



# C&TS Dispatch

Vol. 21 No. 2

SUMMER 2008

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Friends of the  
Cumbres & Toltec  
Scenic Railroad  
2007 Annual  
Report included

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## HISTORIC PRESERVATION - 2008

### *The May Volunteer Work Sessions*

#### Antonito Projects

#### Restoration of Pile Driver OB Completed

*Project Objective: Complete restoration of pile driver OB.*

*Sessions: A and B*

*Team Leader: John Eng*

On August 9, 2008 the restoration of Pile Driver OB culminated at Cumbres Pass with a demonstration of all of the machine's major functions. It had been moved that morning from Chama to Cumbres on the Pile Driver OB Photo Freight Extra. Christening of the fully operational pile driver was accomplished by cracking a watermelon, which was then enjoyed by everyone present. Amazingly, the

2,400 pound weight split the watermelon rather cleanly in half. This completes nine years of work, over 11,000 volunteer hours, which has involved over fifty Friends volunteers. This unique MOW machine adds immensely to the roster of C&TS equipment, adding to the ability of the Friends to interpret the story of the railroad and its employees.

OB was returned to Antonito on May 9, 2008. It had been moved from its restoration location near Colorado Springs by truck as two components, the pile driver platform containing the pile driver boom and engine, and the base car. A crane was used to place the platform in its proper position on the base car; this task was made more difficult by Antonito's notoriously high wind. The assembled pile driver was then moved into the CRF for completion.

Four major tasks remained to be accomplished during Sessions A and B: final fitting of the rollers that support the platform as it rotates on the base car, mounting the 2,400 pound pile driving weight on the boom, rigging the cables that are used to erect the boom and raise the weight, and the last touch, the car lettering.

Fitting of the rollers could not be completed until the platform was mounted on the base car so that the final spacing between them could be determined. (OB had been in such poor condition when it was disassembled in 1999 that the spacing could



*The OB Crew celebrates successful demonstrations of OB at Cumbres on August 9, 2008 (David Lee)*

## 1988 C&amp;TS Dispatch 2008

*Friends of the Cumbres & Toltec Scenic Railroad*  
*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 &amp; 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 2008  
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## PRESIDENT'S COLUMN



## Here's to 20 Years!

Twenty years ago, Bill Lock and a host of others officially incorporated the Friends of the Cumbres & Toltec Scenic Railroad, Inc. That was 1988 and Ronald Reagan was President. A first class postage stamp had risen from .22 to .25 on April 3<sup>rd</sup> and the Washington Redskins won the Super Bowl. Singer Roy Orbison passed away, the Los Angeles Dodgers won the World Series and hit movies included Beetlejuice, Cocktail, Bull Durham, and Good Morning Vietnam!

As they say, how time flies when you're having fun! Twenty years of preserving and interpreting the Cumbres & Toltec Scenic Railroad. All I can say is wow! Having an association with the Friends and also with the C&TS for four years now, I can't imagine what it has been like to be a member dedicated to our cause for 20 years. There has been change and at times uncertainty relative to the Cumbres & Toltec. Through thick and thin, our member volunteers have made their way to Chama, Osier, Sublette, Cumbres, and Antonito to do what they know best, work towards the betterment of the C&TS.

Unfortunately, during our time of jubilation there is some sad news that has hit our Friends family. Long time Friends member Bob Tully of Denver passed away in the early morning of July 4, 2008. Bob recently retired from the Friends Board of Directors and was a past Chairman of the Projects Committee. I am fortunate to have known Bob for the past 3+ years and found him to be a terrific supporter and friend. Bob touched a great many individuals within our organization and he will be missed.

With any organization, some names and faces have changed over the years, but that can be expected. Having grown from 110 members initially to 220 by the end of 1988, the Friends now have approximately 2,250 members worldwide. In 2007, 490 members or approximately 22% of our membership rolls attended work sessions. That doesn't even

count our loyal group of docents that staff trains daily during the season or the dedicated Dorman Photo Collection team which meets in the Albuquerque Office several days a week. Pretty outstanding when you consider that Friends membership is spread over fifty US States and eleven foreign countries.

The weekend of June 20-21-22 provided the opportunity for many Friends members to unite and celebrate twenty years of passionate service to the Cumbres & Toltec. On Friday a mass of members toured the Car Restoration Facility in Antonito and were able to view the finished Pile Driver OB. That evening at Our Lady of Guadalupe Parish Hall in Conejos, 163 members attended the Annual Meeting and Banquet. All I can say is — outstanding! On Saturday June 21<sup>st</sup> the 109 passengers lucky enough to have a ticket for the Locomotive 315 charter freight were treated to a day of camaraderie and photo run-bys. We concluded the weekend with the Board Meeting in Chama on Sunday.

As I pen this column, we all know that economic times are a little rough and gasoline prices have soared to record levels in the United States. In spite of this doom and gloom, our members continue to show up for work sessions here in 2008 at near the level of participation of 2007. This, in and of itself, says something again about our membership and their commitment to our mission. Thank you for the sacrifices you are making with your time and certainly your resources.

As we move towards our 25<sup>th</sup> Birthday, the Friends as an organization will continue to face challenges. These challenges could in all reality be quite different than those we have faced in the past. Certainly as we all advance in our years (except for those who discovered the fountain of youth) there is the issue of recruiting younger members who at some point in time can carry the torch. Once we have recruited these individuals, we must further get them involved in our mission of preservation, restoration and interpretation. Will these individuals have the luxury of taking a week out of their busy routines to attend a work session? How might our whole volunteer structure change as member demographics change? These are some of the questions that are facing us as an organization.

We certainly have a great deal to celebrate this year as we reflect on twenty years of service to the Cumbres & Toltec. I believe many of us also glance into that crystal ball and ponder as to what the next twenty years might be like. Knowing the type of members and leaders we have in this organization, we will meet these challenges head on and we will succeed!

Here's to all of you for your support and efforts over the years. Pat yourself on the back and thank you for all you do!

— Tim Tennant

### California Membership Meeting Set

Another Friends regional membership meeting date has been set. On Saturday, September 27, 2008, a gathering for members in northern California will be held at the Western Railway Museum in Suisun City, California. We anticipate the format to be similar to meetings held in Denver, CO, Albuquerque, NM and Wimberley, TX that will include a general update about the Friends and the Cumbres & Toltec along with a presentation on our ongoing *Another Century of Narrow Gauge Steam II* campaign. We will be sending information out to members located in that area, although all Friends members are welcome.

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### Correction

Bob Ross was omitted from the list of 2007 Docents in the spring issue of the Dispatch.

### Dispatch Deadlines

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

**Fall Issue:** Mail on October 13

Work session C and D reports and photographs: August 22.

All other material: August 29.

**Winter Issue:** Mail on December 19

Work session E and F reports and photographs: October 31.

All other material: November 7.

not be recorded.) Installing the rollers was a very complex job because half of them were fully under the platform and extremely difficult to reach.

The weight had been taken to Colorado Springs for fitting in 2006 but had never been installed on the boom. It was lifted into position in front of the lowered (horizontal) boom using a front-end-loader and skilled operator, provided by the operating company. It required great skill to precisely position the weight so that it was aligned with the boom. A come-along was used to pull the weight from the bucket of the front-end-loader onto its tracks on the boom.

Another major task, rigging the cables, was done during Session B. In addition to these major tasks, there were a multitude of smaller but essential tasks that were necessary to bring OB to operating condition, such as lubricating the journal bearings, making weather tight enclosures for all doors and windows and repainting the boom tender returned from restoration in 2000. A lettering crew com-

pleted lettering on both OB and the newly repainted tender 06008. The detailed documentation, including hundreds of photographs that were taken during disassembly, proved invaluable in completing the restoration. This documentation will also be useful in providing a model for the next major MOW restoration, derrick OP, which used similar construction and a similar donkey engine.

At the completion of Session B, OB was ready for its first public appearance at the Friends' Annual Meeting and a celebration of the twentieth anniversary of the Friends' incorporation.

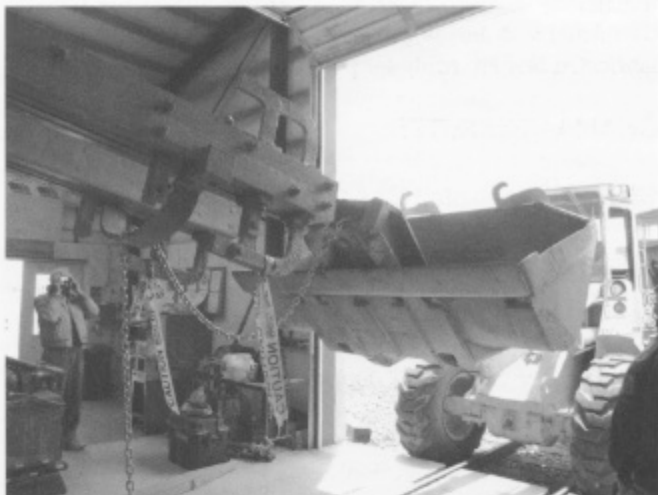
### **Car Lettering - Antonito**

*Objective: Letter MOW Pile Driver OB*

*Session B*

*Team Leader: Dick Caldwell*

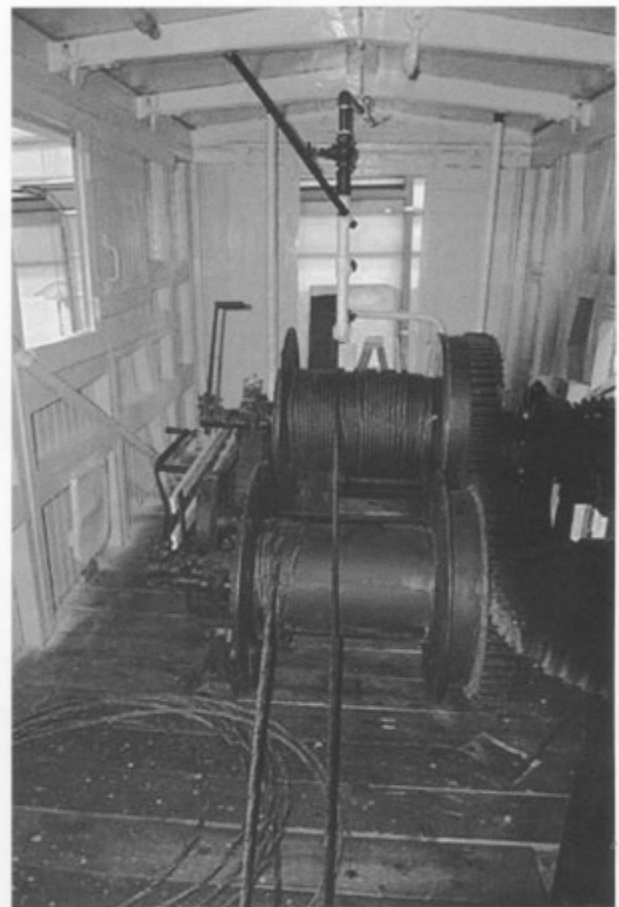
The Session B car lettering team lettered Pile Driver OB and its idler flat car 06008.



*Front-end-loader positions weight for transfer to OB's boom. (David Lee)*



*OB nears completion as the lettering is added. (Cliff Young)*



*View of hoist house showing cable rigging in progress. (Cliff Young)*

## Rebuild 05635 as Three Window Caboose

*Project Objective: Complete the rebuild of 05635 as a three window caboose. Install wood stove, shielding, chimney, and flashing in the roof. Put the final varnish coat on the floor. Finish the interior of the closets.*

*Session A*

*Team Leader: Craig McMullen*

The interiors of the closets under the cupola were finished with wood siding. The stove was installed in the caboose with metal floor and wall backing. Double wall stove pipe with T-cap was installed through the roof and finished with high temperature black paint. The floor was refinished with 3 coats of semi-gloss clear floor finish. The caboose is finished and ready for revenue use by the C&TSRR.

## CRF Organization

*Project Objective: Complete the installation of the CRF shop equipment and enhance the working conditions in the CRF.*

*Session A*

*Team Leader: Jim OKeefe*

The intention of this project is to make the CRF highly productive and to provide amenities such as a good lunch area that will attract projects and workers to this excellent facility.

During Session A movement of equipment and storage shelving would have been disruptive to the OB completion



*Craig McMullen painting stove pipe on caboose 05635. (David Lee)*

work, so the team concentrated on the construction of the four planned picnic tables. All four were completed. One has been installed in the CRF for use during inclement weather. The remaining three will be placed outside on the north side of the building. In addition to the planned work, a temporary safety fence was installed around the Alamosa Shop Equipment that is stored on the CRF property. A more permanent disposition for this equipment should be considered.

## Antonito Depot Bench Fabrication

*Project Objective: Fabricate and install six benches for the Antonito Depot.*

*Session B*

*Team Leader: Jim OKeefe*

Six new benches are to be fabricated to replace deteriorated benches, which will be scrapped. The design of the new benches is based on several existing benches at the depot that are to be retained and that have proven to be sturdy and functional. During Session B two of the six benches were completed and the components of a third bench were fabricated and are ready for painting and final assembly.

## CHAMA PROJECTS

### Chama Carpentry Shop

*Project Objectives: Provide wood shop support and assistance to all projects as needed. Insure safe operation of all equipment in the carpentry shop.*

*Sessions: A and B*

*Team Leader Sessions A and B: Bill Strathearn*

During Session A the carpentry shop accomplished the following activities. The shop was cleaned after use during the winter and all power tools were sharpened and/or adjusted. All wood twisted beyond use was scrapped. A broken window in the telegraph office was replaced. Sawing and drilling support was provided to all other projects. Seven flower planters were constructed to replace those damaged during the winter snow removal.

During Session B a door was built and several boards were milled for the Jordan Spreader. A side sill for RPO Car 54 was milled. A jig to mortise RPO Car 54 side sills was constructed. Probably the most important function was to ensure people did not injure themselves on the power equipment in the shop. The team leader helped them when making complex cuts.

## Landscaping Chama Yard

*Project Objective: Update landscaping as needed.  
Sessions A and B  
Team Leader Sessions A and B: Alta Berkstresser*

Team Leader Alta Berkstresser had additional help only during Session A. During Session A Jean Lee did a lot of debris removal and weeding in the beds on the hill, the Iris bed, and around the restroom building. The very heavy snow and the snow removal effort that was required around the depot made the cleaning task much larger than in previous years.

The major project during Session B was preparing the wooden planter boxes on the depot platform. New planters had been fabricated in the carpentry shop. They were required due to snowplow damage to the original boxes. Some perennial plants were transplanted in the boxes, so they would have something green in them when the first train of the season ran on May 24<sup>th</sup>. All of the soaker hoses were rearranged on the hillside flower gardens. It rained, sleeted, and snowed later in the week during Session B so the drip irrigation system around the depot was not completed.



*Alta Berkstresser starts to fill the new platform flower boxes that were built in the carpentry shop. (Chronicler photo)*

## Design and Install Displays in Museum Car

*Project Objective: Design, prepare and install displays in the Museum Car.  
Session B  
Team Leader: Sharon McGee*

Session B was devoted to planning the displays for the Museum Car. These include at this time:

- A diorama with a Plexiglas front for five or six Sn3 scale model freight cars. It would have two shelves, with a background and suitable figures. There would be a description of the cars and a picture of cars in the yard that match the models.
- A display showing the reconstruction of the museum car with description and pictures of the process
- A "Friends of the C&TSRR" display explaining what the Friends is, how to join, and what some of the projects are.
- A description of what freight was carried and how much was carried at certain times on the railroad.
- A display of the different lettering styles used by the railroad on freight cars. Pictures of the cars in the yard with the different styles of lettering would be included.
- Real artifacts showing the items that might have been carried on the railroad would also be installed.
- Photos showing various freight cars being loaded and unloaded, and people associated with the railroad would also be included.
- Track lighting would be installed along both insides of the car.

Plans for Session F call for all components to be installed at that time.



*Jean Lee clearing planting beds. (David Lee)*

*See **Preservation**, page 7*



# Friends of the Cumbres & Toltec Scenic Railroad, Inc. Annual Report to the Membership

Dear Friends' Members and Supporters:

We are pleased to report that both your organization and the railroad continue in very good condition. Below is a summary of some of our major accomplishments over the past year, a description of some of our current projects and plans and recognition of some of the people that make the C&TSRR the unique world class living museum and tourist railroad that it is.

As I begin my fourth year as Chairman of your Board of Directors, I acknowledge our outstanding board, which is composed of passionate, knowledgeable men and women who consistently demonstrate an extraordinary willingness to work and give their resources for the benefit of the Friends and the railroad. The same can be said of our committed members, employees and volunteers whose contributions of time, talent and resources to the Friends are in many cases unprecedented. Our 16 current directors, including six who are members of the Executive Committee for 2008-2009, are listed on the second page of this newsletter. The only new director elected at our recent annual meeting is Jim O'Keefe of Fort Garland, Colorado; Jim is the coordinator of our Antonito work site and will be a valuable addition to the Board.

Four directors retired from the board this year after a combined forty plus years of board service: Bob Tully, Art Nichols, Curt Bianchi, and Frank Yockey. You are all well familiar with the exemplary contributions made to the organization and the railroad by these gentlemen. We thank them and their families again for all they have done for the Friends and the railroad.

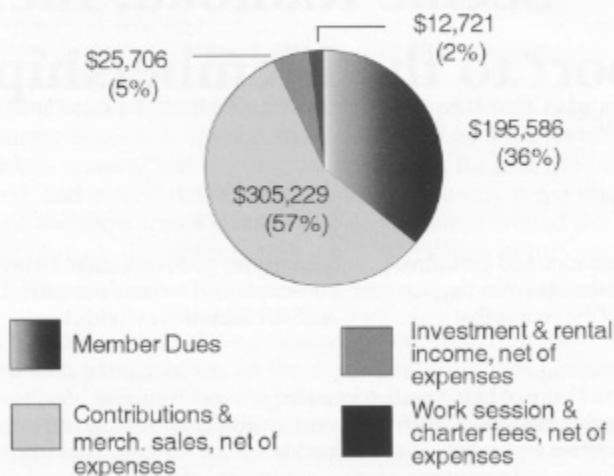
As you all know by now, we lost Bob Tully to cancer on July 4, 2008. On August 8, 2008, the Friends hosted a remembrance service and celebration of Bob's life in Antonito which was attended by about 110 people. Bob was universally liked and respected and he made a mark on the Friends and the railroad that will be impossible to replace. We will miss him but because of his many ongoing efforts to make things better, such as the re-organization of the Project Committee, we are already positioning the organization to function better and do more. In honor of Bob and Mona Tully, the Friends established the Bob Tully Memorial Fund, with initial funding provided by Bob and Mona Tully, for the purpose of funding the Friends' covered storage projects and the RVC. As of August 11, 2008 total contributions to the fund are approximately \$12,000.

The retirement from the board of this exceptional group of gentlemen also highlights the most significant long term issue facing the Friends... the generational transition taking place with the aging of those of us who grew up in, or near the end of, the era of steam railroading. The Friends' membership and leadership is heavily weighted with those who are 55 - 60 and older. Over the next 10-20 years we will likely see the retirement from the Friends of many, if not a majority, of our most experienced members, volunteers, board members, officers and committee members. While we have a number of capable and enthusiastic younger members, we need many more. Our recent strategic planning efforts identified this issue as the single most important challenge facing the Friends. If we are sincere in our dedication to "another century of narrow gauge steam on the C&TSRR," we must mount an all out effort to recruit a broadly diversified, younger group of volunteers and members who share our passion for keeping the fire burning. We need the help of every single member in this effort, and you'll be hearing much more about this in the future. A copy of the Friends recently updated strategic plan summary can be found on the Friends web site. This short document is a good summary of where the Friends are headed over the next five years and the issues we feel are important; I encourage you to take a look at it.

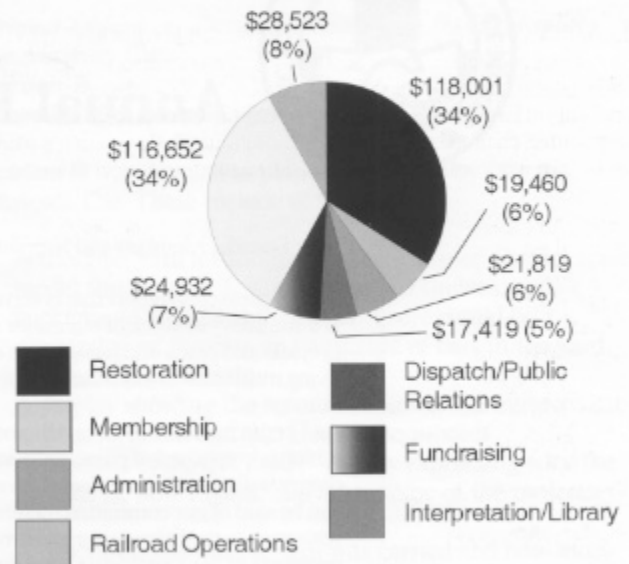
Craig McMullen, who joined our board in 2007, is our new Vice Chairman of the Board. He replaces Bob Ross who served in that position for the past three years. We appreciate Bob's service as Vice Chair and the enormous amount of time and effort he has committed to the Friends. He will now focus on fundraising for the critically important ACNGS II campaign, which now includes the proposed Chama Railroad Visitor Center.

**Financial Summary 2007 (audited)**  
**Friends of the Cumbres & Toltec Scenic Railroad, Inc.**

**2007 Income by Source**



**2007 Expenses by Function**



**Statement of Financial Position**  
 December 31, 2007

Assets	
Current assets:	
Cash	\$ 531,029
Due from C&TS Railroad Commission	\$ 15,110
Other receivables	\$ 1,262
Merchandise inventory	\$ 40,796
Prepaid expense	\$ 4,466
<b>Total current assets</b>	<b>\$ 592,663</b>
Depreciable assets:	
Building and equipment	\$ 248,897
Less accumulated depreciation	\$ 64,897
<b>Net depreciable assets</b>	<b>\$ 184,000</b>
Other assets:	
Land - Chama	\$ 115,500
Land - Antonito	\$ 90,000
Historic equipment	\$ 79,415
Feasibility study for interpretation center	\$ 12,976
Library collection	\$ 161,620
Railroad station static display	\$ 2,025
Deposits	\$ 1,300
<b>Total other assets:</b>	<b>\$ 462,836</b>
<b>Total assets:</b>	<b>\$1,239,499</b>

Liabilities and Net Assets	
Current liabilities:	
Accounts payable	\$ 15,203
Tenant deposit	\$ 550
Note payable - First Community Bank	\$ 60,654
<b>Total current liabilities</b>	<b>\$ 76,407</b>
Net assets:	
Unrestricted	\$ 703,970
Temporarily restricted	\$ 362,851
Permanently restricted	\$ 96,271
<b>Total net assets:</b>	<b>\$1,163,092</b>
<b>Total liabilities and net assets</b>	<b>\$1,239,499</b>

Notes on financial information:

The above financial information and Statement of Financial Position of the Friends at December 31, 2007, has been extracted from the 2007 audited financial statements of The Friends of the Cumbres & Toltec Scenic Railroad, Inc. The full text of the audited financial statements, including the notes thereto and the auditor's opinion thereon, is available for review upon request at the Friends' office.

The income chart combines several income categories for clarity. Contributions and merchandise sales, net of expenses includes a loss of \$6,963 for merchandise sales net of expenses. Analysis found that more administrative cost had been allocated to merchandise sales than was actually used. This will be corrected for 2008. Investment and rental income, net of expenses includes a loss of \$2,242 for rental income, net of expenses on Friends' rental property in Chama. The Friends' leadership is focusing on stabilizing the rental income from this property until it is ready for conversion to a productive Friends' work site.

The expense chart is based on both the identification of direct costs in the respective categories listed and management's estimates of the time expended by paid staff in these areas during the year. Many categories overlap and all in one way or another relate to the Friends' mission of preserving and restoring the C&TSRR. The expense and revenue totals do not include the very significant time and effort expended by our many dedicated volunteers to support the Friends, both directly in the work sessions and indirectly in office and related work. Management estimates that each year Friends' volunteers contribute over 20,000 hours to the various projects and activities that support our mission.



The organization also owes a big thank you to our very hard working committee members (including the chairpersons) listed on page two. A tremendous amount of work and effort is required by these extraordinarily dedicated people. Add to the list of notable volunteers Don Bayer, our project manager and Chama site coordinator, and Jim O'Keefe, Antonito site coordinator. Our work sessions function smoothly in large part because of their efforts. Of course, the Project Committee, chaired by Ed Lowrance, continues to do yeoman's work to keep the work sessions going and the restoration projects moving.

The Friends closed 2007 in strong financial condition, with audited financial statements showing total assets of approximately \$1,239,000 and total debt of about 6% of that amount. Our cash position at year end was much stronger than at the beginning of the year and our support and revenue sources, including primarily membership dues, contributions and grants, continue to grow. With increased resources comes increased expenditures and growth in our operations. The new ACNGS II fundraising campaign (including the RVC project), both noted below, will account for much of the funds received over the next five years. The 2007 audited financial statements can be found on the Friends' website.

The Friends' development team, headed by directors Bob Ross, Chairman of the Development Committee and Nan Clark, ACNGS II Campaign Chair, have continued working very hard on Another Century of Narrow Gauge Steam, II. The ACNGS II campaign aims to raise \$2 million or more over the next five years to preserve and restore the historic rolling stock and structures of the C&TSRR, assist in the rebuilding of the locomotive fleet, fund an expanded interpretation and education program and directly support the railroad operations.

Your board of directors recently decided to include the RVC development in the ACNGS II campaign, which means that the RVC fundraising efforts will be spearheaded and coordinated by Ross, Clark, and their team. The original purposes of the campaign will stand, but will now be supplemented by the RVC project. Thus far the campaign has received, from an increasingly broad base of members and other foundation and corporate supporters, total pledges of more than \$1,001,150 and cash contributions in excess of \$282,000. If you haven't made a pledge or contribution to the new campaign yet, please consider doing so. The funds provided by the private sector through the Friends are a growing and extremely important source of support for the railroad and we are fortunate to have such a dedicated, talented team in place to lead our development efforts.

In June, 2008, the Friends executed a new agreement which governs our relationship with the Commission and defines the Friends' role with respect to the railroad. Designated the "General Operating Agreement," this agreement replaces the long-standing Triad Agreement between the Friends, the Commission and the railroad operator. This agreement appoints the Friends as the custodian of the museum property (the historic assets), with responsibility for the preservation, restoration and interpretation of the historic assets and conduct of the museum functions of the railroad, and formally allows us to do what we do... preserve and restore the C&TSRR. While the agreement in many respects formalizes what has been the understanding for years, the agreement clarifies a number of important issues and provides a framework for better cooperation and communication between the parties for the benefit of the railroad. We appreciate the efforts of Commission Executive Director Leo Schmitz and the office of the New Mexico Attorney General in completing the new agreement.

The Friends continue to enjoy an excellent relationship with the Cumbres & Toltec Scenic Railroad Commission, the bi-state agency

representing the states of Colorado and New Mexico in the ownership, operation, and conservation of the railroad. The importance of having a high level of expertise, management experience, focus, and good judgment in this governing body cannot be overestimated and it is clear we have just that and more. We thank Commissioners Randy Randall, Chairman, of Santa Fe, NM, Lenny Martinez of Albuquerque, NM, Lon Carpenter, of Grand Junction, CO, and Pete Foster of Durango, CO, and Executive Director Leo Schmitz for their hard work and cooperation.

As significant as the Commission in importance to the railroad is the management company which operates the railroad. C&TS Management Corp. (C&TSMC) manages the railroad operations for the Commission. By all accounts 2007 was a very successful season with nearly 45,000 riders, a significant increase over 2006, and financial results that exceeded expectations on the positive side. The railroad employees and contractors did a great job as usual, but the top management and leadership of the new company was handled by officers and directors Frank Turner, CEO, Elmer Salazar, Richard Tower, Amos Cordova, and Tim Tennant. With the exception of Tim, these gentlemen are volunteers who expend enormous amounts of time and personal resources in making the railroad successful. We owe them our appreciation and gratitude for a job well done and for showing, again, what commitment, passion, and hard work can accomplish within a volunteer. C&TSMC, lead by the same team, continues to manage and operate the railroad for the Commission in 2008, with Frank Turner and Richard Tower sharing the general management duties this year.

Perhaps the most important event for the Friends in 2007 was the return in November of Tim Tennant to his role as the Friends' full-time President and CEO. Tim was great and we appreciate his service in the general manager role with the railroad, but the Friends are a much stronger, focused organization with him back full-time in the role of our general manager and chief executive officer. Tim will continue as an active member of the C&TSMC board and the railroad will likely seek a new full-time general manager over the next several months. You should expect to see a higher level of activity and focus on Friends matters over the next year.

Progress is continuing on the planning phase of the Chama Railroad Visitor's Center (RVC) project, which is an important step in our quest to develop the living museum and achieve formal accreditation for the railroad from the American Association of Museums. Preliminary plans are in process, grant applications have been made, and the Commission and other interested parties are being consulted. This visitor's center is envisioned to be, in phase I, a 9,000 - 10,000 square foot facility on the north side of the Chama rail yard, near the oil loading facilities, which will attract and be a gateway for visitors, enhance their experience, support the preservation of the living museum and the operation of the tourist railroad and, in the end, stimulate and enhance tourist activity and economic development in the region. Director Nan Clark chairs this project and, with several others that are involved, is driving it toward a groundbreaking late next year. She and the team deserve our appreciation for their hard work. The cost of the RVC will be significant and may run \$2.5 million or more. We are seeking grant funding from private and governmental sources as well as private contributions and funding through the new ACNGS II capital campaign. Members will receive information before the end of the year on the project and funding opportunities.

The most significant single restoration project of a piece of C&TSRR historic rolling stock ever undertaken by the Friends was completed this spring when D&RG Pile Driver OB was returned to the railroad

after restoration by a Friends volunteer team in Colorado Springs. This project was very complex and difficult and we congratulate and thank each person who had a part in bringing the OB back to life. Leading the Colorado Springs work sessions on OB were John Eng, Roger Briggs, Craig McMullen, Tom Simcoe and others. A complete description of the project can be found elsewhere in the Dispatch.

Our 2008 summer work sessions will be complete by the time you read this. We had a total of nearly 500 volunteers (some volunteers participated in more than one session) registered for the six one-week sessions which began in May. Including the prep work, post session activity, and the normal summer volunteer work, Friends members will have contributed almost 40,000 volunteer hours to the C&TSRR this year, and there is more to come. Importantly, through the first week of August we kept our excellent safety record in tact. Safety is of paramount importance in all aspects of our work sessions and preservation work.

In addition, through the efforts of our Grant Writing Group which includes Nan Clark, Linda Smith, and Caroline Tower, the Friends have helped raise \$660,000 that will go towards the restoration of K27 Class Locomotive 463. These funds will come from three different sources, namely a *Save America's Treasures* award which is a federal grant, a grant from the Narrow Gauge Preservation Foundation, and an award from the Colorado Historical Society's State Historical Fund.

Work continues, under the direction of Spencer Wilson and Vern Glover, on the Friends' Richard L. Dorman Narrow Gauge Photograph Collection. Please refer to the separate article elsewhere in the Dispatch for more information on this important project. Mr. Dorman also generously donated several thousand color transparencies of nar-

row gauge images to the Friends. This collection will expand the scope of our historic preservation work and the effort to organize and catalogue the collection has already attracted a number of new volunteers. We thank Mr. Dorman for his generous gift, and Messrs. Wilson and Glover and the other volunteers who work so hard on this project.

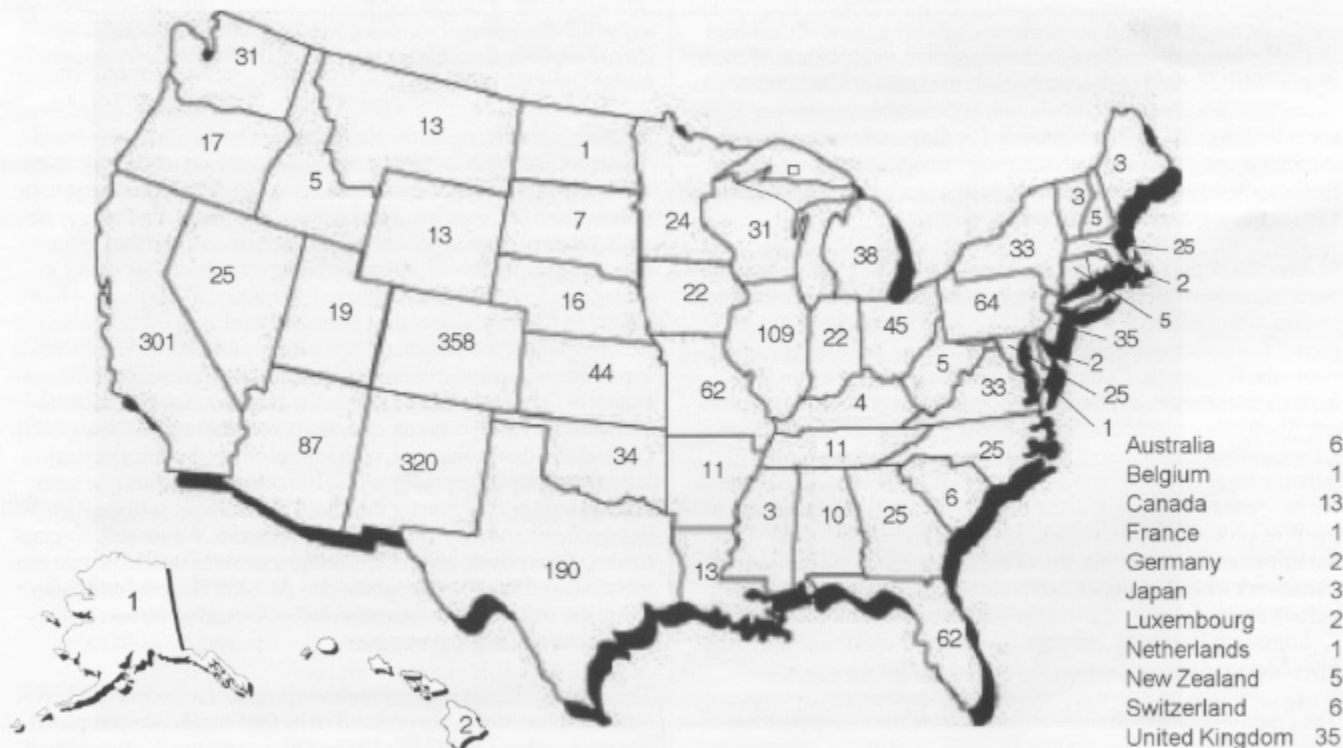
The Friends' membership stands at approximately 2,260 families from 50 states and eleven foreign countries. Membership dues are the sustaining life blood of our organization. If you haven't renewed yet, please do so, and encourage others to join or give a gift membership. I would like to challenge each Friends member to recruit at least one new member over the next year. As our membership grows, so does our capability to implement our important preservation and restoration programs on the Cumbres & Toltec.

Finally, the Friends and the railroad have great employees and we appreciate them. They are dedicated, very capable, and professional in what they do. When you get a chance, thank them for their hard work and commitment to the railroad.

The Friends continue to support the historic preservation, restoration, interpretation, and operation of the C&TSRR in a variety of substantial and important ways. Without our members and the contributions they make, we couldn't do this. Thanks so much for all you do... we are making a difference and building toward Another Century of Narrow Gauge Steam on the C&TSRR.

Sincerely,  
Bob Craine,  
Chairman of the Board

### Membership Distribution as of June 30, 2008



## Oil House Roof Repairs

*Project Objective: Identify and repair storm damage and any other identified bad portions of the oil house roof.*

*Session B*

*Team Leader: Russ Hanscom*

The team was diverted immediately to the car body by the log bunk house for a roofing job. The roof had been prepared the week before and it took half a day to install a new roof over the previous one. It took four rolls of roofing, three gallons of roof cement, and a pound plus of roofing nails. Lots of credit goes to Keith Kock who had done some roofing previously and kept the team headed in the right direction.

On Monday afternoon, the team surveyed the roof of the oil house and found one spongy spot in the corner closest to

the engine house. The existing roofing was removed and several 1 x 10 boards either rotten or badly split were found. There were no 1 x 10s available so a double layer of 1/2" plywood was used to get the correct thickness. An area slightly smaller than 4 ft x 12 ft. was repaired. The roof had two layers of roofing; however, it was thought that material would provide some bridging of the cracks between the planks for the new roofing, so it was not removed. The roof now has three layers and one or more probably should be removed at the next roofing.

The new roofing was installed on Tuesday, using 18 rolls of roofing, 11 gallons of roof cement, and 6 lbs of 1 1/4" nails. It took all day. The Kubota tractor was a big help in lifting the roofing most of the way up to the roof. On Wednesday the team cleaned up the mess from the roofing, then repaired the hand rails along the walks from the city street down to the yard.

## Autumn 2008 Banquet and Charter Train

As a reminder, the Friends Autumn Member Banquet will be held on Friday, October 24, 2008 at the Historic Strater Hotel in Durango, Colorado. The cocktail hour begins at 6:00 pm with a cash bar, and dinner follows at 7:00 pm. This year's guest speaker will be Mr. Allen Harper, President and Owner of the Durango & Silverton.

The banquet cost will be \$42 per person. You will have a choice of oven-roasted pork loin or filet of salmon. Included with your entrée are a mixed green salad, fresh vegetables, herbed mashed potatoes, warm rolls, and chef's dessert with coffee, iced tea or water.

On Saturday October 25, 2008 the Durango & Silverton will operate a special charter train for the Friends from Durango to Cascade Canyon and return. The train will depart from the D&S Depot at 9:00 am and return at 3:15 pm. There will be a two-hour layover in the canyon where a hot buffet lunch will

be served. The lunch is included in the price of the ticket. Fares for this charter are \$75-Coach Friends Member, \$85-Coach Non-Member and \$55-Coach Child (Age 12 and under).

**Reservations for the banquet and/or charter train ride can be made by calling our Albuquerque Office at 505-880-1311.** For those desiring to stay in Durango, there is a block of rooms at the Strater Hotel at a rate of \$125/night. Their reservation number is 800-247-4431 and you need to reference the Friends. A few other lodging facilities of note are; Durango Lodge 970-247-0955, Days Inn 970-259-3311, Econo Lodge 970-247-4242, Travelodge 970-247-1741, Holiday Inn 970-247-5393, Best Western Rio Grande Inn 970-385-4980 and General Palmer Hotel 970-247-4747.

The Friends Board of Directors Meeting will be held during the day on Friday October 24<sup>th</sup> at the Strater Hotel. Come and join us in beautiful Durango as we continue to celebrate the Friends 20<sup>th</sup> Year Anniversary!

## Friends Involved in 2008 ARM Conference

The Association of Railway Museums 2008 Conference "Rails in the Rockies" will be held in Colorado Springs between September 10<sup>th</sup> and 14<sup>th</sup>. The Friends organization this year will be heavily involved in this conference. One of the pre-conference tours will bring up to 100 attendees to ride the Cumbres & Toltec on Tuesday, September 9<sup>th</sup>. In addition, the Friends are participating as a sponsor and will have exhibit space during the entire conference at the Crowne Plaza. On Friday, September 12<sup>th</sup>, Friends represen-

tatives will lead two separate breakout session discussions. John Engs will lead a discussion on "Restoring Unique Railway Equipment" as he talks about the recently completed Pile Driver OB restoration. Nan Clark, Bob Ross, and Tim Tennant will talk about "Implementing your Strategic Plan" in a discussion geared towards museum administrators, staff, and board members. The Friends are honored to have the opportunity to showcase our organization and the C&TS to other museum professionals and be able to interact with this industry group.

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## BOB TULLY

The Friends lost a great friend in every way with the passing of Bob Tully. Bob was born on December 2, 1934 and died on July 4, 2008. Bob is survived by his wife Mona and five children: his son Joe of Steamboat Springs, and his four daughters, Sharon of Australia, Deborah of Pagosa Springs, Sandra of Littleton, and Cynthia of Thornton, as well as seven grandchildren.

Bob was an incredibly diverse man of many talents. He retired with 35 years of service from the Colorado Division of Wildlife, specializing in game and fish. Bob was an avid hunter and collector of duck decoys. Bob was incredibly talented as a craftsman. There was seemingly little that he could not handle in wood or metal and fortunately he turned his attention to historic railroads. Bob made an incredible contribution to historic railroad restoration at the Colorado Railroad Museum where he had led many teams in the restoration of historic equipment.

For the last 15 years Bob turned much of his energy to the Friends of the Cumbres & Toltec. He became very active in projects and quickly assumed the role of a team leader, then site leader at Chama, and then chairman of the Projects Committee for many years. Bob also served on the Board of Directors for several terms. It was a joy to serve with Bob on the Board because of his great passion for our restoration activities as well as his common sense approach to solving problems and making decisions.

In 2007 our volunteers finished a multi-year complete restoration/reconstruction of former stock car caboose No. 05635. What a pleasure it was to have Bob and many of his family members on the inaugural run of that caboose last fall enjoying the project that he supervised so many years. And what a joy it was this year to see Cinderbear taking kids on their first train ride aboard that caboose. Bob Tully will be greatly missed and all of us convey our best wishes and Godspeed to Mona and their family.

## BOB TULLY MEMORIAL FUND

In recognition of Bob Tully's many years of exemplary service and leadership to the Friends and his love and passion for the Cumbres & Toltec Scenic Railroad, Inc., all of which he shared with and was supported by his wife Mona, the Friends have established the Bob Tully Memorial Fund. Assets contributed to and earned by the Fund will be used only for the Friends' covered car storage and/or Railroad Visitor's Center projects. These projects were at the top of Bob's list in terms of long term importance to the railroad and the Friends have followed Bob and Mona's directions in designating these two purposes for the Fund.

Contributions to the fund may be made to the Friends in any amount, beginning immediately. The Fund will have two sub-accounts, one for Covered Car Storage and one for the Railroad Visitor's Center. All contributions should be designated to the Bob Tully Memorial Fund and should indicate for which of the two sub-accounts the contribution is made, or what percentage should go to each purpose. If no designation is made, all contributions will be divided equally between the two sub-accounts.

Initial contributions to the Fund have already been made and include a very recent contribution by Bob and Mona Tully for these purposes and several matching contributions. Bob Tully put an enormous amount of effort, leadership, and passion into the C&TSRR over the past 15 years and there is no better way to honor his memory and support the cause he and Mona loved so much than to make a contribution to the Bob Tully Memorial Fund.

The Friends recently commenced work on the covered car storage demonstration project on the Friends property in



*Mona and Bob enjoy a break in the cook car. June 2006  
(George Lawrence)*

Antonito, and long term plans include covered car storage facilities in both Antonito and Chama. The planning and design phase for the new Railroad Visitor's Center in Chama is progressing nicely. Please contact Friends President Tim Tennant for additional information on the Fund or these two important long term projects.

Contributions can be sent to: Friends of the Cumbres & Toltec Scenic Railroad, Inc., Bob Tully Memorial Fund, 6005 Osuna Road NE, Albuquerque, NM 87109.

## ATTENTION RAIL ENTHUSIASTS AND FRIENDS

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

### The Interior of RPO Car 54

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

### Cook Car 053

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

### Cumbres Section House Kitchen

Most of the same things listed for the cook car, but even older items, from the 20's and 30's especially: aprons, hot pads, towels, salt and pepper shakers, sugar bowl and creamer, vinegar, tooth pick holder, milk pitcher, canning jars, older ones with

the rubber seals, Dutch oven with lid, more water buckets, and wash pans. Almost everyone knows what went into the 1920-1940's kitchen. If you were not around, your parents were. An old table and a few oak chairs would be fine.

### Tools

There is always a need to replace broken and worn out circular saws, 4" grinders, and 3/8" or larger electric drills. Both electric and cordless are desirable. Drill bits 1/2" and larger for wood and steel, 24" and longer levels, 18" or longer adjustable wrenches, 8 foot step ladders, a large belt sander 6" or more. A couple of railroad car jacks would be most useful at the Antonito CRF.

### Big Items of the Day

We need a backhoe that can be used with the 3 point hitch on the recently acquired Friends' Kubota L3350, 4-wheel-drive, 40-horsepower tractor. The Friends could also use some sort of people and freight mover such as an ATV, a DR Power Wagon, or similar vehicle for use in the yard area. We could put some funds into a purchase at the right price.

## Dorman Collection Mileposts Flashing By

by Vern Glover

Not long ago, the volunteer team working with the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs passed Milepost 12,000. That's 12,000 photos cataloged, documented, and scanned into the permanent archival files. Team members include Wes Pfarmer, Dave Ryerson, Bob Klenner, Dave Traudt, Carol Haller, Byron Garner, and Friends Librarian Spencer Wilson.

This number includes all of the Denver & Rio Grande views, all of the Colorado & Southern images, and the beginnings of the Rio Grande Southern Railroad group.

The Dorman team, working at the Friends office in Albuquerque, contributed 3,114 hours over two years, averaging over thirty-one hours per week, year-around. And these are high quality hours. Members of this dedicated team command knowledge of narrow gauge railroad geography, architecture, locomotive lore, history, data management

skills and general knowledge that would be almost impossible to match with paid employees.

Our searchable data base now includes material that covers most of the San Juan Extension, so we are able to respond to a limited number of member inquiries regarding photos of given areas or subjects.

### Volunteer Opportunity

The team working with the Dorman Collection of photographs is seeking volunteers in the Albuquerque area to work on possible publications featuring the Denver & Rio Grande Western Railroad and the San Juan Extension. Skills in organizing and writing would be needed, while access to the photos and the Friends' Library would provide the necessary working information. Further support will come from the well-informed members of the Dorman team. If interested, please leave your name and number or email at the Friends office 505-880-1311 or email to [info@cumbrestoltec.org](mailto:info@cumbrestoltec.org).

## Schedule of Friends' Events

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

Durango, CO  
October 23 - 25, 2008

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

March 13-14, 2009

### 2009 Volunteer Work Sessions

May 18-22, Session A  
May 25-29, Session B  
June 15-19, Session C  
June 22-26, Session D  
August 3-7, Session E  
August 10-14, Session F

### Railroad Opening Day

May 23, 2009

### Annual Meeting and Annual Board of Directors' Meeting

June 19-20, 2009



*A rare moment in time is caught on film as one of the last runs of Train 116 waits for its departure time at Lumberton, New Mexico. Following the last through runs of the San Juan train on January 31, 1951, this abbreviated version of Trains 115 and 116 ran only between Chama and Dulce, New Mexico. Following a decision of the New Mexico Corporation Commission, it too was discontinued on May 22, 1951. In practice, the little train backed from Dulce to Lumberton, where it was turned for its eastbound return to Chama. Photograph April 22, 1951, by Bob Richardson from the **Richard L. Dorman Collection of Narrow Gauge Photographs**.*



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

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