

OR	Laurel	Lyon	Chama Yard landscaping Assistant Team Leader
PA	Chris	Trunk	Water Car walkway repair (Antonito)
PA	Judith	Rosenberger	Chama Yard landscaping
PA	Robert	Rosenberger	Milepost & Whistleboard maintenance
SD	Joyce	Shostrom	Tool Car operation
TN	Fred	Kuhns	Osier Section House restoration & Stock Pen repair
TN	Bob	Ross	Milepost & Whistleboard maintenance
TN	Holly	Ross	Registration & Administration Team leader
TX	Lewis	Clark	Nail & bolt Car operation Team Leader
TX	Al	Dykes	UTLX tank car repainting
TX	Marshall	Smith	Tool Maintenance & Repair
TX	Mary Jane	Smith	Food Service
TX	Jim	Willis	Caboose 0579 restoration (Antonito)
TX	George	Porter	Cook car #053 restoration
TX	William	Hurry	Log bunkhouse renovation & Lava tank repair
TX	Judy	Osborn	Food Service
TX	LD	Osborn	Caboose #0503 restoration
TX	Charles	Bretschneider	Log bunkhouse renovation & Lava tank repair
TX	Nan	Clark	Membership & Asst. Food Service Team Leader
TX	Peter	LaRoe	Log bunkhouse renovation & Lava tank repair
TX	Sandy	LaRoe	Chama Yard landscaping
TX	Bob	LaRoe	Pipe train idler car restoration
TX	Carl	Olson	Log bunkhouse renovation & Lava tank repair
UT	Jim	Herron	Log Bunkhouse renovation & Lava Tank repair Team Leader
UT	Doug	Christensen	Log bunkhouse renovation & Lava tank repair
WI	Robert	Hawkins	Cumbres trestle walkway repair
WY	Wade	Hall	Caboose 0579 restoration (Antonito)

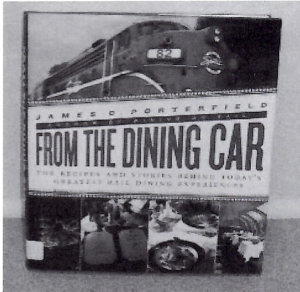
2005 Session D Actual Work Assignments by States & Country

State	First Name	Last Name	Project Assignments
AZ	Don	Metzler	Inventory Management Team Leader, and car door repairs
AZ	Kit	Trenholm	Caboose #0503 restoration
AZ	Jim	Sublett	Car #451 reconversion to car #3553
AZ	Susan	Dick	Milepost & Whistleboard maintenance
AZ	Darin	Calderon	Pipe train idler car restoration
AZ	Don	Storm	Pipe train idler car restoration
AZ	Richard	Dick	Milepost & Whistleboard maintenance
AZ	Dolores	Storm	Food Service
AZ	Mary	Metzler	Food Service
AZ	Alfred	Wendler	Chama Yard water system , DBG #859 rebuild, & reconversion of car #451
AZ	Linda	Wendler	Registration and Administration
CA	Daniel	Parks	DBG 859 rebuild (Antonito)
CA	Randy	Parks	DBG 859 rebuild (Antonito)
CA	Paul	Gerard	Idler flat restoration & assistance with DBG #859 rebuild
CA	Art	Randall	Car #05635 conversion to caboose
CA	Bob	Ground	Work Session Leader
CA	Sandra	Gerard	Chronicler
CA	Warren	Ringer	DBG 859 rebuild (Antonito)
CA	Lee	Parks	DBG 859 rebuild (Antonito)
CA	Floyd	McDonald	Locomotive cab repair
CA	Larry	Jennings	Minor repairs to car doors, siding, etc.
CA	Larry	McDonald	Locomotive cab repair
CO	Mona	Tully	Food Service
CO	Glenn	Hall	Chronicler Team Leader

CO	Roger	Briggs	Carpentry Shop & Materiel
CO	Ed	Lowrance	Tool Car Team Leader
CO	Bill	Gartner	Caboose #0503 restoration
CO	Mike	Thode	Caboose #0503 restoration Team Leader
CO	Tim	Bristow	Caboose #05635 rebuild & assistance with DBG #859 rebuild
CO	Bob	Tully	Car #05635 conversion to caboose Team Leader
CO	John	Engs	Car #451 reconversion to car #3553 Team Leader
CO	Nancy	Gordon	Food Service
CO	Don	Deuell	Car #05635 conversion to caboose
CO	Phil	McDonald	Locomotive cab repair Team Leader
CO	Walt	Duncan	Car #05635 conversion to caboose
CO	Maryruth	Duncan	Chronicler
CO	Geof	Gordon	Minor repairs to car doors, siding, etc. Team Leader
CO	Rich	Muth	Locomotive cab repair
CO	Bill	Pratt	DBG 859 rebuild Team Leader
IA	Cletus	Wander	Osier stock pen repair
KS	Kevin	Pyle	Osier stock pen repair
LA	Wayne	Hall	Chronicler
MO	Rudy	Titworth	Osier stock pen repair
NC	Kyle	Norcross	Osier stock pen repair
NC	Ted	Norcross	Osier stock pen repair Team Leader
NC	Andrew	Norcross	Osier stock pen repair
NC	John	Norcross	Osier stock pen repair
NC	Chris	Norcross	Osier stock pen repair
NM	Tony	Kassin	Pipe train idler car restoration Team Leader
NM	Donald	Bayer	Car #05635 conversion to caboose Team Leader
NM	Emmanuel	Lopez	Osier stock pen repair
NM	Charles	Irvin	Caboose #0503 restoration & pipe train idler car restoration
NM	Barb	Hutchison	Car #451 reconversion to car #3553
NM	Hutch	Hutchison	Car #451 reconversion to car #3553
NM	Russ	Hanscom	Pipe train idler car restoration
NM	Bill	Feldman	Car #05635 conversion to caboose
NM	Lawrence	Harman	Caboose #0503 restoration
NM	Grant	Luckhardt	Car #451 reconversion to car #3553
NM	Mary	Cardin	Food Service Team Leader
NM	Margrethe	Feldman	Drip sprinkler system installation
NV	Ted	Smith	Project Reporting & Documentation Team Leader
NY	James	Okeefe	DBG 859 rebuild (Antonito)
OH	Lou	Aprile	Osier stock pen repair
OH	Jim	Hamblin	Osier stock pen repair
Canada	Chuck	Armstrong	Car #451 reconversion to car #3553
OR	John	Mitchell	Milepost & Whistleboard maintenance
SC	Joan	Krech	Drip sprinkler system installation Team Leader
SC	Ed	Krech	Coach 0252 cover installation Team Leader.
SD	Joyce	Shostrom	Tool Car operation
TN	Holly	Ross	Registration & Administration Team leader
TN	Fred	Kuhns	Osier stock pen repair
TN	Bob	Ross	Milepost & Whistleboard maintenance Team Leader
TX	William	Hurry	Coach 0252 cover installation
TX	Nan	Clark	Membership & Asst. Food Service Team Leader
TX	Lewis	Clark	Nail & bolt car operation Team Leader
TX	Jim	Titworth	Osier stock pen repair
TX	Charles	Bretschneider	Coach 0252 cover installation
TX	Marshall	Smith	Tool Car operation
TX	Marshall	Smith	Food Service
TX	Clyde	Putman	Idler flat restoration & assistance with DBG #859 rebuild
U.K.	David	Priddle	Caboose #0503 restoration
WI	Con	Slaviero	Milepost & Whistleboard maintenance

BOOK REVIEW

From the Dining Car: The Recipes and Stories behind Today's Greatest Rail Experiences, St. Martin's Press, 2004, 289 pp. hard back.



This is the second book by author James D. Porterfield on the subject of dining cars and great recipes from noted chefs. The first book was reviewed in the Summer 2005 issue of the *C&TS Dispatch*. They are both great books and great fun to read. The Friends bought for resale some of the first volume, whereupon

Professor Porterfield sent a copy of the second work on railroad fare. This is well worth the read!

Chapter headings give the scope and depth of his favorite subjects: North American Private Luxury Trains—American Orient Express, Montana Rockies Rail Tours, The Royal Scotsman, and the Royal Canadian Pacific, among others. The chapter entitled “Private Varnish—Private Chefs” includes the Georgia 300, the Belle Vista, and a lot more.

The chapter on Diner Trains includes Café Lafayette, Great Smoky Dinner Train, Napa Valley, The Spirit of Washington, and many more. For the passenger railroads, he writes at length about the upgraded Amtrak. For example, beginning in 1995 food service went from plastic to a mirror image of the grand days of rail travel. In the last chapter entitled “From the Business Car,” he gives examples of BNSF Business diner, Montana Rail Link, and Christmas Dinner on the Union Pacific. This work also includes Appendices: Sources for Further Information, Sources for Specialty Items, and Recipe Index by Course. Finally there is an Index, photographs, dining car plans, and loads of wonderful-sounding menus.

In Acknowledgments he writes: “This book is a love song. Its composition began twelve years ago with the publication of my first cookbook (*Dining by Rail*) which is a social history with recipes.” The reader can quickly grasp his meaning with the combination of good history, vignettes of major Chefs associated with each chapter, and their recipes. This book is everything, and more, as the author promised. It is an excellent work.

—*Spencer Wilson, Friends Librarian and Archivist*

RED PASSENGER COACHES AND THE C&TS

By *Vernon Glover*

During the winter of 2004-2005, the Cumbres & Toltec Scenic Railroad shops painted a number of the railroad's passenger cars in a rich shade of red. For some reason, when the cars emerged from their winter overhauls, the change in color gave rise to a flurry of comments and even criticisms. It seems that many people were not aware of the historic significance of red passenger cars in the history of the Denver & Rio Grande Railroad.

In general, historic information on early railroad car colors is fragmented and difficult to find. Nevertheless, D&RG historians have unearthed enough to confirm the use of a vivid “passenger car red” in the years before 1918. The color was further described as a half-and-half mix of caboose red (a bright red) and Tuscan red. Somewhere in this writer's collection is a paint chip from one of the old Railway Post Office (RPO) cars. One of the revealed colors is a vivid red that seems close to that described above. Lettering and striping were imitation gold leaf.

The red cars began to disappear following a company decision of September 6, 1918 to repaint passenger cars as they became due with the better known Pullman green

color. A cost savings of \$1.25 per car was claimed at the time.

Bright passenger car colors were customary in the early years of western railroading. In the early 1880s, when the Atchison, Topeka & Santa Fe RR entered New Mexico, its passenger cars were yellow. By the late 1880s, the standard color became maroon, set off with gold pin-striping and bright lettering. Many coats of varnish protected the finish.

So, colorful red passenger cars have a place in the history of the railroad that became the C&TSRR. Today's red cars are a reminder of days past when brightly colored passenger trains ran on the new rails in the Southwest.

Sources:

Danneman, Herbert, *Rio Grande Narrow Gauge Varnish - A Denver & Rio Grande Narrow Gauge Passenger Train Car Roster, 1871-1981*. Colorado Annual No. 25. Golden, Colorado: Colorado Railroad Museum, 2003.
Hoffman, Dave, “HOn3 D&RG Style Coaches” in *Narrow Gauge & Short Line Gazette*, January 1977.
John Maxwell.
John Wheeler.

—*Friends member and library volunteer Vernon Glover resides in Albuquerque.*

President (continued from page 3)

This balance I speak of also pertains internally to our Friends Family. As an incorporated 501(c)(3) non-profit organization, the Friends is officially seventeen years old. During this short history, we have become noted in the preservation community for our restoration efforts. Friend's members have demonstrated their ability to restore and preserve the historic fleet of rolling stock and structures along the railroad. We know how to scrape and paint boxcars and do it very well, and I commend our organization for this. As we go about our restoration duties, let us not forget that the Friends also have the responsibility of interpreting the history of the D&RG narrow gauge system and C&TS Railroad to our riders and the general public. Our docents do an outstanding job of being ambassadors for the C&TS. I for one hear a great many compliments for what this group does. However, this part of our mission cannot stop with the docent program. We have an active Interpretation Committee and in the months and years to

come this initiative will consume more of our time and resources. As members I ask that you all think about this and embrace these efforts. Now, this does not mean by any stretch of imagination that restoration projects are lessened. It does imply that we have more work to do in the area of interpretation and emphasis must be placed here.

Sports teams, whether football, baseball, or basketball, win on a consistent basis with balanced attacks. These teams have good offenses and solid defenses. If the Friends are indeed to elevate ourselves to the status of an elite historic preservation organization, we must be balanced in our dedication to the overall mission. There is no doubt in my mind we will get there and it will be through your support, hard work, and commitment that will allow us to succeed! As always, your efforts are greatly appreciated.

— *Tim Tennant*

MAD CITY RAILROAD SHOW

By Bob Boomsma

During our first trip from Antonito to Chama on a gorgeous day last September, my wife, Sylvia, and I fell in love with the C&TS and decided to join the Friends. I was delighted to play a bit part to advance the C&TS by engaging docent Bob Hey to exhibit for the railroad at the large Mad City Model Railroad Show and Sale in Madison, Wisconsin, in February 2005.

During our trip from Antonito to Chama, we enjoyed listening to Bob Hey. I was impressed not only with Bob's knowledge of the route and the railroad's history, but also with his winsome, engaging manner. Visiting with Bob on the train, I learned that his home is at Brookfield, near Milwaukee and not far from Madison. After arriving at Chama, I suddenly got the idea (must have been the coal smoke and altitude) to ask Bob to consider exhibiting at the Mad City Model Railroad Show and Sale. Fortunately, I found him in the yard, and we exchanged e-mail addresses.

Bob said he once looked into exhibiting at Trainfest, the large show in Milwaukee each November, but the high cost of a booth dissuaded him. Because I am active in our local division of the National Model Railroad Association (NMRA), I quickly found out that non-profits exhibit at our show at no charge and passed along contact information to Bob, who promptly arranged to attend. Bob was able to use Friends' exhibit material, some of which has seen better days, but he did quite a bit of work himself to spruce up the exhibit. And it was much more than well received.

Bob Hey made the Friends exhibit at the Mad City show a big hit. He had pictures of Friends projects. He had litera-

ture to give away and not only about the C&TS, but also about vacation destinations in Colorado and New Mexico. He had a video going—and not too loud. His daughter Christine was working the booth with him. And like a pro, Bob was out front working the crowd that stopped or slowed to look at the exhibit. He told me he signed up one new member. The fine job that Bob and Christine did was recognized with the Friend's exhibit receiving Best Organization Display and Second Place for Exhibitors.

Even though Trainfest charges non-profits to exhibit, my impression is that most model railroad shows don't, at least those associated with the NMRA. The good shows have a variety of exhibits and sellers. These are not swap meets. Our show fills over 70,000 sq ft. There are twenty something operating layouts to view, as well as historical societies of various railroads and museums. Such shows are a good place for the Friends to exhibit. If you would like information on a train show near you, see the "Schedule of Events" in the bar on the left at www.trains.com. If you need help, please e-mail me at bboomsma@chorus.net.

—*Friends Member Bob Boomsma resides in Madison, Wisconsin.*



Bob Hey engaging a father and son at the railroad show. (Bob Boomsma)

Schedule of Friends' Events

2006 Volunteer Work Sessions

May 15-19, Session A
 May 22-26, Session B
 June 12-16, Session C
 June 19-23, Session D
 August 7-11, Session E
 August 14-18, Session F

Annual Meeting

June 16

FRIENDS WISH LIST

The Friends is seeking the following items. Any members or acquaintances who may be interested in donating any of these items, please call us 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 11/16" and larger.



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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 Albuquerque, New Mexico 87109

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