



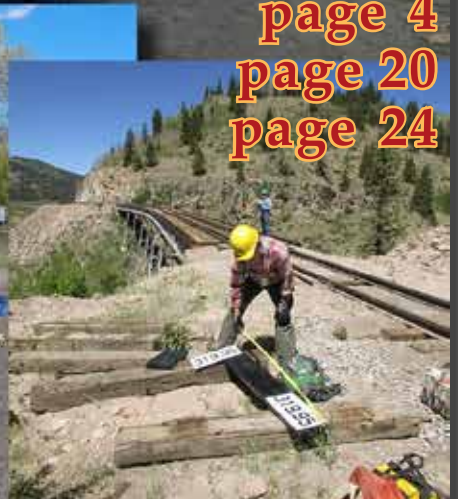
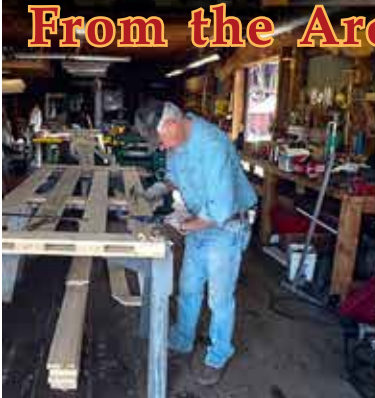
C&TS DISPATCH

VOLUME 26 NO.3
FALL 2013



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C&TS DISPATCH

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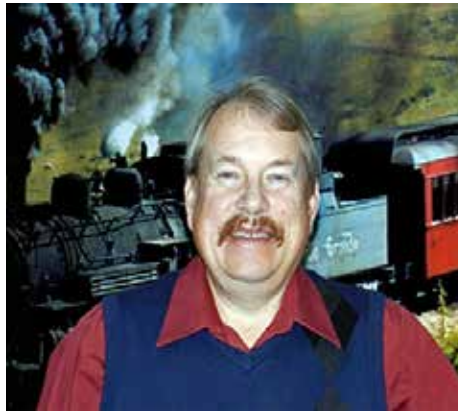
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic railroad Inc., 4421 McLeod Rd. NE, Suite F, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad Inc., is a New Mexico nonprofit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



So Here We Are

So here we are. Summer has zipped by and autumn is settling in with Thanksgiving and Christmas not far off! As I'm sitting here composing this column the thermometer in Albuquerque says 77 degrees which also provides some indication that the hot days of summer have passed.

In reality, that means another work session season along the Cumbres & Toltec has ended for the Friends. Members came from around the country to descend on Chama and Antonito to work on an array of projects. We've had many veterans show up and there have been some newcomers as well! It is so wonderful to see all you folks make that trek and give of your time and resources.

We collectively accomplished a great deal of work but one has to remember that our work is never truly done. Some projects have seen completion while others continue and sometimes for a few years to come. Talk about job security.....our work session attendees indeed have it!

*Cover photos; Ted & Linda Smith,
Jim Gross, Rich Murray*

So here we are. As the aspen leaves turn color in the San Juan Mountains the cycle will begin to take shape again. Ed Lowrance, John Engs and the Project Committee team will begin to plan for the 2014 work session season. Priorities will be discussed and budgets assembled so we as an organization are prepared to roll out the annual Form R-7 with the 2014 projects. We also know that there are a great many of you who await its posting like children who years ago anticipated the arrival of the Penney's, Sears or Wards Christmas catalog! I can see you're smiling because you know exactly what I'm talking about.

You will notice as you dive into the rest of the Dispatch that we have extensive coverage of work sessions C, D, E & F. Some great photos of our many members who showed up to work this past summer and a real testimonial to the passion you all have for our mission. As I say over and over, you are the backbone of our organization so keep up the good work!

Now, here is where I'm going with this and you may accuse me of being like K-Mart when they started their Christmas advertising over 100 days in advance of the holiday. My plug is for all of you to start thinking about the Friends 2014 work session dates.

Here are the dates;

Session "A" May 19-23, Session "B" May 26-30, Session "C" June 16-20, Session "D" June 23-27, Session "E" July 28-August 1, Session "F" August 4-8 and Session "G" September 29-October 4.

Whether you're a veteran of years of work session attendance or you are contemplating coming for the first time, we really desire having you there. It is a great experience with some wonderful camaraderie amongst Friends members. The weather is beautiful along the railroad and for those coming considering working an extra day into the equation so you can ride the railroad. As a work session attendee you do receive a 25% discount!

That's my sales pitch so head to your 2014 calendar and start the planning. We are in the process of updating our Form R-9 which provides a list of lodging facilities and RV parks along the railroad and those that give Friends members a discount. When it is updated and complete it will be posted on our web site.

So here we are.....as 2013 starts to wind down clearly lets set our sights on 2014 and what is ahead of us. We can promise it will be another exciting and rewarding year! As always, thanks for reading and for the support you all provide.

Tim Tennant

Tully Donation Secured



Bob and Mona Tully's family recently contacted Director Ed Lowrance, offering some additional railroad items for The Friends use. Previously 13 boxes of railroad books were donated. Many were added to the Friends research library and duplicates were auctioned earlier in 2013.

Friends members Raymond Hoppes and John Manion answered a general call for help, arriving on August 20th with tools and a pickup. They meet Sandra Gaither at the Tully home

where they found three switches, one of which was a very rare harp stand switch, which Bob presumably found on one of his many famous foraging expeditions throughout Colorado.

The switches will find a new home on Friends property - likely in Antonito.

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:

Winter Issue 2013 - Mail on Dec 20, 2013	All materials must be received by Nov. 15, 2013
Spring Issue 2014 – Mail on Mar 28, 2014	All materials must be received by Feb 21, 2014
Summer Issue 2014 – Mail on June 30, 2014	All materials must be received by May 29, 2014

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

HIGHLIGHTS - FRIENDS WORK SESSIONS C, D, E & F

Ted and Linda Smith

Information supplied by John Engs, Ed Lowrance, and Various Team Leaders

The Friends' 2013 summer work sessions, concluding on August 9, yielded significant results on many fronts! The payoff to volunteers is the satisfaction of being active partners in preserving one of the world's most authentic operating narrow-gauge steam railroads, now designated as a National Historic Landmark.

Work Sessions C, D, E and F were conducted in Chama, Cumbres, Osier, Antonito and at the Colorado Springs site. Enthusiastic volunteers devoted time and energy to restoration of priceless rolling stock such as Railway Post Office (RPO) Car 054, Cook Car 053, Derrick OP and Tourist Sleeper 0252. The completion of the roof of the Car Storage Facility (CSF), adjacent to the Antonito Car Restoration Facility, was one of the major highlights of the 2013 work sessions. The CSF is now protecting valuable historic rolling stock from the severe elements of Colorado winters.

Friends' volunteers were also responsible for completing some high priority projects in direct support of the railroad. These include rebuild and repair of several gondolas, most notably the one now in use for the Cinder Bear Express; repair of the Chama station loading dock; landscaping improvements at the Chama rail yard; freight car and rolling stock lettering; milepost maintenance and lettering; wheels, brakes and safety appliance maintenance; and right-of-way brush/tree control. Each year, the Friends' Projects Committee work closely with C&TSRR management in defining and scheduling high priority work that can best benefit the railroad. Discussions are now underway for the 2014 Work Sessions.

It is also important to recognize that the restoration and repair/maintenance work could not be accomplished without the many Friends' volunteers who perform vital support activities such as carpentry, car lettering, food services, tool, paint and bolt/nut car operations, team leader reporting and chronicling. These are often the "unsung heroes" who spend more than eight hours a day to make sure that the volunteer needs are met. Several volunteers come several days before the work sessions start and remain after the work sessions conclude to prepare and wrap up support activities. Several volunteers who actually reside in Chama either permanently or during the summer are literally "on call" daily to support the railroad.

An impressive 13,000 hours of volunteer effort were contributed to the railroad in Work Sessions A through F. As significant as this may sound, it does not yet include volunteer hours for Work Session G, scheduled for October 2013; the substantial number of hours contributed by the Friends' docent program; or the administrative and technical support provided by Friends' volunteers across the country throughout the year. This level of volunteer support is the envy of many volunteer non-profit organizations throughout the country, as expressed to Friends' representatives who attend national train show events.

As stated in earlier articles, the gradual loss of volunteer support over the past few years continues to be of major concern to the Friends' organization. The Friends Board of Directors has placed high priority on activities to attract new members and volunteers through enhanced outreach (the Friends' Forum, the Dispatch, and social media); offering more flexible work schedules; and sponsoring programs that will attract younger volunteers. A good example of this is recent discussions with representatives of Volunteers for Outdoor Colorado – one of the largest youth volunteer organizations in the state – about their possible participation in upcoming work projects.

Here are some highlights of work activities for Work Sessions C, D, E and F, as reflected in team leader reports submitted to date. A later article will include highlights of those work activities accomplished in Work Session G as well as any summer projects not yet covered in the Dispatch.

Chama

Project 0710 – Right-of-Way and Brush & Tree Control: Team Leader Ron Horejsi, with team members Paul Davenport and Alan Green, faced an unusual situation this year. Due to drought conditions and a severe infestation of tent caterpillars, brush and tree growth (especially aspens) was limited, requiring minimal control work along the railroad right-of-way. Ron and his team work closely with railroad personnel and docents to identify areas along the line needing improvement. This year, the team focused on the area from the Chama River Bridge south through the Chama yard to the switching “Y” on the south end of the yard. They also cleared low-growing brush, sapling aspens and conifer bows from the upper end of the narrows to the lower end (Milepost 340.5 to Milepost 342). This work is in direct support of the railroad, and keeps the right-of-way cleared for both safety and aesthetic purposes.



TL Ron Horejsi makes sure equipment works before going out on the line



L to R, Lance Godfrey, Judith Rosenberger, Bob Rosenberger, Jill Stewart and Don Stewart

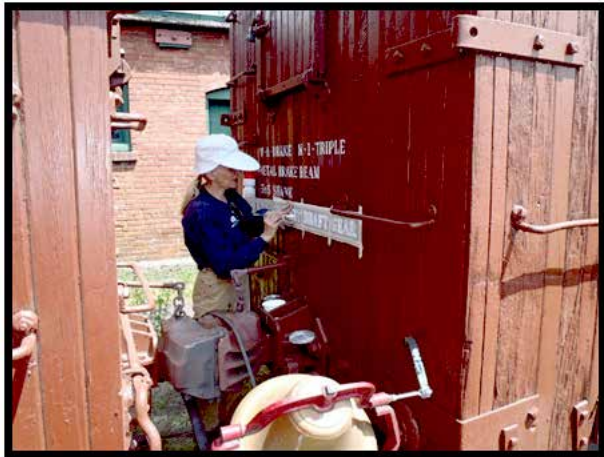
Project 0720 – Car Painting (Chama, Antonito, and Osier): When Don Stewart and his team arrive, they have a challenging agenda: to paint *all* of the cars finished in the earlier sessions. In this case, we are talking about the newly refurbished tool car, Gondola 9228, Box car 3669, and “Reefer” 163 – not to mention painting the trim on Locomotive 494, one of two display engines in Antonito. And – when you are thinking about taking a break – why not paint the Osier station house? Despite some rain delays, Don, Rich Hull, George Pearce and Lance Godfrey accomplished much of this work, and with the high quality one would expect from what we think might be the world’s best painting team (TWBPT)!



Display engine #494 in Antonito was painted over two sessions by TL Don Stewart’s paint team and is ready for lettering.

Project 0730 – Freight Car and Rolling Stock Lettering: Craig and Robin Kumler have been dedicated Friends’ volunteers for 25 years and their combined expertise is focused on the lettering of rolling stock. This year, they were assisted by Fred Morton, Anne Woolsey and Terri Shaw. What’s great about this work is that you can actually see the results of your labor fairly quickly! The team works together well, and the results show it – during Work Session C, they lettered six cars. In addition, a temporary number was placed on Flat Car 6509 by Anne Woolsey and paint touch-up was done on Box Car 3339 and historic Caboose 0503.

In earlier 2013 sessions, Valley Lowrance accomplished some impressive lettering work at Antonito, and even came to Chama after the 2013 sessions to letter Caboose 0579!



Robin Kumler paints car information after the stencil has been taped in place



Valley Lowrance applies a stencil to Caboose 0579

Project 0750 – Milepost and Whistle Board Maintenance: The objective sounds simple: “paint all signage [along the tracks] and replace as needed.” In reality, this requires a lot of thought, planning and just plain sweat – much of this signage is not easily accessed. The work teams, led by Jim Gross in Session C and Bob Ross in Session D, can be seen at various rail locations between Chama and Los Pinos – accessible by vehicle and short walks – but are often NOT seen as they are in remote areas (such as Lava to Sublette, Sublette to Osier, etc.)



Terry Woolsey and Mike Mahoney paint mile post 302

Jim Gross and his team, including Paul Davenport, Mike Mahoney, John Mitchell, Frank Smucker and Terry Woolsey, painted or touched up 12 mileposts and five whistle boards; fabricated and installed yard limit signs at Osier, bridge numbers at

Cascade, Cresco and Lobato trestles; painted letters on state line signs at Whiplash curve; and cut some brush so they could see and maintain the signage as needed.

Bob Ross and his team, including Susan and Richard Dick, painted text on private property signs for Lava and the Narrows, fabricated two yard limit signs for Osier; and painted bridge numbers for Cascade, Cresco and Lobato trestles, making wood mounting boards as necessary. And all of this was accomplished in two days, as team member were called to other assignments for the remainder of the work session.



Susan Dick, TL Bob Ross and Richard Dick fabricate a yard sign for Lava

Project 1004 – Restore RPO X54 as RPO 54. The Friends’ project, to restore Railway Post Office Car 54, manufactured in 1885, back to operating status, is nearing completion after six years of dedicated effort. Team Leader Don Bayer has led this complex restoration since it started in 2007. By the end of Work Session F, Don and his various team members could proudly see the exterior completed and painted, even as they continued to work on the interior of the car. An exciting moment occurred on August 17, 2013, when the car was used in the filming of a movie, pulled by recently restored historic Steam Engine 463!

During Work Sessions C through F, a group of dedicated volunteers, including Norval Alliston, John Berges, Vance Behr, Todd Frazier, Geof Gordon, Don Jones, Joe Kanocz, Bob Keene, Mike Kuhl, Phil Kuhl, Evan Martinez, Barry Morris, Richard Pennick, John Pierce, Kevin Sherrow and Wayne Shirley are all proud to say that they provided substantial support to this high-value restoration project. Among other tasks, they finished installation of steel side sheathing; designed and built the bathroom water tank enclosure; installed oak flooring; installed interior trim; and sanded and prepared the exterior for painting. The interior was painted in Session F. After filming in August, RPO 54 was proudly located in front of the Chama depot for the public to view. When the train season is over, the car will be placed in an enclosure for the winter.



Newly painted, RPO 54 heads out to a movie set, pulled by 463, its co-star!



The undercarriage of the RPO 54. It hurts one’s back just looking at the work that was done upside down!

Project 1017 – Coal Tipple Restoration: Restoration of the historic Chama rail yard coal tipple continued during Work Session F, despite inclement weather. Team Leader John Sutkus is leading this effort which is based on an in-depth assessment and work plan accomplished in 2002 by the late Steven Kells of the architectural firm Kells + Craig. Much of the funding for this work resulted from a preservation award in 2007 from TRAINS Magazine. John’s team members for Session F included Ron Schmitt and John Soos. The work was focused on repair/ replacement of the bucket guides. The team painted angles and plates with brown oil-based paint, set up the mounting plate for drilling, and laid out new holes in the existing guide angles for splices to new angles. They installed guide angles in the north pit and started installation of the angles in the south pit. Remaining work is aligning bucket guide rails, installing the balance of the lightning protection system, relining the bunker, cleaning out the coal dump and repairing the concrete in the coal dump. These tasks will be scheduled for later work sessions.

Project 1113 - Rebuild Gondola Car 9558: Bill Pratt led the team that essentially completed the rebuild of Gondola Car 9558 during Work Session E as a high-priority railroad project. The car was restored to its original configuration of a closed-end gondola rather than a pipe (open) gondola. Assisting Bill Pratt were Wayne Klatt, John Soos, John Sutkus and Warren Ringer. Both John and Warren were reassigned to the gondola project from the coal tipple project. Bill Pratt notes that “The Coal Tipple crew was a great help; we would not have finished the car this session without them.” The gondola still needs priming, painting and lettering which will be accomplished by the Friends in a later work session.



Warren Ringer drills another hole as John Sutkus tightens another bolt



Car completed-ready for paint and lettering

Project 0780 - Maintenance of Wheels, Brakes and Safety Appliances: During Sessions D and E, Team Leader Clyde Putman worked with Chuck Duecker (Session D) and Hardy Cruise, Peter Lenicheck, Ron Schaefer and Brooks Wilson (Session E). This team, more than any other, responds to many unplanned needs of the railroad – kind of a SWAT team for railroad car undersides! Earlier, in Work Session A, Clyde and his team replaced the wheel set under Cinder Bear Gondola #6205, providing Cinder and his many young fans with a much better riding experience. In later sessions, the team tested brake systems on stock cars, rebuilt and installed valves on Gondola 1232, fixed leaks on other cars, and performed maintenance on UTLX 12962. And this is just a sample of the variety of tasks they are asked to accomplish.

On the Thursday before the close of Session E, Clyde and his team were called upon by the railroad to help them replace several missing nuts on the trucks of High-Side Gondola 1159. It looked like mission impossible for Session E, as the bolt threads needed cleaning. However, by Friday afternoon, the team had cleaned and chased the threads, installed new nuts, and the car was ready to be placed back into service! And during Session D, Clyde and Brooks Wilson put in long hours, organizing and cleaning their work space (known as the Brakes & Appliances Repair Facility, located in the old car body shop near the Log Bunkhouse.



Wheel maintenance underway on UTLX 12962



Wheel sets being changed out on the Cinder Bear Gondola

Project 1089 – Repairs to Stock Cars: This is part of a larger effort in direct support of the railroad to restore three stock cars to operable condition by replacing roofs, installing metal roofs and replacing missing parts. These cars are targeted for use during the fall 2013 season in a high-value charter. Team Leader Scott Hardy, assisted by team members George Detwiler and Bill Lock, completed substantial work during Work Session D. They tightened hardware, built a new door, and performed other structural repairs on Stock Car 5553. On Cars 5691 and 5841, they performed similar work, including replacement of wooden door members. The project was essentially complete by the end of Work Session D.



Cletus Wander and Fred Kuhns build a new door for stock car #5553



TL Scott Hardy discusses work being done on the stock cars with Site Leader Bob Craine

Project 1026 – Derrick OP Restoration: Built by the Denver & Rio Grande in 1911, this maintenance-of-way service derrick was used for all sorts of heavy lifting chores, not only around the rail yard but on line. The derrick was also called upon for rescue operations. In 1948, the OP retrieved passenger cars carried down a hill by an avalanche that struck the *San Juan* passenger train at Phantom Curve. OP was also used to retrieve cars derailed during the heavy traffic period of the early 1950s oil boom when pipe was shipped to Farmington, NM.

Russ Hanscom is leading the effort to restore this unique piece of railroad equipment. It is one of four major MOW pieces being brought back to operational status by the Friends. Russ and his team members for Work Sessions C through F, including Leon Beier, Chuck Cover, Don Deuell, Chuck Dueker, Robert Hawkins, Wayne Huddleston, Grant Luckhardt, Jim McGee, Bob Michel, Jim Millhouse, Jr., Adolph Weigant and Fred Williamson, have much progress to report. During Session C, much of the siding was stripped off the cabin and minor structural repairs were made. By the end of Session D, most of the siding and special hardware was installed, a new cabin door was hung, and the roof walk boards were primed. By the end of Session F, the siding was completed and the car was primed for the winter.



Old siding has been removed from the cabin



OP cabin with new siding and primed.

Project 1122 – Repair Box Car #3669: The overall objective of repairing the roof walk, fascia boards, doors and sidings was accomplished by Team Leader Rob Lenicheck and team members Joe Kanocz, Bob McCain, David Walter and Michael Walter. After assessing the condition of the car, the team found that the siding needed to be replaced on one-quarter of the car; the ends of the car were deemed acceptable. The new siding was primed prior to installation, and then installed, including on the section below the door. All of the hardware was replaced. The car was to be painted and lettered during the 2014 work sessions.



Most of the siding has been removed



Joe Kanocz, TL Rob Lenicheck and Bob McCain made excellent progress in the first day of Session E

Project 1153 – Chama Stock Pen Fence: The overall work objective was to construct and install three gates and repair/restore the deteriorated divider fence at the south end of the stock yard. Team Leader for Work Sessions C through F was Len Jones, assisted by George Detwiler, Jace Drennan, Walt Duncan, Larry Ferrell, Bob Hewitt, Charles Joerg, Daniel D. McGunegle and Daniel E. McGunegle. The team set ten fence posts, and added fence rails to all but the two ends. They also set six gate-opening posts in concrete and braced them for the concrete to cure. During Session F, they cut the gate-opening posts to length, installed two gates with hardware, and completed the fence. It looks MUCH better and should last for several years!



The team made good progress in Session C



By Session F, the fence and two large gates were installed

Project 1168 – Convert Box Car #3585 to New Tool Car: Team Leader Craig McMullen is a man with a mission. So far, he has not only led the effort to complete the restoration of Cook Car 053 in Antonito, he is also leading the charge to repair and modernize the Friends’ fleet of support cars. The Food Preparation crew is now enjoying the much enhanced boxcar that they use to prepare the daily food fare for volunteers. Craig and his crew are now working on the conversion of Box Car #3585 into the Friends’ new tool car. During Work Sessions



TL Craig McMullen waits for Patricia Sandt to finish tightening a bolt inside the car

C and D, he was assisted by Phil Barney, John Ferrell (Thursday only) Bob Hayes, Jerry Hawkins, Don Sandt (Thursday and Friday only), Patricia Sandt and Brad



Car at the end of Session F - final coat of paint, lettering and it’s ready to move into.

Simpson. They accomplished a

lot of work! During those sessions, they built new sliding doors and installed them with the original hardware; installed upper and lower corner braces and steps, and checked all of the grab iron attachments. They also installed end door/windows and placed clasps and locks on those openings. In addition, the car now has a new roof walk and brakeman’s platforms. The interior has a new service counter. Painting and lettering will be accomplished by Don Stewart’s team in 2014. It’s pretty spectacular! The tool car team is VERY pleased!

Project 1185 – Repair Long Reefer #163: Team Leader Phil Nissen led this effort during Work Session F. One week to re-side one side of a long refrigerator car? Seems hard to imagine. But Phil and his team hit the deck running on Monday morning and didn’t stop often! Team members included Mike Johnson, Mike Kennedy, Art Montgomery and Jim Nissen. By week’s end, much of the hardware removed from the A end of the car was installed and/or



New siding had been installed and primed

fitted in place as was some AR hardware. Old siding was removed on the R side. New paneling was then installed after tar paper was placed on the upper half of the car to repel moisture. The entire R side was successfully repaneled and the car primed



Because of almost daily afternoon rain showers the paint crew was unable to give this car a final coat of paint

on Friday morning, despite some rainy weather which slowed progress. By the end of Session F, all of the new siding was primed. Plans are well laid out for completing the car; a second and possibly third work session will be needed to rebuild all of the hatch walkways, central walkway and all four hatch covers, as well as install new canvas seals on the freight doors.

Project 1186 – Cosmetically Restore Engine #483 – Team Leader Dan Sandt, supported by volunteers Bob Hayes, Larry Ferrell, John Ferrell, Joe Kanocz, Mike McGinley and John Weiss, spent Work Sessions C and D working on the cosmetic refurbishment of Steam Engine #483 in the Chama yard area. The teams were able to remove most visible loose paint and rust scale from the firebox and the boiler, except for the lower front areas that will require steam cleaning to remove built-up oil and grease. The sand dome was cleaned and removed from the top of the boiler and placed on a palette near the engine. The entire firebox, boiler, smoke box and running gear were painted with rust-inhibiting paint. Some time was spent trying to locate missing tie rod covers which were eventually found in one of the storage boxcars. The missing covers were all replaced and painted. The smoke box and part of the lower firebox sides were painted with a silver finish. And finally, the two cab front doors and one side window that were rebuilt by Jim Hickman during the winter were fit, primed and installed on the engine cab. Dan Sandt reports that this project has a “good start” but much work is yet to be done!



TL Dan Sandt and Bob Hayes work on a cab door and window built over the past winter out of oak by Jim Hickman



Engine 483 at the end of Session D shows a door and window installed

Project 1191 – Repair High Side Gondola Car #1232: Team Leader Jim Davenport reports that the objective of this project is to repair high-side gondola #1232, built in the 1920s, so that it is functional, safe to operate and historically accurate. Jim and his team, including George Detwiler and Paul Davenport (mid-week assignees), Gary Ehler, Robert Goin, Markus Hagermann, Jack Heiermann and John Sprenger, accomplished significant structural work, cutting and replacing interior sills and siding boards and prepping for paint. Jim has a well laid out plan for completing the project in later work sessions.



The two piles of trash wood show the condition of the floor and a few side boards



The rotted floor lumber has been removed and rubber membrane strips have been placed over the sills to repel water

Project 0246 – Registration: The registration team not only assures that volunteers are welcomed and registered, they also provide support and assistance as needed during the work sessions. In addition, they plan and implement the volunteer dinner events that have become so popular. After a hard day’s work, these events draw a large number of the people who have come from all over the country to not only assist the railroad, but to renew friendships they have made over the years. Holly Ross devotes much time and energy to assuring that registration, dinner events, and recordkeeping activities go smoothly. She has done this for many years, in addition to staffing the Friends’ exhibit display in the Cumbres Shopping Mall. The volunteers who come each year are greeted warmly by Holly and her teams. During the 2013 work sessions, the registration team assured that volunteers who had 5, 10, 15 or more years of service were recognized.



Marshall Smith checks in with TL Holly Ross and Diana Gross for Work Session D



Linda Smith completes registration for first- year volunteer Jack Heiermann while Ed Lowrance welcomes him

Project 0230 – Food Preparation: *Objective: preparation of tasty, nutritious meals at a reasonable cost for work session volunteers.* That objective is not only always met, but exceeded by Mary Jane Smith and her team of volunteers. It is not only the hearty lunches and snacks that draw praise – it is Mary Jane’s warm and welcoming personality. For Session C, Mary Jane was assisted by Connie Hickman, Maggie McMullen, Jeanne Reib, Caroline Tower and Joan Weigant. On Friday of that session, Maureen Gonzales also assisted. For Work Session D, she was aided by Debbie Craine, Connie Hickman, Judy Lock, Maggie McMullen and Jeanne Reib (and on Tuesday/Wednesday, Susan



TL Mary Jane Smith, Caroline Tower, Maggie McMullen and Connie Hickman set tables for hamburger day!

Dick assisted). For Session E, Cynthia Anders, Maggie McMullen, Jeanne Reib and Rochelle Sherrow joined the team; and for Session F, Eleanor Pearce, Jeanne Reib, Yvonne Schmitt and Renee Walter were on



Everyone seems to enjoy hamburger day!

the team (assisted by Maggie McMullen on Friday). The team members not only pack lunches and refresh the snacks and drinks throughout the day, they also inventory the merchandise and clean and organize the work areas. Mary Jane plans menus and purchases food within her annual budget and does a lot of this even when she’s enjoying the relaxed atmosphere of her San Marcos, TX home!

Project 0241 – Nail & Bolt Car Operation: Long-time volunteer and Team Leader Marshall Smith is the expert who provides fasteners and related items to support the completion of the many Friends’ projects. Marshall works closely with the Project Committee Chairmen and team leaders to order the materials they need ahead of time, and also reorders during the work sessions. Marshall, a retired shop teacher, is also very talented at fabricating special items that might be needed. He also supports the team leaders by hauling materials and assisting with yard clean up. And, by the way - he is also a master mechanic!



TL Marshall Smith and George Davies gather bolts and nuts for the Cinder Bear Rider Gon



Marshall Smith is always on the go helping any team that might need his assistance for a variety of tasks

Project 240 – Tool Car Operation: No support function is more subject to “rush hour” syndrome than this one! On Monday mornings, after the welcome and safety briefings, the many volunteers find their Team Leaders and then head for the Tool Car! The tool car staff assists volunteers in finding the right tools and make sure the tools are in good operating condition. They also maintain inventories, order needed equipment and supplies, and serve as the “Command Post” for the work sessions as the Tool Car has the only land-line phone. Spero Bettalico served as Team Leader for the 2013 summer season, in addition to his regular duty as Team Leader for the Paint Car. He is also frequently called upon to purchase needed equipment, paint and supplies from sources located anywhere from Albuquerque to Alamosa. Spero was supported by Carol Mackey, Beth March and Joyce Smalley. Carol is a veteran of the Tool Car and she mentored the team for four work sessions.



TL Spero Bettalico and Carol Mackey prepare for the Monday rush



Beth March and Spero are open for business!

Project 0250 – Carpentry Shop Operation: Three Team Leaders shared responsibility for overseeing the safe operation of the carpenter shop, including management and use of shop tools and machinery, and assisting others where needed. Len Jones was in charge for Work Sessions A&B. For Work Sessions C&D, Jim Hickman staffed the Carpenter Shop, with assistance from Bob Reib; and for E&F, Bill Strathearn took the reins. All of the Team Leaders also accomplish small carpentry projects as may be required, such as building steps, doors, or signage for the Friends’ donor boards.



Bob Reib and TL Jim Hickman repair a bench for the Railroad. It is placed on the east side of the Chama Depot and is actually a donated church pew.



TL Len Jones built five sets of new steps for the Friends support cars

Project 0700 – Yard Landscaping: During Work Sessions B, E and F, Team Leader Naomi Sublett focused on stabilizing the dirt slope from the top of the walkway to the donor signs in the Chama garden area. She was assisted by Dona Kazmar, Rebecca Falk, Lucinda Lenicheck and Valerie Morris. Laurel Lyon was the Team Leader for Work Session C, assisted by Debra Joerg, Vicky Simpson, Terri Shaw (Thursday and Friday only), Charlie Joerg and Walt Duncan (Wednesday, Thursday and Friday). These teams accomplished tree trimming, weeding, mulching, and general clean-up of the garden area. Although Session F was interrupted by much rainfall, the team installed three full-length railroad ties at the base of the Scotch pines. In the process of removing some unwanted fence posts, they uncovered a survey property marker from 1980, marked “Albert & Hall Re Surv. Engr”. It was covered with growth, hidden and forgotten. Naomi plans to preserve and incorporate the marker into her landscaping work for next year.



Vicky Simpson, TL Laurel Lyon, Walt Duncan, Debby Joerg and Terri Shaw



Lucinda Lenicheck weeds garden

Project 1005 – Plan Car Inspector’s House-Reconstruction: Bob Conry, the Team Leader for Sessions C and D, was assisted by volunteers Pete Dahlberg and Dave Ferro with the objective of repairing the Car Inspector’s House at Cumbres. The team started with a minor demolition of the south and east walls of the house, looking for the cause behind the bulge in the wall. They soon learned that when the wall was removed to install a garage door, a switch tie was installed as a header and two regular ties were put in to hold it up. When the doors were removed years later, no one was concerned about alignment. After removing the fill wall and ties, the team framed in a new wall and window with full 2x4s that were stacked in the building. Bob Conry reports that a lot more work needs to be done during the next work sessions to achieve the objective. He is researching to locate the original building plans.



It’s obvious the car inspector’s house needs a lot of help – and Bob Conry is the guy to do it!

Project 1154 – Snow Shed Header Replacement: Team Leader John Cole, supported by volunteers Tom Hindman, Herbert Knoesel and Tarry Rahne, took on the job of replacing a “bent header” in the snow shed structure located at Cumbres Pass. When his team worked on the snow shed last summer, they replaced a damaged 8x12 header on the fourth “bent.” While they were installing galvanized tin on the top of the first six headers to deflect water and prevent rot, they discovered that the #2 bent header was in need of replacement as well. John reports that he is quite proud of the great job his team has done in completing the snow shed header replacement work during Work Session E. In fact, they had some time to lend assistance to Bob Conry’s team who were working nearby on the Car Inspector’s House.



Metal temporary supports were installed



Repairs to the roof have been made and new support bracing has been installed

Antonito

Project 1003 – Cook Car #053 Restoration: Significant progress has been made on this high-value car restoration project during the 2013 Work Sessions. We earlier reported on Work Sessions A and B when Team Leader Craig McMullen and his volunteers completed substantial roof and other structural work. During Work Session D, Team Leader Mike O’Nele, assisted by Matthew Jameson and Mick O’Nele, continued the work on the exterior, including installation of the hand rail and molding spaces between walls. They finished the priming of all new wood. Tasks remaining for the 2014 work sessions include interior painting, installing metal protectors around the door, fabricating and installing interior stove piping; placing new glass in three windows, and evaluating couplers, brake rigging and the air system. Trucks will also be fabricated for the newly restored car.



Mick O’Nele caulks around the clerestory windows

Project 1099 – Car Storage Facility: The impressive work progress on completing the roof of the Car Storage Facility during Work Sessions A and B continued in Work Sessions C and D under the leadership of Jim Florey and his team members, including Fuzzy Anstine, Ron Carder, Fred Kuhns, Emmanuel Lopez, Chris Norcross, Ted Norcross, Mike O’Nele, Mick O’Nele, Tarry Rahne, Warren Ringer, David Randolph and Cletus Wander. The team worked to straighten the building roof line by removing tie braces/bolts at telephone poles and welding steel supports back in place. All of the crew worked to prepare the structure for roof panel installation. By Thursday, June 20, the team had finished installing 36 roof panels on one side. On Friday, June 21, they started installing panels on the second side. On Monday, June 24, all roofing was installed, and fasteners were tightened as necessary. The remainder of the week, the team installed ridge caps and finished checking and tightening all structural hardware. Having completed the CSF roof, they also found some time to work on frames for interpretive panels which will be installed at Osier during the 2014 Work Sessions. Some work remains on the CSF; it should be completed during the 2014 Work Sessions.



The first roof panel is clamped in place



All of the roof panels are now installed!

Project 1118 – Frameless Tank Cars Restoration: Team Leader Chris Trunk led this project for Work sessions D and F, supported by volunteers Bill Kepner, Chase Kepner, Bill McCall, Warren Ringer and Randy Worwag. Significant progress was made, in that both of the GRAMPS tank cars now have couplers and are riding at their correct height above the trucks. Warren Ringer reports that Chris is a “very competent Gradall operator” and did a masterful job of inserting the couplers into the car, as well as lifting the car. Work on this project will continue during the 2014 work sessions.



An outside contractor sand blasts one of the two Gramps frameless tank cars



What a difference a good coat of paint can make in the appearance of a car

Project 1162 – Rebuild Drop Bottom Gondola #783: The rebuild of Drop Bottom Gondola #783, a multi-year project, is in direct support of the railroad. The work accomplished in Session D was led by Team Leader Bill Pratt, assisted by Lee Parks, Randy Parks, Warren Ringer, Bob Osborn and Ron Senek. The frame of the gondola, sand-blasted in Work Session B by an outside contractor, was coated with red primer by the team. All crossbeam mounting holes were die checked for cracks, and both bolster top saddle pieces were removed. The truss rods were cleaned and inspected, all damaged and excessively worn areas were repaired by welding, and all damaged threads were chased with a thread die. The pivot plates of both trucks were cleaned and lubricated, as were all wheel bearings, and new lubrication waste was installed. All “A” end truck journal boxes had new wood dust seals installed, as well. Much was accomplished in five days!



TL Bill Pratt examines frame newly coated with red oxide primer



TL Bill Pratt briefs C&TSRR President/General Manager John Bush and Friends’ President Tim Tennant on the project’s progress

Project 0231 – Food Preparation – Antonito: Nancy Norcross served as Team Leader for food preparation activities in Antonito during Work Sessions C and D. Assisting her were Karen Rahne and Linda Smith (in Session C) and Barb Florey (for two days) in Work Session D. Nancy planned her daily menus, bought food at the local market, and prepared lunches and snacks that received widespread compliments from the 15 to 20 volunteers she served each day. Nancy reports that the crowd favorites were Frito pies, fried chicken with potato salad, and banana splits (she had to get them to eat their fruit some way!)



TL Nancy Norcross in the Antonito CRF Kitchen



TL Nancy Norcross and Jim Florey slice a few tomatoes as Ted Norcross makes a few notes

TO OUR VOLUNTEERS, DONORS, AND MEMBERS – THESE GREAT WORK SESSIONS WOULD NOT HAVE HAPPENED WITHOUT YOU!!!!!!



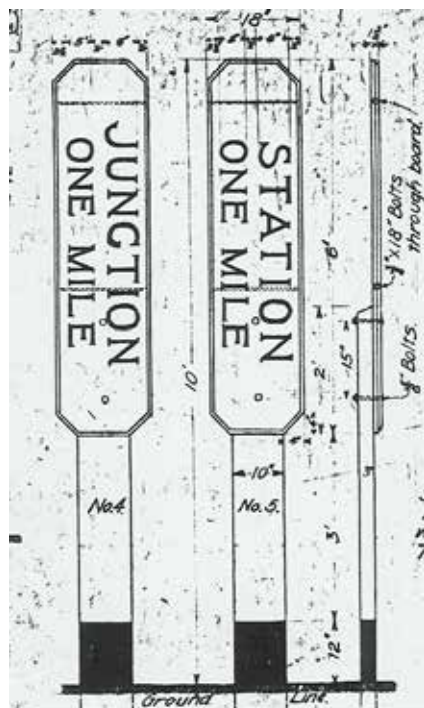
Article #5 - Station One Mile, Bridge Number and Derail Signs

Cumbres and Toltec Scenic Railroad

This is the fifth article on signage along the Cumbres and Toltec Scenic Railroad (C&TSRR). The first one was on mileposts in the April 2012 Dispatch. This article will outline the Station One Mile, Bridge Number and Derail signage.

I - Station One Mile Signs:

As we mentioned before, the MOW team uses documentation and photographs that we have available to us to place signage along the C&T.S. The Station One Mile sign is another example of this. By using the Standard Posts documents from August 1906 and the validation maps dated 1936 as a reference, we were able to place two Station One Mile signs at Osier. Osier was being used to show the 1900's style of signage, so placing two Station One Mile signs at Osier was a perfect choice. You will find the east sign at mile 317.30 and the west sign at mile 319.60 one mile either side of Osier.



From - D&RGRR Standard Posts Aug. 1906



Mile 317.30

Jim Gross 2006

II - Bridge Number Signs:

In our first article, we discussed mileposts which are set at even mile increments along the line. Bridges can be any place on the line, and bridge numbers use a xxx.yy number system. (Ex: 281.26) The number is on an 8" x 16" piece of sheet metal found on the far abutment as the engineer approaches the bridge. Starting in 2011 (we think), three of the wood bridges 281.25, 381.26, and 287.50 have been replaced by culverts. Wherever possible culverts, have been numbered.



Mile 281.26

Jim Gross 2006



Mile 296.08

Jim Gross 2005



Mile 324.42

Mike Mahoney 2012

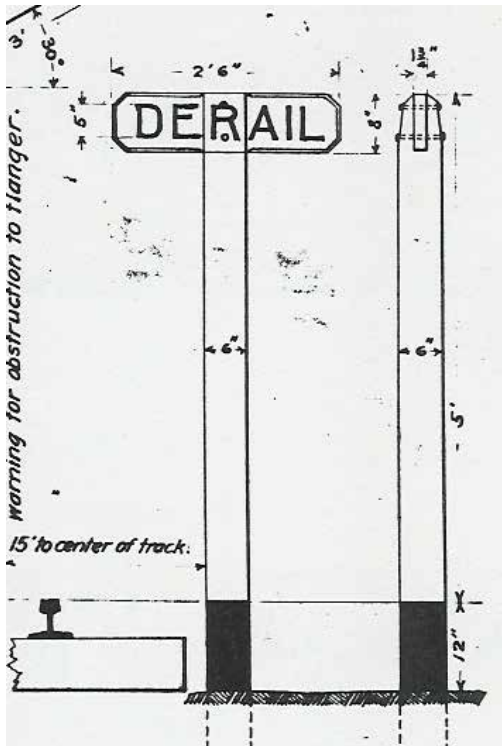


Mile 281.25

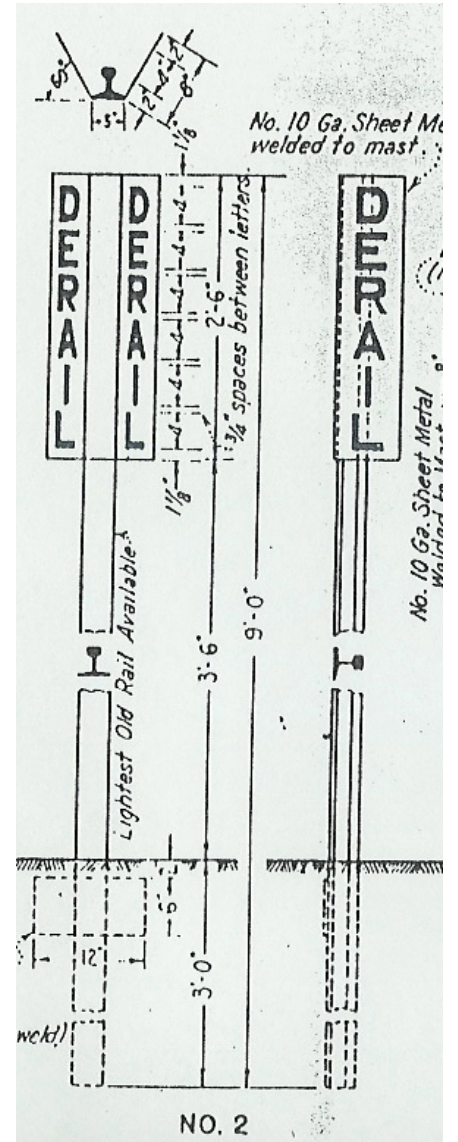
Jim Gross 2012

III - Derail Signs:

As you can see from the two derail sign diagrams, the D&RG had both wood and metal signs. At the present time, we have neither style on the C&TS. We do have two derail signs, one at the west switch of Cresco mile 335.59 and one at the west switch of Lobato. Neither example matches the Standard Post documents. Both are painted black with no letters and there is no derail on the track.



From - D&RGRR Standard Posts Aug. 1906



From - D&RGRR Standard Posts Nov 8, 1943



Mile 340.10

Jim Gross 2004

IV - Public Information Signs:

There are many public information signs found along the C&TS. The majority were put in by the Forest Service and show place location, as well as the names of some of the creeks the tracks cross over. You will also find three signs indicating where the 1874 Toll Road was that the MOW team put up starting in 2000.



Mile 319.90

Jim Gross 2006



Mile 330.76

Jim Gross 2004



Mile 319.30

Jim Gross 2006



Mile 291.60

Jim Gross 2004

Again, if you find any historic sign photographs, please let me know where you saw them. Next time, we will look at Speed Limit, State Line, and End of Standard Gauge signage. Dispatch Deadlines

From the Archive 20 years ago



Engine no. 487 pulls a flatcar with tools and unused construction materials from under the Cumbres snowshed at the end of the work sessions. Note completed siding on the east side of the snowshed. August 1993. Photograph by Terri Shaw.



Installing temporary knee braces on the east side of the section house at Cumbres to support the roof and eaves, which were collapsing because of the winter snow load. August 1993. Photograph by Art Nichols.

1993 VOLUNTEER WORK SESSIONS Highlights



At the Cumbres snowshed, a block and tackle was used to raise decking material from the flat car to the roof. July 1993. Photograph by Terri Shaw.



New flooring and side stakes were installed in the display train gondola at Antonito. July 1993. Photograph by Art Nichols.



Repairs were made to the landings, ladders, and loading chutes of the stock pens at the south end of the Chama yard. August 1993. Photograph by Jessica Ratliff.

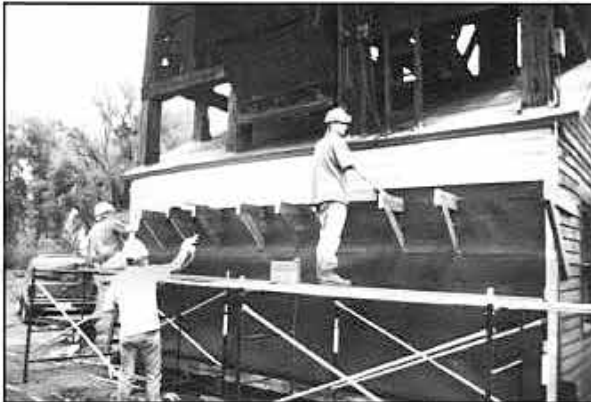
From the Archive 20 years ago



Working on the new floor for a flat car at Chama. In the background a crew from Hollywood is remodeling the Hinman coach for "The Legend of Wyatt Earp." August 1993. Photograph by Art Nichols.



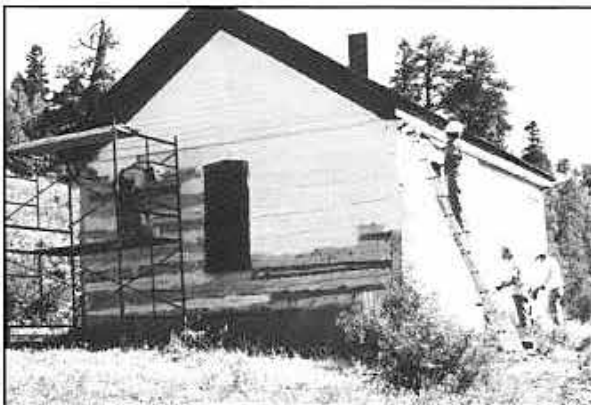
At Chama the brake rigging was reattached to one of the double-deck sheep stock cars donated to the railroad by the Friends. The brake linkage was disconnected years ago when the car bodies were separated from their trucks. July 1993. Photograph by Jessica Ratliff.



In the Chama yard new siding was placed on the west wall of the coal tippie machinery room. July 1993. Photograph by Jim Gross.



At Chama tank car no. 12962, and the other five narrow-frame tank cars donated to the C&TS by the Friends, was lettered in historically correct style. August 1993. Photograph by Art Nichols.



Painting the log bunk house at Sublette. July 1993. Photograph by Orion Steen.



At Sublette the section house and log bunk house were painted. Note the lettering on the north side of the section house. The shingle bunk house is in the background. August 1993. Photograph by Orion Steen.

From the Archive
20 years ago



C&TS Dispatch

Vol. 6 No. 3

July 1993

Passengers to Ride in New Coaches

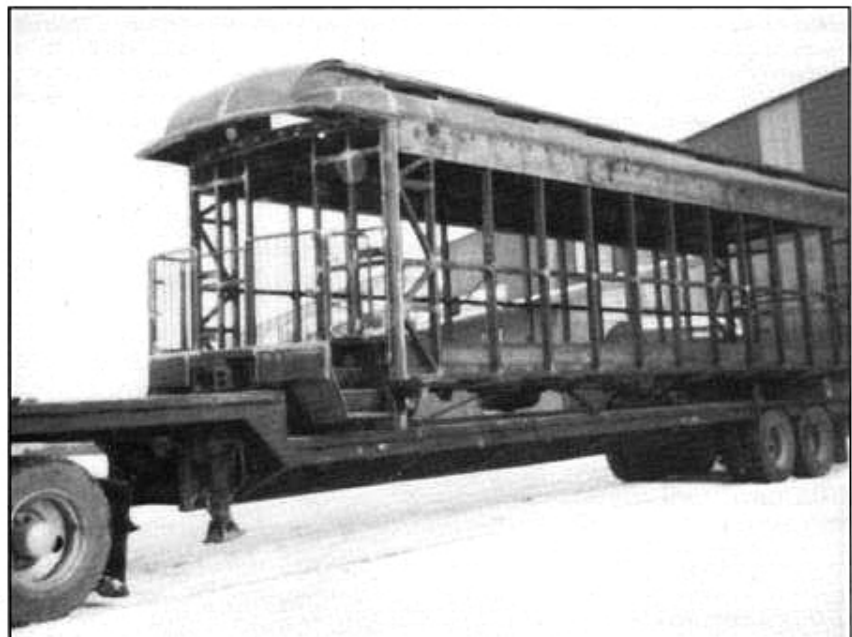
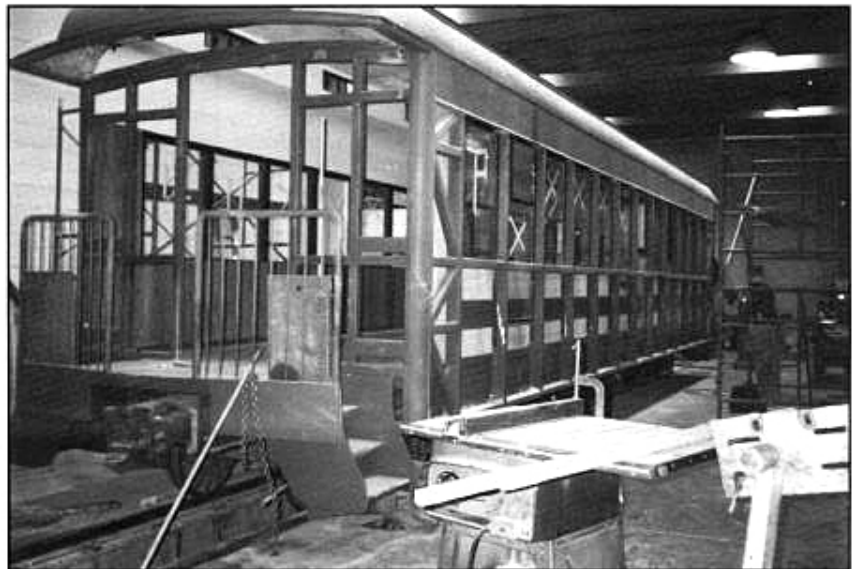
Passengers on the Cumbres & Toltec Scenic Railroad will be riding in some new coaches this summer. Work is almost done on passenger cars *Osier*, *Cumbres*, and *Sublette*. These forty-four passenger coaches have steel frames, interior oak and fiberglass paneling, walk-over seats from Pennsylvania Railroad coaches, and battery lights powered by roof-mounted solar panels. The coaches ride on Andrews freight trucks modified for passenger service. The coaches will be used where needed along the narrow gauge.

Last fall the C&TS sent three standard gauge flat car frames to Pueblo, Colorado, where Midwest Fabrication and Steel began construction and modification to narrow gauge dimensions. Between eighteen and twenty operations were required just to create the component parts to weld together. The sides, ends, and roofs of the coaches were built separately and then joined together. Earlier this year the completed frames were transported by flat-bed truck to Antonito, where the final phases of construction have been underway in the engine house.

Funding for the construction of these new passenger coaches comes from a Small Business Administration grant. Included in the grant are funds for the restoration of engine no. 463. The work on the passenger cars is on schedule and within budget. ■

TOP: Inside the engine house at Antonito, construction moves ahead on the new passenger coaches. April 23, 1993. Photograph by Art Nichols.

BOTTOM: The frame of a new narrow gauge passenger coach leaving the Midwest Fabrication and Steel plant in Pueblo for delivery to the C&TS. January 1993. Photograph by plant manager Lloyd Urie.



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CLASSIFIEDS

The Project Committee needs an individual to lead a Chama based Car Stenciling team. June or August sessions, although August sessions might work best, allowing cars to be painted and stenciled in the same calendar year. A detail oriented steady handed Friends member fills the ticket. The outgoing team leaders have put together a set of simple instructions and a well-organized storage system. A team of 3-5 people working together for several years would be optimum.

Please contact;

John Engs by phone at 719-499-1228 or e-mail jengs@combrestoltec.org
or Ed Lowrance at 970-731-9184 or e-mail eglval@centurytel.net.

The Project Committee needs some additional team leaders to assist with The Friends ongoing Restoration program. We need people volunteers willing to take charge of projects, providing organizing skills dealing with materials, tools and people to make completion of work projects possible. If you have been working with a team for several years and would appreciate the opportunity to get a bit more involved please contact John Engs at jengs@engsventures.com or Ed Lowrance at eglval@centurytel.net.





Friends of the Cumbres & Toltec Scenic Railroad, Inc.

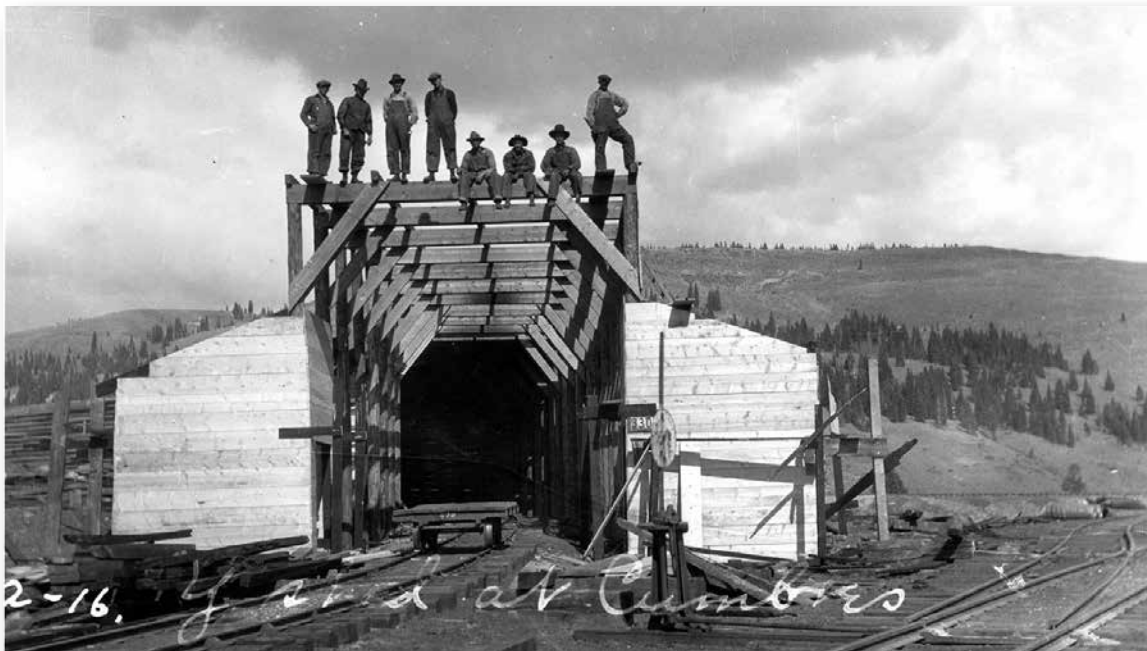
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West end of snowshed as reconstructed, crew standing on roof beam. 1922 From the Richard Dorman collection file no. RD013-019