

WOOD PRESERVATION

Project Objective: Treat Chama depot dock, restored flat cars, and stock pens with wood preservative

Session: B

Team leader: George Berkstresser

The team prepared the Chama depot and restroom buildings for spraying. They swept the entire area after planing the edges of some of the planks that might have been tripping hazards. They also sanded both handrails between the depot and restrooms. Spraying the linseed oil/mineral spirits mixture was limited in Chama to stock car 6708 and one gate at the stock pens because of the availability of the preservative mixture.

STRUCTURAL REPAIRS AND PAINTING

Project Objective: Structural repairs and painting in the Chama yard

Session: B

Team Leader: Rich Muth

The team completed miscellaneous repairs. The chain link fence at the north end of the yard was repaired with 5 new posts and 80 ft of new top rail. Team members also completed minor repairs to the front door of the depot, replaced the entire roof walk on boxcar 3484, and built a new left-side door for boxcar 3592.

CHAMA YARD LANDSCAPING

Project Objective: Landscape maintenance and improvements

Session: B

Team Leader: Alta Berkstresser

The team cleaned out flower beds and prepared them for summer. Flower planter boxes were positioned on the depot dock and some plants were added to the boxes. Hoses for watering all beds were set up and checked. Weeding and trimming were done in various places.

SUPPORT SERVICES

The volunteers who carried out the historic preservation projects in sessions A and B described above depended on the support of many groups. Listed below are the support services and the team leaders.

Work Session Leader: Bob Tully

Work Session Preparation: Roger Briggs

Work Session Closedown: Ed Lowrance, Roger Briggs

Registration, Administration: Mona Tully, Mary Jane Smith

Tool Car Operation: Ed Lowrance

Food Preparation: Mary Jane Smith

Carpentry Shop and Material Supply: Roger Briggs

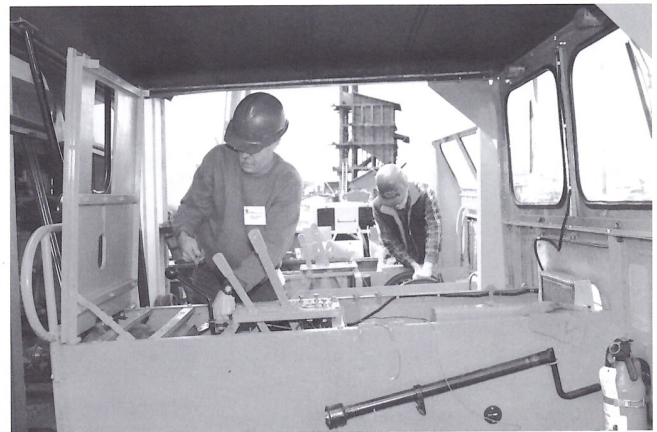
Fork Lift Operation: Bob Tully

Project Reporting and Documentation: Ted Smith

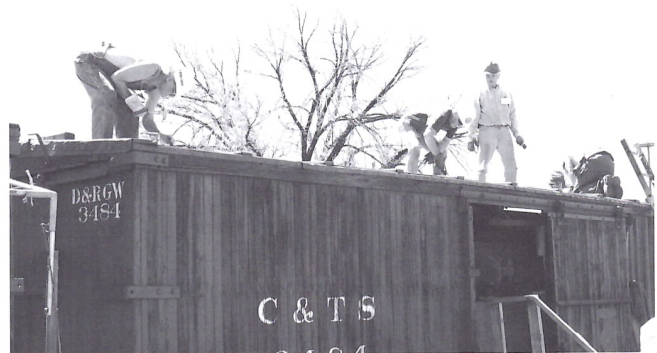
Chroniclers: Sharon McGee

Yard and Train Hosts: Frank Yockey

Ted Smith compiled this report from contributions by Bob Tully, Sharon McGee, and the team leaders.



Andrew Hackmeyer (l) and Dave Ferro working on motor cars 04 and 013. (Tom Cardin)



Volunteers replace the roof walk on kitchen service car 3484. (Tom Cardin)



Bill Strathearn with chainsaw working on the aspen he had just cut down between MP 314 and 315. (Sharon McGee)

SESSION A VOLUNTEERS, MAY 2005

First Name	Last Name	State	Project Assignments
John	Cole	CA	CRF Electrical System Installation
John	Sutkus	CA	CRF Concrete Form Installation Team Leader
Tim	Bristow	CO	Caboose #0306 Renovation Team Leader
John	Engs	CO	CRF Electrical System Installation Team Leader
Steve	Fowler	CO	Carpentry Shop & Materiel
Bill	Strathearn	CO	Carpentry Shop & Materiel
Bob	Tully	CO	Work Session Coordination
Eberhard	Reul	CO	Tool Car Site Helper
Ed	Lowrance	CO	Tool Car, CRF Electric, CRF Concrete
Roger	Briggs	CO	Carpentry Shop & Materiel
Bob	Nordmann	CO	Caboose #0306 Renovation
Mona	Tully	CO	Registration and Administration
Mary	Whelan	FL	Food Service
Rod	Whelan	FL	Tool Car Operation
Jack	Warner	GA	Caboose #0306 Renovation
Peggy	Warner	GA	Food Service
Mark	Valerius	IA	CRF Electrical System Installation
Noreen	Breeding	MT	CRF Electrical System Installation
Roger	Breeding	MT	CRF Electrical System Installation
Marty	Gonzales	NM	CRF Concrete Form Installation
Donald	Bayer	NM	Caboose #0306 Renovation
Russ	Hanscom	NM	CRF Concrete Form Installation
Charles	Irvin	NM	Carpentry Shop & Materiel
Ted	Smith	NV	Project Reporting & Documentation
Chuck	Armstrong	Ontario	CRF Concrete Form Installation
Fred	Kuhns	TN	CRF Concrete Form Installation
Marshall	Smith	TX	CRF Electrical System Installation
Mary Jane	Smith	TX	Food Service Team Leader
Scott	Wright	TX	Caboose #0306 Renovation
Kent	Wallis	TX	Caboose #0306 Renovation
John	Schwartz	TX	Work Session Preparation & Carpentry Shop

SESSION B VOLUNTEERS, MAY 2005

First Name	Last Name	State	Project Assignments
David	Ley	CA	Coal Tipple Repair
John	Sutkus	CA	Coal Tipple Repair Team Leader
Susan	Sutkus	CA	Food Service
Roger	Briggs	CO	Carpentry Shop & Materiel
Rich	Muth	CO	Misc. Structural Repairs & Painting Team Leader
Jim	McGee	CO	Misc. Structural Repairs & Painting
Sharon	McGee	CO	Chronicler Team Leader
Bill	Strathearn	CO	Tree Trimming & Brush Control Team Leader
Bob	Tully	CO	Work Session Coordination
Mona	Tully	CO	Food Service
Ed	Lowrance	CO	Tool Car Operation
Larry	Spencer	CO	Caboose #0306 Renovation
Alta	Berkstresser	CO	Chama Yard Landscaping
George	Berkstresser	CO	Wood Preservative Appl. & Yard Landscaping
Greg	Anstine	CO	Tree Trimming & Brush Control
Tim	Bristow	CO	Caboose #0306 Renovation Team Leader
Don	Richter	CO	Tree Trimming & Brush Control
Bob	Nordmann	CO	Caboose #0306 Renovation
Jerry	McKenzie	CO	Caboose #0306 Renovation
Rod	Whelan	FL	Tool Car Operation
Mary	Whelan	FL	Food Service
David	Ferro	FL	Speeder Parts Repair & Painting Team Leader
Andrew	Hackmeyer	FL	Speeder Parts Repair & Painting
Jim	McKeel	KS	Tree Trimming & Brush Control
Allison	Stoll	MO	Coal Tipple Repair
Randy	Stoll	MO	Coal Tipple Repair
David	Cullinane	MO	Misc. Structural Repairs & Painting
Roger	Breeding	MT	Tree Trimming & Brush Control
Noreen	Breeding	MT	Tree Trimming & Brush Control
Charles	Irvin	NM	Carpentry Shop & Materiel
Bill	Mackey	NM	Wood Preservative Appl. & Speeder Parts Repair
George	Davies	NM	Caboose #0306 Renovation
Donald	Bayer	NM	Caboose #0306 Renovation
George	Trever	NM	Coal Tipple Repair
Ted	Smith	NV	Project Reporting & Documentation
Chuck	Armstrong	Ontario	Misc. Structural Repairs & Painting
Mike	Morse	TX	Misc. Structural Repairs & Painting
Marshall	Smith	TX	Project Assessments & Coal Tipple Repair
Mary Jane	Smith	TX	Registration & Food Service Team Leader

President (continued from page 2)

are appreciative for their support. I want to also thank Malcolm Mackey for the financial support he has provided along the way.

The railroad itself has started the 2005 season with three operating locomotives, numbers 484, 487, and 488. What a feat when one considers just a few short years back life looked very bleak for the C&TS. Reservations going into the season were up dramatically and the State of New Mexico committed to provide \$1 million to the C&TS Railroad Commission in funding. Certainly, we must be thankful for the efforts of so many individuals who worked to make this happen!

Yet, as the new kid on the block, I sometimes hear what is wrong with everything from soup to nuts, or should I say everything from the color of C&TS coaches to RIO GRANDE not being on the sides of tenders. Everyone has an opinion and I certainly respect those opinions. But isn't it great that we can have these sorts of discussions. If we weren't it would only mean that the Cumbres & Toltec had reached the end of the line and that in and of itself, would be tragic.

This is not the case. The C&TS is steaming forward and I hope we can all agree that the future is brighter than it has presented itself in a few years. Now, this does not mean that we (Commission, RGRPC, Friends) do not face challenges. Many challenges and opportunities lie ahead. We do not live in a perfect world. We do however live in a world where a

great many people do care about our C&TS and therefore have strong feelings.

When this scenario exists, one can either be positive in their comments or negative in the discussion about the C&TS. A person has the ability to work towards solving the problem or they will continue to vocalize about the problem and do nothing. Which would you rather be? As Friends' members I believe you all work to solve problems. That is what our organization is about.

We should feel good about the C&TS and its management by the RGRPC as it exists today in the year 2005, the Commission and its recent personnel moves involving Steve Malnar accepting the role of Executive Director and Rey Medina replacing Steve as a New Mexico Commissioner. Finally, as mentioned earlier, the Friends truly continue to mature as a historic railway preservation and interpretive organization. Each and every one of you does impact what the public sees and hears when they ride the Cumbres & Toltec. So as you relax around the campfire or fireplace, take a few minutes and reflect on where we as the C&TS family have been and indeed where we are today. Life isn't all that bad.

Now if you are finished relaxing, we do have more work to do! Have a great summer and see you all somewhere along the C&TS. Thanks again for all your efforts.

—Tim Tennant

FRIENDS WISH LIST

Do you have a lap top computer you are not using? Or perhaps you have a band saw or drill press gathering dust in your garage? If you would like to donate any of the following items, please contact the Friends in the Albuquerque Office at 505-880-1311 or e-mail Tim Tennant at timtennant@cumbrestoltec.org. Donation letters will be supplied for any donation valued in excess of \$250.

- Lap top computer
- Glass Display Case
- Small Concession Trailer
- Memorabilia, photos, library collections, and dining car china associated with the Denver & Rio Grande narrow gauge system, Colorado railroad history, and New Mexico railroad history.

- Table saw, 14" or larger
- Band saw, wood 14" or larger
- Band saw, metal, horizontal or vertical
- Thickness planer, 14" width or greater
- Jointer/planer 8" width or greater
- Shaper 3 phase preferred
- Drill press, 15" floor stand
- Drum sander open end 15" or wider
- Tools—open end wrenches 1" and larger, crescent wrenches 18" and larger, sockets—deep 8 point 1" and up, 1/2" and 3/4" drive, angle grinders 4 1/2" electric, circular saw—cordless 18 volt, drills—cordless 18 volt, wood chisels—1" and larger, augers—wood long shaft 3/4" and larger, drill bits 3/4" and larger, annular bits for Milwaukee Magnet Base Drill 11/16th and larger.

The Second Generation Coaches of the Cumbres & Toltec Scenic Railroad

by Dan Ranger

I arrived in Chama, New Mexico, as the General Manager of the C&TS in May of 1983 having transferred from the Lahaina-Kaanapali & Pacific Railroad on Maui, Hawaii, both Kyle Railways operations. Over the next months, track inspections were part of my orientation. On one of these inspections with track supervisor Max Pacheco, I saw a piece of wood, painted yellow, along the track. I asked Max what it was and he told me it was window trim from one of the new coaches that operated out of Antonito. When I asked him why it was off the car he told me it happened all the time. I could not believe this, the seven "first generation" coaches, usually referred to as the Antonito cars (500, Alamosa; 501, Antonito; 502, Lava; 503, Big Horn; 504, Sublette; 505, Toltec; and 506, Taos), were only a year old!

I soon discovered that these cars suffered from more than just window trim falling off. They were prone to derailments in certain spots on the line. This was mostly due to their rigidity. They had been built on a 6500 class flat car, with the "fish belly" side frames. While these flat cars, as flat cars, were rather flexible, by the time the heavy steel end walls were installed the car frame was less forgiving. One answer to "loosen" up the cars was to increase the side bearing clearances. Although this helped it also made the cars rock from side to side under certain track conditions.

The more time I had to experience these cars the more I disliked them, not only from the outward look of them, but the quality of their construction and the way they rode. Another negative was the way the windows were designed; they did not allow passengers to look out of the cars very well because the movable portion of the windows went only

halfway up. But the coaches were new, and they were more comfortable than the boxcar coaches. There were passengers, however, who really liked the old cars, even when the rain or snow came in the doorways and around the make-shift windows. I recall one snowy October day on the last weekend of operation and the train arriving in Chama. Any time one cannot read the number plate on a K-36's smoke box, you know it had been very cold coming off Cumbres. There were about a half dozen riders in the open car. Most had their parkas zipped up and the hoods all but hid their faces. I called out, "You know, we DO have covered cars?" From inside one of the hoods came "What's the fun in that?" It takes all kinds.

By 1985 the money to build the "second generation" (my terminology) coaches was in hand. Over the previous year and a half, I had a lot of time to think about how these cars could be (read "had to be") better than the first ones. One of my thoughts was that they needed to look like real narrow-gauge coaches: clerestory roof lines, better seats, larger windows that would open all the way to allow passengers to have an unobstructed view of the landscape, and they had to get rid of the fish belly frames that were, well, to put it in a word, ugly.

Through the winter of 1984-85, I had the time to think, sketch and start blueprints of what I wanted to see happen. I have always believed that if one is to succeed one has to use other people's good ideas. On the L-K&P the coaches looked like longer versions of the Hawaiian Railroad's (on the Big Island of Hawaii) cars built by Ransomes & Rapier (England) in 1882. These cars were called the Kalakaua cars after King David Kalakaua who rode on them in May 1883 for the dedication of his ancestor's (King Kamehameha I) statue at Kapaau, on the Big Island. (See Gerald Best's *Railroads of Hawaii*, Golden West Books, 1978, for more details.)

Apart from being over twice as long as the Ransomes & Rapier products, the L-K&P cars were eight wheeled instead of the four-wheeled versions, were of tubular box steel framing and fibreglass outside skin and steel roof. The cars' fibreglass skin was fastened to the steel framing with stainless steel screws. The windows dropped down into a pocket between the outer and inner walls, thus providing clear viewing (and ventilation). While the cars had some excellent qualities—low maintenance fibreglass, walk-over seating, light weight, and replicas of a swing motion, equalized passenger car trucks (which had very good tracking and riding qualities)—they were not without their drawbacks. The major maintenance problem was that the window frames were made of plastic (vinyl), and the latches (also plastic) had the nasty habit of either not fully engaging or breaking. The window would drop suddenly and the tempered glass would shatter—fortunately the latter occurred inside the pocket so rarely did any glass



First generation coach 504, as built lettered Sublette, shown here lettered San Luis. Note the fish belly side frames. (Copyright 1995 Rupley Collection. Used with permission.)