



C&TS Dispatch

Vol. 4 No. 4

September 1991

Preservation and Restoration Projects: Summer 1991

Once again it is time to look back on the accomplishments of the summer work sessions on the Cumbres & Toltec Scenic Railroad. The 1991 work sessions were outstanding, quite productive and beneficial to the railroad. All together 189 volunteers came to Chama this summer, with 80 volunteers in June and a record 109 in August.

At both sessions there were major projects at Antonito (the eastern terminus of the railroad), Sublette, Cumbres, and Chama (the western terminus), as well as along the right of way. A summary of the accomplishments is presented in this issue, along with a photographic overview of the August work session, which begins on page 6. An overview of the June work session was presented in the July issue. This summary will start in Antonito and work westward along the railroad.

ANTONITO

Standard-Gauge Boxcars. As reported in the July 1991 issue, two standard-gauge boxcars, donated to the Friends by the Denver & Rio Grande Western Railroad, were moved in November 1990 on to the dual-gauge track in Antonito installed earlier that year by Friends volunteers. This dual-gauge display track is located between the station and the engine house in the middle of the yard. During the June work session minor repairs were made

RIGHT: The Cumbres snowshed photographed on Sunday, August 11. The structure is now stabilized. The new bay put into place at the August work session is at the left. The new siding can be seen. Photograph by Art Nichols.

to the wooden siding of both boxcars, and they were prepared for painting. Car no. 66306 (MW no. X-5082) was primed in June. In August car no. 66977 (MW no. X-5086) was primed, and both cars were painted and lettered. They look terrific!

Idler Car. Important work went on at both work sessions on the idler car, the standard-gauge flat car that joins narrow-gauge and standard-gauge cars in dual-gauge service. In June what little remained of the old decking was removed and installation began of new nailing boards. In August the brakes were reassembled by

reattaching the brake rigging, running a train line for brake service, and repairing the hand-brake system to operating condition. After the nailing boards were completed, new decking was installed on the car, with historically accurate 8/4-in. shiplapped, rough-sawn material. At the end of the session the decking was preserved with a coat of linseed oil. Final mechanical repairs, painting, and lettering will be done in 1992.

SUBLETTE

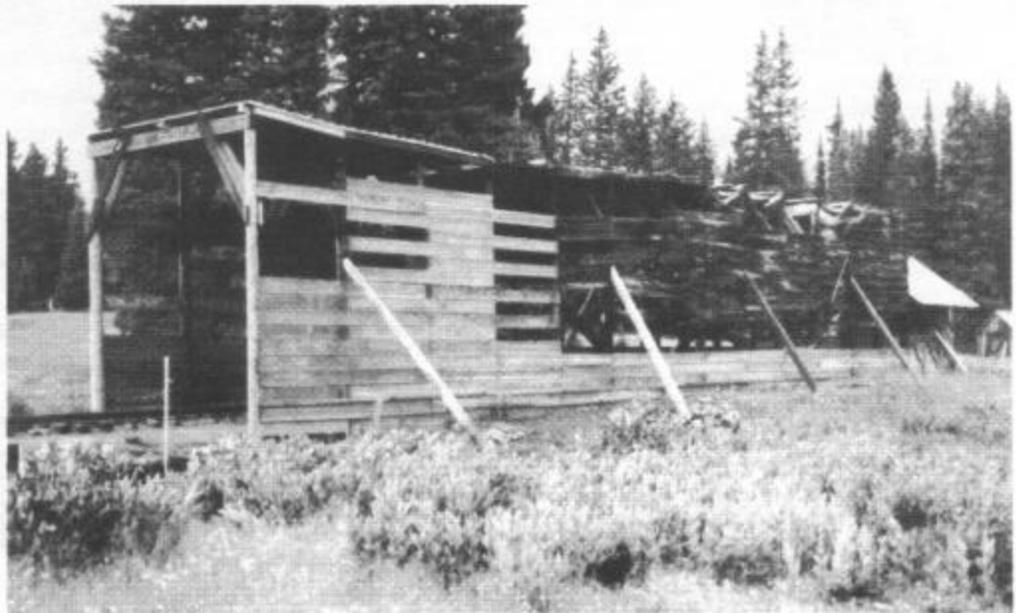
This isolated mountain ghost

town 26 miles west of Antonito is unique because its section house and other structures are typical of similar sites that have existed at other locations along the line; this site is fully representative of a section town in the early days of the railroad.

Section House. In the fall of 1990 it was noticed that the section house roof was extremely deteriorated and, in fact, leaking from the roof had begun to cause serious damage to the building itself.

The reroofing of the section

Please Turn to Page 5



C&TS Dispatch

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Please write the Editor at:
1307 45th Street, Los Alamos, New Mexico 87544

The **C&TS Dispatch** is published by the **Friends of the Cumbres & Toltec Scenic Railroad, Inc.**, P.O. Box 222, Chama, New Mexico 87520. The **Friends of the Cumbres & Toltec Scenic Railroad** is a New Mexico nonprofit corporation.

The **Friends** is dedicated to the preservation and interpretation of 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 and operated by Kyle Railways, Inc. Volunteers from the **Friends** have been especially active in restoring and preserving equipment and buildings on the line.

Family membership in the **Friends** is \$15.00 per year. All contributions are fully tax deductible and will be gratefully accepted. Please write to us in Chama 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 1921

Denver & Rio Grande Western Railroad - 1921 to 1970

Cumbres & Toltec Scenic Railroad - 1970 to present

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The Windy Point

Our August 1991 Work Session was a special and rewarding experience. As you will read elsewhere in this issue of the **Dispatch**, over 100 persons volunteered their time, money, and talent to help preserve and restore the Cumbres & Toltec Scenic Railroad. However, the most special part of these volunteers in my book is their high quality as human beings. I have told numerous people that just having the opportunity to know our volunteers gives me a very optimistic view of our world.

Another good experience I had after the work session was to call and thank the Chama Valley Supermarket for the donation of all the food that we used for our volunteers at the August session. This in effect was a very significant contribution to our restoration work. Not only was Maureen Gonzales and her staff very solicitous of our volunteers, but she told me when I called to thank her that she was "awed that people actually paid to come and work so hard on the Railroad." I assured her that her donation would go for important restoration work on the Railroad.

Many of our projects have taken more than one work session to complete. Those volunteers who worked on a continuing project only in June, and who were perhaps somewhat frustrated at a seeming lack of progress, should take heart in that because of the actual progress they made, the August work session completed almost all of the projects that had been started in June.

Finally, I want to thank all of you who purchased Rotary Snowplow tapes produced by our member Les Jarrett (Railway Productions). As a result of those tape sales, well over \$1,000 has been donated to our work by Les. It is not too late to buy one of these excellent tapes and have a portion of the sales price donated to our restoration work. In addition, Les has agreed to prepare a tape of volunteers working at the August work session. Volunteers from both sessions will receive an order form for this tape, but if there are any other members who would like to see what was done during the work session, you are welcome to order one with the form that will be in the November **Dispatch**.

Best wishes to each of you for a fine fall.

- Bill Lock

Large Crowd Attends 1991 Annual Meeting

More than one hundred persons turned out for the annual meeting of the Friends on Saturday evening, August 10. The meeting was held in the gymnasium of the Chama Valley Schools. The highlight of the evening was Bill Kepner's slide presentation on the rebuilding of the Ft. Collins Municipal Railway. His slides were excellent and his talk was very interesting and informative.

Also, of special interest to the audience were Earl Knoob's slides showing the moving into the Chama yard of the short (30-foot) refrigerator car purchased by the Friends. A future issue of the C&TS Dispatch will feature the car and Earl's photographs.

Directors elected for two-year terms were Howard Bunte, Claremont, California; Glenden Casteel, Albuquerque, New Mexico; Wayne Freeark, Santa Fe, New Mexico; William Lock, Albuquerque, New Mexico; Roger Siverson, Dallas, Texas; Calvert Smith, Jacksonville, Florida; Joe Vigil, Chama, New Mexico; Hugh Wilson, Denver, Colorado; and Spencer Wilson, Socorro, New Mexico. Elected to a one-year term was Richard Mathews, Palisade, Colorado. At the annual Board of Directors' meeting on Sunday, August 11, Wade Hall of Delta, Colorado was elected to fill the vacancy left by the resignation of Harry Babcock.

Willis B. Kyle

As the C&TS Dispatch was being prepared for printing, we learned of the untimely death of Willis B. Kyle, President of Kyle Railways, Inc., on Monday, September 2, 1991, in California.

More information about Mr. Kyle will be presented in the November Dispatch.

W. Earl Bell

W. Earl Bell, a former official of Scenic Railways, Inc., died in Hyde Park, California, on May 24, 1991. He was 70 years old. Mr. Bell managed the operations of the Cumbres and Toltec Scenic Railroad in the early 1970s.

Robert Kurt Ziebarth

Robert Kurt Ziebarth, a resident of Taos, New Mexico, died on November 4, 1990. He was 80 years old. Mr. Ziebarth was a member of New Mexico Governor David Cargo's planning staff in the late 1960s and was instrumental in the acquisition of the D&RCW narrow-gauge line and the establishment of the Cumbres and Toltec Scenic Railroad.

August 1991 Work Session Roster

* denotes Crew Leader

Administrative and Miscellaneous:

Gerald Blea
Anne Burton
Les Jarrett
Earl Knoob
Bill Lock*
Joe Vigil

Lunches - Chama:

Mary Cardin
Beth Lock
Nancy Rice
Betty Schuh*

Tool Car:

Chuck Emery*
Gordon Forbes

Chama Car Repair Crew - Bunk Cars, OP, Mobile Supply Car:

Dan Brown
Dennis Chiles
Ralph Flowers
Blake Forbes
Justin Freeark
Wayne Freeark*
Bill Kepner*

Drake Rice
Ken Rice
Craig Story
Tim Taylor

Special Car Repair Crew:

Harry Babcock
John Carson*
Matt Jameson
Anita Taylor

Facilities Management Inventory - Chama:

Frank Burton*
Hugh Fowler
Parker Fowler
Malcolm Merrihew
Greg Roberts
George Swain*

Car Painting:

Andrew Dahm*
Randy Worwag

Engine Shed - Chama:

Roger Briggs
Charles DeWitt
Charles Donaghe
Loretta Donaghe
Ralph Fehr
Carol Anne Freeman

Bob Ground*
Bill Nimon
Mark Reed
Nicholas Wilson
Mark Yates

Lettering:

Guy Combe
Bob Dike*
Art Nichols

Property Maintenance - Chama:

Bill Lock*
Robbie Lock
Michele Martin
Wayne Rancher
Fred Rice
Henry Rothchild
Julie Rothchild
Robby Rothchild
Gene Skoglund

Snowshed - Cumbres:

Ken Abbott
Glenden Casteel*
Linda Donovan
Tom Donovan
Jim Herron
Chris Mahony
Gary McMills

Warren Ringer
Jack Schuh
Dick Sons

Painting - Cumbres:

Richard Caldwell
Tom Cardin
Robin Kumler
Jessica Ratliff*
Casey Seaman
Renee Story*
Carl Tebbens
Tina Tebbens
Lyn Walton
Ann Wauben
Bill Wauben

Carpentry and Grounds

Crew - Cumbres:
Fred Knight
Craig Kumler
Steve Schroeder*
Con Slaviero

Section House - Sublette:

Roy Blizzard
Noreen Breeding
Roger Breeding*
George Canham
Kevin Corwin
David Hoyt

Dean Hoyt
Richard Mathews
Bill McCartin
Bob Mundis
Casey Rupley
Janet Rupley
John Rupley*
Kerry Swart
Gerald Winski

Antonito Car Repair Crew:

Jack Ryan*
Mike Schalk*
Bob Seller
Wayne Welkenback

Maintenance of Way:

James Gross
Wade Hall
Cal Smith*
James Smith
Peter Smith
Ed Walton

Osier Display:

Leo Schmitz
Spencer Wilson*

The Moonlight Train - June 22, 1991



Photographs by: Bill Lock (top left), Tracy Griffin (top right and bottom), and George Swain (middle).

Summer 1991

Continued from Page 1

house began in June 1991. A hard-working crew was able to tackle the most severely damaged portion of the roof and install a temporary roof over that portion by the end of the June session.

Between sessions agreement was obtained from the State Offices of Historic Preservation (Colorado and New Mexico—which oversee the preservation of the railroad) to install long-lasting asphalt shingles that will help with the preservation of the building. In August stripping of the old roof and repairs to the underlayer were first completed, and then shingles were laid upon all the roof by the end of the session.

Some minor details on the roof need attending to next year. Other buildings at Sublette are in equally serious need of reroofing, which will begin in 1992.

CUMBRES

Twenty-four miles farther west from Sublette, and 14 miles east of Chama, three different crews worked on the structures at Cumbres Pass.

Section House. Some additional repairs were made to the siding and skirting on the section house at Cumbres, and the painting of the building was completed. Most of the Saffron Yellow was completed in June, the rest of it was finished in August, as was the brown trim. Passengers on trains nos. 2 and 3 can see the colorful building outlined against the sky from just below Coxo—it is a beautiful sight!

Car Inspector's House. Continuing the major work during the 1990 sessions, crews again worked on the car inspector's house at both sessions this year. In June volunteers completed the west-facing roof, which had not been done during 1990. A temporary roof is now completely in place, with all new decking underneath and many structural

repairs made beneath the decking. The structure is now ready for a permanent metal roof, which the Friends hope to cost share with the Railroad Commission.

The August session saw a carpentry crew do much work on the siding and battens and even some interior work on the house.

Although the goal had been just to prime the building with paint during August, our efficient crew was not only able to prime the entire building but to paint most of the building with Saffron Yellow. A small post-session crew has volunteered to complete the painting of the final coat this fall.

Next year volunteers will finish the trim painting and work on making window and door coverings to secure the building, as well as do numerous other tasks. This building has come a long way since two years ago, when it was thought that the structure was ready for imminent collapse.

Snowshed. One of the most spectacular projects attempted during 1991 was major work on the Cumbres snowshed (shown on page 1). Historically, this important structure protected the Cumbres wye from heavy snowfall so that trains could be turned on the wye. Particularly, in order for the rotary snowplows coming from the east (based in Alamosa) to turn around, they had to back out of the wye, and therefore the west leg had to be clear of snow.

Over the years the snowshed had fallen into serious disrepair. Of the 13 remaining 8-foot bays, the outermost one was in extremely damaged condition and was ready to fall at any minute. Work on stabilizing the structure began in 1990 and continued in June and August 1991. With the requisite government approval, the Friends volunteers built a replacement structure for the first bay and, with an elaborate set of block and tackle, pulled it into place in August. The placement of this bay, which is estimated to weigh in excess of 2,000 pounds, was quite an achievement without using any heavy equipment; it took a great deal of planning.

New roofs of boards and battens have now been installed over the first three bays of the snowshed, including the new bay. In order to help stabilize the structure, many pieces of siding have also been installed. Although the snowshed will need much additional work in years to come, the structure is now stabilized, and crews have a secure platform from which to carry on their work.

CHAMA

Engine House Shed. Rebuilding the shed attached to the east side of the historic engine house was a new major project in Chama in August. This project entailed building a covered shelter for work and storage of materials. The work was necessitated by the removal of the old shed in order to make repairs on the old engine house where it joined the new engine house. This work, repairing an eroded brick wall, was done by the Commission during July and early August. The framing of the new structure was completed and most of the roof decking was laid in August. A crew will continue the work in the middle of September so that the shed will be enclosed and protected from winter weather.

Bunk Cars. The work on the bunk cars that began in June continued in August. Cars nos. 04407 and 04982 now have new roofs and roof walks, new window frames and windows, and rehabilitated interiors. The work on car no. 04982 involved rebuilding the entire wood roof with the replacement of historic tongue and groove planks underneath the roof covering. Additional work needs to be done to all of the bunk cars, including painting in 1992.

Refrigerator Car. The newly acquired 30-foot (short) refrigerator car no. 55 was scraped and linseed oiled in order to protect it for future restoration. There will be more about this acquisition and the history of this unique car in a future issue.

Chama Yard. The property maintenance crew linseed oiled a

section of the west side of the stock yards in August. In June this crew painted the fire-hose shed, repaired the stone wall below the loading ramp for the coal tipple, and undertook significant landscaping tasks around the yard. This crew has done a lot to ensure visitors to the yard see a well-manicured facility.

One of the most important projects begun in 1991 was the inventory of historic rolling stock. Work to evaluate and photograph the rolling stock continued at both sessions. By the end of August, 94 of the 124 historic rolling stock items had been inventoried and photographed. The information from this inventory will become a computer database for future historic preservation and restoration.

RIGHT OF WAY

While crews at Antonito, Sublette, Cumbres, and Chama were working during the August session, another crew was out on the line painting mileposts and new state line signs. Three mile posts and four state line signs were painted.

SUMMING UP

As a result of the volunteer labor contributed by Friends members during 1991, over 4,360 hours of restoration work was put into the Cumbres & Toltec property. This is a very impressive number in its own right, but unstated is the effect of time and weather on this historic property without the volunteer work by the Friends. President Bill Lock commented at the beginning of the work session about the triad of cooperation among the Friends, the Railroad Commission, and the operator. With these three entities working together, and the Friends furnishing materials and labor, the Cumbres & Toltec Scenic Railroad is a vastly improved property—the future is bright indeed as the narrow-gauge line approaches the twenty-first century.

Highlights from the August 1991 Work Session

All photographs by Bill Lock and Art Nichols except as noted.

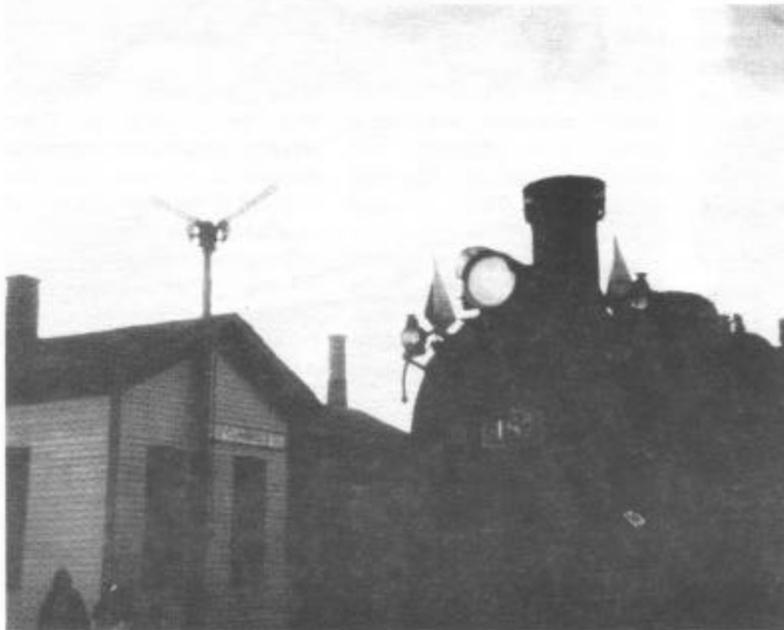


ABOVE: "How much longer do we have to hold these up?" Stenciling the standard-gauge boxcars in Antonito.



LEFT: The special freight train crossing Lobato trestle during the first of three photo run-bys. Photograph by Robbie Lock.

BELOW LEFT: The special freight train in front of the section house at Cumbres. Engine no. 487 turned on the wye for the return to Chama. Photograph by Robbie Lock.



OPPOSITE PAGE:

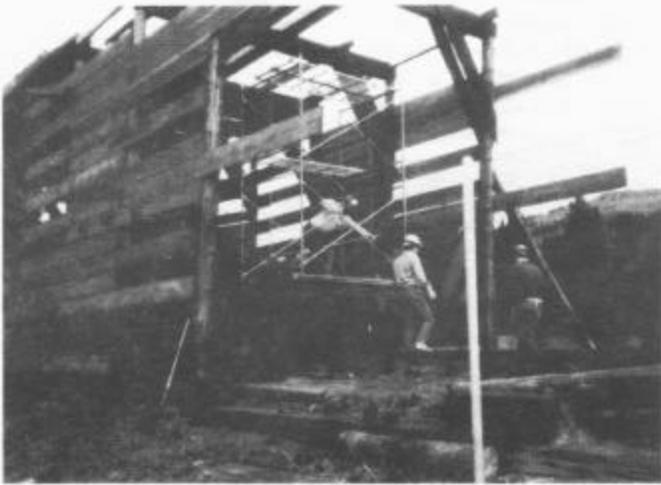
TOP LEFT: The Cumbres Snowshed needed a lot of help (a fixer-upper).

TOP RIGHT: "Did anyone bring the linseed oil?" Working on the stock yards.

MIDDLE: The Chama car repair crew did extensive repairs to bunk car no. 04407 and, shown here, car no. 04982.

BELOW LEFT: Casey and Jessica painting themselves into a corner on the Cumbres section house porch.

BELOW RIGHT: Is Sublette really the back of the beyond?





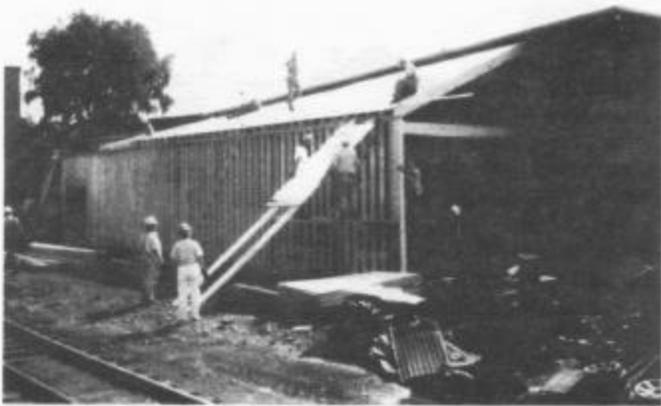
TOP LEFT: Waiting for lunch after a hard morning's work on the Car Inspector's House.

TOP RIGHT: The standard-gauge boxcars after painting and lettering on the dual-gauge display track in Antonito.

LEFT: "But I thought you were doing the counting!" The facilities management crew at work on the inventory project.

BOTTOM LEFT: The engine house shed was a narrow-gauge "barn raising." The old engine house is behind the shed framing.

BOTTOM RIGHT: "Why do I always get the short ladder?" Finishing the painting of the Cumbres section house.





TOP LEFT: Refrigerator car no. 55 is scraped before linseed oil is applied.



TOP RIGHT: The westbound, morning train from Antonito approaches Sublette. Supplies for the Friends volunteers were brought to the site from Chama on the two cars parked on the siding.



MIDDLE: "I know I left the hammer around here somewhere." (the snowshed)

BOTTOM LEFT: Laying the deck on the standard-gauge idler car.

BOTTOM RIGHT: Framing the new engine house shed in Chama.



LETTERS TO THE FRIENDS

Readers are encouraged to write on any topic pertinent to the work of the Friends and the history, preservation, and interpretation of the Cumbres & Toltec Scenic Railroad. Send your letters to the editor at: 1307 45th Street, Los Alamos, NM 87544. All letters will be acknowledged and some editing may be done to conserve space.

It is with real regret that I write to inform you that I will not be able to attend the work holidays at Chama. They were so enjoyable.

The doctor says I am no longer able to tolerate the elevation, so I must be confined to the flatlands.

I had such a good time at Chama and rejoiced to see the interest, all over the country, as represented by our Friends. The amount of actual work is almost unbelievable.

I enjoyed meeting so many fine and wonderful people—Hazel and John Carson, Hawley Seely, Frank and Anne Burton, Ed and Lyn Walton, you and Mrs. Lock, your girls, and so many others.

Wonderful fellowship. Thanks a million.

Mrs. Beatrice Bunte
Claremont, California

Bill Lock received this letter in May. Mrs. Bunte's many friends missed her at the work sessions this summer.

I had a wonderful time working with the Friends this past session. . . . Thanks again for the opportunity to work with a fine group of people.

Roger W. Briggs
Colorado Springs, Colorado

Roger W. Briggs was a volunteer at the August work session and was a member of the Chama engine-house-shed crew.

In April I had the opportunity to go to the Friends' dinner in Albuquerque. Frank Burton asked me if I could be in Chama on Tuesday for the June 1991 work session to help get materials moved. I said I could.

When I arrived just before noon on Tuesday, June 18, Frank was

already busy with a couple of other volunteers getting things inventoried. I was just in time for lunch, after which we went to work. . . .

In the early evening [Wednesday] we got the plywood, scaffolding, wood, nails, roofing, and whatever would fit that was bound for Cumbres and Sublette loaded on two flat cars. There was also an empty pipe gondola for the rotten roofing to be removed from Sublette's section house.

The next morning no. 489 and diesel no. 19 doubleheaded out of Chama with our three-car work train. What a combination! The 489 actually went out to test a bearing that had been replaced the previous night.

Saturday I rode the Moonlight Train, which was particularly special to me because it was the first time I had ridden out on the line. . . . The Moonlight Train was a spectacular trip and the photo run-bys at Lobato and Coxo were superb, as Mother Nature cooperated with clear skies and cool temperatures. Everybody seemed to enjoy themselves as we meandered through some spectacular scenery. It was a time to reminisce about times gone by, to talk about what each had done during the work session, or to enjoy one another's company. . . .

Romance filled the air on the return trip as the stars and moon shone ever so brightly, lacking any competition from city lights. The combination of dinner, the cool evening, the gentle swaying of the cars, and clickety-clack of the wheels on the joints put many to sleep. . . . We arrived back in Chama at 11:05, only 5 minutes late; Amtrak could hardly have done better.

We finished up the roof of the car inspector's house late Sunday morning. The train had just left Chama about the time we finished taking down the scaffolding, so

the two of us who were going to ride got on at Cumbres, while some of the Friends got off. I imagine it has been quite a few years since any passengers both boarded and terminated there. . . .

The August work session was an experience of *deja vu*. I again arrived early in order to help Frank Burton and others load three flatcars bound for Cumbres and Sublette. . . .

I chased the train up the mountain. It was an interesting sight because the flat car bound for Cumbres was sandwiched between the helper and the road locomotive, while the cars bound for Sublette were immediately behind the road locomotive. Thoughts of mixed trains and midtrain helpers filled my mind while I was following the train.

During the August work session I helped build the new shed, which is almost the size of another stall, adjacent to the roundhouse. We finished the framing and rafters and nearly finished putting the plywood sheathing on the roof before time ran out. Comments were made at the High Country dinner as to our having the dirtiest job, since we would get covered by soot from the locomotives sitting on the track next to us. This is probably true, but it was also a lot of fun; it was a vantage point of the yard that few get to have.

Of everything I enjoy when I come to the railroad, I enjoy the people the most. There is a camaraderie among the members that I have found in few other places. We, the Friends, have something special going that gives us a unique opportunity to be part of railroad history by preserving and restoring the buildings and cars of the Cumbres & Toltec Scenic Railroad. The work sessions are not just a lot of hard work, but an opportunity to renew old acquaintances and to make

new ones.

Many thanks go to those who put a lot of time and effort into the preparations that have made and continue to make the work sessions a success. Special thanks go to our President, Bill Lock, who has given much of himself to the Friends. Thanks also go to the employees of Kyle Railways, which operates the C&TS, for making us feel at home, and to the Railroad Commission, which oversees the railroad, for supporting and encouraging our endeavors.

Mark Yates
Kansas City, Missouri

The gallant Friend who loaned his gray, hooded jacket to a shivering young woman on the special freight train, Sunday, August 11, should call 505-822-8200 for its return.

Tracy Griffin
Albuquerque, New Mexico

My wife, Celeste, and I attended our first Cumbres & Toltec work session in June. We were assigned to the crew repairing the roof of the car inspector's house on Cumbres Pass. Our crew chief was Ted Norcross, who came from North Carolina with his family for the work session. We appreciated his patience with us greenhorns from Ohio.

Because only a limited number of persons could be on the roof, Ted and his son, Kyle; Bill Nimon; and Mark Yates spent most of their time on the roof while Ted's daughter, Stacia; plus Greg Roberts; Celeste; and I had the task of interior carpentry and cleaning and removal of clutter surrounding the building. Thanks to the instruction from Greg Roberts, we learned how to rough out window frames. On the last

day, Ted and the crew on the roof had reached their goal of repairing and tarpapering it. . . .

Because the work crew size at times exceeded the work available, Celeste and I also helped paint the section house at Cumbres Pass with Rod Day's crew, a cooperative, motivated, and effective group of enthusiastic volunteers. Although I visited the snowshed project only twice during the work session, I was impressed with how well the team performed very heavy carpentry with essentially only hand tools.

We rode the railroad for the first time the day after the end of the work session. On the return trip from Osier, technically we rode a mixed train because two cars of materials and supplies returning from . . . Sublette . . . were coupled behind the engine. To be able to ride a steam-powered, narrow-gauge mixed train in the year 1991 was a thrill.

Celeste and I derived a lot of satisfaction from participating in our first work session. We finally got to see the Cumbres & Toltec. For a few days, we had the pleasant experience of having our

lunch time punctuated by the arrival of a narrow-gauge train.

I was pleased to find that the C&TS has a complete, integrated "feel." From my perspective of having worked in a signal tower on the Milwaukee Road prior to college, before first seeing the C&TS, I wondered whether it was a real railroad or just a quaint toy. It's a real railroad, and the operating employees are dedicated and professional. They made us feel welcome and part of their team during the time we were there.

We learned much from the work session and also made a lot of new friends. When we began the work session, several people mentioned that volunteers initially come because of the railroad but return again and again on account of the people. We agree.

It was very satisfying to be able to contribute to the maintenance of a significant part of the history of the American West. This was our first volunteer work session, but we plan to make it the first of many work sessions for us.

Chuck Curran
Dublin, Ohio

MEET DIRECTOR...

FRANK BURTON

Albuquerque, New Mexico

I asked Frank, a Director since 1989 and outgoing Treasurer of the Friends, to send me material to use as the basis for this profile. Rather than change any of his words, here is what Frank wrote.—the Editor*

It is absolutely fantastic to me as I watch persons from all over the country and from all walks of life gather in Chama each year to spend their vacations working on the railroad. They come with one driving force—to save and restore one of the best examples of narrow-gauge railroading from the effects of time and weather, and to preserve it for their children.

When I got my first job after high school, in Follansbee, West Virginia, I bought myself a Christmas present—an American Flyer electric train. As time went on I added switches, track, and accessories. But this hobby had to be put on hold when I took several long train rides as a guest of Uncle Sam. One memorable trip was from Camp Lee, Virginia, to Fort Lawton, in Seattle, as a prelude to a long boat ride—all the way to Tokyo.

As a professional engineer, registered in New Mexico, Colorado, and Texas, with an advanced degree in traffic and transportation engineering, I have always had an interest in all elements of transportation. My professional work has included serving as transportation studies engineer with the Colorado Department of Highways, where I helped to coordinate planning among the state, city, county, regional, and federal agencies.

While working for a consulting engineering firm, I had many interesting assignments. In Cairo, Egypt, we developed a plan to connect rural roads with major city arterials and to begin a transportation planning effort for the Cairo metropolitan area. In Atlanta, Georgia, I helped develop the transportation coordination procedure made necessary when the 3 billion dollar subway system was built along existing corridors.

Rae Haynes introduced my wife, Anne, and me to the Cumbres & Toltec by way of a two-day bus and train trip, sponsored by the Albuquerque Museum, to Chama and Antonito during the aspen season in 1987. Rae had been to the August work session in Chama that year, and she used the time on the bus to extol the benefits of "working on the railroad." She introduced me to Bill Lock at the time when the Friends was being organized. He sure put the bite on Anne and me.

My biggest thrill comes from watching the results of the Friends' work. For example, saving the car inspector's house and the snowshed at Cumbres Pass. And as outgoing treasurer to the Board of Directors, my attentions were turned to finding the funds necessary to finance our needs. With more persons attending the work sessions, our budget has grown enormously. We need wood, nails, paint, roofing—the list goes on and on. Many volunteers who can, bring their own tools, but many of our projects require special tools, equipment, and safety devices to use on the job site.

I ask members to help where they can: through their participation at the work sessions, through an extra financial contribution, or through their continued interest and support of the Friends. This organization has become a real force on the Cumbres & Toltec Scenic Railroad. Really big things are coming.

** Although Frank is retiring as Treasurer, he will continue his dedicated service on the Board of Directors.*



Director Frank Burton.

**1992 WORK SESSION
DATE ANNOUNCED**

The Directors of the Friends of the Cumbres & Toltec Scenic Railroad have announced the date for the first 1992 work session. The first session will be Wednesday through Friday, June 10-12, 1992, in Chama. The Fourth Annual Moonlight Train will be Saturday, June 13. The date and location of the August work session will be announced as soon as arrangements have been confirmed.



LEFT: Following the August work session, volunteers enjoyed riding a special freight train from Chama to Cumbres and back. Here, the train with engine no. 487 pauses at the Cresco water tank on the way to Cumbres; Sunday, August 11, 1991. Photograph by Bill Lock.



**Friends of the Cumbres & Toltec
Scenic Railroad, Inc.**
7801 Academy NE, Building 2, Suite 102
Albuquerque, New Mexico 87109

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