



# C&TS Dispatch

Vol. 19 No. 2

SUMMER 2006

Friends of the  
Cumbres & Toltec  
Scenic Railroad  
2005 Annual  
Report included

## FRIENDS LIBRARY GAINS OUTSTANDING ACQUISITIONS

by Spencer Wilson

There is wonderful news to report from your Library: two momentous developments. First, and you may have seen this on the Friends web page, we have acquired a fabulous photographic collection. We entered into an agreement with Richard L. Dorman of Santa Fe, a renowned architect, to obtain his entire collection of black and white photographs of Colorado and New Mexico narrow gauge railroads. This is a purchase/gift, wherein the Friends paid for half and Mr. Dorman donated the other half. The Dorman Collection is unique in its combination of size and regional scope. The prints fill 180 notebooks. You could view one notebook every evening for six months before having to repeat yourself. In April we took possession of the first half of the total

collection of some 22,000 prints, all in photo albums, about 84 of them. The Dorman collection is unique for the size of the collection and for the scope. It is probably the largest single collection devoted to narrow gauge railroading.

Dorman is well known in the railroad preservation community for his eleven books (with number 12 due soon). He started collecting during a trip to Durango, Colorado in 1973. His interests initially settled on the Rio Grande Southern. His first several hundred photos came from the families of former locomotive engineers of that line. That was his start and he continued to search for the next decades.

The Friends will keep the collection as a permanent archive. We have arranged for archival storage for the collection. We will then develop a comprehensive cataloging system. With the very professional help of Friend Vernon J. Glover, we will develop a system to scan the images into a dedicated computer. The Friends will ultimately make these images available to members, and others. Details will be made public as the system develops. By the time you read this in the Dispatch, all of you will have received a more detailed report, with an additional sign-up sheet with spaces for those who would like to volunteer here in the Albuquerque office/library. The Board of Directors of the Friends mandated that the processing must be self sustaining. This means a separate source of funding for the operations necessary for processing the collection. That also means searching for grants and donations. The second half of the Dorman collection will be acquired in April 2007. Also this April, Vernon and I drove to Santa Fe to pick up another part of the Dorman collection. This consisted of some 6000 color slides of railroads in the two states. These slides were donated by Mr. Dorman—at no cost to the Friends! These too will be archived until such time as they can be addressed by dedicated volunteers.



*Richard Dorman visits Friends Albuquerque headquarters to deliver first half of his outstanding narrow gauge photograph collection. Left-to-right: Friends librarian and historian Spencer Wilson, historian Vern Glover, Richard Dorman, and Friends President Tim Tennant.*

See **LIBRARY**, page 7

# C&TS Dispatch

*Friends of the Cumbres & Toltec Scenic Railroad*  
*William Lock, Founder*

## Directors

2006-2008	2005-2007
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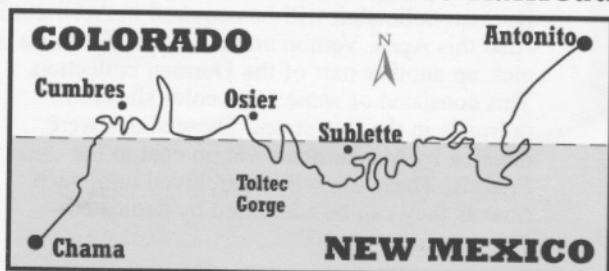
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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 \$25.00 per year; outside the USA membership is \$35.00. 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

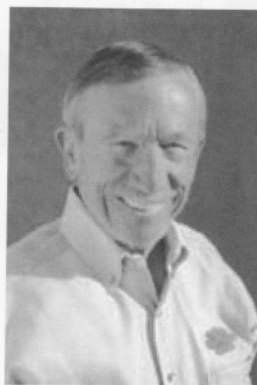
Denver & Rio Grande Western Railroad—1921 to 1970

Cumbres & Toltec Scenic Railroad—1970 to 2005

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## PRESIDENT'S COLUMN

### From the INTERIM EXECUTIVE DIRECTOR



### Successful Start to the 2006 Season!

Memorial Day festivities in both Chama and Antonito kicked off the 2006 operating season on the Cumbres and Toltec Scenic Railroad. Festivities in Antonito included all the railroad commissioners, Former New Mexico Governor and Commission Chairman David Cargo, Colorado

Commissioners Wayne Quinlan and Carol Salisbury, and New Mexico Commissioner Carl Turner. Executive Director Leo Schmitz introduced Antonito Mayor Michael Trujillo, Colorado Representative Rafael Gallegos, and special guest of honor Senator Lewis H. Entz, who was recognized by having caboose #0306 named after him! There was even a surprise showcase appearance by the San Luis & Rio Grande Railroad passenger consist on the standard gauge track beside the Antonito depot lead. I wonder how many years have elapsed since a standard gauge passenger train met the departing C&TS train?

Festivities in Chama included a well-done presentation of the colors by the local VFW post, speeches by local dignitaries and a blessing of the train. Both trains left on time and nearly full!

Ridership on the C&TSRR to date is up almost 20% over the previous year! The Railroad Commission, through C&TS Management Corp., plans to install more than 12,000 ties and has purchased 120,000 tons of ballast. Plans include new ballast and resurface work on the track the whole length of the railroad. Twelve additional people have been hired for the track gang. This will result in smoother, faster rides and much less wear and tear on locomotives and equipment. We're off to a great start under President Frank Turner and General Manager Tim Tennant. I'm filling in part time for Tim here at the Friends' office. He left big shoes to fill, but we're doing our best to serve you as well as we have in the past. You can reach me here at the office or e-mail me at [warrensmalley@cumbrestoltec.org](mailto:warrensmalley@cumbrestoltec.org).

There were 83 of us at work sessions S, A, and B; 120 of us worked on the railroad, restoring, preserving, and interpreting it, during session C; and 80 people participated in session D. We anticipate a total of 450 people at the work sessions this season. This is 20% of our total membership of 2300 people! We appreciate the volunteers...they are the core of who we are. And, likewise, they know and appreciate that you're thinking of them and supporting their efforts through your resources.

This summer Friends crews have worked on diverse projects including, but not limited to, machinists helping the machine shop employees get the engines ready for opening day, restoring cabooses 0503 and 05635, restoring the Jordan Spreader, converting a box car and the Hinman Coach to museum display cars, repainting the Osier Dining Hall, RPO restoration, erecting an interpretive kiosk at Cumbres Pass, providing delicious lunches for all the workers, serving as docents on the trains everyday and many other worthy projects to keep a 127 year old railroad running and in good repair.

One of the most significant projects was the completion of the Antonito Car Repair Facility. Ed Lowrance, project leader, and his able crew during work sessions S, A and B placed re-bar, laid track into the shop, installed a switch, poured several thousand square feet of concrete, hooked up electricity and plumbing, and installed lighting to complete an outstanding facility where historic railcars can be protected from the weather and restored year round. Ed and his crews deserve special thanks for completing this excellent facility. To see the work being done and how great it looks, visit our website at [cumbrestoltec.org](http://cumbrestoltec.org) under Work Session A. Special thanks also go to all those who contributed to the Friends' ACNGS fund which provided the financial support for the project, including the Gates Foundation of Denver.

Early in 2006 the Friends provided support and other resources to help create C&TS Management Corp. ("CTSMC"), a separate, independent non-profit company formed to operate the railroad. The officers and directors are Frank Turner, President; Tim Tennant, Vice President and General Manager; Richard Tower, Secretary/Treasurer; Elmer Salazar, Director; and Amos Cordova, Director. All have extensive experience in the railroad industry, from large railroads such as Norfolk Southern, Amtrak, Southern Pacific, etc., to smaller regional and short lines. Tim Tennant is on a temporary leave of absence from the Friends while he supports the railroad as the general manager. Each of the officers and directors of CTSMC is doing a wonderful job and we owe them all our appreciation and gratitude for their dedication and hard work. All but Tim are serving purely as volunteers.

Separately, this spring, the Friends acquired the "Richard L. Dorman Collection" a treasure trove of 26,000 images from the glory days of narrow gauge railroading in the Rockies. Mr. Dorman has published a dozen books using the photographs of Rio Grande Southern and the Denver & Rio Grande. Spencer Wilson, librarian, and Vern Glover, historian, spend many hours of volunteer labor every week cataloging and preserving these images for posterity. This acquisition places the Friends' library and archives among the most important such institutions in the country. Thanks to all those who have provided funding and contributed time to this great project.

The Friends are on the move toward our goals of preservation, restoring, and interpreting this 127-year-old living-operating museum.

Thank you for your financial, material and volunteer work support. Because of it we are a major player in the future of the railroad.

— Warren Smalley  
Interim Executive Director



*Former New Mexico Governor and Commission Chairman David Cargo (left) and special guest of honor Senator Lewis H. Entz at Memorial Day festivities in Antonito kicking off the 2006 operating season on the Cumbres and Toltec Scenic Railroad. Senator Entz was recognized by having caboose #0306 named after him. (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.

Spring Issue: Mail on March 25

All material must be received by February 15.

Summer Issue: Mail on August 8

Work sessions A and B reports and photographs must be received by June 22.

All other material must be received by June 29.

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 25

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 – 2006

### *The May Volunteer Work Sessions*

#### **PREPARE CAR REPAIR FACILITY (CRF) FOR USE**

*Project Objective: Prepare CRF for use Sessions S, A, and B*

*Site Leader: Ed Lowrance*

##### *Session S*

*Team Leaders: Don Bayer, Ray Diffie, and John Sutkus*

##### *Session A*

*Team Leaders: Don Bayer, John Sutkus, and Cliff Young*

##### *Session B*

*Team Leaders: John Engs, Ray Diffie, and Cliff Young*

Ed Lowrance has been the Project Manager for the construction of the Antonito Car Repair Facility (CRF) since 2004. His primary responsibility throughout the project has been to facilitate preparation of the different functions necessary to complete the CRF. This included getting team leaders for the various projects that needed to be done and coordinating them in an orderly manner.

Various projects were set up for 2006 work sessions S, A, and B. Excavation inside the CRF by the Robins Construction Company of Antonito took place at the beginning of Session S and took almost 3 days. Laying of the second track into the CRF from the outside switch was led by Team Leader Don Bayer.

Preparation for pouring the remaining two-thirds of the concrete floor (the first third was poured in 2005) was led by Team Leader John Sutkus. Steve Perea, of Steve Perea Construction, La Jara, Colorado, was hired to finish the concrete. He and his brother did an outstanding job for us. In addition to the concrete floor poured inside the CRF a pad was poured outside the personnel door and aprons were poured at the east side overhead door and along the north side of the north track leading into the CRF.

It should be noted that during Sessions S and A team members worked wher-

ever they were needed. This was especially true on Tuesday, May 16<sup>th</sup> when 60 cubic yards of concrete were poured. Team members from both Chama and Antonito participated in pouring this large amount of concrete.

Angle parking on the south side of the CRF was set using short pieces of ties that had been cut from standard gauge ties to shorten them for narrow gauge use. These were secured with pieces of rebar. 3/4 minus ballast was used to surface the first two spaces.

Team Leader Ray Diffie did the rough plumbing for the restroom during Session S that included bringing the water line under the foundation and chipping a hole through the foundation for the sewer line. A large hole was dug just outside the building to make the connections going into the CRF for both water and sewer lines. Ray also installed perimeter lines to

provide outside water to two freeze proof hose bibs.

Session A Team Leader Cliff Young arrived on Friday afternoon as soon as the concrete had set sufficiently to work on it. He and his wife, Sally, started construction of the restroom. This included framing, insulating, and installing sheet-rock and vents. Ray Diffie then installed the "instant on" water heater, a wash basin, toilet and shower.

A rudimentary kitchen facility area was established on the west exterior wall of the restroom and the south side wall of the CRF. It includes a deep sink with hot and cold water and electrical outlets on both sides of the sink.

All interior building walls were covered to a height of eight feet with plywood sheeting to protect the



*Session S team in the CRF. Left to right front row: "Bel," Les Clark Marty Gonzales. Middle row: Nan Clark, Mary Jane Smith, Mary Gonzales. Back row: Russ Hanscom, Don Bayer, Ed Lowrance, Tim Brostow, Marshall Smith, Ted Smith, John Sutkus, Ray Diffie, Susan Sutkus. (Tim Smith)*

*Note: this is probably the last photograph showing a pet at a work session. The Friends Board of Directors decided at its June meeting not to allow pets at work sessions in consideration of the safety of the pets, the volunteers, and the railroad's visitors.*



insulation. The first aid kit was moved to a permanent highly visible position between the west end doors adjacent to a fire extinguisher.

Preparation of the overhead light fixtures began during session A and was concluded during Session B with the installation of 24 high intensity lights in 5 banks. Team Leader John Engs was assisted by Marshall Smith. Russ Hanscom and Tim Bristow hung the lights, working from the newly refurbished Scissors Lift. CRF electrical system design was provided by Mark Valerious and John Engs.

Electrical conduit was laid into the middle platform so task lighting might be more easily available on the center platform. A second conduit was run to the exterior pole light in order that welder voltage would be available on the exterior platforms.

**Special note:** When Russ Hanscom realized how much dirt and ballast work needed to be done he returned to his home in Farmington, New Mexico on Monday night of Session S and brought back his 21 HP diesel, 4-wheel drive Kubota tractor. It saved volunteers numerous blisters and grief and made the work go much faster. In addition to the dirt and rock/ballast work, Russ moved rail from the railroad yard to the CFR. He also moved all of the remaining ties that belong to the Friends from the railroad yard to the north side of the CRF.

Russ also created the necessary forming for the base for the outside street light positioned between the tracks. C&TSRR Superintendent Marvin Cassis set the light Wednesday of Session B with the railroad's Pettibone.

The CRF project should be completed by the end of the August, 2006 work sessions. Additional aprons will be poured to provide working surfaces around the tracks leading to the building. Clearance signage should be developed and posted for doors indicating vertical and horizontal dimensions. Wheel chocks are needed for cars stored inside the building and on track leading to the building and

permanent wheel stops need to be installed for both inside tracks at the east end of the CRF.



*Spiking the South Lead. Left to right: Tim Bristow, Les Clark, John Sutkus, Don Bayer. In the background, Ray Diffie and Marshall Smith prepare plumbing for the restroom. (Mary Gonzales)*

## MISCELLANEOUS STRUCTURAL REPAIRS IN THE CHAMA YARD

*Project Objective: Repair-replace fascia on car shop, install flagpoles, and miscellaneous structural repairs in the Chama yard*

*Session: B*

*Team Leader: Rich Muth*

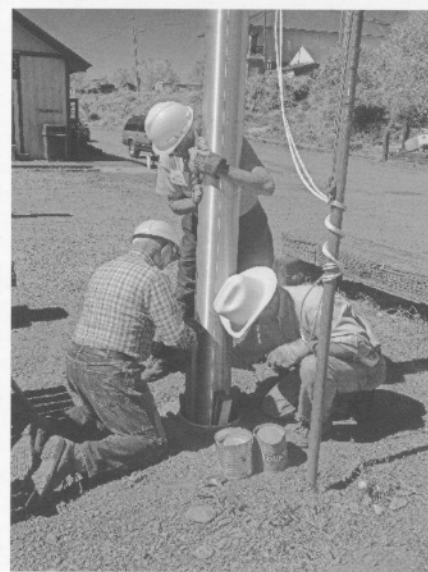
The team worked on several projects in the Chama yard during session B. One project was to remove and/or repair fascia on the car shop, or carpenter shop as most people refer to it. It was discovered that there were only partial fascia boards on the east side. However, there were none on the west side nor did it appear that any fascia had ever been attached there. It was decided to remove the partial fascia boards on the east side and not replace them. Therefore, currently both sides do not have fascia boards.

The major project was to remove the old flagpoles and install new ones. This project took the better part of Session B. The new flagpoles were actually light poles donated by someone in New Mexico. The bottoms of the poles needed to be cut off because they were badly dented. It was obvious that someone had hit them

and that is probably why they were replaced and available as a donation. After the bottoms were cut off they were about 25 feet in length. Three feet were imbedded in the ground. This was done by placing three foot lengths of 12 inch diameter PVC pipe vertically in the ground. Concrete was mixed and poured around the PVC pipe. After the concrete cured the new flagpoles were inserted inside the PVC pipe, which was then packed with dry sand. The normal accouterments, halyards, the pulley assembly, cleats, and other necessary accessories for the poles were attached.

The remainder of the time was spent on a variety of repairs. Two doors in the depot needed some minor repairs. The eaves and the upper sides of the restroom building were painted to match the previously painted bottom portion of the building. The interior sides and bottom floor boards of the passenger service gondola were painted in the Chama yard.

The final item was to put some Henry's roofing tar on top of the packed dry sand around the flag poles to seal it and keep out moisture.



*Mike Faith holds one of the new flagpoles while George Berkstresser and Rich Muth pound sand around it. (Tom Cardin)*

## PIPE TRAIN

*Project Objective: Install dummy load on pipe gondola as part of creation of a five unit consist illustrating a pipe train.*

*Session B*

*Team Leader: Jim McGee*

The pipe train is an important project started over five years ago. The project consists of rebuilding two pipe gons and three idler cars to make a five unit consist with pipe longer than the gons for public display. A potential location is to have the 5 cars spotted on the scale track where they can readily been seen by visitors. A sign or handout to provide appropriate information on the cars and the loads they carried during the last days of the D&RGW on the narrow gauge will be available.

The important features of this year's effort are: 1) nine stems of 20" diameter, 40' long pipe were donated by Southern Union Gas Services, courtesy of Kent Wallis, and 2) a major portion of the expensive transportation of the pipe from Texas to Chama was donated by John West, a



*Tommy Garcia loads first length of pipe for the pipe gon display. (Tom Cardin)*

long time Friends member who has a special interest in the pipe train display. The donated pipe was, and still is, a common type of pipe in the Southwest. Having two types as well as two sizes of pipe on the gons can be of benefit in the educational phase.

## CLEAN UP THE AREA AROUND LOG BUNKHOUSE

*Project Objective: Clean up the area around log bunkhouse.*

*Session B*

*Team Leader: Jim McGee*

As opening day approached it was clear that priority should be given to making the Chama yard presentable for opening day rather than focusing on cleaning the area around the log bunkhouse. At various times throughout the three May sessions, volunteers cut weeds and various vegetation, picked up trash, rearranged wood, and generally assisted in cleaning the yard area in preparation for the arrival of opening day passengers.

## DERRICK OP

*Project Objective: Make a detailed survey derrick OP for restoration.*

*Sessions A and B*

*Team Leaders: Roger and Noreen Breeding*

Roger and Noreen Breeding thoroughly inspected, measured, and evaluated the condition of Derrick OP. Their extensive report, with over 100 photographs, will be used to develop a restoration project for implementation in the near future. This is the start of a significant, rather time consuming, and important project on one of the largest pieces of historic D&RGW work equipment in existence.

## UNSCHEDULED WORK

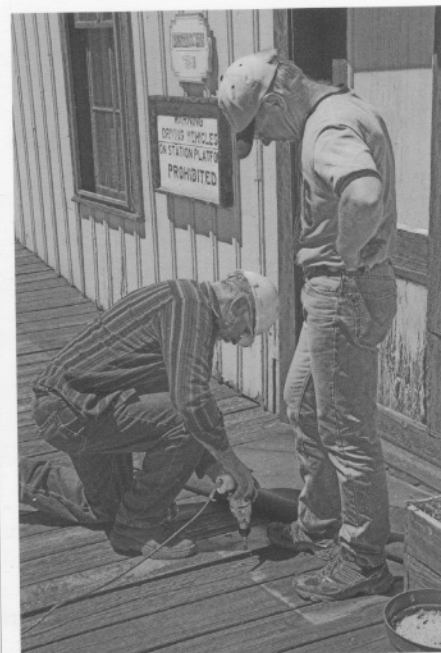
Each year Friends volunteers carry out maintenance projects that are not listed in our schedules. They are done primarily to make structures look better and be well maintained, as well as to improve public and employee safety. We do some of these things each year and seldom mention them.

Here are a few miscellaneous tasks that were done during May and June.

Seventeen gallons of oil stain were put on the depot dock and three gallons of oil stain put on the public restroom platform. Volunteers installed a wood handrail along the incline from the handicapped parking area to the restroom. They reinforced the railing along the front steps of the restroom by adding additional posts.

New volunteers Bob Dando and Bob Reib, along with Bob Tully, constructed a set of steps using channel iron, steel tubing, and stainless steel for the tread to be used with the museum/display box car. It has only 7" step risers, a bit heavier than our regular wood steps, but still movable, and can be put into the car for storage or movement.

Minor repairs were made to four buildings: the depot, log bunkhouse, coal tipple, and night watchman's car. We replaced several broken windows in the coal tipple. Brake shoes were installed on a number of cars used by the Friends, especially those we work out of daily during the sessions, both



*Ron Horjeic and Bill Strathern repair decking around Chama depot. (Tom Cardin)*



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

Greetings!

In this issue of the Dispatch you will find our annual report to the membership, which is composed of the 2005 financial information presented on page 2, the report from Warren Smalley, our Interim Executive Director, and this letter on the State of the Friends from the Chairman of your Board of Directors. To say that there's been a lot going on with the Friends and the C&TSRR over the past 12 months is quite an understatement. Let's see if I can summarize the high points for you here.

First, we finished 2005 in very strong financial position. Our revenue and net operating results were as good or better as any year in our history. Our total 2005 revenue was \$394,967, and the amount remaining after the payment of all expenses was \$21,025. We finished 2005 with a record 2,300 members, almost 15% over the number for 2004.

Volunteer activity was at or near record levels. Participation in the 2005 summer work sessions was strong, with 470 members attending six one-week work sessions. It is estimated that Friends' volunteers contributed 20,000 hours of service in support of the organization and the railroad in 2005, including about 15,000 hours during the work sessions. We accomplished a lot of work in our effort to preserve, restore, and interpret the C&TSRR, most of which has been described in detail elsewhere.

Contributions to Another Century of Narrow Gauge Steam totaled \$65,115 in 2005, providing the fund with available cash for use in railroad-related projects, such as the Antonito CRF, which was completed this year, and some direct support of the C&TSRR through the Commission. We have ample funds with which to pursue our preservation and restoration efforts, and plans are being made to launch another fundraising campaign early next year.

The most important development for the Friends in 2005 was the hiring of our new President and CEO, Tim Tennant. An organization is only as strong as its people and Tim has proven in a short time to be a very capable, effective leader and manager of our organization.

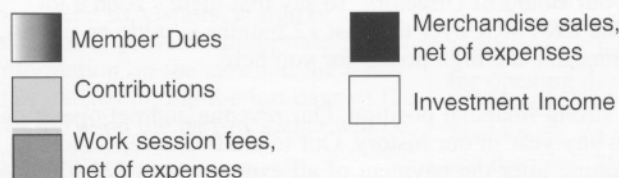
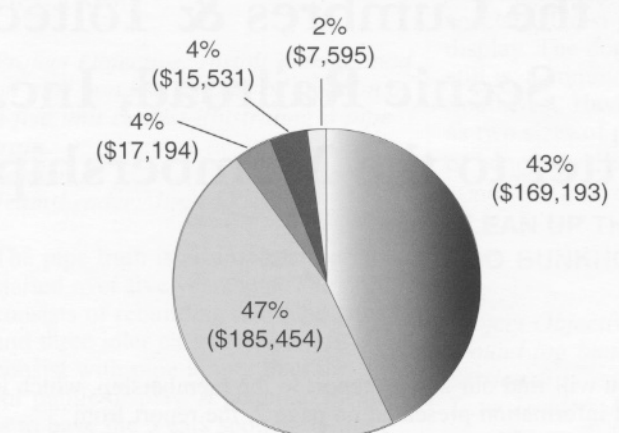
The second most important development of 2005, or early 2006, was that as plans were made to help organize and support a new non-profit company to manage the railroad, Tim Tennant assumed a critical role in the discussions of who would serve in the role of the railroad general manager. The "bad news" for the Friends is that Tim eventually took a leave of absence from the Friends to serve as the general manager of the railroad. I say that "tongue in cheek" since we know that Tim's presence as a member of the senior management team for the railroad is one of the best things to happen to the railroad in a long time, and the Friends are pleased to be able to loan him to the management company.

The new C&TSRR management company, C&TS Management Corp., secured the contract to operate the railroad for the 2006 season. The Friends provided important financial and other support, including the leadership and effort of Tim Tennant, for this effort in the organization stages and we continue to provide funding assistance with a modest credit line to support the management company operations.

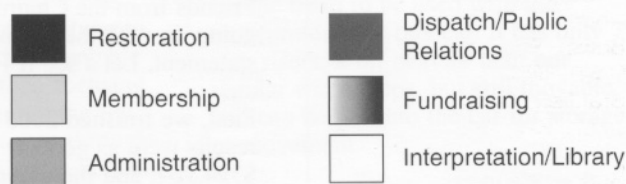
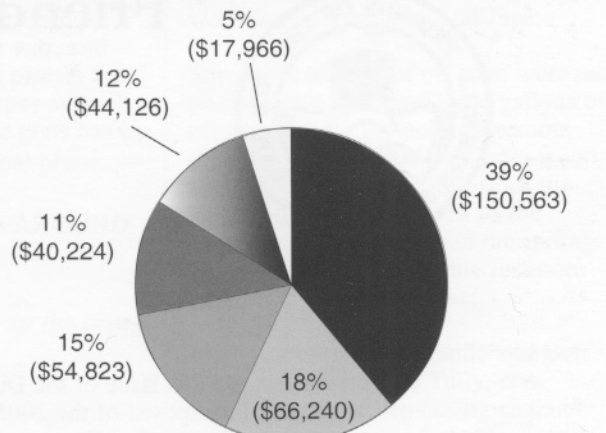
*See Membership Letter, page 4*



**Financial Summary 2005 (audited)**  
**Friends of the Cumbres & Toltec Scenic Railroad, Inc.**



**2004 Income by Source**



**2004 Expenses by Function**

**Statement of Financial Position**

December 31, 2005

	Assets		Liabilities and Net Assets
Current assets:		Current liabilities:	
Cash	\$315,918	Accounts payable	\$ 21,142
Certificate of deposit	\$ 35,000	Net assets:	
Accrued interest	\$ 2,123	Unrestricted	\$371,568
Other receivables	\$ 696	Temporarily restricted	\$253,613
Due from related party	\$ 32,435	Permanently restricted	\$ 61,998
Merchandise inventory	\$ 33,871	Total net assets:	\$687,179
Prepaid expense	\$ 3,352	<b>Total liabilities and net assets</b>	<b>\$708,321</b>
<b>Total current assets</b>	<b>\$423,395</b>		
		Notes on financial information:	
Depreciable assets:		The above financial information and Statement of Financial Position of the Friends at December 31, 2005, has been extracted from the 2005 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.	
Building and equipment	\$153,185		
Less accumulated depreciation	\$ 44,242		
<b>Net depreciable assets</b>	<b>\$108,943</b>		
		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 20,000 hours to the various projects and activities that support our mission.	
Other assets:			
Land - Antonito	\$ 90,000		
Historic equipment	\$ 61,115		
Feasibility study for interpretation center	\$ 12,976		
Library	\$ 10,592		
Deposits	\$ 1,300		
<b>Total other assets:</b>	<b>\$175,983</b>		
<b>Total assets:</b>	<b>\$708,321</b>		

## 2005 Contributors - Another Century of Narrow Gauge Steam

Abrahamson, LeRoy  
Armstrong, James  
Atwell, Rex

Backys, Donald  
Bailey, George  
Barnes, Richard  
Beasley, Joseph  
Berger, Terence, Gina &  
Andrew  
Bergman, Don  
Bergmann, Stephen &  
Nancy  
Berner, Kenneth  
Beshears, Richard  
Bianchi, Curt  
Boltz, Robert  
Boos, Richard & Carol  
Borowiak, Jim  
Bower, Richard  
Boyd, William  
Brantley, Craig  
Brink, Kenneth  
Bristow, Tim  
Britton, Kennard  
Brownlee, George  
Buckner, Goldie  
Bunce, Ernest W  
Burstein, Michael

Caldwell, Richard  
Casford, Rich  
Clark, Les & Nan  
Cochrane, Gordon  
Coffman, Randall  
Cookin Books,  
Maureen Gonzales  
Cope, Vic  
Corwin, Kevin  
Crail, Charles

DeChant, Edward & Nancy  
Dross, Allen & Myrna  
Duncan, Walter  
Dunford, Rick  
Durrwachter, William

Eades, Glenn  
Earle, James  
Eikerenkotter, Tom  
Epperson, Lt Col G M  
Esty, Jon

Faith, Michael  
Farmer, Tom  
Fencl, David  
Fidel, Mr. & Mrs. Joe  
Fisher, Allen  
Fisher, James  
Franklin, Jerry  
Freiberg, Phil

Fritsch, Ray  
Fritsche, Jr., James

Gaskins, Leanna  
Gay, Chuck & Lou  
Gay, Timothy  
Gillette, Dixie  
Glasier Herb  
Glover, Vernon J  
Gotthelf, Robert  
Gow, John  
Grant, A. L.  
Grant, Norm  
Gross, Jim & Diana  
Guge, Dennis

Hackmeyer, Andrew &  
Michele  
Hagge, Robert  
Hanna, D A  
Hansen, Don  
Hemmeter, William & Mary  
Henderson, John & Kay  
Heroneme, Chuck & Sandy  
Hey, Robert  
Higgins, Richard  
Hill, Jerome  
Hilley, Barbara Lee  
Holowinko, Ed  
Honey, Francis & Barbara  
Horak, Henry  
Huddleston, Wayne  
Huete, David  
Hulter, Henry  
Hursig, David

Ingersoll, HC

Jacobs, Jay  
Joerg, Charles  
Johnson, John C  
Juergenson, Don  
Junda, Douglas

Kammerer, Laura  
Kelley, James  
Kennedy, George  
Kent, Arthur  
Knoll, Bob & Adrienne  
Koehl, William  
Koenig, William  
Komlos, John  
Korth, Richard  
Krause, Robert  
Krause, Steven  
Krchma, John (Ludwig)  
Kukuk, Kenneth

Lane, Richard  
LaRoe, Robert  
Leaman, Carl

Ledbetter, Eric  
Lee, David  
Lenicheck, Rob  
Leonard, Dennis  
Lindelef, Jerry  
Lisi, Jack  
Lock, Bill  
Love, Mrs. Tony  
Lucas, Robert  
Luedde, John

MacFarland, Paul  
MacLean, A  
Marquess, Lawrence  
Mattson, George & Louise  
Mayer, Edward  
McClure, James  
McCormac, Jerald  
McDowell, Bruce  
McGee, Jim & Sharon  
McGinley, Michael  
McGlothlen, John  
McKean, John  
McNamara, John  
Miller, Don Q  
Mitchell, John  
Moench, Robert  
Moore, Bill (William A)  
Muller, Charles  
Mundis, Robert  
Munson, Warren  
Muros, Bill  
Murphy, David & Joanna  
Murphy, Russ

Nason, Marshall  
Nelson, Richard  
Neubaum, Ed  
Nichols, Art  
Norcross, John  
Norman, Joseph

Okeefe, James  
Osetek, Daniel  
Owens, Harold

Palmer, E Macdougall  
Paules, James  
Pennick, Richard  
Putman, Clyde

Rauch, Gary  
Raymond, Mike  
Read, Jr. Ben  
Reid, Laurance  
Ritter, Park  
Rockford, Michael  
Rogers, Benjamin  
Rose, Larry  
Rosenthal, Scott  
Rosenthaler, Lukas

Ross, Bob & Holly  
Rous, Robert  
Rowan, James  
Rudolph, Carl  
Ruh, Albert  
Rundell, Douglas

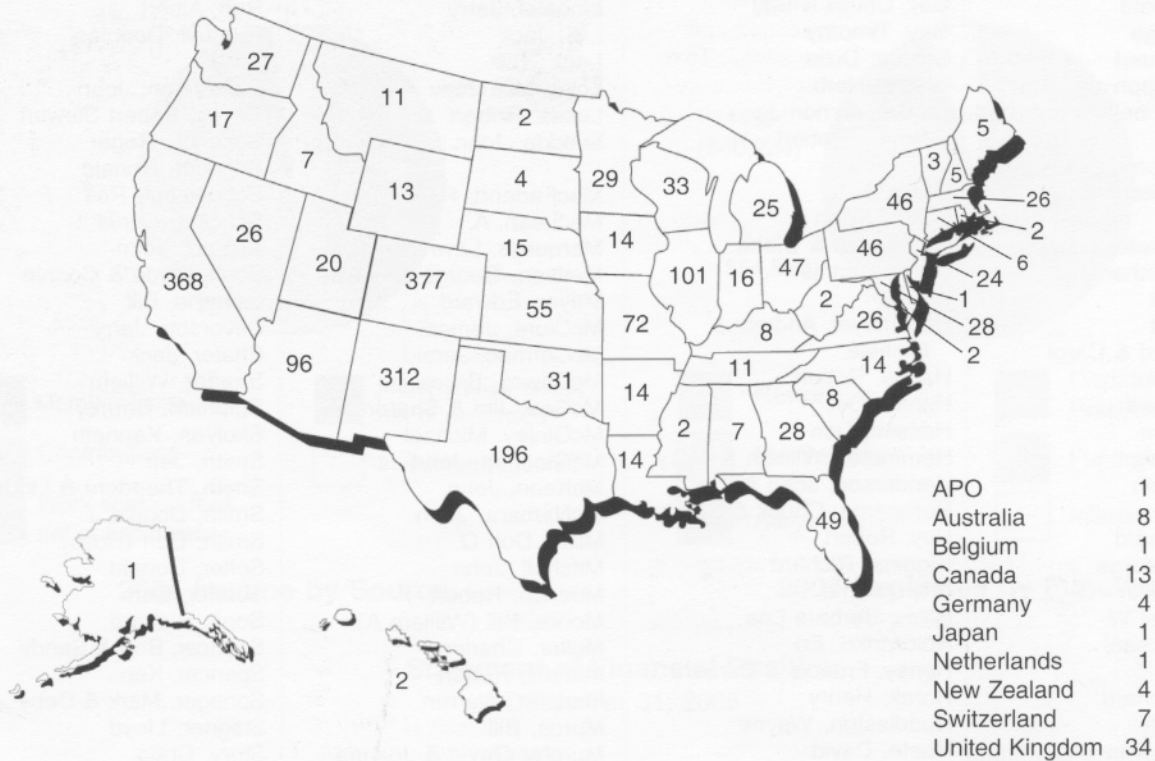
Sanderson, John  
Sayes, Robert Stewart  
Schenck, Roger  
Schmidt, Ronald  
Schoelkopf, Rolf  
Schukei, Curtis  
Schultz, John  
Scott, Clyde & Connie  
Severns, Bill  
Severson, Jerry  
Shafer, Jack  
Shaffer, William  
Shipman, Barney  
Skolyan, Kenneth  
Smith, Jeff  
Smith, Theodore & Linda  
Smith, Donald J  
Smith, Don (Hoss)  
Solter, Donald  
Sonner, Carl  
Sons, Richard  
Spencer, Bob & Sandy  
Spencer, Ken  
Springer, Mark & Deby  
Stagner, Lloyd  
Story, Craig  
Stover, Scott  
Strebe, Pastor Ed  
Sumner, Dorothy  
Sutkus, John  
Sweeney, William & Jamie  
Swindells, David

Taylor, Howard  
Tecklenburg, Dean  
Tower, Caroline & Richard  
Trever, George

Uhland, Paul  
Unzelman, Dick

Wallin, Richard  
Webb, Allen  
Wells, Paul  
Westcott, William  
Westman, Jan  
Wiatrowski, Claude  
Widdifield, Noel  
Wiedman, Jack  
Wilson, Arthur  
Wilson, Brooks & Colleen

**Membership Distribution as of June 26, 2006**  
**Total Combined US and Foreign Membership: 2367**



**Membership Letter** (continued from page 1)

The principals of the new company are: Frank Turner, President and CEO and director; Tim Tennant, Vice President and General Manager and director; Richard Tower, Secretary – Treasurer and director; Elmer Salazar, director; and Amos Cordova, director. Except for Tim, who is a full-time, compensated CTSMC employee while on leave from the Friends, these gentlemen are all volunteers working to keep the C&TSRR operating.

The good news is that the railroad is having a great year. Three locomotives are under steam, trains are running seven days a week, ridership thus far is up almost 20% over last year, and recent rains in northern New Mexico and Colorado have, at least temporarily, dampened (pun intended!) the forest fire prospects in the area. The new management team and all the railroad employees are doing a wonderful job in keeping the railroad operating and doing so thus far within agreed financial guidelines.

The biggest issue facing the railroad and the Friends at this time is whether and to what extent the C&TS Management Corp. will operate the railroad in 2007, and if so, will the senior management team include Tim Tennant on a full-time basis. Our plans (and Tim's) were to loan Tim to the railroad full-time during 2006 to avert a pending crisis. We

did that and it appears the result is and will be satisfactory to all. We did it because we are dedicated to keeping the C&TSRR operating as a living museum.

While I'd like to say that we know what will happen on this in 2007, I can't. There are a number of issues and parties involved and it may be several months before we have a clear idea of what direction things will go. We have a strong membership base, a capable and dedicated board of directors, a very good staff and excellent interim leadership and management in Warren Smalley. So I'm confident that whatever the result with the railroad, the management company, and Tim, we will continue our progress in 2006, 2007, and beyond.

As always, your support and contributions are vital to our success and progress. You make it possible for your organization to play an important leadership role in the preservation and continued operation of the C&TSRR. Thank you for making Another Century of Narrow Gauge Steam Possible!

Sincerely,  
 Bob Craine  
 Chairman of the Board



during May and June. Several people assisted the shop on installing new car wheels on axles.

A very good, used double axle flat bed trailer was found in Pagosa Springs by Ed Lowrance and was purchased for use in hauling materials and supplies. It was repainted and hold-down rings and steel side brackets were added. Two low removable side frames and a small storage box were constructed. Bob Reib installed brakes on the rear axle between sessions B and C. Jim McGee arranged the New Mexico title and license plates.

There were numerous other projects that were accomplished, often by volunteers who just jumped in and helped where needed.

*Reports on projects that continued into June and August work sessions will be included in the Dispatch following the last work session for which they are scheduled. A Master List of all volunteers working on 2006 projects will be included in the Winter issue of the Dispatch.*



*Les Clark and Jim McGee lifting wheels into the wheel press to remove the cast iron wheels from the axle. (Tom Cardin)*

*Bill Strathern and Ron Horjeic attach legs to the table saw in the Chama woodshop. (Tom Cardin)*

### **Library** (continued from page 1)

Those wishing to volunteer can write, call, or e-mail me at the office: [www.spencerwilson@cumbrestoltec.org](mailto:www.spencerwilson@cumbrestoltec.org), or (505) 880-1311. The Richard L. Dorman photographic collection put the Friends in the forefront of all the railroad preservation organizations in the country, perhaps in the world.

Now, after that major announcement, the Library recently was also given a wonderful collection of books. Friend Les Clark donated about a dozen books of the kind that add so much to our collection. One set of ten volumes is entitled, Modern American Railway Practice, A Complete System of Practical Instruction in Railway Transportation, written by Calvin F. Swingle, editor in chief, "assisted by a corps of mechanical experts." This series was published in 1908—

Vol. 6 is missing but we will not hold that against Les. There are titles such as Station Work and Telegraphy and Illustrated Air Brake Instruction—including all the major air brake systems of the day. Another is titled Locomotive Running and Management, and so on. A truly valuable resource addition to the library. Books of this kind are usually never reprinted—there are some publications which were up-graded from time to time, so it is necessary to check the publication dates. Another gift from Les is entitled Encyclopedia of Railroad: Firing, Boiler Appliances, Valve Gear, from National Railway Publishing Co. Chicago, "successors to National Text Book Company," dated 1910. Our profound thanks go to Richard L. Dorman and to Les Clark.

## Feeding the Passengers and the Volunteers

We all know that passengers and Friends volunteers come to the Cumbres & Toltec Scenic Railroad to see a steam powered railroad in action, enjoy the fabulous scenery, learn about the history of the railroad and the area, and participate in preservation of this national resource. To do these things, they must eat, and the work of the Food Service team for the volunteers and the Osier Kitchen Company for the passengers is an integral part of the Cumbres & Toltec Scenic Railroad experience. The report of the Food Service team and a memo from Steve Flowers, President of the Osier Kitchen Company, give us some insight into the way in which excellent food is provided for all who come to work and ride. As you think about the vast quantities of food needed at Osier, also remember that the 33,000 people who came last year arrived in groups of several hundred at the same time.

### MEMO: FROM THE OSIER KITCHEN COMPANY

What do you need to serve lunch to 33,000 hungry train riders?

10,000 POUNDS OF FLOUR = 5 TONS  
3,000 POUNDS OF SUGAR = 1 ½ TONS  
4,500 POUNDS OF BUTTER = 2 ¼ TONS  
500 CHOCOLATE CAKES = 10,000 PIECES  
750 GALLONS OF GRAVY = 13 ½ -55 GALLON BARRELS  
3,750 PIES = 30,000 PIECES  
40,000 YEAST ROLLS  
5,000 CINNAMON ROLLS  
1,250 #10 CANS (GALLON SIZE) OF GREEN BEANS  
500 GALLONS OF CRANBERRY SAUCE  
400 GALLONS OF MILK  
100 GALLONS OF BUTTERMILK  
625 GALLONS OF SOUP = 12-55 GALLON BARRELS  
625 #10 CANS (GALLON SIZE) CORN  
625 #10 CANS (GALLON SIZE) SWEET PEAS  
2,000 PANS OF CORNBREAD = 14,000 PIECES  
8,000 POUNDS OF HAMBURGER = 4 TONS  
14,000 POUNDS OF TURKEY = OVER 600 WHOLE 25 POUND BIRDS

BUILD A SALAD THAT WOULD FIT IN A PICKUP BED WITH ONE FOOT SIDES

POUR 60 GALLONS OF RANCH DRESSING OVER IT AND SERVE!

But most importantly, to put it all together, you need a good, reliable, trustworthy crew that loves what they do and cares about the Cumbres & Toltec Scenic Railroad.

Stephen Flowers, President  
Osier Kitchen Company  
PO Box 293  
Chama, NM 87520

### FOOD SERVICE

*Project Objective: To provide nutritious lunches, snacks, and beverages for all volunteers. The group break for lunch hour during work sessions has become part of the Friends "culture" giving volunteers the opportunity to interact with other teams.*

*Session S*

*Team Leader: Nan Clark*

*Sessions A and B*

*Team Leader: Mary Jane Smith*

This was the first year that full meals were prepared for Session A and B (in the past, only snacks and drinks were available). Food, snacks, and drinks were purchased for all sessions at Sam's Club in Santa Fe, Chama Valley Supermarket in Chama, and Hometown market in Antonito.

During Session S in Antonito, Nan Clark and Mary Jane Smith planned and cooked two meals and purchased sandwiches one day from the market in Antonito for thirteen volunteer workers. Daily lunches were planned for Session A and B in Antonito and the market was given a daily shopping list. Mary Gonzales picked up lunches and supplies for the 16 volunteers in Antonito during Session A and Ed Lowrance picked them up for the ten volunteers during Session B.

In Chama, Nan Clark, Jeanette Reib, Mona Tully, Mary Whelan, and Mary Jane Smith prepared meals for 17 volunteers in session A and 24 volunteers in Session B, and snacks and drinks for volunteers and 15 shop crew. On Hamburger Day during Session A, they served 25 guests, including the shop crew. During Session B they planned and hosted a volunteer pizza dinner at the Rio Chama Campground with about 40 in attendance.

The Food Service team also assisted with the sale of Friends merchandise. At the end of Session B, they inventoried Kitchen Car supplies, such as leftover snacks and drinks to be used in Session C and D, secured all items, and completed other necessary shutdown procedures.



*Osier is ready for the first train of the year on May 27, 2006. The pie cart in the foreground is a highlight of lunch at Osier. (David Lee)*



*Jim McGee tries to make up his mind as to what kind of pizza to take, while Mona Tully and Mary Cardin laugh at his indecision. Session B, Rio Chama Camp Ground. (Tom Cardin)*



*Docent Rich Muth assists hungry passengers as the 2006 season's first train from Chama arrives at Osier. (David Lee)*



## Announcing: Friends Speakers Bureau

by Parker Fowler

Getting the word out to the general public about our wonderful railroad is neither an easy nor a cheap thing to do. Yet, communicating the news that this experience (both as riders and Friends) is available to everyone has to be an important part of our future. Note how often folks will remember their Colorado narrow gauge experience on the D&S, and are surprised to find that they could have ridden the C&TS as well, not to mention walking the property or joining a work session.

Well, we don't have a lot of bucks to spend on normal advertising, but we do have a large corps of people who could make personal contact with a special category of person who may be interested in riding our train or becoming a member of the Friends, or both. This person may likely be a member of a chapter of an international service club (Kiwanis, Rotary, and the like) or a similar organization holding meetings regularly and looking for programs of general interest to be presented by some well-informed person.

You, my Friend, could be that well-informed person! And here's how it's done:

1. Call your local Chamber of Commerce or newspaper for a list of service clubs and other similar groups. Call each of these and discover the name of the person in charge of planning the

program for their periodic meetings. Call this person and offer to give a half-hour presentation about the C&TS and the Friends.

2. Send me an e-mail about each of your presentations including the date and expected number in attendance.
3. I will send you a suggested script, a CD/DVD with PowerPoint slide show, a supply of brochures for hand-outs, and other supporting materials. Also some tips for expanding coverage, such as getting local media to attend, and finding local Friends to help, etc.

It's not too early to get started, for many clubs/groups are already planning next year's programs. Meanwhile, let me know of your interest and we'll begin putting our Bureau together. Suggestions are always welcome, too! (Other details will be supplied to those interested in joining the Bureau.)

Let ME know by e-mail, snail mail, or phone

Friends of the Cumbres and Toltec Scenic  
Railroad Speakers Bureau  
c/o Parker Fowler  
3745 Fowler Lane  
Longmont, CO 80503-8900  
303-776-0784  
[pfowljr@qwest.net](mailto:pfowljr@qwest.net)



*Flat cars are loaded with ties at Antonito as part of the project to improve track quality over the entire railroad.  
(David Lee)*

## Brochures Available — Let People Know About the Friends and the C&TS RR

Brochures about the Friends and the railroad are available from the Friends office in Albuquerque (505-880-1311). These attractive brochures provide an excellent means to spread the word about the Cumbres & Toltec Scenic Railroad and about the Friends. Please call the office to obtain copies for your local railroad club, modeling group, hobby shop, or other potentially interested group. There are also a limited number of copies of past issues of the Dispatch available from the office.

## Ticket Discount for Friends

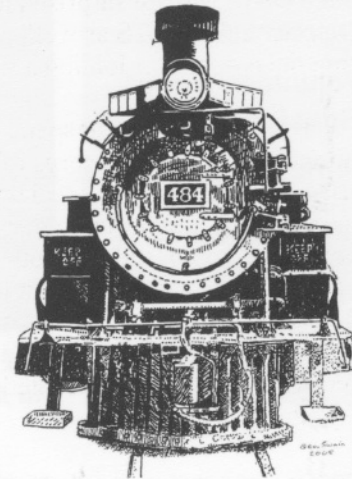
Friends Interim Executive Director, Warren Smalley, recently received a letter from Leo Schmitz, Executive Director of the Cumbres & Toltec Scenic Railroad Commission announcing that, in recognition of their contributions, Friends members will receive a ten percent discount on tickets to ride the C&TS RR and members who participate in a work session will receive a 25% discount.

## From the Editor

We are looking for new authors and contributors for the C&TS Dispatch. Do you have a story to tell about a narrow gauge adventure? Have you been engaged in historical research on narrow gauge railroads or the communities they served? Do you have information on current railroad preservation activities? Do you have photographs that you would like to share with other Friends members?

Articles, long or short, are always welcome. If you just have a concept, we can help put it together. Let me know if you have something you would like to share with your fellow members.

David Lee, 1393 Old Pecos Trail, Santa Fe, NM 87505, [leedavidg@msn.com](mailto:leedavidg@msn.com)



*George Swain drawing*

## 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 contact Ed Lowrance (970-731-9184 or [eglval@earthlink.net](mailto:eglval@earthlink.net)) or Don Metzler ([N7UKN@fastq.org](mailto:N7UKN@fastq.org)). Please do not donate equipment without first contacting one of the above persons. Donation letters will be supplied for any donation valued in excess of \$250.

- 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
- 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, angle grinders—4 1/2" electric, circular saw—cordless 18 volt, drill bits 3/4" and larger, annular bits for Milwaukee Magnet Base Drill 11/16" and larger.

## Schedule of Friends' Events

### Colorado Banquet

October 27

### Board of Directors' Meeting

October 28

### 2007 Volunteer Work Sessions

May 14-18, Session A

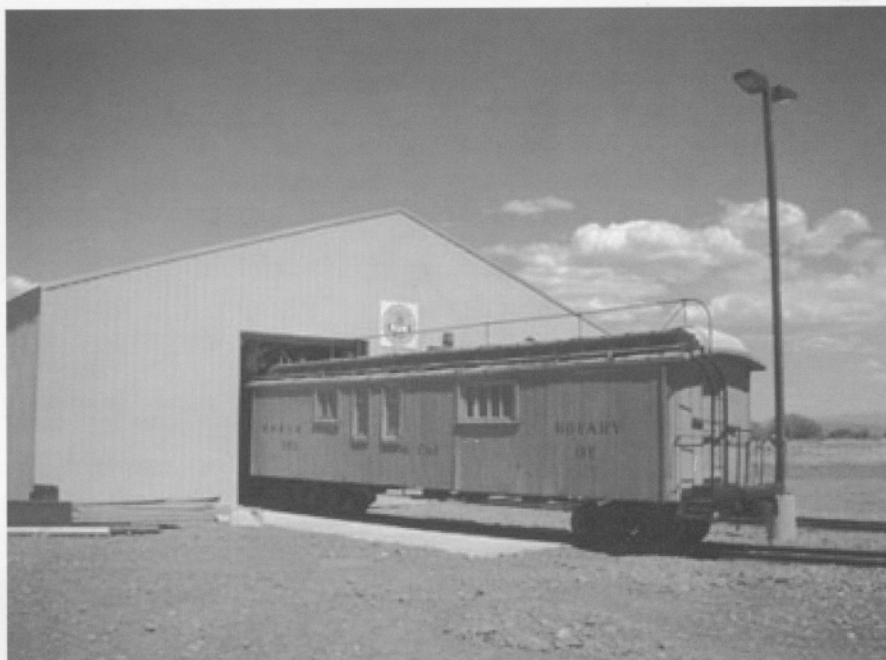
May 21-25, Session B

June 18-22, Session C

June 25-29, Session D

August 6-10, Session E

August 13-17, Session F



*Cook car 053 was the first car to enter the CRF - and a very exciting moment it was for all the people who worked so hard to make it happen! (Ed Lowrance)*



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

6005 Osuna Road NE  
Albuquerque, New Mexico 87109

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