



# C&TS Dispatch

Vol. 20 No. 2

SUMMER 2007

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Friends of the  
Cumbres & Toltec  
Scenic Railroad  
2006 Annual  
Report included

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## Richard L. Dorman Collection of Narrow Gauge Railroad Historic Photographs

by Vern Glover

The last several issues of the Dispatch have included photographs from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs. This article presents the story behind these photographs and the work that is underway to document and preserve this outstanding collection. About two years ago, Dick Dorman approached the Friends' President, Tim Tennant, and several other members of the Friends of the Cumbres & Toltec Scenic Railroad. He was concerned with finding a permanent home for his lifelong collection of narrow gauge railroad photographs.

Our reaction was unanimous - the collection was an important archive of history, it included materials that were

See **DORMAN**, page 8

## Another Century of Narrow Gauge Steam II

by Nan Clark and Bob Ross

**Members and Money** - These are the fuels that power our organization. Without them, we cannot accomplish our Mission nor fulfill the objectives of our Strategic Plan.

**Members?** We've got the greatest! We are known world wide for our hard work, commitment, and generosity.

**Money?** That's another story. Obtaining sufficient funds is a constant concern. Fortunately, we have just completed our highly successful *Another Century of Narrow Gauge Steam* (ACNGS) campaign. Over the past five years we raised \$600,000 from our membership. Nearly 100% of the pledges received were actually collected; an incredible accomplishment.

Those funds have already been put to work rebuilding locomotives, building the Antonito Car Restoration Facility, acquiring land in Chama for future Friends use, and assisting the Commission and operator to help assure the railroad's future. This successful campaign has also been an enormous help in leveraging our efforts to acquire grant funding from outside sources.

Building on this success, the Friends kicked off ACNGS - Phase II on opening day of the C&TS Railroad operating season - May 26, 2007. By now Friends members have received the new brochure which is also available on our web-site. This is a five



Photo by Bob Richardson at Chama, NM, date not known. Left to right, K-36 Class locomotive numbers 485, 484, and 487. From the **Richard L. Dorman Collection of Narrow Gauge Railroad Photographs**.

See **ACNGS**, page 10



# C&TS Dispatch

*Friends of the Cumbres & Toltec Scenic Railroad*

*William Lock, Founder*

## Directors

2006–2008

**Curt Bianchi**  
**Robert Craine**  
**F. Parker Fowler**  
**Arthur Nichols**  
**Bob Ross**  
**Warren Smalley**  
**Bob Tully**  
**Frank Yockey**

2007–2009

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**James Herron**  
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**William Lock**  
**Ed Lowrance**  
**Craig McMullen**  
**Dan Pyzel**  
**Linda Smith**  
**Dennis Sterosky**  
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**Treasurer**

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**Bob Ross**  
**Curt Bianchi**  
**Dennis Sterosky**

**Editor**  
**Editor Emeritus**  
**Photographer**

**David Lee**  
**Arthur Nichols**  
**Tom Cardin**

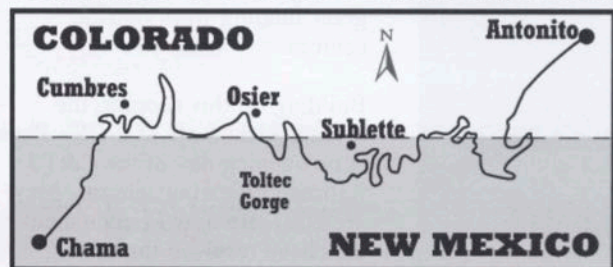
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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 & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886

Denver & Rio Grande Railroad—1886 to 1921

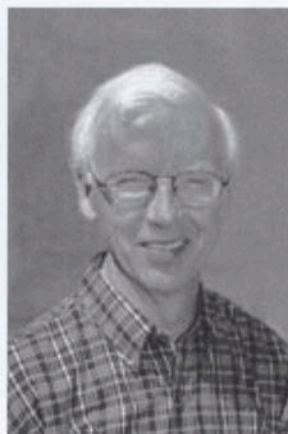
Denver & Rio Grande Western Railroad—1921 to 1970

Cumbres & Toltec Scenic Railroad—1970 to 2005

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## PRESIDENT'S COLUMN

### From the INTERIM EXECUTIVE DIRECTOR



It is an honor for me to be writing this column after an absence of some twelve years since I "retired" as President of the Friends. I was recently blessed with the opportunity to be reminded of why I have stayed active in the Friends all these years. We have been privileged to have some great

leaders in Terry Shaw and Tim Tennant and a marvelous Board of Directors, and especially including our current Chairman, Bob Craine, and our previous Chairman, Jim Herron. Our organization has grown dramatically in every way. It is hard to believe that we will be celebrating the twentieth anniversary of our founding in less than a year.

As I said, I had the marvelous opportunity of being reminded of one of the great strengths of our organization, which is the Work Sessions. My wife and I attended Work Session C in mid-June along with about one hundred other people. Work Session D the following week had even more volunteers, doing what we do best – restoring and interpreting the best historic railroad there is to offer. The opportunity of renewing friendships for many years along with the opportunity of getting to know new people is one of the greatest joys that I have ever experienced. If you have not ever experienced a Work Session, please try it out if you are able, or even just come to the Railroad during the time that volunteers are there to get a feel for what really goes on.

During the Work Sessions of the Friends of the C&TS, a person can see volunteerism at its best. People of all different backgrounds and skills come together with only one agenda and that is to help preserve and interpret the Railroad. It was truly inspiring to see so much work getting done on all kinds of historic equipment, buildings, and even the landscaping. Not only were our docents on board every train (throughout the year in fact), but our people were in the Railroad yard to welcome visitors at all times of the day.

I am pleased to announce that our Fall Colorado Board Meeting is going to be in Manitou Springs, just West of



Colorado Springs. Our Board will be meeting on Friday and Saturday, October 26 and 27. We will keep you posted as to the exact schedule of activities, but everyone is always welcome at our Board meetings in addition to our membership meetings. I want to welcome our newly elected directors Caroline Tower, Linda Smith, Craig McMullen, and Dave Lee in addition to our reelected directors. Also, thank you so much for the service to our organization for

those directors who did not run for reelection, Richard Tower and Jerry Sand. This year is turning out to be a great year for the Railroad and the scenery is especially beautiful. I hope you can have a chance to take a ride! Best wishes.

— Bill Lock  
Interim Executive Director



*Friends members frequently provide information on the Friends and the Cumbres & Toltec Scenic Railroad at local railroad and model railroad events. Here members Shirley Burke and Spencer Wilson are manning the Friends' booth at the 12<sup>th</sup> Annual Albuquerque Railroad Fair on May 19, 2007. If you would like to represent the Friends and the railroad at an event in your area, contact the Friends' office in Albuquerque for materials. (George Lawrence)*

**We Need Your Expertise**

Due to member growth and the explosion of Friends projects and activities there are increasing opportunities for member involvement. Many of these can be done from your home and relate to research, educational and interpretive activities, railroad history, background of historic rolling stock, museum design and display, researching and cataloguing the Dorman photographic collection, and procurement and inventory management for work sessions. The enclosure with this issue is a copy of the Friends' new skills checklist. Please complete and return it today.



*Conductor Alan Loomis is being filmed for an upcoming advertisement for the C&TSRR. The majority of the advertisement was filmed at Chama on May 24, 2007. (David Lee)*

**Dispatch Deadlines**

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

Fall Issue: Mail on September 25  
Work sessions C and D reports and photographs must be received by August 8.  
All other material must be received by August 15.

Winter Issue: Mail on December 21  
Work sessions E and F reports and photographs must be received by November 1.  
All other material must be received by November 8.



## HISTORIC PRESERVATION – 2007

### *The May Volunteer Work Sessions*

#### **Antonito Projects**

##### **CRF CONCRETE WORK**

*Session: S*

*Team Leader: Warren Ringer*

Session S had a number of projects involving concrete work. Our workers decided to lump them all together and use all available hands to accomplish the walkway from the CRF to and between the reefers, the pad for the dust collector/air compressor and an extension of the work walkway on the east side of the CRF along the northernmost track. We decided to postpone work on the visitor walkway from the railroad parking lot to the CRF until we had more time and people. All the work laid out was finished – a total of over 1100 square feet of cement was poured and finished.

Donated pallet rack storage units were installed on the south wall of the CRF, freeing up a great deal of floor space. We can now store 15 pallets of material.

##### **STORAGE REEFERS INTERIOR COMPLETION**

*Session: S*

*Team Leader: Bob Tully*

While the concrete work was in progress, a team installed ceilings in our two standard gauge reefers, repaired the floors as necessary, and began installing lumber storage racks. This same team used down time to clean a newly acquired stock car of its accumulated compost. Installation of the reefer storage racks was completed during session A and lumber on hand was sorted as to type and length and racked.

##### **AIR COMPRESSOR/DUST COLLECTOR SHED**

*Session: S*

*Team Leader: Warren Ringer*

*Session: A*

*Team Leader: John Cole*

*Session: B*

*Team Leader: James O'Keefe*

The shed was constructed on the north side of the CRF. The foundation was poured and work on framing was started during Session S. Session A saw framing of the

large air compressor/dust collector shed completed. This shed is large enough to provide storage of lesser used materials. Numerous minor electrical details were ironed out and fixed during the session. The major accomplishment during Session B was the installation of the metal sheeting on the air compressor/ dust collector shed. It is now weather tight and equipment has been moved in. Dust collector piping has been run along the north wall. The air compressor installation was partially finished.

##### **CRF SHOP EQUIPMENT INSTALLATION AND TESTING**

*Sessions: S and A*

*Team Leader: Warren Ringer*

*Session: B*

*Team Leader: James O'Keefe*

A fine saw table was constructed for the radial saws. Cleaning and repair was started on the new 20 inch band



*Jim O'Keefe cutting siding. (M. Gonzales)*



saw. A donated jointer was assembled during Session B and is ready for a motor.

**COOK CAR 053 RESTORATION**

*Session: B*  
*Team Leader: James O'Keefe*

A crew began removing cook car 053 siding in preparation for survey work and final repair. Roof tin was lifted revealing deterioration in the clerestory roofing which must be evaluated prior to reinstallation of any siding. This car is now ready for year-round once-a-month work sessions.

"Working inside the CRF during wind storms is a real pleasure," says Site Leader, Ed Lowrance.

**Chama Projects**

**CHAMA LOG BUNKHOUSE FOUNDATION**

*Project Objective: Replace log timbers under bunkhouse*  
*Sessions: A and B*  
*Team Leader: Jim McGee*

This project is a continuation of the project begun in Session F 2006 to replace the foundation of the log bunkhouse in Chama. The goal for Session A was to remove and replace part of three logs in the rear (west) wall. The original logs were cut out and the opening was made ready to reinstall the new ones. Jacks were reinstalled under the steel tubing on all four corners of the structure. The steel tubing at the rear of the building also had a jack inserted to support it when the new foundation log is inserted at another session. This project did not progress

as far as planned in Session A because only the team leader was available to work on it.

During Session B the bottom two logs in the rear wall were replaced. They had been cut out during Session A 2007. Shims were placed where necessary, and expanding foam insulation was inserted. The rear foundation was also inserted. This required jacking up the rear wall using the steel tubing placed under the building in 2006. A 2-foot base of gravel was placed under the foundation to allow for drainage. The foundation was inserted by pulling it into position with a winch and then using pry bars to get it into the final location. Both the north and south end foundation logs were also inserted during Session B. The steel tubing was cut to length before the side foundations were inserted.

The chinking was not completed, as the logs were green, and it was felt that drying out would create more spacing than is currently there. Work remaining to be completed includes: shimming and chinking all the new spaces, re-chinking the entire building as needed, replacing the three front trim boards, painting the building, building a new porch and step, and leveling the ground for drainage away from the building.

**TELEGRAPH BOOTH IN CHAMA DEPOT**

*Project Objective: Construct telegraph booth in Chama Depot as part of Friends' interpretation mission*  
*Session: A*  
*Team Leader: Bill Strathearn*

The Session A objective was to build the door to be installed in the new telegraph booth display inside the Chama depot



*Jim McGee sawing timber for the log bunkouse. (Tom Cardin)*



*Steve Fowler and Bill Strathearn installing door of telegraph booth in Chama Depot. (Sharon McGee)*



building. The doorway was framed to the correct size, and the 3-panel with glass door was completely built in the Chama wood shop. The door was then installed inside the depot to be painted when the display is completed. Two counter tops for use with the telegraphy equipment were also installed.

## CONVERT CAR 05635 TO CABOOSE

*Project Objective: Complete rebuild to caboose for future revenue passenger service, especially charters and special trains*

*Sessions: A and B*

*Team Leader: Don Bayer*

This project is a continuation of work begun in earlier sessions. During session A, the hanging steps, the grab bars attached to the caboose sides, the grab bars over the caboose overhang, and the A and B end windows, which had already been constructed, were installed. The four windows for the A and B ends of the cupola were also installed. The side windows of the cupola will have to be created in place. They will be two sliding windows on one track. The temporary siding had to be removed and new sills will be installed. New siding will be installed on the exterior after the windows are in place. The retainer valve was also reinstalled during this session.

Interior wall supports were made from 2" x 4" boards. These were placed under the cupola to make the restroom area and the usual cabinet areas.

During Session B, the A end left side cupola temporary siding was removed and shims were installed to make it square. All installed windows were caulked to prevent moisture from getting into the car. Tongue and groove interior siding was installed beginning with the restroom area (A end left side) and moving around the interior of the car. New cupola window sills were made this session but due to the weather will be installed at a later date along with

the windows. A ½" x 2" x 10' steel bar was heated and bent on a form to create side supports for the ladders on both ends of the caboose. This required the use of two acetylene torch setups to get the steel hot enough to bend.

The work remaining to be done includes: interior finish work, installing the platform railings, restroom fixtures, and painting the outside of the car.

## Trucks for Caboose 05635

*Team Leader: Dan Pyzel*

The project to construct leaf spring trucks for caboose 05635 is proceeding. New pedestals have been cast, and nearly all needed parts are on hand.

## CHAMA DEPOT PAINTING

*Project Objective: Repaint the Chama Depot*

*Session: A*

*Team Leader: Don Huber*

*Session: B*

*Team Leader: Rich Muth*

Session A was used to get the depot ready to be painted during Session B. The east and west outside walls were scraped, caulked, and primed as time permitted. The freight door's lower two panel inserts were removed and will be replaced with new wood pieces.

Session B was devoted to finishing the scraping, caulking and priming. All signs and benches were removed from the area prior to beginning painting. The paint used for the depot was Rio Grande Yellow. Toltec Brown was used on all the doors, windows, and trim. Scaffolding was installed to finish off the north-east and north ends of the building. When the painting was done, all benches and signage were replaced.

## REFURBISH RIDER GONDOLA 6205

*Project Objective: Refurbish Rider Gondola 6205*

*Sessions A and B*

*Team Leader: Geoff Gordon*

This car will be used as an additional rider gondola car during freight photo trains. During Session A, a survey was made of work needing to be done. The car was determined to need a new top rail all around, new shims in each of the wall support posts, a few seat supports replaced, new boards for the bottom of the seats, and replacement of some of the floor planking.

During Session B new shims were installed at the base of all wall support posts. A new seat was installed on the



*Ron Lira and Alan Robson removing siding for installation of cupola side windows. (Sharon McGee)*



*Painting trim on the Chama Depot. (Tom Cardin)*





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

Dear Friends' Members and Supporters:

I am pleased to report to you that both your organization and the railroad are in very good condition. In spite of contending with a number of significant challenges, we continue to make progress on our strategic goals while growing our historic preservation programs. Below I will try to summarize a few of our accomplishments over the past year, describe some of our current projects and plans and recognize some of the people and partners that make the C&TSRR the unique world class living museum and tourist railroad that it is.

As I begin my third year as Chairman of your Board of Directors, I must note that we have an outstanding board composed of passionate, knowledgeable men and women whose willingness to work for the benefit of the Friends and the railroad is extraordinary. The same can be said of our committed members and volunteers whose contributions of time, talent, and resources to the Friends are in many cases unprecedented. Our directors are listed on the second page of this newsletter, and included in that group are four new directors elected at our recent annual meeting. We welcome Linda Smith of Logandale, NV, Caroline Tower of San Francisco, CA, David Lee of Santa Fe, NM and Craig McMullen of Colorado Springs, CO. Friends directors that retired from the board this year included Jerry Sahnd and Richard Tower; their service is much appreciated.

The Friends closed 2006 in strong financial condition, with audited financial statements showing total assets of approximately \$1,120,000. Our cash position at year end was 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 growth in our resources will come increased expenditures and investment of funds. The new Another Century of Narrow Gauge Steam II (ACNGS II) fundraising campaign and Railroad Visitor's Center (RVC) project, both noted below, will account for much of this over the next five years. Our 2006 audited financial statements can be found on the Friends' website.

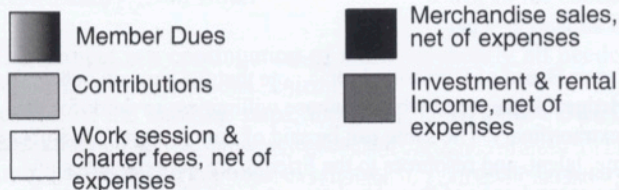
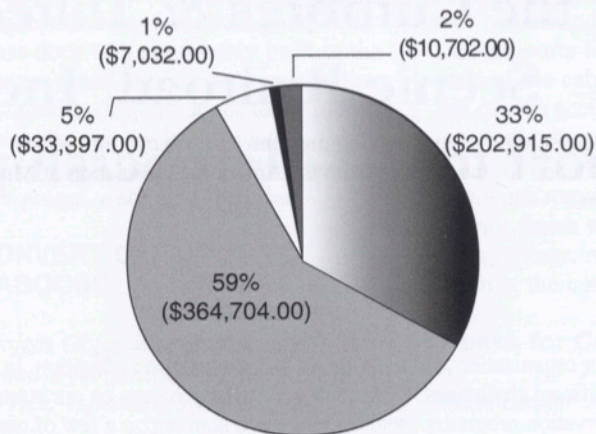
Immediately after raising \$600,000 (of which \$120,000 remains) from Another Century of Narrow Gauge Steam, the Friends' first major fundraising campaign, the Friends' development team, headed by directors Bob Ross, Chairman of the Development Committee and Nan Clark, Campaign Chair, initiated ACNGS II in April, 2007. The ACNGS II campaign aims to raise \$2 million over the next five years to preserve and restore the historic rolling stock and structures of the C&TSRR, assist in the re-building of the locomotive fleet, fund an expanded interpretation and education program and for the direct support of the railroad operations. Thus far the campaign has received, from an increasingly broad base of members and other foundation and corporate supporters, total pledges of nearly \$400,000 and cash contributions in excess of \$103,000. 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, important source of support for the railroad.

One of the most important developments for the C&TSRR over the past year has been the appointment of four new commissioners to serve on 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 appears we have just that and more. We formally welcome to the C&TSRR family new Commissioners Lon Carpenter, Chairman, of Grand Junction, CO, Pete Foster of Durango, CO, Lenny Martinez of Albuquerque, NM, and Randy Randall of Santa Fe, NM. We appreciate the service of the outgoing commissioners.

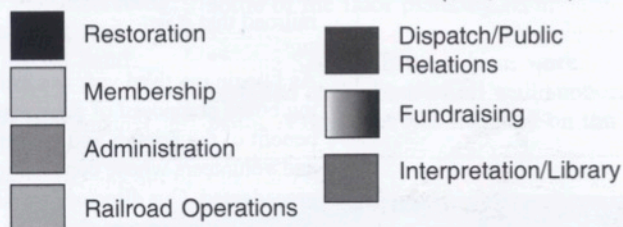
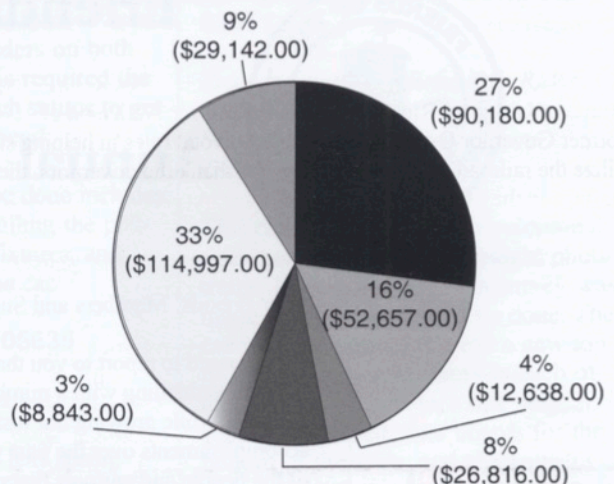


# Financial Summary 2006 (audited)

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



2006 Income by Source



2006 Expenses by Function

### Statement of Financial Position

December 31, 2006

#### Assets

<b>Current assets:</b>	
Cash	\$ 384,637
Certificate of deposit	\$ 35,000
Accrued interest	\$ 3,765
Grant receivable	\$ 25,000
Other receivables	\$ 1,815
Merchandise inventory	\$ 47,209
Prepaid expense	\$ 4,012
<b>Total current assets</b>	<b>\$ 501,438</b>
<b>Depreciable assets:</b>	
Building and equipment	\$ 212,070
Less accumulated depreciation	\$ 51,224
<b>Net depreciable assets</b>	<b>\$ 160,846</b>
<b>Other assets:</b>	
Land - Chama	\$ 115,500
Land - Antonito	\$ 90,000
Historic equipment	\$ 77,915
Feasibility study for interpretation center	\$ 12,976
Library collection	\$ 160,991
Deposits	\$ 1,300
<b>Total other assets:</b>	<b>\$ 458,682</b>
<b>Total assets:</b>	<b>\$1,120,966</b>

#### Liabilities and Net Assets

<b>Current liabilities:</b>	
Accounts payable	\$ 49,760
Tenant deposit	\$ 550
Note payable - First Community Bank	\$ 100,000
<b>Total current liabilities</b>	<b>\$ 150,310</b>
<b>Net assets:</b>	
Temporarily restricted	\$ 599,397
Permanently restricted	\$ 297,779
<b>Total net assets:</b>	<b>\$ 970,656</b>
<b>Total liabilities and net assets</b>	<b>\$1,120,966</b>

#### Notes on financial information:

The above financial information and Statement of Financial Position of the Friends at December 31, 2006, has been extracted from the 2006 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 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.



Underlying the appointment of the new commissioners was a renewed interest in the preservation and operation of the rail-road by New Mexico Governor Bill Richardson, former Colorado Governor Bill Owens, and current Colorado Governor Bill Ritter. Bill Hume of Governor Richardson's office and Jon Anderson of former Governor Owens' office played pivotal roles in helping stabilize the railroad's governing body. We thank the governors, their staffs, and the others who stepped in to help.

As significant as the new commissioners in importance to the railroad was the engagement last year of a new management company to operate the railroad for the Commission. Early in 2006 the Friends supported the formation of the new non-profit corporation, C&TS Management Corp. (C&TS), to manage the railroad operations. By all accounts 2006 was a successful season with nearly 40,000 riders, a significant increase over 2005, and financial results that exceeded expectations on the positive side. Ridership thus far in 2007 continues to exceed the comparable 2006 levels. 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, General Manager. With the exception of Tim, these gentlemen are volunteers who have expended 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&TS, led by the same team, is operating the railroad again in 2007. For the Friends, this is significant not only because of the strength and successful track record it brings to the operation, but also because Tim Tennant, the Friends' "former" President and CEO is continuing in 2007 as the railroad's General Manager. While this provides continuity for the railroad management, it also means the Friends' executive management needs are being met by several board members who are volunteering to serve in various roles while Tim is on leave of absence. The organization continues to accomplish a great deal in Tim's absence, but it's no secret that this is a temporary handicap for us. Last year director Warren Smalley served as our interim Executive Director; this year it is director Bill Lock in that role. Other directors and I are playing expanded roles and with the support of our strong staff we are doing more than just getting by. The extra work of those who have stepped up to help is appreciated.

The Friends have an informal agreement with C&TS concerning our "loan" of Tim to the railroad. This will continue for the balance of 2007 and maybe longer. If the time frame extends much beyond the first quarter of next year, the Friends may seek to hire a new full-time Executive Director, or it is possible that the interim arrangements may continue. C&TS, the Friends, and Tim Tennant will continue to work together for the best interest of the railroad. This is one of those unusual situations where because of the cooperation and good will among all the parties, several different scenarios may result in a win-win for each party and the railroad. We will keep you advised of developments but you can be assured that

your board and our staff will keep the organization running until a more permanent solution is developed.

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 in or near the Chama railroad yard that will attract visitors and enhance their experience, support the preservation of the living museum and the operation of the tourist railroad and, in the end, stimulate tourist activity and economic development in the region. Director Ed Lowrance chairs this project and, with Nan Clark and others, deserves our appreciation for their hard work.

The Friends' new indoor car restoration facility in Antonito is being completed this summer. At 4,300 square feet, not including adjoining storage and work areas, this investment in a first class indoor work space with rail access will provide benefits to the Friends and the railroad for years to come. We invite you to stop by and tour the facility and see what our investment of approximately \$225,000 in the land and building has bought. Several projects are planned or underway in the facility, including the full restoration of cook car 053.

Our 2007 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 seven 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 28,000 volunteer hours to the C&TSRR this year, and there is more to come. Importantly, through the end of July we kept our excellent safety record intact.

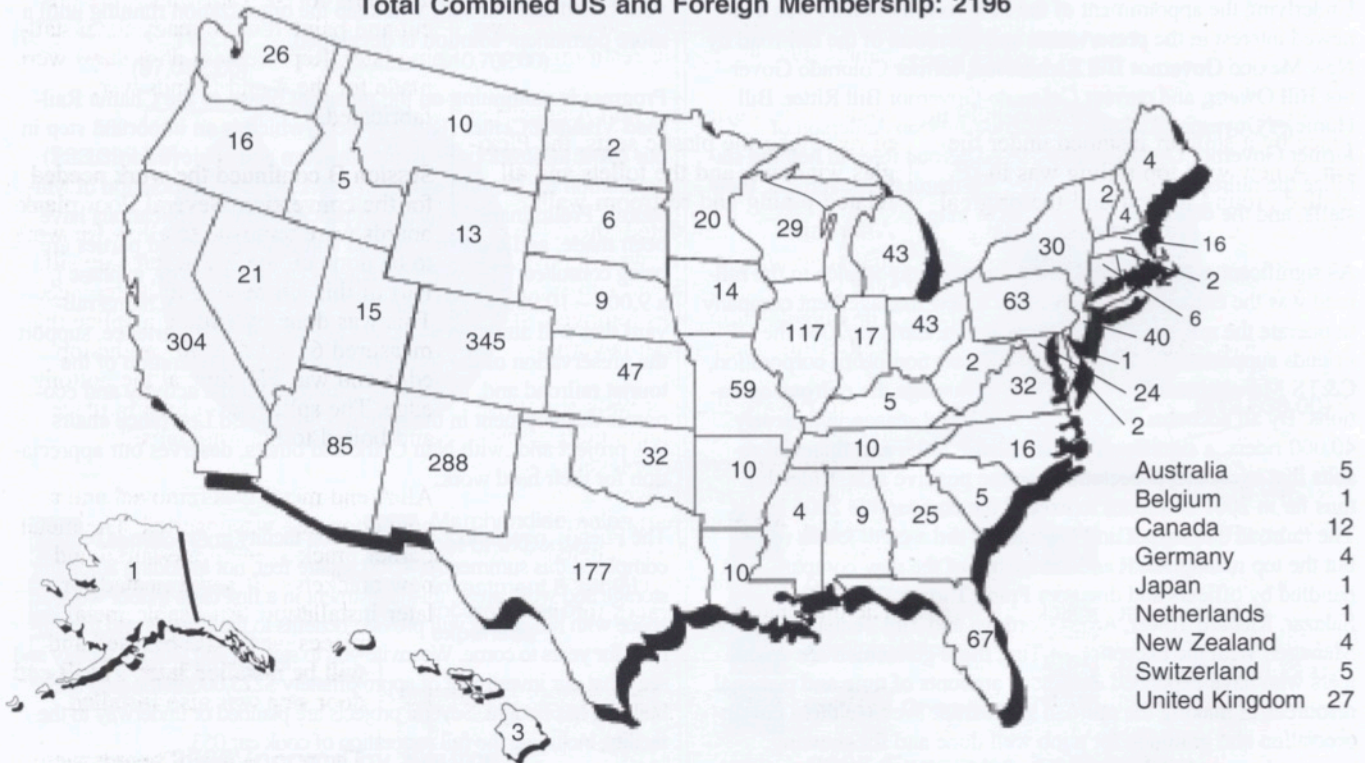
Several new important volunteer assignments have been made. Bob Tully has resigned as chair of the Project Committee after six years of dedicated service. Bob put in an enormous amount of time and under his leadership our restoration work thrived. Bob's affable personality combined with his work ethic and thorough knowledge of our historic preservation work combined to make the phrase "Tully says..." the prefix for the description of every project for many years. In recognition of Bob's service to the Board of Directors, his leadership of the Project Committee and his passion for making the Friends a world class organization, he was awarded the Friends' General Palmer award at the annual meeting last month. This award is given (there are six prior awardees) to recognize exceptional contributions to the Friends and the railroad. Thank you Bob, again, for your service to the railroad and the Friends...you have made a difference.

Ed Lowrance has assumed (in addition to his other roles) the chairmanship of the Project Committee and will oversee not only an expanded scope of projects but also a re-organization of the committee to better meet the needs of the organization. We have also engaged the services of Friends' member and Chama resident



## Membership Distribution as of June 30, 2007

Total Combined US and Foreign Membership: 2196



### Annual Report (Continued from page 3)

Don Bayer as Project Manager. Don will bring an enhanced level of hands-on support for our project planning, administration and management.

Terri Shaw resigned as chair of the Interpretation Committee in 2007. As a long-time officer and director and former executive director of the Friends, Terri played an important role in our growth over the past ten+ years and will be missed. Frank Yockey has assumed the chairmanship of the Interpretation Committee and is assembling a team to focus efforts in this area. He will retain his position as head of the Docents.

We are pleased to announce that the Cumbres & Toltec Scenic Railroad has been elevated from local to national significance on the National Register of Historic Places. This action took place in May when the National Park Service officially approved an amendment to the railroad's National Register listing, which dates back to 1972. The listing was amended to clarify the boundary of the property, to better account for all of its resources, and to establish the C&TSRR as a nationally significant historic resource. Our sincere thanks go to Keith Hayes, a Friends volunteer who compiled the revised nomination, Tom Cardin for providing the photographs, the Colorado and New Mexico State Historic Preservation Offices and others who helped.

Earlier this year the Friends completed the acquisition of the Richard L. Dorman Narrow Gauge Photograph Collection (via a purchase and partial gift by Mr. Dorman to the Friends). The collection, assembled by Mr. Dorman over a period of more than 30 years, consists of approximately 25,000 black and white prints depicting the Denver & Rio Grande Western, Rio Grande Southern, and Colorado & Southern

narrow gauge railroads in Colorado and New Mexico. In addition, Mr. Dorman has generously donated several thousand color transparencies of narrow 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 under the direction of Spencer Wilson and Vern Glover. 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 2,300 families from 50 states and thirteen 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.

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



B end left side and seat supports were tightened or replaced if necessary. A damaged floor plank was repaired by cutting out the damaged piece and installing a new piece, which is held in place by a support installed under the car. A new wall top railing was installed around the car and the original pipe railing was reinstalled. During later sessions, the car will need to be repainted.

## CAR JOURNAL OILING

*Project Objective: Oil and repack the journals of cars that do not move on line at all*

*Session: B*

*Team Leader: Art Randall*

The journals of cars that do not move on line were oiled and repacked to protect the journals and bearings of these cars from damage if they need to be moved due to switching or for other reasons. The crew oiled or repacked 41 cars: 17 on track 4, 9 on track 1, 4 on the east track of the oil dock, and 11 on the west track of the oil dock. We finished up by putting new pads in rider gondola 6205 to make it ready for the start of the 2007 season.

There are estimated to be 12 to 15 cars still needing to have work done including the cars in the Friends' string. Completion should require less than one week next year.

## REBUILD BOXCAR 3244 INTO CONCESSION/LAVATORY CAR

*Project Objective: Reconfigure Boxcar 3244 from a passenger box car to a restroom/concession boxcar for photo freight runs.*

*Sessions A and B*

*Team Leader: Russ Hanscom*

Boxcar 3244 is to be reconfigured from a passenger boxcar to a restroom/concession boxcar for photo freight runs. The outside is to be redone to look like a boxcar, but the car is to include restrooms and space for concessions. The roof walk will also be removed and replaced. At this time it

appears the roof is not leaking and will not need to be replaced, except for two panels over the former restroom area.

Initial work during Session A consisted of removing the plastic seats, the Plexiglas windows, and the toilets and all related piping and restroom walls. After this was completed, the rubber mat covering the floor was removed as well as the particle board sub-floor. The outside siding was removed, as well as the interior wall coverings.

The roof walk and roof walk supports, the side fascia boards and gutters, the side grab bars, corner brackets, roof platforms and ladders were also removed. All metal parts were removed. Some parts were labeled to be replaced when the car is completed. The diagonal wood braces for the sides

and parts for the roof walk were pre-cut and painted to be ready for installing later. Replacement door steps were made for the A and B ends were fabricated.

Session B continued the work needed for the conversion. Several floor plank boards were removed to allow for work to be done on the A end left side sill. Part of this sill needed to be replaced. This was done by cutting a splice that measured 6" x 12" x 30" at the top edge and was 78" long at the bottom edge. The splice was glued in place and bolted to the original sill.

All A end metal was removed and a new door step was inserted. The metal corner brackets were measured and new brackets will be fabricated for later installation. All usable metal

pieces were wire brushed and will be installed later. The B end door step was also installed.

The restroom roof boards were replaced as were the A end left side roof pieces that needed to be replaced. Murphy roof panels were removed for access to the A end left side in order to replace the truss rods. The side metal supports that had been unfastened were put back into place and all wood support pieces were made and reinstalled. All floor planking was cut and fit. Planks adjacent to the end sills were left loose to facilitate access for bolts to hold the corner plates in place, which will be installed at a latter session. After additional review, it was determined to replace about 11 feet of the B end left outer sill, starting at the end sill and extending almost to the needle beam. The sill had a lot of deterioration and access was relatively easy for repair due to the current status of the car rebuild.



*Rod Whelan watches as Geof Gordon and Bill Martin fit railing to rider gon 6205. (Tom Cardin)*



*Tim Bristow, Jim Kyser, and John Altshool shaping and cutting tenon holes in B end, left side sill insert for boxcar 3244. (Sharon McGee)*



unlikely to be preserved elsewhere, and it was of significant size. The collection was so large that it occupied its own room in the Dorman residence. There were about 25,000 images contained in 166 photo album binders and dozens of boxes of slides. A year ago, the parties reached an understanding and a Gift Agreement was written and signed. Private donors came forward to ensure that there were funds to complete the transactions and allow the Friends to take possession of the collection.

A strategic plan for handling the Dorman Collection was prepared at the beginning of work and forwarded to the Friends' Board of Directors. We are following it today with occasional adjustments to details.

After a year of dedicated work by our team of volunteers, we can look back on all that has been accomplished. One measure is that, to date, we have examined and processed about 5,000 images from the total of 25,000. Another measure is that cataloging and digital scanning have progressed through more than 50 of 166 photo binders or albums. At this time, we have addressed most of the issues involved with development of a permanent accessible archive and can see our way ahead. Our processes are iterative, and we have put the benefits of accumulated experience back into the collection as we move along.

What are the priorities? Conservation of the photo prints comes first. We have a secure off-site storage site, comparable to any university special collections facility in terms of environment and security. Prints are placed in archival packaging, numbered, and an information sheet filled out as a data record. Images are scanned and stored on three redundant hard drives (one off-site). These activities comprise the basic tasks of accession, print storage, creation of back-up data, and data protection. These will be completed as rapidly as possible.

Some of the collection remains with Mr. Dorman. He has retained three of the 166 binders of prints for a possible new book. He also will transfer his full files of permissions and copyright information, and some additional miscellaneous materials.

Funding is maintained in a separate account within the Friends as the result of the Board of Directors' decision that the Dorman Collection not be a burden on the Friends finances. The acquisition and supplies for the Dorman materials have been financed entirely by donations and in-kind contributions. Funds for acquisition were donated by over 200 Friends members. Two members of the Friends ensured that there was sufficient money available to meet the requirements of the Gift Agreement. Remaining funds were used for accession supplies and equipment such as the new computer with redundant storage and the new photo printer.

Cataloguing, scanning, and conservation of the Dorman Collection are done by a team of dedicated volunteers. The

team has grown from two members to a group of highly talented volunteers who work in the Friends' office on a regular basis throughout the week.

**Spencer Wilson** works with the community. He seems to know everyone in the history business in New Mexico and where to get things done. He located the outside storage site, he can get documents repaired, and he has access to other specialized sources. Tim and now Spencer are our "single-point-of-contact" with Dick Dorman.

**Wes Pfarner** is our system manager and computer data person. He performs most of the scanning work and does a quality control check on the data worksheets as he does the scanning. The latter often involves checking the research supporting an image and similar work. Wes tracks our progress step by step and keeps a log of activities volume by volume. Wes also has an extensive railroad library and does research at home when needed.

**Vern Glover**, your writer, tries to keep one step ahead in looking forward to the next processes we need to address and work through. This year, the work leads to a printed catalog of prints for sale, beginning with the Chama to Antonito geographic area, following Dorman's method of organization. Other means of distribution are being considered.

**Dave Ryerson** has taken a role as expert print-maker as well as supporting computer operations. His son, **Dan Ryerson**, appears off-site as a data base developer. Dan is also a Forest Service connection developed through logging history work by **Joe Hereford** and this writer. Given the size of the Dorman Collection, the comprehensive data base will be our primary tool for customer services into the future.

**Carol Haller, Byron Garner, and Robin Marshment Henry** comprise a team of indefatigable researchers devoted to finding every possible fact about a given image. They know all about published books, how to read railroad maps and documents, and generally know how to squeeze information out of a photograph. These are rare and valuable skills. Robin is the newest member of this team.

**Dick Kilday** is the most distant day-to-day volunteer, living in northern Virginia. He is engaged in scanning 35 mm. slides. Determining the scope of content and organization within the collection is one of his goals. There are about 5,000 slides.

The jump into producing prints for sale will be a big one for the Friends. Preparing and selling prints represents a significant workload, one that will require several skills not yet represented on the team. A draft "Use Agreement and Order Form" that represents common contemporary archival practices has been prepared. Study of the practices of other archives and collections found that there are two



universal practices. One is that each and every customer must sign a user agreement concerning use of prints prior to purchase. The second is that the customer is responsible for resolving copyright and use issues.

As a preliminary, it may be useful to prepare a finding aid for use by customers at the Friends office in Albuquerque. Distribution of a series of more detailed catalogs will provide items for sale in addition to prints. A series of Dorman catalogs in paper or CD-ROM format will be saleable to not only the railfan community but to the broader history community as well.

Clarity and readability are goals for any forms of catalog. Traditional rail photo catalogs date to the days of the mimeograph. Many were marvels of brevity with arcane codes and hidden information. Some of the Dorman Collection prints are marked with descriptive information accessible only in an old photocopy of another collector's catalog that we are lucky to have available. Many Denver Public Library prints are marked with an obsolete catalog number no longer searchable through their on-line catalog. These require extensive research to identify.

Friends' projects have received special consideration for use of images from the Dorman Collection. Prints will be available at the cost of materials (or the direct costs from a photo shop if volunteers are not available for the requested work). There will be no user fees of the type requested of commercial customers.

Another future step might be to ask other archives and institutions how they feel about including their images in the catalog, with appropriate addresses and contact information for purchasing prints.

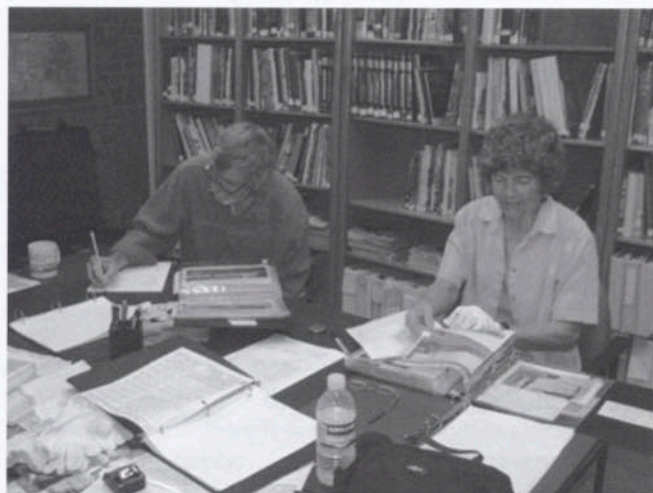
Planning for print sales brings copyright and permission issues into play. To compile a catalog, we will revisit both the prints themselves and the data sheets to verify our data.

The Friends have acquired Dick Dorman's rights and permissions. These, however, do not pass automatically from other archives and collections (Denver Public Library, Amon Carter Museum, McCarter, Vollrath, and the like). Current and nearly universal archival practice under today's laws is that all prospective users are responsible for obtaining permissions from these established institutions. This is brought to the attention of all users of the Dorman Collection by requiring each user to sign the "Use Agreement and Order Form" in advance of receiving prints.

As a practical matter, seeking out identifying and copyright information is a significant workload. Many of Dorman's prints are decades old and information on the reverse is obsolete and sometimes unreadable. The Dorman Collection worksheets provide this information when completely filled in. Learning all the tricks of the third party collections (Denver Public, Maxwell, McCarter, etc.) has taken

some time and considerable effort. Training volunteers to dig into these specialties has taken time and effort. Earlier efforts at recording data on the worksheets may need to be reviewed and expanded as needed.

We continue to follow the Strategic Plan with on-going proposals and discussions for creating the best tools for future cataloging and customer service.



*Volunteers Carol Haller and Byron Garner in the Friends' Library cataloguing photographs from the Dorman collection. (David Lee)*



*Vern Glover scanning photographs from the Dorman collection. (David Lee)*



year campaign with the goal of raising \$2 million. In addition to soliciting pledges from our members, we are contacting foundations, corporations, government agencies, Chama and Antonito businesses, and railroad and work session suppliers. The response so far has been very encouraging. Your Board of Directors, with 100% participation, has pledged a total of \$175,000 toward the new campaign and as of July 20, ACNGS II pledges total \$390,000. Those pledging \$1000 or more over a five year period are being recognized on our Donor Board in Chama and acknowledged in Antonito.

Funds collected from this effort will go to several key needs of the C&TS RR museum:

#### **INTERPRETATION and EDUCATION**

Building a Railroad Visitor Center in Chama.

Achieving museum accreditation.

Developing an education curriculum for children and youth.

#### **HISTORIC ROLLING STOCK**

Rehabilitating and preserving the vast, unique collection systematically through a long range restoration plan.

#### **HISTORIC STRUCTURES**

Performing significant structural repairs, and continuing restoration programs.

#### **C&TS LOCOMOTIVE FLEET**

Assisting the railroad to bring five locomotives to full time operating condition.

#### **RAILROAD AND OPERATOR ASSISTANCE**

Providing funds to assist the Commission and Operator to meet the critical needs of the railroad.

Ten percent of monies collected will go to the established endowment fund. This will assure funds for future generations of Friends. We have set aside a budget of 5% for administrative costs to support this fund raising effort. Because we are all volunteers, we expect our expenses will be below this level.

Yes, \$2 million is a huge amount. Helping the Friends attain this goal will be many outside sources, but we are counting on our members to again support this magnificent 64 mile living museum. We have great plans and much to accomplish. Please make a generous pledge right now. We need and appreciate it.

*Nan Clark is the Campaign Chairperson and a member of the Board of Directors. Bob Ross is chairman of the Development Committee and Vice Chairman of the Board of Directors.*

## **Campaign News**

- \$390,000 pledged to ACNGS II as of July 20, 2007 with \$103,000 actually received in donations and representing 248 contributors.
- A ten minute DVD about the C&TS RR and the fundraising campaign was recently aired at the Friends annual June meeting. More than \$61,000 was pledged to the campaign that evening, including donors who decided on the spot to *increase* their previous pledge.
- Based on that success – an anonymous member has donated the money to provide everyone in the Friends organization a copy of the DVD which will be mailed to you soon. Please review the DVD and share it with individuals and organizations to help us expand our fundraising outreach. If you have not yet pledged – please consider doing so.
- Donor Boxes placed in the Chama yards are bringing in daily cash contributions from the visiting public. Most donations are for \$1 or \$5 but we have collected some \$20 bills and even two \$50s and one \$100 bill. The boxes represent every US State, Europe, Asia, Canada, and Mexico and donors are encouraged to contribute based on their state/country of origin. In the first six weeks over \$1000 in small bills has been raised.
- Contributions from Chama and Antonito merchants have been very encouraging to date with 19 businesses pledging \$1000 or more.

## **FROM YOUR LIBRARY**

*by Spencer Wilson*

Your Librarian has recently completed a manuscript entitled "Full Circle: Volunteers and the Cumbres & Toltec Scenic Railroad," 303 pages plus a one-page Appendix (thanks to Richard Cowles).

This is the story of the volunteers who were very instrumental in saving our historic narrow gauge railroad in the first place, and it was again saved by volunteers in 2000 and beyond. After several years of research and writing, and with considerable proofreading by library volunteers, it is now available through the Friends office. Also, the book is self published by the Friends and will cost \$30 plus \$3.50 handling and shipping. All monies generated by sales will go to the Friends – of course!

Your author also guarantees that the deathless prose will help to put you to sleep. But, if you are interested, you may order through the Friends' office at 6005 Osuna Rd., Albuquerque, NM 87109.

*Spencer Wilson is the Friends Librarian and Archivist and a member of the Board of Directors.*



## 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 Ed Lowrance, 970-731-9184, e-mail at eglval@centurytel.net, so we know what is coming or can assist with transportation. 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
- Kerosene lamps
- Safe 3'x 4' or less
- Suitcases, carpet bags
- Pre-1950 leather and/or canvas mailbag
- A stack of old envelopes
- 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
- Cuspidor (spittoon)
- Tobacco tins, cigarette papers, chewing tobacco labels
- Canning jars, older ones with the rubber seals
- Any tin containers, pie and cake pans
- Unusual coffee mugs
- Dutch oven with lid, any size
- Various sizes of Cast Iron Skillets
- Coffee grinder
- Cleavers, various knives with wood handles
- Large metal coffee pot
- Variety of table ware
- Variety of kitchen tools
- 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, 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 with would be fine.

### The Chama Depot – Telegraph Station Agent Area

We have the start of a mannequin, but he needs outfitting with old eyeglasses, arm bands, a vest, green eyeshade visor, and especially a coat and hat which has or could have D&RG markings. A small collection of telegraph equipment

has been assembled but it needs to be expanded to include Cumbres and Osier Buildings. Items from the 1920 through 1940 period, especially ones from the D&RG that would be appropriate at the station, are desired. Paper memorabilia such as timetables, personnel rosters, train orders, train tickets, engine and car forms, and an old calendar would be very useful. A couple of wood paper trays, punch, ink well and pen, and other small desk type items are also needed. A safe with a center combination lock, no larger than 3'x 4' would be painted and decorated following photographs of two D&RG safes readily available for reference.

### 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 Item of the Day

We need a medium size backhoe/front end loader that we can fit with forks. A 4 x 4 machine is highly desirable. The 24 hp Kubotas, Bobcats, or similar are lighter and just as capable as the yellow cats and other well known machines.

If donated, we will take about anything that operates. Also, we can put some funds into a purchase at the right price.



*You may have noticed that the Wish List is a little shorter than it was in the spring issue of the Dispatch. A Big Item that is no longer on the list is a pickup truck. Phillip and Linda Walters donated a truck earlier this year. They drove down from Mancos, Colorado with the truck and presented the keys and paperwork to Don Bayer, on the right, at the Chama depot. (Tom Cardin)*



## Schedule of Friends' Events

**Colorado Banquet and  
Fall Board of Directors' Meeting**  
October 26 - 27, 2007

**New Mexico Banquet and  
Spring Board of Directors' Meeting**  
March 14 - 15, 2008

### 2008 Volunteer Work Sessions

May 12-16, Session A  
May 19-23, Session B  
June 16-20, Session C  
June 23-27, Session D  
August 4-8, Session E  
August 11-15, Session F

**Railroad Opening Day**  
May 24, 2008

**Annual Meeting and Annual  
Board of Directors' Meeting**  
June 20 - 21, 2008

**Moonlight Train**  
July 19, 2008



*Chama, NM, roundhouse shop force, early 20th century. Photographer not known.  
From the **Richard L. Dorman Collection of Narrow Gauge Railroad Photographs.***



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

6005 Osuna Road NE  
Albuquerque, New Mexico 87109

RETURN SERVICE REQUESTED

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