife Dale Marie owned a private car which was a

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former Santa Fe Railway Round End Observation Lounge named Vista Canyon. He was very active in the American Association of Private Railroad Car Owners and typically in the fall Fred and Dale would be aboard the Vista Canyon heading to the annual convention. Fred was also a live steamer and he spent a great deal of time attending meets across the country. Last but not least, Fred had a passion for the Galloping Goose and the Cumbres & Toltec Scenic Railroad.

Fred gave of his time and resources to support these causes. He was a regular crew member on Goose #5 and Fred really enjoyed it when #5 made an appearance on the Cumbres & Toltec. He and Dale were also regular Friends work session attendees so when the call came that we were heading to Montana to perform volunteer work in exchange for tank car trucks, Fred was ready to go!

Fred always gave of himself and was constantly thinking about others. During our first year (2009) working at the Alder Gulch Railroad in Montana, Fred was disappointed that their 30" gauge Baldwin oil burning steam locomotive #12 wouldn't be running during the time he was there. So Fred wrote a \$1,000 check and got the Montana Heritage Commission to run the #12 with a special train for the Friends volunteers who were there. That was quite a treat and that was Fred!

I'm not sure if Fred ever let me buy him lunch. If I snuck one in on an occasion that would have been the exception. He was a generously giving individual and if the Friends were in a bind on a certain project, I could count on Fred for support. He liked to

promote the Friends and the C&TS. Fred probably did more brochure distribution for the railroad than the actual brochure distribution company.

I was also the recipient of many of Fred's care packages. He would send me newspaper articles and other tourist railroad's brochures with a note stating, "Why isn't the C&TS placing brochures here Mr. Tennant?" Of course I would call Fred and assure him I would look into it.

Fred was a genuine person and in today's day and age that is sometimes rare to find. He grew up in a simpler era when life wasn't quite so complicated. Fred had an appreciation for history and for the little things in life. I believe Fred lived each day to its fullest and that is something we can all learn from.

When Dale and her family sent the e-mail out that Fred had passed she expressed how grateful they were to the Lord for sharing him with them and further being glad that Fred had shared himself with all of us. How fitting and indeed how true as I for one am truly thankful that Fred did share himself with so many people during his journey here on Earth. The world could use more Fred Springer's but somehow I think God only created one which for mankind is unfortunate.

So long dear friend.....the last train has departed and you have made it home!

*Tim Tennant*

### **The Friends Internet Forum**

During the fall of '11 several fans of the C&TS put their heads together to think of ways that they could better promote the Friends organization. The direct result of those discussions was the founding of the Friends forum, with the underlying intent of giving the general public an insight into the fine work being done by this volunteer group. Additionally, this allows the public to see what the Friends accomplish and to observe the atmosphere during the work sessions. There is also the hope that there will be a resulting increase in the Friends membership and an increase of riders on the C&TS.

Although the forum was designed around the Friends activities, the general public is more than welcome to visit and is strongly encouraged to do so. The forum has many areas of interest (with photos) and is constantly being updated as a continuing part of the effort to provide better and timelier communications with the membership. Please stop by and visit if you haven't already done so.

The Forum may be accessed through the forum link on the Friends main web site or directly at

[www.ColoradoNewMexicoSteamTrain.org](http://www.ColoradoNewMexicoSteamTrain.org)

**Note:** The experience of this project has served to illustrate that while many members are not able to attend the actual work sessions, there are other avenues they can take to assist the organization. If you have an idea, propose it.

## **Friends 2012 Work Sessions A & B**

By: Jason Rose

*Information supplied by Ed Lowrance, John Engs, Ted & Linda Smith, and Bob Ross.*

*Photos by Ted Smith*

On May 21, 2012, friends from all over the country gathered for a meeting, a meeting far more compelling and meaningful than any high school or college reunion could be. Many of these men and women have worked together for years, some for decades. These week-long summer work sessions are a homecoming and a chance to reconnect with old friends. Deep bonds have been forged in the fires of railroad preservation and restoration, a passion shared by all who call themselves Friends of the Cumbres & Toltec Scenic Railroad.

However, this club is not exclusive. At each Work Session, new (and often far younger) members are welcomed aboard with open arms. Greenhorns are shown the ropes and can make lasting contributions on their first day at work. The vast database of knowledge earned through decades of hard work is deliberately passed down to the next generation of Friends to ensure the long term survival of the priceless historic artifacts that abound on the C&TS.

Director Ed Lowrance has described the Friends as "set decorators" in a Hollywood movie. The myriad of trackside structures, signage, support buildings, and the fleet of historic cars are the tapestry, or "wallpaper," that complete the visitors' immersion into

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the mid-20th century. Without these, the magic and mystique of the Denver & Rio Grande Western narrow gauge is largely lost, and the Cumbres and Toltec becomes a simple train ride.

Project Leader and Director John Engs has said, “We are saving something that won't be here if we don't save it. This is much better than donating cash; we're a part of it. We realize that what we had as children has gone away and we need to save what is left for future generations. The work is very enjoyable; it gives you a good feeling inside and keeps you coming back.”

There are never enough people to do the work, it seems. Projects can take multiple sessions, stretching over years to accomplish. Other projects are simply shelved until more people are available. Our current economic climate has exacerbated this situation. Critical work is still accomplished, of course, but so much more could be done under different circumstances. In short, the Friends need more friends to come out and contribute.

Many come during vacations from their regular jobs, giving up rest to work on the railroad and to help make a difference. Members are able to work at their own pace. The work is important, but no one is pushed by the leadership. For most people the adjustment to the 7-to-10,000-foot altitude is a major feat in itself. The work environment is relaxed and easy-going, but focused on the task at hand.

The range of job types and skills needed is such that anyone with an interest can get

involved and contribute. This isn't just for railroad fans and students of history. Gardeners, woodworkers, cooks, painters, metal workers, computer techs, electricians, researchers, and many other professions and hobbies are needed at every Work Session. Husbands and wives, parents and children, and brothers and sisters are common sights. The work of preserving this priceless treasure of American history is for all of us to tend to. Who else will?

Some of the projects during Work Sessions A and B over the weeks of May 21–25 and May 28– June 1 include:

- John Engs is overseeing the restoration of an 1889 Pullman Tourist Sleeper in Colorado Springs. Check the COS Work Site Blog ([FriendsOfTheCTSRRcos.blogspot.com](http://FriendsOfTheCTSRRcos.blogspot.com)) to see firsthand the progress they are making. This is the same crew that successfully restored and demonstrated Pile Driver OB in 2008.



- Railway Post Office Car 054 is being restored in Chama by a team led by Don

Bayer. Once a complete wreck, the car will soon rejoin the fleet. Asbestos has been removed, the frame repaired, and the new woodwork is reportedly a thing of beauty.



- Russ Hanscom and another team were also very busy during sessions A & B fabricating structural trusses. Each truss has over 50 welds to make it structurally sound. Each of the 8 trusses are needed to support the roof of the Car Storage Facility (also known as “Pole-henge”) in Antonito. These will be put in place later this summer. The CSF will be a covered pavilion to shelter restored cars from the summer sun and winter snows.

- Clyde Putman’s crew spent the Work Session on their backs under cars in Chama. Five cars from the historic fleet had their running gear, brakes, and trucks repaired at the request of the new operating company (Heritage Rail Management). These cars will be used in special excursions this season. Three of the cars required major repairs to make them road worthy. If you ever want to know how the brake system works, just hang around with Clyde.



- Naomi Sublette, described as the “Energizer Bunny,” had her team going and going as they worked on maintaining the flower gardens around the Chama Depot. She was at it again this year at the CRF in Antonito installing a railroad tie barrier and walkway. The additions certainly have improved the appearance of the CRF. Many visitors have noticed and remarked on the work done by these great gals.



- In recent years heavy snowfalls have inundated Chama Yard. In the process of managing the snow, front end loaders have driven over the loading dock on the track side of the depot. Many boards were broken

and the whole structure was in general need of repair. Frank Smucker's team saw that this work was finished prior to Opening Day on Memorial Day weekend.



- In Session A, another of Don Bayer's teams finished laying track in the Car Storage Facility. This work was begun during the winter by the former operator of the C&TS. The switches and track were completed by the Friends, and all bolting, spiking, and tamping was done BY HAND. This is back-breaking work, and all who helped are to be truly commended for their efforts. The east end of Track 1 was raised two feet to make it level. Tracks 2 and 3 will likewise be raised and leveled, then ballasted and tamped by the current operator (Heritage Rail Management) this summer.

- Russ Hanscom's team is restoring Crane OP in Chama. After a complete rebuilt of the wood frame and platform, it is taking shape and beginning to look like a crane. Drop by the site and see the heavy beam construction for yourself. While you are there, take a look at the Donkey Engine hoist system. The car is located on the west

track of the Oil Servicing Facility. Imagine seeing the crane in operation, a once in a life time event is just a couple of years away.



- Craig McMullen's team beautifully restored the exterior wood paneling on Cook Car 053. This was difficult, time-consuming work, and many special pieces had to be created to make everything fit. There is still much work left installing the roof sheathing and metal along with finishing the interior, but it's a beautiful sight. Drop by the Antonito CRF and take a look.



- Mary Jane Smith and her crew of chefs kept the workers well fed and supplied with coffee, drinks, and snacks. Supplying

good grub is one of the most important jobs at the Work Sessions. It harkens back to the good ol' days on the open range. The cook with his chuck wagon was always the most import man around. Without good chow, nothing else can get done.



- Valley Lowrance and her crew worked on stenciling the display train at the entrance to Antonito Yard. It was hard keeping the stencils from blowing off and the paint from drying too soon. The team applied markings and lettering to the entry side of K37 #495, Boxcar #3524, Reefer #163, and Stock Car #5747.



- A unique 34-foot-long Stock Car (#5995) is being restored by Dan Pyzel and his crew at the Antonito Car Restoration

Facility (CRF). Only three of these cars exist today. The Rio Grande once felt that longer Stock Cars could hold more and make trains shorter and therefore more efficient. However, it was later realized that it was no longer possible to line up the doors on multiple loading chutes due to the extra length, and the cars were subsequently scrapped or used in other applications.



- Several crew members worked Sunday morning, before registration began, installing electrical conduit for the milling equipment on the south wall of the Antonito CRF. This was a project previously cancelled due to the lack of volunteers who registered. Marshall Smith and John Engs installed new flood lights at each end of the Antonito Depot to facilitate nighttime train arrivals. Repairs were also made to exterior lighting fixtures and bulbs were replaced.

- Spero Bettalico has been busy researching a new method for applying paint to the rolling stock. It is hoped that the new method will result in paint lasting longer in the harsh, high-altitude climate.



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## Here are two projects that will take place later this summer:

- Two frameless tank cars are being restored in Antonito by a team under the leadership of Chris Trunk, a metal worker from Pennsylvania. Tank cars were once framed, essentially a tank on a flat car. The frameless cars were considered an experiment by UTLX. The standard gauge railroads didn't believe the tank could support its contents and maintain its integrity without a reinforcing frame. About 150 of these UTLX cars were essentially cast off by the standard gauge lines. They found a home on the narrow gauge lines of the D&RGW, where it was thought that shorter trains might mitigate the risks of the cars collapsing. In fact, the cars worked perfectly, serving the Gramps Oil Company for many years. Today, frameless tank cars of all sizes are the norm on all U.S railroads. Two of the original 150 cars survived in the San Luis Valley, being used by a local trucking company as fuel storage for trucks and equipment. The owner donated the tanks and Chris's team is busy fabricating all of the appurtenances the cars once had. Soon they'll be back on the rails of the Cumbres & Toltec.

- Square Nail Gang – Ted Norcross and his team who have spent many years working in Osier will move to the Antonito CRF for construction of the CSF. Ted's crew will hoist and bolt into place 12 foot sections of the roof truss system and install steel purlins to attach the steel roofing. This project is extremely important as it will

house up to 18 restored cars and extend the life of those restorations by several years.

The weather was cold and windy, but sunny and pleasant over the two weeks of Work Sessions A & B. The various teams and crews from Chama, Antonito, and everywhere in between gathered mid-week at both sessions for a cook-out dinner at the Mogote RV Campground. Stories and news were exchanged, and a great time of fellowship and bonding was had by all.

The efforts will continue with Work Sessions C, D, E, and F, running through mid-August. Please consider joining the efforts. Your labors will not be in vain, and you're certain to return home with a feeling of accomplishment... and many new Friends.

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### Osier Site 1993 – 2011

*Submitted by Ted Norcross*

The following account was condensed from the yearly reports sent to the "Friends" and Commission. To the best of my knowledge it is accurate.

The work at Osier was a joint Commission and Friends project. Almost all of the Section House and Station material was funded by the Commission. The later work including the Coal Dock, Stock Pens, Telegraph Lines and Snow Fence were funded by the Friends. The Commission hired contractors to put new foundations under the Section House and Station and for all Gas, Electrical, and Plumbing work. The rest of the labor was furnished by the Friends volunteers, specifically the Square Nail Gang. Material and contractor costs between Osier Section House and Station

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and Cumbres Section House amounted to several hundred thousand dollars. I have no idea what the Friends spent, but it was a lot.

The project evolved as time went on, but the basic principle has been to enhance the visit of our guests while keeping the site as historically accurate as possible. The SNG believed that half of the people go to Chama and half go to Antonito, but everyone goes to Osier.

#### General Information

**Weather** – Osier is one of those places where you can have sunshine, rain, snow and sunshine again all before noon, while the wind is blowing down Los Pinos canyon at 20 – 40 mph.

**Road** – It is 40 minutes one way from the end of the pavement to Osier, if the road has had its annual grading, on nice days. It is an endless trip during bad weather as in places the mud was bottomless and the black dirt is really slick. The road logistics always had to be considered for material deliveries and work schedules. No matter what the road condition if you drive it long enough you will buy some tires and spend many quarters in the car wash.

**Section House** - From the advent of the C&TS the Section House was used as the Dining Hall until the new Dining Hall was built, I believe around 1988. It was basically unused after that. It was in very poor condition. There were no original doors or windows, extra interior walls had been built, the original front porch had been replaced with a large lean-to roof, several exterior additions had been added, and the roof leaked badly. The building was a standard D&RGW design so a lot of information was available. John Rupley drew plans for both Osier and Cumbres

Section Houses, which allowed us to reconstruct the building to 1888 original condition inside and out, while also making it ADA compliant. John also arranged for the special cutting heads, which were used to produce thousands of lineal feet of 2 styles of bead board and 11 different moldings used in the buildings. The original thought was to make 2 apartments which train riders could rent overnight. However, this proved to be impractical. Some of the Osier cooking staff lives there during the season. This has worked out well since any problems are reported to the Commission Secretary or the Friends so corrective actions can be taken.

**Station** – The station was used as the restroom facility for the train riders. It was also unused after the new Dining Hall was built. It was in worse condition than the Section House. The building had rotted or sunk down until the bottom window sills were at ground level. It had been divided in half by a wall to create separate facilities for men and women. There were no original doors or windows and extra doors had been cut into the building. Not only did the roof leak, but the sheeting and rafters were rotten. The basic exterior dimensions and look were confirmed using old pictures and survey sheets. No information was ever located on interior design or construction. A contractor jacked the building up 30” and squared it up with SHPO approval. The missing exterior material was reconstructed and a definite line can be observed between the new and original material. The exterior is as historically accurate as was possible. With the exception of a few Square feet of bead board and part of one beam, both located upstairs, there is no original interior wood. The building had been completely gutted long before our arrival. Since the

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Station was built during the same time period as the Section House the SNG designed and built the interior the same as it using left over material from the Section House. Several trips to other D&RGW stations, pictures, and common sense resulted in a fine interior. The interior is not historically correct, but it is a reasonable reproduction. After a period of indecision the SNG decided to turn the building into a walk through museum for the enjoyment of our guests. While there is still more to be done, it has progressed nicely. The SNG has procured a large amount of interior fixtures and paraphernalia. We are awaiting SHPO approval on a plexiglass dividing wall, which will allow us to wrap up this project. After protecting our donations in this manner the Station will be ready to use for train riders to enjoy during their visit to Osier.

**Stock Pens** – the stock pens had fallen into disrepair made worse by the Charlie Brown incident. There were missing boards, leaning poles, and no operating gates. Plenty of D&RG information was available, so a complete rebuild was done using as much original material as possible. All replacement material was dimensionally correct. When completed it occupied it's original footprint, a new stock chute was built, and all gates operated.

**Coal Dock** – It was determined the remains of the coal dock, while in the right location were not from the original, but from a subsequent rebuild. None of the material was useable. Information was found giving the overall size, material type and dimensions. A new 96' long, 16' wide, 6' high dock was reconstructed on the original footprint. This was a historically correct reproduction at the original location.

**Snow Fence** – The onsite remains allowed the SNG to obtain all information needed for a rebuild. Old material was used to rebuild the first 10 sections. The remaining 17 sections were constructed from the same material, and positioned and tied in the same manner. The total fence length is now 405'.

**Telegraph Poles** – The SNG assembled a total of 9 poles, complete with cross arms and insulators. Parts of the original pole line existed from the Dining Hall towards Martinez Point. Using pictures we set 3 poles close to their original locations. The west side pole line is reasonably accurate. The 6 poles on the east side were properly spaced and set so that line disappears to the east. No claim is made as to historical accuracy of the east side. Some consideration has been given to stringing some line from the Dining Hall to the Station and installing active telegraph keys in both buildings. It may also be possible to run a 110 volt line from the Dining Hall to the Station and Section House.

**Water Tower** – The only work done by the Friends on the new Water Tower was to construct a ladder door using D&RGW plans and install same. For the record - the new water tower, the third on site, was constructed by a contractor in 2000 using new material and foundation. Only the roof and tank bands from the second tower were reused. The new tower is in the same location as the second tower, which was built in the 1910-1919 time frame. The original tower was much smaller in size and located to the east of the present water tower.

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## People –

**SHPO** - I never had a serious problem with them. We made some requests, they said yes or no, we adjusted and moved on.

**C&TS COMMISSION** – We worked for the Commission Secretary, the majority of the years with Leo Schmitz, who could raise funds, understood the people, listened to ideas, made decisions, and stood by them. He was efficient and dependable to work with.

**FRIENDS** – In 19 years we worked for every president, project committee chairman, and BOD from Bill Lock and Glenden Casteel through Tim Tennant and Ed Lowrance. There were some initial concerns about the concept of a continuous long term crew, but it worked out. I'm sure that I drove the management crazy and they did the same to me at times. The object was to preserve the Osier site as a place our guests would enjoy and remember. Neither of us forgot this goal. I dreamed up lots of ideas. The Friends considered and okayed them or adjusted them and the SNG produced.

**SNG** - 77 Friends members have worked on my crews at Osier. 63 of them earned SNG badges. 14 people 16 years old or younger started work there. 9 people have worked there at least 10 years. Through June 2011 the SNG has worked 14,486 hours at Osier. There were only 4 rules that everyone had to follow:

1. If you are at Osier you are going to work – HARD.
2. Do it right or do it again.
3. The Chief Slave Driver has the final word. (Most of the time)
4. Don't mess with the cook. (Thanks Nancy for 19 years of Dinner and several years of lunches.)

## Fringe Benefits” of the 463 project.

The rebuilding of the 463 will provide the C&TSRR with additional benefits beyond the obvious one of an additional engine for the railroad's fleet of operational locomotives. The crew working on this project, under the watchful eye of Marty Knox, has learned many aspects of locomotive maintenance through a “hands on” learning experience, which will be an asset to them and the railroad in future years.

Tourist railroads in general have recognized for some time that there is a rapidly shrinking knowledge pool in the area of locomotive maintenance, particularly with regard to the repair and/or rebuilding of steam power. Those with the knowledge and experience of locomotive maintenance, who are passing this information down to the younger mechanics, are benefiting the entire industry. To this end the 463 project was not just about rebuilding an engine, it was also about teaching young shop personnel work habits important to the future health of the railroad. As the procedures, theory and methods that were learned by those who have worked on this project, are applied to maintaining locomotive fleets in future operations, they will help to fill an increasing industry need.



**Fred M. Springer  
1928-2012**

Fred M. Springer June 30, 1928 - April 18, 2012 Fred M. Springer was born June 30, 1928 in Washington, D.C. to George E. and Marguerite Springer. They were of Iowa ancestry who migrated west after the Revolutionary War. Fred is a member of the Sons of the American Revolution as his Dutch ancestors fought in the New York Militia. He was raised in Houston, Texas so viewed that as his home having graduated from Mirabeau B. Lamar High School in 1945. He graduated with a degree in Mechanical Engineering from Missouri School of Mines (Now Missouri University of Science and Technology) in 1949 and was awarded a Professional degree from the same university in 1999. He was a member of the Kappa Alpha Fraternity. In 1985 he was awarded the Alumni Achievement Award and in 1996 he was inducted into the Academy of Mechanical Engineers at Rolla. There is a classroom named for him in the new Mechanical Engineering Building at Rolla. Upon graduation from Rolla in 1949 he went to work immediately for Magnolia Pipe Line Company (which became Mobil Pipe Line Company) in Sundown, Texas. He moved around the Texas oil patch for Mobil until 1963 when he was transferred to the New York headquarters of Mobil. He had a varied professional career retiring in 1985 as Vice President of Mobil Diversified Businesses, a division of Mobil that

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managed the non-oil properties such as coal and chemicals. He is a Registered Professional Engineer in Oklahoma, Kansas, and Texas and a Registered Professional Surveyor in the State of Texas. He is a life member of the Society of Petroleum Engineers and the American Society of Mechanical Engineers. He was drafted into the US Army in 1950 and was sent directly to Ft. Sill, Oklahoma as a fire direction specialist due to his engineering background. While this was the Korean war era, his unit the 18th Field Artillery Battalion, was sent to Babenhausen, Germany as part of the "Army of Occupation". He had a leave of absence from Mobil, so upon return to the USA as a Sergeant, he immediately went back to work in the West Texas oil fields.

He had a life time interest in railroads and trains, a hobby which he pursued with vigor. He found that moving around in the oil business was not conducive to indoor model railroad layouts because of frequent physical transfers. As a result about 1967 he discovered live steam, a hobby of miniature trains running on 7 1/2 inch gauge track that are big enough to ride on. He is still a member of the New Jersey Live Steamers where it started and now also the Southwestern Live Steamers covering Texas, Oklahoma, and New Mexico. He has three steam locomotives and three electric engines and many cars. They are easily hauled around in a pick up truck. Fred retired from Mobil in 1985 and moved to Salado, Texas where he built a backyard railroad to run his trains on as there was no nearby club track to use. In addition to live steam he was an avid collector and photographer of everything relating to trains. His collection of books, timetables, and passes was donated to the Railroad & Heritage Museum of Temple, Texas who named a park next to the Santa Fe Railway depot in his honor. His large photography collection has been donated to the Center for railroad Photography and Art at Madison, Wisconsin and Lake Forest College in Illinois.

In 1993 he bought a full size railroad car off the famed "Super Chief". The Vista Canyon is a 4 drawing room, one bedroom lounge car that was the rear end of that famous train. Restored to operating condition set by Amtrak the car recorded over 50,000 miles while Fred owned it. In 2001 he donated it to the Arizona Railway Museum in Chandler, Arizona where he is a life member. He made many trips to Australia and New Zealand and was in 1992 awarded an Honorary membership in the Australian Society of Live Seamers. In 2012 he was awarded the Senior Achievement Award by the Railway & Locomotive Historical Society. He is a life member of the National Model Railroad Association and a 60 year member of the National Railway Historical Society and a member of the Santa Fe Model Railroad Club. He is a lifetime Methodist having joined First United Methodist in Houston while in high school. As a result of many relocations he has been a member of too many churches to list. He served on the Board of Directors of the National Conference of Christians and Jews in Chicago (1976-83). He is a member of St. John's United Methodist Church in Santa Fe.

Proceeded in death by his parents and a daughter, Janice Marie (1957-59) Survived by his wife Dale Marie Mizell Springer and their children Kathryn Kuddes, Paul Springer, and Carol Luttrell and the grandchildren Denver Luttrell, Austin Luttrell, and London Luttrell. A Memorial Service was held on Friday, April 27, at 1 p.m. St. John's United Methodist Church, 1200 Old Pecos Trail, Santa Fe, NM 87505. Berardinelli Family Funeral Service 1399 Luisa Street, Santa Fe, NM 87505 (505)984-8600

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## Vern Glover is Presented with Award

Friends' member Vern Glover of Rio Rancho, NM was presented with a 2012 Architectural Heritage Preservation Award on May 18, 2012 from New Mexico's Department of Cultural Affairs. Vern was part of a four man team that authored a Historic American Engineering Record (HAER) for the Cumbres & Toltec's Lobato Trestle which is also known as Wolf Creek Trestle. The other members of the team who also received the award are; Richard Rotto, Andrew Pena and Calvin Sanchez. Congratulations to Vern!



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## NATIONAL HISTORIC LANDMARK DESIGNATION LOOKS LIKELY IN 2012

The Cumbres & Toltec Scenic Railroad (C&TSRR), formerly the Denver & Rio Grande San Juan Extension, is likely to be designated a National Historic Landmark (NHL) in late summer 2012 after being approved for this significant historic status by two key National Park Service (NPS) committees. All that remains is the final approval by the Secretary of the Interior.

In 2009, the Friends, with the approval of the C&TSRR Commission, initially investigated the potential for achieving NHL status for the C&TSRR after it was designated as an historic site of national significance on the National Register of Historic Places. The NHL program, administered by NPS, is indicative of notable significance of a property within a national context: there are about 2,000 NHL properties in the United States today.

Long-time Friends' member Keith Hayes, an architect and senior partner in the Denver firm of Barker Rinker Seacat-Architecture, served as overall project manager and integrator for the intensive nomination process on a volunteer basis – a very significant contribution to this important initiative. After a preliminary meeting with NPS indicated its support for the nomination, the Friends hired railroad historian and author John Hankey to draft a briefing statement and later a statement of significance—a document that outlines how the C&TSRR fits within the national context of railroad history. The remainder of the nomination consists of an accounting of the right-of-way, structures and rolling stock and takes advantage of work that was part of the previously developed National Register of Historic Places revision resulting in the national significance designation.

After multiple reviews by the Friends, State Historic Preservation Officers from both states, and NPS staff, the nomination was forwarded to the NPS Landmarks Committee of NHL early in 2012. Once the public comment period opened, letters of support were solicited from Friends members, elected officials, adjacent property owners, academics and other rail heritage institutions. The Friends are pleased to report that NPS received over 100 letters of support, about half of which came from Friends' members representing over 20 states! This level of support is unprecedented among NHL nominations. Thank you!

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The nomination was presented to NPS's Landmarks Committee in May and was unanimously approved to be forwarded to the NPS Advisory Committee the following week. The Advisory Committee approved the slate of submitted landmark properties be forwarded to the Secretary of the Interior for his signature. Upon signing later this summer, the C&TS will formally be designated a National Historic Landmark.

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## **FRIENDS SPONSOR NEW INTERPRETIVE INITIATIVES**

The Friends' organization has inaugurated two important interpretive initiatives targeted for completion in calendar year 2012, building upon its success in completing a Master Interpretive Plan for the entire Cumbres & Toltec Scenic Railroad (C&TSRR) in April 2012.

The first of these projects, kicked off in late May 2012, is the development of a standardized interpretive signage system. The exhibit design firm of Merriell & Associates, located in Santa Fe, NM, is leading the effort to design a hierarchy of interpretive signs, ranging from overall site titling to the interpretation of specific buildings, equipment, scenic views and other noteworthy historical or geologic features. Merriell & Associates is the firm that produced the C&TSRR Master Interpretive Plan; this document can be found on the Friends' web site at the following link:

<http://www.cumbrestoltec.org/images/documents/rvc%20interpretation%20master%20plan.pdf>

The second project is the development of an interpretive plan and fabrication of signage for the Osier site, the significant "half-way" stop for the railroad where thousands of passengers enjoy a hot lunch and have some time to explore the history of the C&TSRR. Osier features an impressive array of restoration projects undertaken by Friends' volunteers, including a section house; a depot; historic stock loading pens; telegraph poles; and a coal platform typical of early structures located along the railroad. Friends' volunteers will provide the labor necessary to assemble and place the interpretive signs once they are designed and fabricated, resulting in significant labor cost savings.

These projects are high priority interpretive initiatives as it is likely that the C&TSRR will be designated as a National Historic Site in calendar year 2012. The estimated completion date for the first project is September 2012 and the second project should be well underway by the summer work sessions in 2013.

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## **FRIENDS ANNOUNCE NEW FUND-RAISING PROGRAM**

### **"PRESERVING THE NARROW GAUGE PAST FOR THE FUTURE"**

In April 2012, the Friends announced its new fund-raising program, focused on "Preserving the Narrow Gauge Past for the Future." This program follows the successful completion of two capital campaigns, "Another Century of Narrow Gauge Steam – I and II" which raised over \$1.7 million from Friends' members, private foundations, and public organizations to support the organization's mission – to preserve, restore and interpret the priceless historic assets of the Cumbres & Toltec Scenic Railroad (C&TSRR).

The new fund-raising program is focused on raising funds specifically targeted for the more intensive work necessary to preserve and restore unique historic assets as well as provide



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funding for basic operations. The organization's highest priority restoration and preservation projects have been identified, and donors will be able to specifically identify which of these projects they would like to support, either with a one-time donation or a multi-year pledge. The donors may also choose to support the funding of basic operating needs, including supplies and materials needed for the work sessions; the maintenance of the priceless Dorman historic photo collection; and a wide variety of administrative expenses. The Friends' organization has historically relied heavily upon the generous volunteer support of its membership, thus maintaining low overhead costs.

The identified projects which require significant donor support include:

**Railway Post Office Car 54** – Work is well underway; but roof and interior work remains. When completed, this car will be the only fully restored narrow gauge railway post office car in the U.S., providing many opportunities for Friends' historic interpretive events for the public. Estimated cost to complete is \$50,000.

**Cook Car 053** - The Friends' restoration team is bringing this car back to its condition when it was partnered with historic rotary snowplow OY, providing the D&RGW crews involved in snow removal welcome access to hot meals and coffee. Completion cost is estimated to be \$10,000.

**Tourist Sleeper 470** – This complex and long-term restoration project, being accomplished at the Friends' Colorado Springs site, will provide the only extant example of a car which contributed so much to development of the west. These cars were initially used to transport workers to the mining, ranching and railroad industries and homesteaders to settle the west. Estimated cost to complete is \$60,000.

**GRAMPS Frameless Tank Cars** –Two historic UTLX tank cars have been saved, and in 2004, they were donated to the Friends. They were used to haul crude oil emanating from the GRAMPS oil fields west of Chama, NM, to the refinery Alamosa, CO. Material costs to complete the restoration of the two tank cars, including refurbishing the existing wheel sets, is estimated to cost \$10,000.

**Enhanced Interpretation** – The Friends have undertaken two important interpretive initiatives during 2012, building upon its success in completing a Master Interpretive Plan for the entire railroad. The first phase is to develop a standardized interpretive signage system for the entire railroad, especially important as the C&TSRR is soon likely to become a National Historic Landmark. The second phase is to provide interpretation of the Osier site, including the many outstanding restoration projects completed by Friends' volunteers. Thousands of visitors are brought to Osier each year by the train to enjoy a hot lunch and explore the C&TSRR's history. Estimated cost of both phases: \$50,000.

**Antonito Car Shelter** – The car shelter project at the Friends' Antonito site will greatly increase the life span of its restoration work, cutting down significantly on the need for frequent re-painting, wooden component replacement and other maintenance needs caused by severe weather. It will help assure that these historic cars will be preserved for future generations. When completed, the shelter will house 12-15 cars on three tracks. Estimated cost to complete: \$34,000.

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**Wheel Sets (Trucks)** – The most expensive part of these restoration projects is wheel sets, or trucks, to keep these historic cars operational. The Friends’ restoration work is based on the premise that the high quality work produced by its many talented and dedicated volunteers will remain a living part of the railroad. The passenger trucks, to be constructed in “Flying Bolster” configuration, necessary to support the wooden car frames, will be built by Friends volunteers from steel, cast steel and white oak. In all, some 150 individual pieces are needed to create each of these critical frameworks. Six trucks are required for three cars now being restored and each truck is estimated to cost \$22,000 for a total of \$132,000.

More detailed information about these projects is available on the Friends’ web site: [www.cumbrestoltec.org](http://www.cumbrestoltec.org) click on “Join or Give” and select “Preserving Narrow Gauge Post for the Future” from the drop-down menu.

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## Congratulations



You never know where Cupid might strike, but in Don Stewart’s case it was last summer at work session B. Don is the team leader for our painting crews every summer and the number of cars that get painted each year is really making a difference in helping preserve the fleet. Don and Jill have been dating for about 3 years and Jill has even come out to work sessions to help out, and guess what team she signed up for?

Don said he had been working on a plan to ask Jill to marry him for about 3 months, so last year at session B he put his plan into action. He and his team were painting the 495 on the display train in Antonito when Don dropped to his knees, (good thing he had his knee pads on) and asked Jill to marry him. He said he was so nervous that when Jill said “of course”, he asked if she meant yes. Jill said “of course”, and Don said he got it the second time. Included is a photo of Jill and Don freshly engaged taken by some of their painting crew.

Word passed quickly through Friends members, and even before Don and Jill got back to the CRF for lunch EVERYONE knew what had happened. Ed Lowrance got up after lunch and asked Don if there wasn’t something he wanted to share with everyone there, so Don stood up and made his official announcement to everyone.

Don and Jill were married this March and you can bet that Jill will be signing up to be on Don’s team during work session.

*Submitted by John Cole*

### ***Dispatch Deadlines***

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

#### **Fall Issue 2012 – Mail on October 12**

Work session “C” and “D” reports and photographs must be received by September 3.  
All other materials must be received by September 10.

#### **Winter Issue 2012 - Mail on December 14**

Work Session “E” and “F” reports and photographs must be received by October 19.  
All other materials must be received by October 26.

#### **Spring Issue 2013 – Mail on March 29**

All materials must be received by February 18, 2013.

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

# **CLASSIFIEDS**

## **Help Wanted**

The Project Committee is in need of a small engine mechanic to service our self-contained gas engine equipment. We need help particularly during the first and last Work Sessions of the summer, usually May and August. The engine shop is located in Chama.

Contact Ed at:

[eglval@centurytel.net](mailto:eglval@centurytel.net)

or

John Engs at:

[jengs@engsventures.com](mailto:jengs@engsventures.com)

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Have you visited our website lately? There is always something new?

[www.cumbrestoltec.org](http://www.cumbrestoltec.org)

## **Wanted**

"Gardeners know all  
all the best dirt!"

Wanted: People who like to dig in the dirt, to make a difference in the landscape in Chama and Antonito train yards. All sessions are open for volunteers with little or a lot of experience. A Co-team leader would be great to share plans and ideas for improvements and maintenance of our existing grounds. I'm excited to meet new volunteers. Our work together is always joyful. Come and share the laughter with other kindred spirits.

"if you tickle the earth with a  
hoe, she will laugh with a  
harvest."

To volunteer for landscaping,  
Contact: Naomi Sublett,  
[jnsublett@hotmail.com](mailto:jnsublett@hotmail.com)  
(480)892 2275

## **RESEARCHER TYPIST**

The project committee needs a researcher typist to update the Bianchi Car list. This work involves extracting data from past years' Chronicer reports to update this valuable resource. This work can be done at your home on a time available basis! If interested, please contact Ed Lowrance at:  
[eglval@centurytel.net](mailto:eglval@centurytel.net)



**Friends of the Cumbres & Toltec Scenic Railroad, Inc.**  
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*The Osier, CO section house and water tank in the fall of 1970 when the C&TS RR was launched.  
From the Friends of the C&TS RR, Inc. **George Berkstresser Collection** No. BRK 02-066*