



# C&TS Dispatch

Vol. 24 No. 1

SPRING 2011

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Visit  
the Friends  
on the Web at  
[www.cumbrestoltec.org](http://www.cumbrestoltec.org)

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## A New Year...and New Opportunities



*Locomotive 463 outside the Chama engine shop –  
October 25, 2008 (photo by Jim Poston)*



*463's frame inside the Monte  
Vista, CO shop –February 16,  
2011 (photo by Jim Poston)*

It's a new year for the Friends of the Cumbres & Toltec Scenic Railroad, Inc. and we have not only a challenge, but an extremely unique opportunity in front of us.

If you've visited the Friends website, you know that we've taken on the operational restoration of Locomotive No. 463. Last operated in October of 2002, the locomotive has patiently waited for the right combination of money, time, and people, and we have a target date of October 1, 2011 for the return of the 'Mudhen' to service.

There's a lot of work ahead, but we'll keep you posted on what's going on with the return of another crown jewel to the Cumbres & Toltec Scenic Railroad.

Registration materials for our 2011 Work Sessions are on the Friends' website: [www.cumbrestoltec.org](http://www.cumbrestoltec.org). Remember that Sessions "A" and "B" will be exclusively in Antonito this year, and we look forward to seeing you on the east end of the Railroad.

Speaking of the Railroad, preparations for the 2011 operating season are well under way, with Locomotives 484, 488, 489 and most of the passenger cars in Antonito, and the 487 in Chama being readied for the Lobato Trestle work train. (See Tim's column for more details on the Trestle.)

See you in May!

## C&TS Dispatch

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

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

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

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

### Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886

Denver & Rio Grande Railroad—1886 to 1921

Denver & Rio Grande Western Railroad—1921 to 1970

Cumbres & Toltec Scenic Railroad—1970 to 2010

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## PRESIDENT'S COLUMN



### Being Ambassadors of the C&TS

Well here we are with part of 2011 already in the rear view mirror. The deck girders for the Lobato Trestle are being fabricated and a contractor, Reiman Corporation, has been selected to remove the old girders and replace with the new ones. Winter work on the Cumbres & Toltec continues as the railroad's forces prepare for a May 28th opening.

Likewise with the Friends a great deal of preparation and work takes place over the off-season as we ready ourselves for the 2011 work session season. The Projects Committee under the leadership of Ed Lowrance and John Eng undertake a great deal of coordination involving manpower issues and materials required for the various projects on the schedule. We also acknowledge that it could be a challenging year for volunteers given the forecast for potentially rising fuel costs. I would like to encourage everyone to really consider participating in a Friends work session during 2011. We can really use your help!

Having said that, we do realize it is tough for some of our members to participate in work sessions or docent during the operating season. We also know that a fair share of our members would like to help the organization in some fashion with their volunteer efforts. I believe we now have a more formal opportunity whereby members can participate through what we will call our "Ambassador Program."

In the past the organization has through a number of members attended a few select model railroad and train shows around the country. Cal Smith has annually attended the Amherst Railroad Show in the northeast, Bob Hey staffs a booth at the Mad City Train Show in Madison, Wisconsin, John Eng and Tom Simco (and others) have covered train shows in the

metro Denver and Colorado Springs area and Bob Ross attends a show in Indianapolis. We have also had good representation at the Taste of Colorado held annually around Labor Day. I have probably missed naming others who have done some duty for us but you get the picture.

From this point forward, if you are aware of a train collectable show, model railroad event or other shows that has merit for the Friends to have a presence at, please make me aware of it. My e-mail address is [timtenant@cumbrestoltec.org](mailto:timtenant@cumbrestoltec.org) and I would appreciate details such as dates, times, location and any cost associated with procurement of a booth or table. I would also like to suggest that if a member brings an event to our attention that they would be able to staff that particular event.

The Friends have a display and other materials that can be shipped for use at these shows. This display and information allows us to promote the Friends and the Cumbres & Toltec plus provide the opportunity to bring new members into our organization. As we do with work session attendees, we will acknowledge members who can participate through this "Ambassador Program." Again, the intent is to allow more members within the organization to contribute with their volunteer efforts. As you read this column please feel free to send me any thoughts you may have along these lines.

On another front, I am happy to report that Locomotive 463's frame and associated parts movement from Chama to the shop location in Monte Vista was com-

pleted the week of February 14th. The tender tank was moved on February 28th to the shop in Monte Vista as well. Work on the 463's frame continues there under the guidance of Marty Knox and Jim Poston. C&TS shop workers are being utilized on this portion of the project. Boiler work is finishing up at Historic Machinery Services in Alabama and when completed, the boiler will be transported back to the Cumbres & Toltec.

On a sad note, we are all sorrowed by the passing of Friends' member and former Board Member Parker Fowler. Parker passed away at home on the evening of February 9th. Parker always told you what he felt and he possessed a wonderful sense of humor. Our thoughts and prayers certainly go out to Parker's wife Charly. Parker, you will be missed.

As always, I want to thank all our fine members for their efforts and support. Whether it is through your financial contributions or volunteerism, you mean a great deal to this organization.

~ Tim Tennant

### *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:

#### **Summer Issue 2011 – Mail on August 12**

Work Session "A" and "B" reports and photographs must be received by June 17.  
All other materials must be received by June 24.

#### **Fall Issue 2011 – Mail on October 14**

Work Session "C" and "D" reports and photographs must be received by August 19.  
All other materials must be received by August 26

#### **Winter Issue 2011 – Mail on December 16**

Work Session "E", "F", and "MT" reports and photographs must be received by October 21.  
All other materials must be received by October 28.

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

## HISTORIC PRESERVATION

### *2010 Work Session Follow-up and the Montana Work Sessions*

#### Job 0730 – Freight Car & Rolling Stock Lettering

Objective: Letter various cars that have been previously painted.

**Team Leader, Session C & D:** Dick Caldwell

**Team Members, Session C:** Maryruth Duncan, Craig Kumler, Robin Kumler and Anne Woolsey

**Team Members, Session D:** Margrethe Feldman, Robert Gotthelf and Karen Stover

**Session C:** Lettered Stock Cars 5549, 5553 and 5600; Maintenance-of-Way car 04932 lettered as an “Office” M-o-W car; 04407 - the identifier used by the D&RGW - was lettered as “Sleeper” (this identifier was not on the car when it was last painted and lettered).

**Session D:** Lettered Box Cars 3014, 3073 and 3331 and Caboose 0503.

**Job Status:** This is an annual support function.



*Stock Car 5549 – Maryruth Duncan, TL Dick Caldwell and Craig Kumler; Robin Kumler on the ladder.*

#### Job 1004 – Restore RPO X54 as RPO 54

**Objective:** Continue restoration of RPO X54 as RPO 54

**Team Leader:** Don Bayer, A, B, C, D, E & F

**Team Members, Session A:** John Altshool, Ron Lira and Joe Kanocz

**Team Members, Session B:** John Altshool & John Weiss  
**Team Members, Session C:** Norval Alliston, George Boysen, Todd Frazier, Bob LaRoe, Larry Loos, Don Storm & Cletus Wander

**Team Members, Session D:** Bill Feldman, Todd Frazier, Don Strom & Cletus Wander

**Team Members, Session F:** John Berges & Geoff Gordon

**Work Accomplished - Session A:** Installed left-side wall diagonal supports; began cutting and installing fir floor cross members; began installing 1x6 T&G pine subfloor.

**Session B:** Installed rod for main frame cross supports; cut and installed the rest of the frame cross members; finished installing pine subfloor. Installed left-side foot steps for postal door and baggage door. Removed door hardware from old doors. Cleaned door hardware and primed.

**Session C:** Removed B-end corner posts. Removed rods that were cut for end door when made into work car; cut and installed new steel rods to support B-end; cut and installed plywood subfloor shim. Finished installing solid blocking on left side; installed bolts to tie door posts to car frame; removed bolts from B end sill and coupler support bars. Removed B-end sill; began removing bolts from A-end sill. Removed one door roller, door handle and right side postal door footstep from car 065 to replace missing items on 054.



*Bill Feldman, Don Bayer (TL) and Don Storm are preparing to install new roof boards.*

**Session D:** Aligned car side with string line; installed joint supports to keep car side in line; bolted car side to metal framing. Installed 1x3 T&G cedar on right side.



*TL Don Bayer installs first piece of cedar tongue and groove.*

**Session E:** Removed steel and rotted rafter from left-side roof; began cutting new left-side fir roof rafters .

**Session F:** Straightened left side wall, bolted wall to metal framing. Installed rest of left-side rafters and T&G cedar roofing. Installed last 1x3 T&G cedar on right side. Removed old water tank for clerestory roof replacement; removed clerestory roof steel to inspect - clerestory roof will need complete replacement. Removed 2 rafters to enable new rafters to be made later.

**Job Status:** Continuing project – estimated year of completion to-be-determined.

**Montana Work Sessions MT1 and MT2**

The Friends of the Cumbres & Toltec returned to the Alder Gulch Railroad in Nevada City, MT last August for two more one-week work sessions, the initial events taking place in 2009.

Friends director Ed Lowrance has provided the following photos and captions, and a couple of paragraphs from Roger Breeding’s article are included in this edition of the Dispatch.

Twelve projects were scheduled for Nevada City in Summer of 2010, and several projects were developed on site to utilize workers finishing projects ahead of schedule.

**Job 0200 - Work Session Leader:** Ed Lowrance

**Job 0210 – Work session Registration:** Valley Lowrance



*TL Mac Palmer and Roger Breeding supervising the loading of the UTLX trucks for the move to Chama.*

**Job 1130 – Move UTLX trucks to Chama**



*Ronald Schaefer and TL Roger Breeding finished splicing in new wood siding on the F&CC box cars.*

**Job 1131 – Complete F&CC box car siding repairs**

**Job 1146: - cancelled for 2010**

(continued from page 5)



(Front to back) Roger Breeding, Ronald Schaefer, TL Russ Hanscom and Mac Palmer installing new roofs on the Alder Gulch's rolling stock.

#### **Job 1147 – Re-Roof Bunk and Cook Cars**

#### **Job 1148 - Paint F&CC Box Cars**

**Team Leader:** Don Stewart

**Team Members:** George Davies, Judith Rosenberger, Robert Rosenberger, and Fred Springer scraped and wire-brushed the four F&CC box cars under the watchful eye of TL Don Stewart.



Fred Springer scraping boxcar 4341 for painting.



Bob Rosenberger applying the finish coat on boxcar 4342.

Valley Lowrance headed the lettering crew and was assisted by Ronald Schaefer, Don Jones, Judith Rosenberger and Jack Mallek.



Don Stewart and Valley Lowrance working on the Gold Belt Line logo.

#### **Job 1149 - Refinish Interior of a Bunk Car**

**Team Leader:** Noreen Breeding

This standard gauge bunk car interior was completely emptied, scraped, primed and painted.

Robert Rosenberger also helped with painting the interior of the car. Several team members patched exterior holes so it will stay in top shape as a dormitory for future weekend warriors!



*Noreen Breeding and Jack Mallek ready for serious dust when cleaning the interior of the bunk car.*

**Job 1150 – Experimental Tarping of Wisconsin & Northern Combine #2**

A tarp with battens was installed from the clearstory down to the sill. A pickup crew consisting of Roger Breeding, Mac Palmer, Warren Ringer and others worked on this unscheduled project.



*Roger Breeding installing the tarp on W&N combine #2.*

**Job 1151 – Remove Loose Vestibule Steps**

The Job 1150 team also removed the loose vestibule steps on the four-car string adjacent to the depot. The steps are stored in one of the cars for possible reattachment, and flashing was installed to prevent bird infiltration.



*The vestibule steps removed by the Job 1150 team.*

**Job 1156 – Track Build and Car A-3 Move**

**Team Leader:** Art Randall

**Team Members:** Tarry Rahne, Jim Hickman, Thomas Hindman, Don Juergenson, Warren Ringer, Yancy Juergenson Chuck Dueker and Linda Dueker. Members of other teams assisted as needed.

The project entailed preparing a track extension from Great Northern Business Car A-3 northward, allowing Milwaukee car 222 to be moved from the engine house area to an area adjacent to A-3 near the depot.



*Positioning the second panel track. In front, Warren Ringer (back to camera) and Jim Hickman; and (l-to-r) Tarry Rahne, Art Randall and Don Juergenson. Note the two additional panels ready to go in the background.*

*Continued from page 7*



*Art directs the curvature of the panel track.*



*The orange hose is connected to an air compressor. The car's air brakes were used to stop its travel at the end of each move. Journal boxes received waste and lubrication prior to move.*



*Windows in the A-3 and 222 were in such bad shape that Jim Hickman and George Davies took on the task of covering many.*



*222 rests in its new location; Tarry Rahne guides removal of the last panel track.*



**Job 1157 – Railroad Asset Survey**

**Team Leader:** Tim Tennant

**Team Member:** Dale Springer

MHC asked Tim to perform an equipment survey providing up to date information on the Railroad's assets.



*Tim and Dale on the rear deck of Great Northern caboose X702.*

With the scheduled work projects completed, our volunteers used their available time to repair the Railroad's Plymouth locomotive and perform other impromptu tasks. With the Railroad's approval, the Plymouth was used to reverse Steam Engine #12's position in the barn.



*Russ Hanscom created targets for the ground throw switches.*



*Don Jones and Ronald Schaefer pressure-washed and painted a speeder shed.*



*Russ Hanscom and Art Randall turning Alder Gulch #12.*



*Tim Tennant provided – and cooked - brats and burgers.*



*The food operation was run by an ad hoc team of Patty Hanscom, Connie Hickman, Linda Dueker, Vickie Ringer, Dale Springer and Valley Lowrance.*



*The kitchen gals spoiled us by setting up a lunch room in the engine house!*

## **RPO 054**

### **“Catenary and Coal” – A Glimpse of the Roger Breeding Article**

Continuing the above summary of our Montana work sessions, Roger Breeding wrote an article on the Friends efforts this past year, two paragraphs of which are excerpted below. The full article can be found on the Friends’ website at [www.cumbrestoltec.org](http://www.cumbrestoltec.org).

### **“Friends of the C&TS – Nevada City Work Party #2” – by Roger Breeding**

In August the Friends of the Cumbres & Toltec Scenic Railroad completed their second year of work at the Alder Gulch Railroad in Nevada City, MT. Both this year and last year, the two one-week work sessions were held during the last two full weeks in August. The Friends agreed to hold these work sessions in order to secure the long term loan of over a dozen narrow-gauge arch-bar trucks that were at Alder Gulch.

These trucks were not the correct ones for the cars they were supporting at Alder Gulch, and they are the correct trucks for six tank cars that now reside on the C&TS RR in Chama NM. These tank cars were built by the Union Tank Car Company in the 1920s for use on the narrow-gauge lines of the Denver & Rio Grande Western RR. These early tank cars were not like the frameless tank cars we see to day, where the tank itself provides the structure of the car. Instead, these cars had a robust steel frame and the tank just rested on the frame, contributing nothing to the strength of the car. During World War II, a number of these tank cars were requisitioned for use on the White Pass & Yukon RR, where they spent the war carrying fuel to the Yukon for use in building the Alaska Highway. When the White Pass & Yukon ceased carrying freight, these cars were in danger of being scrapped. The Friends arranged for six of these cars to be brought back from the WP&Y as the only representatives of narrow-gauge tanks car left on the C&TS were two cars that had been modified for use as water cars for the rotary snowplows.

## GENERAL NEWS

### 40th Anniversary Commemorative Plaques

As part of the Railroad's 40th Anniversary, commemorative plaques were installed in both the Antonito and Chama depots.

The plaques contain the names of many volunteers who helped save the Railroad in the late-1960's/early 1970's, and were installed at each end of the Railroad by Terry Ross, Ernie Robart, and John Cole.



*The commemorative plaque installed at the Antonito Depot on the Cumbres & Toltec Scenic Railroad. An identical plaque is displayed at the Chama Depot.*

### The Friends at the Denver TCA Show

John Eng and Tom Simco helped spread the word about the Friends at the December 2010 Train Collector's Association Show. The presentation included Pile Driver OB's restoration, the story of the Friends organization, and with the Railroad's Nick Quintana and Roger Hogan, the overall history of the Cumbres and Toltec Scenic Railroad.

### Berkstresser Photo Collection Donated to the Friends

On December 1, 2010 a package arrived at the Albuquerque Friends' office from Friends member George Berkstresser. The package contained approximately 325 black and white photographs their corresponding negatives, plus an additional 11 color slides.

While the collection contains mainly scenes of the Denver & Rio Grande Western's Alamosa operations in the 1960s and 1970s, there are also photographs of the Creede Branch, other 4th Division operations, and the Cumbres and Toltec Scenic RR.

They pictures have been sorted by location and equipment type, then archived in protective storage pages until the resources are available to completely catalog them.

The gift of these unique photographs is very much appreciated by the Friends' organization and they will become an important part of our archives.

A note for those of you who have extensive photograph collections: Mr. Berkstresser has notated each of his photographs with the date and location which will make cataloging of this collection very easy and enhances the overall group by a great amount. Please do the same with your pictures so the next generation of rail historians will have solid information on which to base their studies.

*(Prepared by Wes Pfarner, Friends' Library Volunteer)*

### Pile Driver OB Operations at the TRAIN Convention

Recently restored Pile Driver OB was demonstrated as part of the TRAIN (Tourist Railroad Association, Inc.) convention held last October.

Supported by Locomotive 489 and her crew, OB drove several piles under the control of Friends members John Eng, Craig McMullen, Tom Simco, and Bob McCain as attendees to the Alamosa-based convention looked on.



*Pile Driver OB in operation as part of the TRAIN convention in October 2010.*



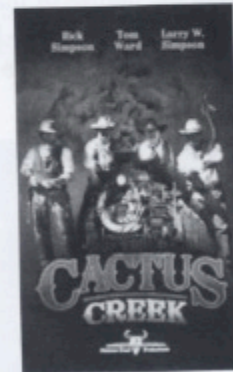
(Left-to-right) C&TSRR Commissioners Lon Carpenter, Pete Foster, Lenny Martinez (with plaque), and Randy Randall.  
(photo by Jim Poston)

### **C&TSRR Commissioner Martinez Resignation**

At the December 16, 2010 Commission meeting, outgoing Commission Chairman Lenny Martinez announced his resignation. To commemorate the former Chairman's support of the Railroad, new Chairman Lon Carpenter presented Commissioner Martinez with a plaque of a C&TS freight train special crossing Cascade Trestle.

### **The Cumbres & Toltec in the Movies**

Skeleton Creek Productions of Enid, OK filmed "Cactus Creek" on the Cumbres & Toltec Scenic Railroad last summer. Starring Rick Simpson, Larry W. Simpson, and Tom Ward, with Buck Taylor and R.W. Hampton, Cactus Creek is described as "the worst outlaw town in the Colorado territory."



The DVD cover shows four tough-looking hombres plus one of the Railroad's K-36's; a good plug for the C&TSRR.

Skeleton Creek has linked to our website and to the home page of the Railroad.

Check them out at:  
[www.skeletoncreekproductions.com](http://www.skeletoncreekproductions.com)



### **Friends 2012 Calendar**

The Friends of the Cumbres & Toltec Scenic Railroad, Inc. is proud to present the 2012 Calendar! Filled with dramatic full-color photos taken by Friends members, this 12-month calendar is a MUST for any train enthusiast. This beautiful calendar features important Friends dates as well as holidays and other special events.

The 2012 calendar is available for only \$15 (plus \$5 if you would like us to ship it to you in the continental United States). And, if you haven't yet picked up your 2011 Calendar, there are still a few left, so ask us about those too!

Call us at (505) 880-1311 to order yours today!

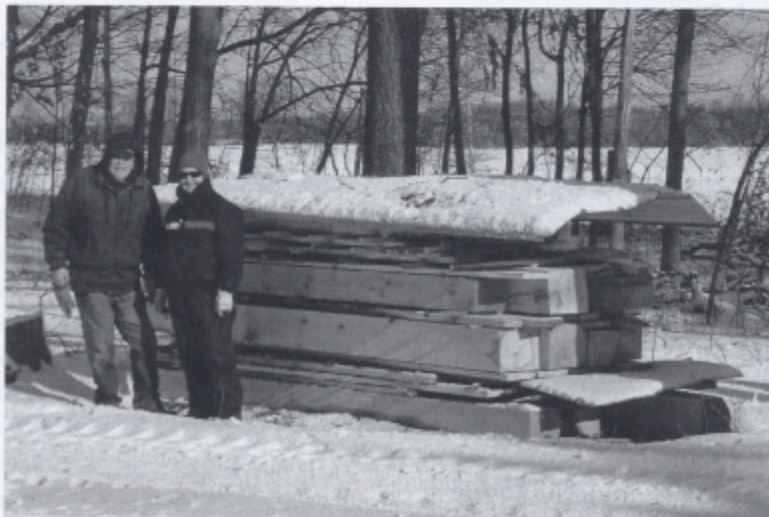
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## **Friends of the C&TSRR – Lumber Department**

Via the "Purchase a Tree" program advertised in an earlier Dispatch, we're beginning to stockpile oak for future restoration projects. We've been receiving donations for the "Tree" effort, the most recent being approximately \$1,058.00 from Dorothy Carsey Sumner in January.

Speaking of lumber, a large donation of red oak, maple and ash in the form of storm-felled trees was provided by Al and Nicki Alsberg, Friends members living in Wisconsin. Storms downed a number of trees on their property, so with a portable saw mill, the trees were cut into structural timbers and a great deal of 5/4 planks.

With the lumber in Wisconsin and the Railroad in Colorado/New Mexico, we're looking for someone – or several 'some-ones' - to haul these valuable items so we can put them to good use.



*Al and Nicki Alsberg with the stack of lumber sawn from downed trees on their property.*

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## **"Purchase a Tree" Program Donors**

Special thanks to the following people for their donations:

Dorothy Carsey Sumner

Allan & Nicki Alsberg

Spero Bettalico

Craig & Maggie McMullen

Ted & Linda Smith

Anonymous





### **The 'Dispatch' Almanac**

The rich history of the Friends of the Cumbres & Toltec has been recorded in the 'Dispatch', and thanks to the diligence of our volunteers and modern technology, that history is available to us in 2010... and beyond.

Beginning this month we'll be offering selections from vintage editions of our newsletter, so be ready to reminisce about people and events of the early days of our organization. (The CD archive from 1988 to 2002 is available from the Friends' office at 505-880-1311.)

Per the first 'dispatch,' the first Board of Directors included: Glenden Casteel, William Lock, and Claude Morelli from Albuquerque; Russell Fischer and Dan Ranger from Chama; Laurie B. Schuller from Placitas; and Spencer Wilson from Socorro. From Denver were Carl Carlson, Chip Irwin, and Hugh Wilson ('normally of the Denver area'). Antonito was represented by Leo Schmitz and Charles Slovaček, John Carson hailed from Grand Junction, and Darlene Phillips was from Aurora. California and Florida were represented by Fred Knight and Calvert Smith, respectively.

#### **The C&TS Dispatch Volume 1, Number 1 – May 1988:**

Quoting the introduction: "The goals of the Friends include the continuation of the volunteer program for the preservation of the museum pieces located on the Cumbres & Toltec property, both structures and rolling stock. In 1987, approximately 50 people from all over the United States attended Work Sessions on the

Railroad. In addition, the Friends hopes to raise tax-deductible contributions which will allow more equipment to be restored and operated."

Projects mentioned in the first 'Dispatch' were lettering Locomotive 492 and reefer hatchwork; and the four-day(!) August 1988 work session would include installing milepost markers and 'other work to improve and preserve the property'.

To the articles....

#### **"Standard Gauge Work On Narrow Gauge?" (author unknown)**

The Denver & Rio Grand Western Railroad Company has generously agreed to donate two standard gauge box cars for display on the Cumbres & Toltec Scenic Railroad to enhance the interpretation of the property... the details of the donation and of movement of these cars from Alamosa to Antonito can be completed prior to the August, 1988 work session. At that time, we are hopeful that volunteers will be able to begin cosmetic restoration of these cars to their original appearance. These standard gauge cars are historic cars themselves and the Railroad is very pleased to have them on the property.

#### **"New Osier Dining Facility" By Leo Schmitz**

The Cumbres & Toltec Scenic Railroad Commission is excited to announce the upcoming construction of a Dining Facility at Osier, Colorado. The Commission has hired Akira Kawanabe, a well-known and respected architect from Alamosa, Colorado, to design the building and oversee the construction.

The main floor is to be 56' by 104' and the lower floor will be 40' by 104', for a total of 9,984 square feet.

Construction is expected to begin in June and is projected to be completed by mid-October 1988. The Commission is thrilled to finally be undertaking the construction of this Facility, which has been much needed for many years.

## Help Support the C&TSRR Through Your Vehicle Registration

Another way to give a donation to Cumbres & Toltec Scenic Railroad is to apply to the state of New Mexico for a special license plate.

By way of your car or trucks' registration tag, you can direct \$25 a year to the C&TS. The fee is \$42 for one year or \$82 for two, but either way, about 60 % of the extra fee goes to the railroad.

When you re-register your vehicle for its upcoming license tag you can obtain an application from the New Mexico Motor Vehicle Division.

The document (Form #11309) is specific for the C&TS and is available at the MVD website. Just log onto the NM Taxation and Revenue Department site, go to the Motor Vehicle Division, and under "Vehicle Forms" you'll find a listing for "Special Vehicle License Plates." This is where you'll find a downloadable form to fill out and send with your registration renewal. If you don't have a computer available, you can receive a form by asking for Form #11309 at the local MVD office.

The plate itself is very striking!

*~ Fred Morton*



*The Cumbres & Toltec license plate available from the New Mexico Motor Vehicle Division. (Image from the New Mexico MVD website)*

## Schedule of Friends' Events

March 25, 2011 ~  
Spring Board of Directors Meeting & Banquet,  
Hotel Parq Central, Albuquerque, NM

May 23-27, 2011 ~  
Work Session "A"

May 28, 2011 ~  
Opening Day - C&TSRR

May 30 - June 3, 2011 ~  
Work Session "B"

June 13-17, 2011 ~  
Work Session "C"

June 17, 2011 ~  
Annual Meeting - Conejos, CO

June 18, 2011 ~  
Summer Board of Directors Meeting -  
Conejos, NM

June 20-24, 2011 ~  
Work Session "D"

August 1-5, 2011 ~  
Work Session "E"

August 8-12, 2011 ~  
Work Session "F"

August 15-19, 2011 ~  
Montana Session "M1"

August 22-26, 2011 ~  
Montana Session "M2"

October 21-22, 2011 ~  
Fall Board Meeting & Banquet (Site TBD)



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

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*RD086-043 While its conductor waits impatiently, the Chili Line train waits while the air pump on T-12 engine number 167 receives attention somewhere in northern New Mexico. Photographer and date, unknown. Photo from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs, Friends of the Cumbres & Toltec Scenic Railroad.*