



C&TS DISPATCH

VOLUME 27 NO.2
SUMMER 2014



START of SUMMER WORK SESSIONS

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C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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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 a Member of the Association of Tourist Railroads & Railway Museums. 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

COLORADO ANTONITO

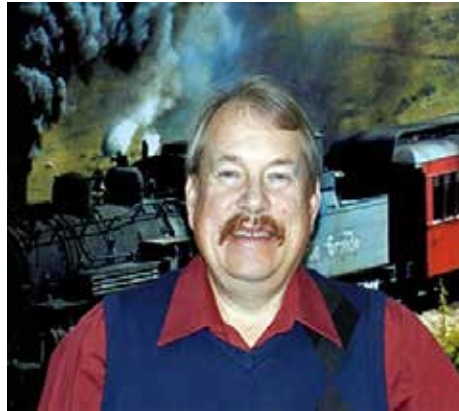
CHAMA DURANGO OÑATE SORLETTE

TOLTEC

NEW MEXICO

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 2013
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PRESIDENT'S COLUMN



Time Does Not Stand Still

As we all venture through life I believe we can all acknowledge that at certain period's time moves extremely slow and in other instances it moves way too quickly. During childhood I thought days, weeks, months and years moved at a snail's pace. Now, having been on this Earth for over a half century I swear hours and days move at light speed. Funny how that works, isn't it?

The reason I bring this up is that it just hit me again the number of dear people associated with the Friends and the Cumbres & Toltec who have left us over the past few months. These are people who have given of themselves to make our organization and the railroad the best it can be. They all had a passion for our cause, traveled from near and far to give of their time and resources. They all contributed in different ways but a common denominator was the smile on their face and the love of what they were doing.

I would like to mention these individuals as they will be missed. John Altshool, George Berkstresser,

Cover photo taken by Jason Rose from inside caboose # 0503

Tom Cardin, Judy Lock, Bill Mackey, Doris Osterwald, Cliff Palmer, Kent Wallis and Cliff Young. If there is someone I have overlooked I certainly apologize. These times are never easy for loved ones and friends that continue on the journey of life. Our community which is the Friends is a pretty tight knit group and we look at our organization as a family. These losses do impact us emotionally.

One thing that makes the Friends and the Cumbres & Toltec so special is the passion and commitment so many people have for our mission. We thank all these individuals for what they have done to make our organization and the railroad a better place. Their hard work and dedication has left a mark and for those of us who knew them we are indeed fortunate.

So as we go on with our daily lives please keep these dear friends in our memory. The Friends organization is indeed better off today for having been touched by these truly unique and special individuals.

Speaking of time, as we hover around July 4th we are reminded that four work sessions have now been completed. I want to thank all those who have participated in these sessions so far for a job well done. I also want to pass along our appreciation of your understanding as it relates to the changes in locations of the Friends kitchen and work cars. We are sensitive to member's feelings on the topic and I tried to get around to chat about this at the tail end of session "C". We also had a great turnout of approximately 100 people for our annual meeting

on Friday evening. The group was treated to a very entertaining program and multi-media revisit of the narrow gauge in December 1963.

Board election results were announced and the following individuals were elected to two-year terms; Bob Craine, Arno Grether, Scott Hardy, Ed Lowrance, Bob Ross, Warren Smalley and Don Stewart. Don is the newest member of our Board so welcome Don!

I would also like to remind everyone that work session "E" will begin on July 28th and session "F" on August 4th. The last weekly session, which is "G", will start on September 29th. If you have not registered, please consider attending one of these remaining work sessions.

Last but not least, we will be holding another regional member meeting on Saturday, September 20th at the California State Railroad Museum in Sacramento. We will send out invites to northern California, Nevada and Pacific Northwest members but any Friends member is welcome. We also encourage members attending to bring a friend who is not a member. We would certainly like to acquaint them with the organization on the hope that they might consider joining.

As I close, thank you all again for your dedication and hard work. Have a great summer!

Tim Tennant

IN MEMORY

Judith M. Lock, 66, went to meet her Lord and Savior Jesus on Wednesday May 7, 2014. Originally from Park Ridge, Illinois, she loved her adopted town of Albuquerque where she and her husband Bill had lived for over 40 years. As a teacher and homemaker, she was a problem solver. But above all, she was thrilled to be a mother and grandmother. She was a "wife of noble character" as Proverbs extols, supporting Bill's many endeavors. She loved her Church, including St. Mark's, Christ The King Anglican, and most recently Wellspring Anglican. Judy is survived by her husband, Bill; children, Jenny, Beth, Rob, and John; "bonus children," Eric, Brian, Debbie, and Bonnie; and grandchildren, Ryan, Hannah, Marcas, Isaiah, and Catherine. Judy's memorial service, celebrating her entrance to God's heavenly banquet, will be held on Monday, May 12, 2014 at 2:00 p.m. at Christ The King Anglican Church, 529 Jefferson NE. Visitation with the family will be held at FRENCH - Wyoming on Friday, May 9, 2014 from 6:00-8:00 p.m. Judy's cremains will be interred at a later date at Sunset Memorial Park and Elk Creek Campground. Rather than flowers, memorial contributions may be made to Wellspring Anglican Church, P.O. Box 45207, Rio Rancho, NM 87124; Friends of the Cumbres & Toltec Railroad, 4421 McLeod NE, Ste. F, Albuquerque, NM 87109; or Inflammatory Breast Cancer Research Foundation, P.O. Box 2805, West Lafayette, IN 47996.

Articles Needed for the Dispatch

Team Leaders, Project Managers, Friends members. We are looking for interesting articles for your Dispatch. If you have a story (hopefully with photos) that you feel others would like to see or could benefit from, please contact the editor at e-mail: timtennant@cumbrestoltec.org

Thank you

We would like to acknowledge and thank the accounting firm of Broderick Phillippi Wright & Card LLC for their generous donation of office furniture for the Friends Albuquerque Office. BPW&C is located in Albuquerque where Friends Board Member Dennis Sterosky is a CPA.

HIGHLIGHTS - FRIENDS WORK SESSIONS A & B

Ed Lowrance and Linda Smith

Photo contributions: Ed Lowrance, Joe Kanocz and Clyde Putman

Once again, many enthusiastic volunteers of the Friends of the Cumbres & Toltec Scenic Railroad have come to the Southern Rockies to perform a wide variety of projects supporting the Cumbres & Toltec Scenic Railroad. After long winters elsewhere, many of these dedicated Friends keep current on railroad activities through the Friends' forum and the live web cams of the activities in the Chama rail yard. But that's only second-best to being there in person!

The C&TSRR began its 2014 operating season on May 17, featuring a double-header out of Antonito led by Engine 463. This was an exciting start to the Friends' 2014 summer season. Work Sessions A and B (May 19-30) featured work activities at both Antonito and Chama. Some were a continuation of longer-term projects. Others were new tasks identified after the end of the 2013 work year. The longer term projects involve restoration of priceless historic rolling stock that has been an inherent part of the C&TSRR and its predecessor, the Denver & Rio Grande, for more than a century. These include Railway Post Office (RPO) Car 054, Cook Car 053, Derrick OP and Tourist Sleeper 0252 which is located at the Friends' Colorado Springs site. Shorter-term or supporting work activities include carpentry shop, yard landscaping, car lettering, food services, tool, paint and nut/bolt cars, and team leader reporting and chronicling.

Despite the energized turnout for these work sessions, the Friends' organization continues to see a gradual erosion in the number of volunteers – a trend which has continued for the past few years. Five years ago, annual work sessions drew as high as 500-600 volunteers. That number has decreased to an average of 300 per year – primarily due to the aging volunteer work force. The Friends' organization has taken steps to attract new volunteers by offering more flexible schedules, developing programs for younger volunteers, and enhancing outreach to educate potential volunteers about the job types, skills and competencies involved. As described well by Jason Rose in an earlier *Dispatch* article, "This isn't just for railroad fans and students of history. Gardeners, woodworkers, cooks, painters, metal workers, computer techs, electricians, researchers and many other professions and hobbies are needed at every work session." The "pay-off" is the supreme satisfaction of knowing you are part of preserving one of the world's most authentic operating narrow-gauge steam railroads!

Here are highlights of work activities performed by Friends' volunteers during Work Sessions A and B. Some 47 volunteers came for Work Session A, conducted from May 19-23; and 42 volunteers were present for Work Session B, from May 26-30, 2014.

Work Sessions A&B

As reported by Site Leader Ed Lowrance, Work Session A actually began on Sunday, May 18 at the Antonito Car Restoration Facility. Ed and Mary Jane Smith staffed the registration desk and welcomed the incoming volunteers.



Mary Jane Smith and Ed Lowrance welcome new volunteers Grant and Debra Ball

On Monday mornings of both work sessions, everything was in full swing by 8 a.m., starting with orientation and safety briefings. Antonito projects included restoration of Cook Car 053; fabrication of parts and assembly of trucks to keep the Friends' high-value restored cars operating; re-lettering of recently painted cars; repairs to Drop Bottom Gondola Car #768 and High Side Rider Gondola #1357; and priming of cedar siding for the Osier Section House project.

In Chama, work commenced on maintenance of wheels, brakes and safety appliances; restoration of RPO 054 as a Railroad Post Office; repairs to the Chama stock pens; conversion of Box Car #3585 to a new Tool Car; and change-out of trucks on Flat Car #6649. Support functions include food services; providing hand and power tools; and project documentation.

The following photos depict these activities.

Fabricate Parts and Assemble Trucks

This ambitious project is high on the Friends' list of priorities. After all, the Friends' restoration program is based on the premise that the high quality work produced by many talented and dedicated volunteers will become a moving part of the living museum that is the C&TSRR. This requires wheel sets – known in the rail trade as trucks – to assure that the priceless rolling stock is once again traversing the historic rail much as it did 120 years ago. Team Leader Russ Hanscom has designed and is now leading the fabrication of these wheel sets. Team members are working on this project all year round – at their homes and now, in Antonito.

An entire container is being dedicated to parts for the trucks project - both metal and wood. To make the best use of space, volunteers are installing shelving across the end of the container. Also, a track with electric hoist will be installed to facilitate handling heavy parts. The large wooden panels at the rear are patterns for parts that have been cast - and might need to be used for additional units in the future.



Marshall Smith (on ladder) and Russ Hanscom are installing shelving and a tracked electric hoist which will greatly enhance the utility of the container!



John Weiss, foreground, and Russ Hanscom, background are grinding welds on truck elements.



John Weiss is our Texas pattern maker. A worn out original part is in front. The new, carved wooden patterns will form the basis for the next batch of castings to be made later this year as funds become available.

Repair Drop Bottom Gondola #769

Long-time volunteer Tim Bristow is leading the team which is working on the restoration of drop bottom gondola 769. Most of the focus during these work sessions was on the interior of this car.



The inside of DBG 769 is taking shape as final boards are bolted to the A frames. Turns out that the best way is to weld the brackets in place. Marshall Smith is the welding expert!

Repair High Side Rider Gondola

The railroad had asked the Friends to repair a high-side gondola car. However, as shown in the photos, #1357 was beyond the repair stage.

When the Rider Gondola 1357 floor was removed during Work Session A at Antonito, severely compromised sills were judged to be unrepairable.

So the railroad provided another challenging assignment for Work Session B volunteers – converting SG Flat Car 6314 for temporary use as a rider gondola.



L-R: Tim Bristow, Warren Ringer and C&TSRR CMO Marvin Casias plan the details of converting SG flat car 6314 to temporary use as a rider gondola. The railroad needs the car to be able to easily convert to a flat for equipment transportation. Art Randall led the rebuild of this car some years ago, utilizing glued laminated lumber ("glue lams"); that is **STRONG STUFF!**



C&TSRR President John Bush is shown inspecting the car.

Cedar Siding for Osier Section House

Long-time Friends' volunteer Ted Norcross and his team will come to Osier during Work Session C & D to re-side and insulate the Osier Section House. Volunteer Bruce Bloom is making sure that the cedar siding is primed for them.



Bruce Bloom primes cedar siding for the Osier Section House.

Wheels, Brakes & Safety Appliances (Chama)

Team Leader Clyde Putman is a master of railroad wheels and brakes. His volunteer world is the underside of rail cars. The Friends are very fortunate to have someone with these talents. These are not skills you will find easily in the 21st century!



Clyde Putman, Team Leader



The Wheels & Brakes team in action!

L-R, Mike McGinley, Brooks Wilson & Clyde Putman in Chama.

Restore RPO 054 as Railway Post Office

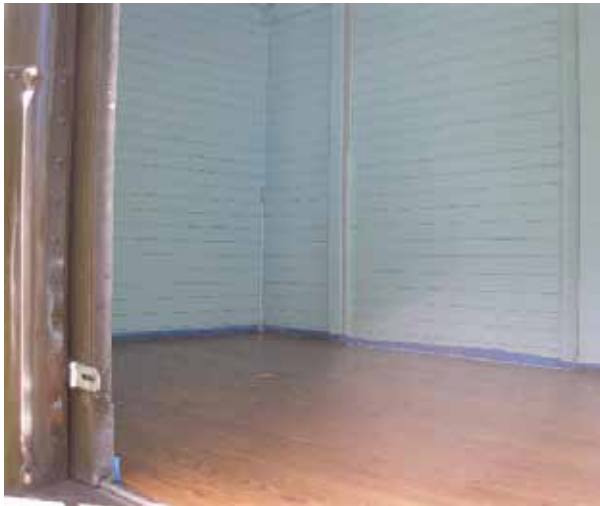


Railway Post Office Car 54 was manufactured in 1885. The Friends started restoring this valuable asset in 2007. Its exterior is now complete, including a coat of long-lasting Pullman green paint. Work on the interior is well underway and is expected to be completed by 2015. The interior is very intricate, requiring skillful fabrication to reconstruct the pigeon holes and sorting stations needed to manage the mail on the fly. To date, volunteers have donated approximately 4,065 hours to this project.

Now essentially completed, this historic car is a stand-out addition to the museum's rolling stock. It will be the only narrow gauge railway post office car in operational form in the US, and additionally the only one that will be restored to operation in its original home territory. The restored car will provide many opportunities for Friends' historic interpretive events for riders and the public. The Friends will work with the U.S. Postal Service to implement plans for an inaugural event, including the opportunity for actual postmarking of letters. A few months ago, shortly after the conclusion of the 2013 work sessions, RPO 054, coupled with Engine 463, was in a movie shoot. This is just the beginning!



L-R, George Trever, Alan Robson, Druby Hebert, Ron Lira and Don Bayer as they take a "breather."



Car 054 Restoration Team Leader Don Bayer reports that when the movie crew used the car for a film recently, they really messed up the floor.

His team has now resurfaced and stained the floor!

Convert Box Car 3585 to New Tool Car

Friends' Board Chairman Craig McMullen has led an effort to "upgrade" the Friends' support cars. This has resulted in a much-improved kitchen car, and last year, Craig focused on "tricking out" a new tool car which was badly needed. Thus, Box Car #3585 is now being put to good use. Work Session A volunteers, shown below, eagerly moved into the new tool car which also serves as a Friends' office space from time to time.



Spero Bettalico and Carol Mackey take a break to admire their new tool car!

Spero, Carol, Druby Hebert, Ron Lira and Alan Robson worked as a team to accomplish the move in a well-organized and rapid manner.

Change Out Trucks



Brooks Wilson and Art Montgomery worked on parts for trucks and brakes in Chama. Brooks' project was to change out the trucks on Flat Car 6649.

Lunches & Snacks Team

A major attraction of the work sessions is the “lunch and snack” routine – starting early in the morning with hot coffee and pastries, plus other assorted snacks; a variety of fruits, packaged snacks and drinks at the two work breaks of the day; and a sumptuous lunch. Volunteers DO NOT go hungry, as assured by the team shown here →.

Who can easily resist the desserts, often including a hand-delivered Eskimo Pie???

Quality Control patrol in the kitchen! The crew is taste-testing lunch. L-R, Mary Lowes, Mary Jane Smith, Team Leader Patty Hanscom and Linda Dueker.



Project Documentation

The project documentation team is there to take photos and coordinate the team leader reporting which is an important part of each work session. This assures that the restoration work and activities of the Friends are well-documented and provide the written history so essential to a museum organization.

Sharon McGee, center, documents Valley Lowrance and Bruce Bloom who are priming Osier Section house siding.

Car Lettering

Long-time volunteer, Valley Lowrance, is a woman of many talents. Among them is attention to detail, tenacity and artistic attributes that are reflected in her car lettering activities.

Valley Lowrance is shown stenciling standard gauge box cars near the Antonito Depot. The wind is blowing, but that does not deter her from her appointed rounds!



Restore Cook Car 053 as a Rotary Cook Car

Friends' Board Chairman, Craig McMullen, leads the team which is restoring Cook Car #053. The story of Cook Car #053 is worthy of remembrance and replication. Fighting the snow at 9,000-10,000 feet elevation in the Southern Rockies took courage, back-breaking work, and incredible energy. The crews of the Denver & Rio Grande Western Railroad were up to the task. In 1956, to feed these intrepid workers, the D&RG converted an 1885 Railway Post Office car into a kitchen/diner on wheels.



When in service behind Rotary Snowplow OY, it gave the crews involved in snow removal welcome access to hot meals and coffee. In 1995, the Friends decided that the car restoration project would return 053 to its Rotary OY cook car configuration because of its many years of service behind this historic piece of snow-fighting equipment. The kitchen contains storage and preparation areas for food and it is equipped with a coal cook stove. Craig and his crew have made great strides in the restoration project during the past few work sessions.

Cook car 053's interior is painted except for the floor and has been moved from the Car Shelter outside in preparation for painting - if the Antonito winds cooperate! (As it turned out, they did!)

Painting Recently Restored Cars – Antonito

Paint Team Leader Don Stewart and his talented team were front and present at Antonito, ready for the challenges of the windy weather; and they were fortunate. Despite a day or two of high winds, they were able to accomplish a significant workload. Don's team includes his wife, Jill; Fred Pittroff; and Robert and Judith Rosenberger.



Beautiful painting weather - low winds! 789 gets its prime coat while sitting next to Concession Potty Car 3244.

Restore Long Stock Car #5995

Team Leader Dan Pyzel and his team members, including Kevin Corwin and Mike Horner, are dedicated to the restoration of a "one of a kind" historic stock car - #5995. It is 34' long.



Kevin Corwin is not sure which way is up – he's working on truss rod rebuild on one of a kind 34' Stock car 5995.

Repair Potty/Concession Box Car #3244



This project, which is repairing and painting Concession/Potty Car 1357, is in direct support of the railroad.

Fred Pitroff (nearest camera) and Greg Coit continue paint prep on Concession Potty Car.



Concession Potty 3244 has the first primer coat! Don Stewart is going up the car; Jill Stewart is in the foreground and Judith Rosenberger is behind Jill.

Repairs to Chama Stock Pens at the Wye

In Chama, Team Leader Len Jones continues work on the repair of the historic stock pens south of the Chama rail yard. Many improvements have been made during the last few work sessions, and will continue through the 2014 season.



A load of lumber, prepared by Len Jones and his crew, is ready for transport to stock pens. Team Leader Len Jones is shown at the helm of the John Deere and his pick-up team of George Trever and Ron Lira.

Landscaping

No volunteer effort has resulted in more aesthetic improvements to the C&TSRR at both Antonito and Chama than that of Naomi Sublette. This is particularly true of the gardens near the Chama Depot as well as the xeriscape gardens around the Friends' Car Repair Facility in Antonito. Naomi is a dedicated team leader who excels in recruiting folks to help her in her efforts to beautify!

Flower power! Landscaping Team Leader Naomi and Jim Sublette worked hard on the new Antonito Depot flower garden. They even recruited a nearby paving crew who were repairing the Depot parking lot!



Car Shelter Facility – North Wall Project



Few projects undertaken by the Friends have drawn more interest, attention and volunteers than the Car Shelter Facility adjacent to the Friends' Antonito Car Restoration Facility. Nearly completed, it is now protecting the Railroad and Friends' priceless historic rolling stock from the deteriorating weather conditions in southern Colorado. Work is now underway to construct a side wall on the CSF north side. Volunteers installed angle brackets to support a checker grid of Z-web for mounting metal siding the entire length of the building.

Dan Schmidt and Chuck Deuker are flying high, installing brackets for the girts on the CSF north wall. Two lower girts were installed - this is good progress for a project that was cancelled earlier in May and resurrected less than a week before the start of Work Session B!

Relaxation, Fine Food, Good “Friends”!

A key part of the success of the Friends’ volunteer efforts is the camaraderie and satisfaction of doing excellent work for a passion – assuring that narrow-gauge steam railroading is alive and well for the indefinite future. Many of the volunteers have found life-long friends – and each year, the renewal of those friendships during periods of relaxation and refreshment is a fulfilling ritual.



Lunch time at the Antonito CRF! Hot dogs with sauerkraut and all the fixin's - with Patty's homemade cookies! L-R, Mary Jane Smith, Patty Hanscom, Mary Lowes (first-year volunteer), Craig McMullen and Bob Reib.



Wednesday evening, most Chama and Antonito volunteers traveled to the Recreational Hall at Mogote Meadows for burger evening and lots of good companionship. Russ Hanscom is burgermeister supreme!



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Dispatch Deadlines

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

Fall Issue 2014 Mail on Sept 30,2014 All materials must be received by Aug. 29,2014

Winter Issue 2014/2015 Mail on Jan 5, 2015 All materials must be received by Dec. 1,2014

Spring Issue 2015 Mail on March 31, 2015 All materials must be received by Feb. 27, 2015

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

WANTED SMALL ENGINE MECHANIC

The Project Committee is in need of a small engine mechanic who can visit pre summer to check out the various engines and prepare them for the up-coming work sessions. Then, post summer work sessions, tune them up again, winterize them and put them away for winter.

Contact Ed Lowrance at: eglval@centurytel.net or John Engs at: jengs@engsventures.com





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*#487 with an eastbound freight crossing the Lobato Trestle in the summer of 1954
John Krause photo. From the Richard L. Dorman collection. file no. RD012-082*