



# C&TS Dispatch

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WINTER 2006

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## HISTORIC PRESERVATION — 2006

### *The August Volunteer Work Sessions*

#### **Sublette Section House, Coal Bunker, Speeder Shed, Bunkhouses**

*Project Objectives: Section House – support south external wall, replace fascia piece on southeast porch, finish painting upper exterior walls and trim on south side. Coalbunker – finish painting roof with oil-based paint. Speeder shed – replace and paint upper fascia boards. Bunkhouses – repaint exterior walls, trim paint fascia and soffits*  
*Session E*

*Team Leader: Jim Herron*

The south wall of the Sublette Section House sags significantly due to the erosion of an old concrete and flagstone foundation that's supposed to support the wall's base sill. However, due to the erosion, the sill presently floats freely above the foundation. In fact, only the two ends of the sill are supported. Last year, our team supported the middle of the sill with a jack post. Plans this year called for installing two more jack posts, one to either side of the post installed last year. Jack post installation involves clearing away the old concrete and flagstones below the sill with a horizontal demolition hammer to make room for the post. Unfortunately, we ran into some really hard concrete and were only able to get one jack post in this year, so we will



*Dick Seelye and Team Leader Jim Herron working to get jack post ready to install. (Chronicler photo)*

have to install the third one next year. If time allows we will replace some more of the wooden posts that hold up the floor joists with metal jack posts.

Two summers ago we discovered the paint on the roof of the coal bunker had failed because latex paint had been used. Snow and water get under the paint and it bubbles so we decided to repaint the roof with oil base paint. Last year we scraped and primed the roof with an oil base primer. This year we gave it a good finish coat of off-white oil base paint. The coal bunker is now finished.

Last year the speeder shed roof was completed except for the fascia pieces. Wednesday morning Ken Madison and Curtis Hixon stayed in Chama and cut

the fascia pieces to fit. They were nailed into place Thursday morning. They will be cornered and the roof decking will be trimmed back to the edge of the fascia. The rolled mineral roofing will be trimmed and carefully nailed to the fascia boards. Unfortunately, the mineral roofing installed last summer was torn by strong winds during the winter. The old roofing was reinstalled as a temporary measure, even though it's torn at the two South corners. These gaps were calked with roofing cement and new mineral roofing will be installed next year.

The team has been trying to finish the painting of the Section House. There are only two small sections that were not finished last year; however, they are very hard to reach. Scaffolding was

*See Preservation, page 4*

# C&TS Dispatch

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

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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 2006

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## PRESIDENT'S COLUMN



### What a Year!

As I sit down to compose this column one cannot help but wonder where 2006 went. My second full year living here in the "Land of Enchantment" brought with it a great deal of change and challenge. I can certainly attest to the fact that life does not remain constant and that change is inevitable.

As we scroll back, I started out the year entrenched in my position as President of the Friends. However, storm clouds were evident on the horizon, as the Cumbres & Toltec Scenic Railroad had no operator. This was a perilous position to be in and certainly those of us who care for the railroad had a little anxiety over what 2006 would bring.

The Friends did their part again and helped to assemble a new management company to oversee rail operations for the Commission during 2006. The C&TS Management Corp. was formed as a separate entity with the Friends loaning Richard Tower to serve as Secretary/Treasurer and myself as General Manager. Frank Turner, Elmer Salazar, and Amos Cordova joined us on the CTSMC Board. I was quite honored to serve this past year with such a fine group of professionals.

On St. Patrick's Day, March 17, 2006 it became official as CTSMC Board President Frank Turner signed the management agreement in the lobby of La Fonda Hotel in Santa Fe. With the agreement signed, it was full steam ahead as we only had 70 days until opening day, and I can tell you there were a few sleepless nights in the Tennant household.

Opening Day came, trains were running, and passengers showed up to ride the Cumbres & Toltec. The fact that we accomplished so much in such a short period of time is a true testament to the employees on the C&TS. They all responded and made things happen. From the Chama shop crew, to our track gangs, to the Antonito car shop crew, to the operating personnel and the reservation agents, who

had to learn a new reservation system, they all stepped up with a great deal of hard work. I am very proud and appreciative of their efforts.

When all was said and done, the C&TS hauled approximately 40,000 riders during 2006, which represents a 21% increase over 2005. The production tie gangs installed approximately 10,000 crossties and our train crews have spread over 7,000 tons of rock ballast. All of us connected with the Cumbres & Toltec can take a great deal of pride in these results!

As well, Friends members showed up for our annual work sessions in record numbers. A total of 484 (what a coincidence) volunteers participated during 2006 compared to 470 members in 2005 and 270 in 2004. To those who were present for these sessions, please give yourself a pat on the back. I thank you for everything that was accomplished, as your efforts are quite evident! The organization also acquired three acres of land adjacent to the railroad in Chama for locating a future "car restoration facility." What a find as this acquisition will bode well for the Friends and our restoration efforts down the line.

Being on the property to the degree I was this past season, I could witness better than ever what our docents do and how much they contribute to the railroad's end product. What is important to a customer of the Cumbres & Toltec Scenic Railroad is the "experience" we provide when they come ride our railroad. Our docents help passengers fulfill that "experience" and for this I am truly grateful.

The Friends grant writing crew was indeed very active during the course of the year and I thank them for the results they produced. Among the grants generated were \$1,000 from the Amherst Railway Society for use in the construction of the replica telegraph office in the Chama Depot, an award of \$25,000 (to be received in early 2007) from the Boettcher Foundation towards completion of our Antonito CRF, \$25,000 from The Candelaria Fund which was split between the Antonito CRF, interpretive projects (kiosks at Cumbres) plus general operating, and from the Gates Foundation of Denver, a \$30,000 award towards restoration of Cook Car 053 and RPO 054. I want to express my appreciation to the grant-writing group for their fine work and to the foundations for their generosity and support of the Friends.

In addition to these fine monetary gifts, the Friends were successful in their efforts to procure the Richard Dorman Narrow Gauge Photo Collection. The organization took possession of half of the approximately 20,000 images during the second quarter of 2006 with the remaining photos coming on board in the first half of 2007. (One of these excellent photos is reproduced on the back cover of this issue for your enjoyment.) Our Library crew under the direction of Spencer Wil-

son and Vern Glover has been busy identifying and cataloging these images. The acquisition of this collection was a giant step forward for the Friends and I am thankful to everyone who helped make this happen.

Last but not least, I need to mention those in the Friends Office who help to make this a special place to work. I want to thank Warren Smalley for filling in during my absence this past season. I also thank Katharina Root and Alice Larson for their efforts and dedication in helping to serve our membership. Finally, I don't know how the office could function without Gwen Lotz. So many of you speak with Gwen often over the telephone or via e-mail and she is truly the glue that keeps us together. I, for one, appreciate her professionalism and commitment to our cause.

In closing, I know I have not publicly thanked nearly enough people for what they have contributed this past year. As we all share some time with friends and family during this holiday season, please accept my thanks for all the support and hard work. It was quite a year on the Cumbres & Toltec and I look forward to seeing everyone in 2007!

— Tim Tennant

### ***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 30

All material must be received by February 16.

Summer Issue: Mail on August 3

Work sessions A and B reports and photographs must be received by June 15.

All other material must be received by June 22.

Fall Issue: Mail on September 12

Work sessions C and D reports and photographs must be received by August 24.

All other material must be received by August 31.

Winter Issue: Mail on December 21

Work sessions E and F reports and photographs must be received by November 2.

All other material must be received by November 9.

placed against the SW porch roof with the idea of walking out on the roof from the scaffolding, but the steep pitch of the roof prevented anyone from working on the roof. Next year in addition to the scaffolding some horizontal platforms will be built from which to work. Fortunately, Curtis Hixon was able to complete the other section that wasn't painted last year. It's above the SE porch where the roof is not as steep. He scraped away old cracked and peeling paint, primed exposed bare wood with an oil base white primer, and then applied off-white latex finish paint. This same procedure was followed for the green trim, except that latex primer was used instead of oil base primer. Curtis and Ken Madison also fabricated and installed two pieces of missing fascia on the N and SE porch roofs. Lynne Herron primed these pieces with oil base white primer and finished them with green latex trim paint.

The team also worked on some of the window frames in the log bunkhouse. Some of the horizontal pieces get snow and water on them and under the latex paint. This causes it to bubble up and start to rot. Lynne and Jamie Herron scraped those and applied a coat of oil base primer that will seal the wood, followed by green latex trim paint.

Next year a lot of work will be required on the log bunkhouse. One of the main timbers on the southeast corner is rotted almost all the way through at the end. Interestingly enough, exactly the same thing happened in exactly the same place to the log bunkhouse in Chama. The historic patch that was made as a stop gap was to fill it with mortar. The rotting here is not nearly as bad as in Chama so the recommendation for next year will be to use mortar mix to plug the rottenness in that timber as was done as a stop gap measure on the one in Chama. Another possibility is to seal the rotted portion with epoxy. Also there are some rotted sills in the log bunkhouse that probably will need to be replaced next year.



*The region above the SE porch was painted by Curtis Hixon along with new fascia board on the front of the porch. (Chronicle photo)*

## Coal Tipple Restoration

*Project Objective: Coal Tipple restoration as recommended by survey*  
*Sessions: E and F*  
*Team Leader: John Sutkus*

Session E work began with taking elevations at benchmarks before resetting wedges and shimming horizontal timbers to helper beam. The north and south bucket pits were pumped and bailed out, and debris, coal and rocks at bottom of pit were removed. No drain or drain pipes were found. The wedges at the helper beam were reset, and elevations at benchmarks were taken. The team found the west side raised an additional one-quarter inch.

Upon close examination, the team found both sheave house support columns and all bucket guide angles in south pit deteriorated and in need of replacement. They also found guillotine gate guide timbers at south pit deteriorated and in need of replacement. They removed bottom two boards of interior tongue and groove siding on the north, west, and east walls in order to confirm condition of timber sills and intermediate wall framing. They found timber sills at the west side sunk three inches below nuts and washers on anchor bolts.

The team measured and recorded the plumbness of all hoist house columns. They found the north-south bracing bearing block at the bottom of Column 14 rotted, and in need of replacement. They also discovered that the sheave house has no bracing and the structure supporting the roof is shaky. A temporary electrical line from the hoist house to the sheave house was run for the purpose of powering electrical tools during future work in the sheave house. Eight 2x4x8's were hoisted to the sheave house for use as bracing.

Session F work began with installation of the 2x4 bracing in the sheave house, making the structure more solid and able to resist wind loading.

The team fabricated a new bearing block for a brace near Column 14. They jacked up the bracing timber, and removed the deteriorated block and rotted wood floor supports over piping for the Fairbanks Morse diesel engine. They installed a new bracing block, and installed new wood floor supports and reinstalled existing floor boards.

A new trap door was fabricated and installed at the top of the ladder at sheave house floor. Bird guano was cleaned from the sheave house and poultry netting was installed to close holes where sheave house siding is missing to keep nesting birds out of



*Samuel Schechter and Wendel Scwietzer place a plastic membrane on the coal tittle to protect from falling ice. (Tom Cardin)*



the sheave house. Sheave house siding was measured for ordering replacement material to be installed in a 2007 project.

The team again pumped water out of the north and south bucket pits; reinstalled the interior hoist house siding that had been removed for sill evaluation; and reset hardwood wedges on helper beam, gaining an additional one-quarter inch of elevation at west side benchmarks.

## Log Bunkhouse Foundation

*Project Objective: Replace log timbers under bunkhouse*

*Session F*

*Team Leader: Jim McGee*

This project was to remove and replace both front and rear foundation supports on the log bunkhouse. The front support had been replaced in pieces over the years and was badly deteriorated. The rear support had been replaced by rock and mortar. The side supports were rock and mortar. The floor joists were not fastened to the front or rear supports. There were supports for some of the floor joists on the front and the rear was supported by a 4"x 6" wood beam that ran the length of the building.

Several 2"x 4" wood pieces were screwed into the front and rear walls to hold them in place before attempting to move the bunkhouse from its supports. Two openings were made in the side

supports on each side and steel tubing was pulled through using chain and a winch on a vehicle. The steel tubing was jacked up firmly against the floor joists of the bunkhouse. Wood blocks were placed between the tubing and the walls of the bunkhouse. The tubing was then jacked up approximately 1 inch until the bunkhouse was raised off of the foundations. Extra jacks were placed under the south side and the front door for additional support. A center support was placed under the steel tubing on the front side (east) and shims were added as necessary to the floor joists.

A ditch approximately 12 x 12 inches was dug under the front after the old foundation was removed. The ditch was then filled with gravel to allow for drainage. A beam was put in place using a fork lift. The fork lift placed the beam as close to the bunkhouse as it could, and then pushed it into place under the front wall. The beam was then shimmed to fill in gaps, and more gravel was added to the front of the bunkhouse. The steel tubing was blocked up to hold it in place, and the holes dug for the tubing were filled in for the winter.

Additional work will be required on the rear and side foundations. The front needs to have the fascia boards replaced from the ground up. The front step also needs to be replaced. It will need to be painted and should have the roof replaced. Also, rechalk between the logs will be necessary.



*Using the winch to move the 12x12 30-foot-long beam under the log bunkhouse. (Tom Cardin)*

## Restore Telegraphphone Poles and Wire

*Project Objective: Restore Telegraphphone poles and wire from the Chama Depot to the Stockyards*

*Session F*

*Team Leader: John Cole*

Eleven telegraphphone poles were installed between the Chama Depot and the Stockyards. A special thank you goes to C&TSRR Chama Shop Foreman Steve Montano who dug the eleven holes with the railroad's backhoe. Without his help it would have been impossible to install the eleven poles during session F. By Friday the team was really hitting its stride and installed five poles in one day!

The pole-lifting derrick made out of 2 inch square tubing with a 2000-pound electric hoist was designed and built by Team Leader John Cole. The derrick worked extremely well with the help of other team members. Next year it will be improved with a 3000-pound winch and extended outriggers to accommodate longer poles. The poles set during Session F are probably the first telegraph poles that have been replaced in almost 50 years.

The team's long term vision is to have a working telegraph and phone system.



*C&TSRR Chama Shop Foreman Steve Montano, in backhoe cab, digging one of the eleven holes for installation of the telegraphphone poles. Left to right, Ron Horejsi, John Cole, and Skip Hillegas observe. (Chronicler photo)*



*Team Leader Colleen Wilson, Matthew Eskender and Laura Eskender with their brick pointing tools and equipment. (Chronicler photo)*

*Editors Note: The Friends were informed that Laura Eskender passed away on Nov. 6th after a tragic accident while riding her bicycle.*

## Oil House Brick Pointing

*Project Objective: To remove deteriorated and damaged brick mortar from the existing oil house and replace it with fresh mortar*

*Session E*

*Team Leader: Colleen Wilson*

This project was begun in 2004. An assessment of the mortar work done in 2004 indicated it is holding up very well with no problems detected. The same process that worked well in 2004 and 2005 was continued in 2006. A "recipe" was created to formulate the mortar mix used on this project. It includes a mix of very fine screened cinder to give it a darker color when dried to blend in with the old existing mortar.

## Telegraphphone Booth Installation and Telegraphy Display in Chama Depot

*Project Objective: Install two telegraphphone booths and construct telegraphy display counter in the Chama Depot*

*Session F*

*Team Leader: Don Juergenson*

The Mud Tunnel and Los Pinos telegraphphone booths were painted last year except for the trim. During this session, both booths received a second coat of paint and the trim work was completed. The next morning, the team left Chama at 7:00 AM and took the booths up to Cumbres in one of the Friends' trailers. They were loaded on speeder cars and headed for Mud Tunnel which is a long trip via speeder. Upon arriving at the site, the telegraphphone booth was set on ties and nailed down. Some touch-up painting was required where the booth had been damaged while transporting it to the site.

The team went back to Osier, had lunch, and waited for the train to pass before heading for Los Pinos. The same process used at the Mud Tunnel site was used for the Los Pinos telegraphphone booth. The booths were both in place, nailed down, and finished. Two booths that were worked on last year, located at Rock Tunnel and Big Horn, still need trim paint. Other than that, the telegraphphone booth project is essentially complete.

Telegraphphone Booths are located between Chama, NM and Antonito, CO at the following locations:

Milepost	Name	Milepost	Name
335.1	Cresco	314.7	Rock Tunnel
332.8	Coxo	311.2	Mud Tunnel
327.6	Axtec	310.5	Toltec siding
322.9	Los Pinos	299.6	Big Horn

Additionally, the Osterwald map shows a possible booth at MP 290.8. Further research will be necessary to determine if this is correct.



*Don Juergenson, Ken Madison, and Kevin Corwin paint the Los Pinos telegraphphone booth. (Tom Cardin)*

The team began the construction of the display for the Dispatcher's Office in the Chama Depot on Wednesday of session F. It will have glass frontage and a desk against the outside (east) wall of the depot. Artifacts have been donated so that the office will have all of the paraphernalia that a dispatcher of the day would have needed to accomplish his work. Work on the office is complementary with John Cole's team that is putting up telegraph/telegraph poles. The poles at the current time are cosmetic in nature, but it is envisioned that an operating communication system will be constructed.

The Dispatcher's Office will have a lockable door on the side for access. It will be a static display except for a telegraph key that can be activated inside the office, hooked up to a telegraph key outside the display windows so visitors can experience the actual sounds of a telegraph sender. A manikin is being considered that would also illustrate typical dress for a dispatcher of the time.



*Matt Jameson and Pete Hogan (on ladder) installing a retainer valve and pipe. (Chronicler photo)*

## Short Reefer 55

*Project Objective: Continue complete exterior restoration of short reefer 55 to roadworthy condition.*

*Session: E*

*Team Leader: Randy Worwag*

During this session work was primarily on the roof walk and ice platforms. The roof walk saddles were cut to fit around the roof ribs. About two-thirds of the running boards were cut to length. The running boards will need to be spliced together. Work was done on piecing together the ice platforms. All the wood was cut for the ice hatches but there was not time to get them assembled in this work session. Some of the stirrup steps were prepared. New holes will need to be drilled to fit them. The old holes were welded closed in preparation for drilling new holes at the correct spacing. The air brake retainer valve was installed and the retainer pipe was connected to the triple valve.

## Convert Car 05635 to Caboose

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

*Sessions: C, D, E, and F*

*Team Leaders C, D, E & F: Don Baylor and Bob Tully*

During Session C the A end sill was remortised to bring it up to the proper height. Holes were reamed in the steel center sills and cheek plates for bolt installation on both A and B ends. Both A and B couplers were installed. Oak decking was installed on the A end platform after the coupler was installed. End bracing was installed on the A end to strengthen the car body.

During Session D oak decking was installed on the B end platform after the B end coupler was satisfactory. Window openings were cut on both sides. Brake beams, new brake shoes and all the brake rigging were installed

and the brake system was tested for proper operation.

During Session E bracing was installed on the B end of the body frame for additional strength. Foam insulation was installed in the walls and ends of the body. The end doors on both the A and B ends were installed. The doors were built by Roger Briggs. The etched door glass was done by Brooks Wilson. Door frames were built and hardware was installed by team members. Window rough openings were installed for the four end windows.

During Session F six window frames and sills were built. Double pane window lites built by Roger Briggs were installed (the side windows consist of sill, frame and 2 moveable portions called lites. The top lite is removable but has blocks screwed to the frame to keep it against the top of the frame. The bottom can be opened). The sides were installed, squared up



*Don Baylor and John Schwartz building partitions in caboose 05635. (Tom Cardin)*

and shimmed so they would all be the same height. Interior wall studs for the bathroom, cupola floor, and seats on the right side were installed. Measurements were taken for the cupola side and end windows and the four windows on each end of the body. The measurements were given to Roger Briggs who will build them over the winter. Don Bayer will continue the inside framing and paneling during the winter months.



*Ron Schmitt and Norval Alliston put siding on caboose 05635. (Tom Cardin)*

## Miscellaneous Car Repairs

*Project Objective: Minor repairs to rolling stock (including 3254, 3686 car doors, and walkway of W472 in Antonito) and other miscellaneous repairs*

*Sessions C and E*

*Team Leader: Geof Gordon*

The first task Monday morning following the session C safety meeting was to

make a cover for the water valve that supplies the night watchman's house in the Chama yard. Initially we had to find the box and dig it out. A new 18 inch square cover about 4 inches thick was built so it would not be a safety hazard.

Later during the day the team was requested to make a new container for the cans of gasoline that the railroad stores under the platform walkway on the south end of the Chama Depot. This gasoline is used to fuel the passenger car generators that run the public address system, coffee pots and anything else that needs electrical power. Prior to our improvement, you had to lift out a large segment of the platform to access the storage compartment. The five gallon cans, especially when full, were difficult to lift out of the compartment. To correct this problem, a new door was cut into the side of the walkway with hinges and a locking system for safety. The previously removable walkway segment was permanently secured. The new door makes it much easier and safer to get the gas cans out and back in.

On Tuesday, Wednesday and until Thursday noon the team worked in Antonito replacing the wooden walkway on top of the water tank car that is in the display line in Antonito. It was totally rotted. All the wood had to be replaced. There was a possibility this water tank car might be used during the season because of the extreme fire danger this year. The top walkway was replaced to make it safe for the railroad employees in case they need to fill the car and take it out on the line and leave it on a siding. The bottom walkway had been completely replaced during a work session in 2005.

On Wednesday there were some extremely high wind gusts in the Chama yard. One of these gusts flipped the kitchen car awning on top of the kitchen car. Some of the siding was torn so we were assigned the task of re-securing the frame work. This actually involved building an entirely new

framework and putting up a new awning. The inside and outside of the west wall of the kitchen car were reinforced with braces. Hopefully this bracing will prevent the siding from pulling out during extremely windy conditions in the future.

Early in the session E week the crew repaired an end door on the nut and bolt car 3231. They took it down and rearranged some of the hardware and put it back up so it fit more securely.

Over the winter of 2005 Don Bayer built new hatches for one of the four ice compartments for long reefer 159. Our group was given the task of putting those hatches back on the car. When we got to the top of the car to do that, not having looked at the car before, we discovered the material to which those hatches would fasten was nothing but saw dust and "Swiss cheese." So instead of just putting a hatch on, which would have taken a couple of hours, we wound up with a project that required four days and was not finished by the end of the session. There are actually eight hatches per car – four interior hatches and four top hatches. During the four days we built a full set of new hatches, so it is not just the set that was built over the winter that needs to be installed. However, all of the superstructure to which they are fastened has to be rebuilt completely for all four corners. All of this material will be stored inside the car over the winter.



*Geof Gordon and Irvine Milheim work on ice hatches for reefer 159. (Tom Cardin)*



## Boxcar 3553

*Project Objective: Continue conversion of one of the early 1970 concession cars, 451, to its original 1926 configuration as 30 foot, 25 ton, Class 8 boxcar 3553 for museum display*

*Sessions C, D, and F*

*Team Leader Sessions C and D: John Eng*

*Team Leader Session F: Mike Wissler*

This car was one of 22 rebuilt in the early 1970s by the C&TSRR for passenger service. When the re-conversion is completed the boxcar will be used as a traveling museum and interpretative display car. Initial work had begun on this car in 2004 and continued through 2005.

During session F the outside sheathing that had been installed during the earlier 2006 sessions was trimmed all around the bottom of the car. The interior of the car was completely sheathed. About three quarters of the Murphy roof was installed. Work was also done on the exterior corner bracing and on the stirrups and grab irons.

## Restoration of Drop Bottom Gondola 859

*Project Objective: Restore drop bottom gondola 859*

*Sessions E and F*

*Team Leaders: Roy Blizzard and Tony Kassin*



*Mike Wissler mounts fascia on display car 3553. (Tom Cardin)*



*Roy Blizzard, Tony Kassin, Dale Johnson, and Tim Bristow fit last door to the drop bottom gondola. (Tom Cardin)*

Work started out by putting in all new end blocks for the door hinges. The sill was removed and new hinges installed. New nailer sills were installed down the center of the car. The deck will be nailed to them. New sides were installed and the doors that had been rebuilt in June were hung on new hinge blocks. The ratcheting mechanism was reinstalled and the door chains reconnected so they could be raised. Work was started on the end walls but they were not completed this year. It should be pointed out that it takes a lot of time and work to make new hinge blocks.

## Complete Restoration of MW02

*Project Objective: Complete restoration including painting of MW02*  
*Session F*

*Team Leader: Don Huber*

MW02 was converted from 6 to 12 volts. The generator was removed and



*Drop bottom gondola 859 at the end of Session F – 2006 (Chronicler photo)*

replaced with a brand new alternator. A special bracket had to be made. The first alternator was found defective after it was installed. Fortunately, the Chama NAPA store had another one that did work correctly. Everything was rewired and an electric fan was installed on the radiator as the old fan ran off the generator. Two thermosensors were wired to a relay that turns the fan on to two different speeds as it warms up.

Light bulbs and horns were changed. A bracket for an amber-colored strobe light was added on top of the cab behind the horns. Nothing mechanical was done to the unit this year, except replacing the fuel pump. The existing wiring appeared to be OK so it was not changed.



*L.D. Osborn and Don Huber change voltage from 6 volts to 12 volts on MW02.*

## Chama Yard Landscaping

*Project Objective: Update landscaping as needed*

*Sessions B, C, D, and F*

*Team Leader: Alta Berkstresser*

With an early spring, Session B presented no problem with snow as new flowers were found blooming among dead plants from 2005. Kate Kern and other short term helpers "dug right in" cleaning up the flower beds, arranging watering hoses, and pulling weeds. By the end of the week, it seemed everyone, volunteers as well as visitors, was extremely appreciative of the neat beds and beautiful flowers, especially the magnificent iris.

Session C was again warm for the time of year. It was time for setting out new plants. A neighbor of Alta with a greenhouse had donated several flats of petunias, pansies, etc. and the team was thrilled to find an abundance of annuals and perennials from the Chama Valley Supermarket again this year. Team Leader Alta Berkstresser and team members Elta Chandler and Karen Stover were busy several days setting these plants out in boxes, pots and around the rest rooms.

Session D brought new volunteers with new enthusiasm and new ideas. More time was spent adding additional



*Sandy LaRoe, Joan Krech, and Alta Berkstresser look over the drip system plans for the flower boxes and pots. (Chronicler photo)*

soaker hoses, "Y" connectors, and hoses so all of the beds on the west side of the depot can be watered at one time from one hydrant (requiring no changing or adjusting of hoses.) The plan is for it to be on overnight, two nights a week. The automatic timer was a problem because the batteries went dead very quickly and without volunteers there was no one to replace and check on them on a regular basis. Mayor Archie agreed to turn on the water on Tuesday and Friday nights and see that it is turned off in the early AM after he waters the trees on top of the hill.

The Commission had contracted with Mayor Archie to care for the new trees and park at the top of the hill and also to cut the weeds on the hillsides around the flower beds this summer. Because keeping the flower boxes and pots watered in the absence of volunteers was a big problem, crew members, Joan Krech, Sandy LaRoe and Alta set up a drip irrigation system for all the boxes and pots, which were arranged on the platform on the south and east sides of the depot.

Mayor Archie agreed to see that the system is turned on during the week as needed as well as checking on the night time watering because of watering restrictions during the drought. A special Thank You goes to Chama Mayor Archie for turning the water on and off to various plants two nights a week. By the end of the session favorable comments on the gardens were increasing and a Commissioner even came to the Landscaping team to say, "I have never seen the area around the depot look better!"

During Session F the team cleaned up the base of the trees on the hill back of the depot. They also continued to clean the flower beds and trees, as well as around the walkway leading up to Terrace Avenue.

Many people commented that the area looked better than ever and all of the

credit certainly goes to Team Leader Alta Berkstresser and the Landscaping Volunteers throughout the work sessions!

## Freight Car Lettering

*Project Objective: Letter cars painted in Session C and D*

*Session E*

*Team Leader: Dick Caldwell*

The following cars were lettered. Flat car 6746 was completely lettered. Flanger OL was completely lettered as it sits now, but based upon pictures the metal side wall on one side is missing. Therefore, the letters "D&RGW" and the word "Flanger" were placed on the remaining metal side wall. Project Chairman Bob Tully was advised of the missing metal side and once the repair is accomplished the lettering will be completed. Drop side gondola 774 had the herald added this year. All other lettering had been done in 2005. Long reefer 157 was completely lettered and one herald was placed on the track side of the car as it was sitting. Due to a lack of time the herald wasn't placed on the opposite side and will be done in 2007. Also, stock car 5841 had the flying Rio Grande added. The rest of the lettering on this car had been done in 2005. It was not completed in 2005 because of rain and was finished during session F this year.



*James Earle, Mickey Hallum, and Richard Caldwell are lettering long reefer 157. (Chronicler photo)*

## 2006 Work Assignments by States & Country

### Session S

State	Last Name	First Name	Project Description
CO	Bristow	Tim	CRF preparation
CO	Dando	Bob	CRF preparation
CO	Diffie	Ray	CRF preparation
CO	Lowrance	Ed	CRF preparation Team Leader
CO	Tully	Mona	Registration, administration & merchandise sales
CO	Tully	Bob	Work Session Leader
NM	Bayer	Donald	CRF preparation
NM	Hanscom	Russ	CRF preparation
NM	Smith	Tim	CRF preparation
NV	Smith	Ted	Project reporting Team Leader
OK	Lira	Ron	CRF preparation
TX	Clark	Nan	Food service Team Leader
TX	Clark	Les	CRF preparation
TX	Smith	Marshall	CRF preparation
TX	Smith	Mary Jane	Food service

### Session A

State	Last Name	First Name	Project Description
AZ	Reib	Jeanette	Food service
AZ	Reib	Robert	CRF preparation
CA	Cole	John	CRF preparation
CA	Ley	David	CRF preparation
CA	Sutkus	John	CRF cement floor installation Team Leader
CO	Bristow	Tim	CRF preparation
CO	Engs	John	CRF lights installation Team Leader
CO	Fowler	Steve	CRF preparation
CO	Lowrance	Ed	CRF preparation Team Leader
CO	Strathearn	Bill	CRF preparation
CO	Tully	Bob	Work session Leader
CO	Tully	Mona	Registration & administration Team Leader
FL	Whelan	Mary	Food service
FL	Whelan	Rod	CRF preparation
LA	Hebert	Druby	CRF preparation
LA	Robson	Alan	CRF preparation
MT	Breeding	Noreen	CRF preparation
MT	Breeding	Roger	CRF preparation
NM	Bayer	Donald	CRF track installation Team Leader
NM	Hanscom	Russ	CRF preparation
NM	Smith	Tim	Chronicler Team Leader
NV	Bettalico	Spero	CRF preparation
NV	Smith	Ted	Project reporting Team Leader
PA	Trunk	Chris	CRF preparation
TX	Clark	Nan	Food service
TX	Clark	Les	CRF preparation
TX	Smith	Marshall	CRF preparation
TX	Smith	Mary Jane	Food service Team Leader

### Session B

State	Last Name	First Name	Project Description
AZ	Horejsi	Ronald	Car shop fascia repair, flagpole installation & misc. structural repairs
AZ	Reib	Jeanette	Food service
AZ	Reib	Robert	Miscellaneous Chama projects
CA	Ley	David	Car shop fascia repair, flagpole installation & misc. structural repairs
CO	Berkstresser	Alta	Yard landscaping
CO	Berkstresser	George	Car shop fascia repair, flagpole installation & misc. structural repairs
CO	Bristow	Tim	CRF lights installation
CO	Diffie	Ray	CRF restroom construction & installation
CO	Engs	John	CRF lights installation Team Leader
CO	Lowrance	Ed	CRF preparation Team Leader
CO	McGee	Jim	Car shop fascia repair, flagpole installation & misc. structural repairs
CO	McGee	Sharon	Chronicler Team Leader
CO	Muth	Rich	Flagpole installation, shop fascia repairs, & misc. other repairs Team Leader
CO	Strathearn	Bill	Carpentry shop & material Team Leader
CO	Tully	Bob	Work Session Leader
CO	Tully	Mona	Registration & administration Team Leader
CO	Young	Cliff	CRF restroom construction & installation Team Leader
CO	Young	Sally	CRF restroom construction & installation
FL	Faith	Mike	Car shop fascia repair, flagpole installation & misc. structural repairs
FL	Whelan	Mary	Food service
FL	Whelan	Rod	Chama tool car Team Leader
MT	Breeding	Noreen	Derrick OP restoration survey
MT	Breeding	Roger	Derrick OP restoration survey Team Leader
NM	Bayer	Donald	CRF track installation Team Leader
NM	Hanscom	Russ	CRF lights installation
NM	Mackey	Bill	Ice hatch rebuilds for reefers
NM	Smith	Tim	Chronicler
NV	Smith	Ted	Project reporting Team Leader
TX	Clark	Nan	Food service
TX	Smith	Marshall	Car shop fascia repair, flagpole installation & misc. structural repairs

TX	Smith	Mary Jane	Food service Team Leader
VA	Kern	Bill	CRF preparation
VA	Kern	Kate	Yard landscaping
UK	Seymour	Basil	Car shop fascia repair, flagpole installation & misc. structural repairs

### Session C

State	Last Name	First Name	Project Description
AZ	Anderson	Bob	Scale track tie replacement
AZ	Dick	Richard	Cumbres kiosk construction
AZ	Dick	Susan	Cumbres kiosk construction
AZ	Diehl	William	Drop bottom gon restoration
AZ	LeMmon	Susan	Freight car painting
AZ	Metzler	Don	Inventory & supply Team Leader
AZ	Metzler	Mary	Food service
AZ	Reib	Robert	Drop bottom gon restoration
AZ	Reib	Jeanette	Freight car painting
AZ	Storm	Dolores	Membership promotion
AZ	Stewart	Don	Freight car painting Team Leader
AZ	Storm	Don	Drop bottom gon restoration Team Leader
CA	Conry	Bob	Car 451/3553 conversion to museum display car
CA	Gross	Diana	Registration, administration & merchandise sales
CA	Gross	Jim	Milepost & whistle board maintenance Team Leader
CA	Ground	Bob	Assistant Work session Leader
CA	Kumler	Craig	Car 05635 conversion to caboose
CA	Kumler	Robin	Car 05635 conversion to caboose
CA	McDonald	Floyd	Replica junction box construction
CA	McDonald	Larry	Replica junction box construction
CA	McGinley	Mike	Lava water tank ladder replacement & pump house roof survey
CA	Pennick	Richard	Jordan spreader OU restoration
CA	Ringer	Warren	Cook car 053 survey
CA	Randall	Art	Car condition survey & evaluation
CO	Berkstresser	George	Wood preservative Team Leader
CO	Berkstresser	Alta	Yard landscaping
CO	Briggs	Roger	Carpentry shop & material Team Leader
CO	Engs	John	Car 451/3553 conversion to museum display car
CO	Fowler	Parker	Coal tiple maintenance Team Leader
CO	Gordon	Geof	Minor car repairs Team Leader
CO	Gordon	Nancy	Food service
CO	Lowrance	Ed	Chama tool car Team Leader
CO	McMullen	Craig	Minor repairs to 3254, 3686 doors, W472 walkway and reefer ice hatches
CO	Smith	Jeff	Jordan spreader OU restoration
CO	Smucker	Frank	Scale track tie replacement Team Leader
CO	Strathearn	Bill	Work Session Leader

CO	Thode	Mike	Caboose 0503 restoration Team Leader
CO	Tully	Mona	Food service
CO	Tully	Bob	Caboose 05635 conversion Team Leader
FL	Faith	Mike	Car condition survey & evaluation
FL	Ferro	David	Cumbres kiosk construction
FL	Hackmeyer	Andrew	Cumbres kiosk construction
FL	Smith	Calvert	Cook car 053 survey
GA	Mahoney	Mike	Milepost & whistle board maintenance
IA	Wander	Cletus	Osier stock pen restoration
IN	Ross	Bob	Car condition survey & evaluation Team Leader
IN	Ross	Holly	Registration & administration Team Leader
KS	McKeel	Jim	Freight car painting
KS	Rider	Terry	Jordan spreader restoration Team Leader
KS	Woolsey	Anne	Freight car painting
KS	Woolsey	Terry	Milepost & whistle board maintenance
MO	Gish	Bryant	Jordan spreader OU restoration
MO	Gish	G.O.	Jordan spreader OU restoration
MS	Crider	Arlene	Chronicler
NC	Norcross	Andrew	Osier stock pen restoration
NC	Norcross	John	Osier stock pen restoration
NC	Norcross	Ted	Osier stock pen restoration
NE	Huddleston	Wayne	Cumbres kiosk construction Team Leader
NH	Meckley	Bob	Jordan Spreader OU restoration
NM	Bayer	Donald	Caboose 05635 conversion Team Leader
NM	Carder	Ron	Osier section house roof repair
NM	Cardin	Mary	Food service Team Leader
NM	Feldman	Bill	Drop bottom gon restoration
NM	Feldman	Margrethe	Freight car painting
NM	Florey	Jim	Caboose 0503 restoration
NM	Gonzales	Marty	Chronicler Team Leader
NM	Gonzales	Mary	Chronicler
NM	Hanscom	Russ	Drop bottom gon restoration
NM	Harman	Lawrence	Tool Servicing Team Leader
NM	Hutchison	Barb	Car 451/3553 conversion to museum display car
NM	Hutchison	Hutch	Car 451/3553 conversion to museum display car
NM	Irvin	Charles	Carpentry shop & material supply
NM	Lopez	Emmanuel	Osier Stock pen restoration
NM	Locker	Daryl	Scale track tie replacement
NM	McLean	Richard	Minor repairs to 3254, 3686 doors, W472 walkway and reefer ice hatches
NM	Pyzel	Dan	05635 truck spring construction Team Leader
NV	Hardy	Scott	Osier dining hall repainting Team Leader



NV	McDonald	Phil	Junction box construction Team Leader
NV	Smith	Linda	Reporting & documentation site helper
NV	Smith	Ted	Project reporting Team Leader
NY	Okeefe	James	Car 053 survey Team Leader
OH	Bloom	Bruce	Osier dining hall repainting merchandise sales
OH	Borger	Sandy	Registration, administration & merchandise sales
OH	Borger	Richard	Caboose 0503 restoration
OH	Detwiler	George	Car 451/3553 conversion to museum display car
OH	Loos	Larry	Osier dining hall repainting
OK	Burton	Frank	Osier dining hall repainting
OK	Craine	Bob	Caboose 05635 conversion
OK	Craine	Debbie	Food service
OK	Donovan	Linda	Food service
OK	Donovan	Tom	Caboose 0503 restoration
OK	Lester	Jeff	Caboose 05635 conversion
OK	Lester	Marilyn	Food service
OR	Barney	Phil	Caboose 0503 restoration
OR	Lyon	Laurel	Car condition survey & evaluation
PA	Rosenberger	Judith	Osier dining hall repainting
PA	Rosenberger	Robert	Osier dining hall repainting
PA	Stover	Scott	Milepost & whistle board maintenance
PA	Stover	Karen	Yard landscaping
TX	Barsachs	Edwin	Laval tank ladder replacement & pump house survey
TX	Chandler	Ronald	Caboose 0503 restoration
TX	Chandler	Elta	Yard landscaping
TX	Clark	Les	Nail & bolt car Team Leader
TX	Clark	Nan	Assistant food service & membership promotion Team Leader
TX	Icenhower	Jeff	Osier dining hall repainting
TX	Icenhower	Jordan	Osier dining hall repainting
TX	Olson	Carl	Cumbres kiosk construction
TX	Putman	Clyde	Osier section house roof repair Team Leader
TX	Smith	Mary Jane	Food service
TX	Smith	Marshall	Car 451/3553 conversion to museum display car
UT	Christensen	Doug	Laval tank ladder replacement & pump house survey
UT	Herron	Jim	Laval tank ladder replacement & pump house survey Team Leader
WI	Hawkins	Robert	Cumbres kiosk construction Team Leader
UK	Seymour	Basil	Osier dining hall repainting

#### Session D

State	Last Name	First Name	Project Description
AZ	Davenport	Paul	Milepost & whistle board maint.
AZ	Horejsi	Ronald	Osier dining hall repainting

AZ	Metzler	Don	Inventory & supply Team Leader
AZ	Metzler	Mary	Food service
AZ	Reib	Jeanette	Cumbres kiosk construction
AZ	Reib	Robert	Cumbres kiosk construction
AZ	Stewart	Don	Osier dining hall repainting
CA	Frazier	Todd	Car 451/3553 conversion to museum display car
CA	Ground	Bob	Assistant Work Session Leader
CA	King	Linda	Car 451/3553 conversion to museum display car
CA	Knoesel	Gisela	Registration, administration & merchandise sales
CA	Knoesel	Herbert	Hinman coach refurbishment
CA	Parks	Daniel	DBG 859 rebuild completion
CA	Parks	Lee	DBG 859 rebuild completion
CA	Parks	Randy	DBG 859 rebuild completion
CA	Randall	Art	Car condition survey & evaluation Team Leader
CA	Ringer	Warren	DBG 859 rebuild completion
CA	Wilson	Brooks	Caboose 05635 conversion
CO	Berkstresser	Alta	Yard landscaping Team Leader
CO	Berkstresser	George	Car condition survey & evaluation
CO	Briggs	Roger	Carpentry shop & material Team Leader
CO	Deuell	Don	Cumbres kiosk construction
CO	Duncan	Maryruth	Car condition survey & evaluation
CO	Duncan	Walt	Cumbres kiosk construction
CO	Engs	John	Museum display car conversion Team Leader
CO	Hall	Glenn	Chronicler Team Leader
CO	Kepner	Bill	RPO coach X54 survey Team Leader
CO	Lowrance	Ed	Chama tool car Team Leader
CO	McCartin	William	DBG 859 rebuild completion
CO	McMullen	Craig	Hinman coach refurbishment Team Leader
CO	McMullen	Maggie	Food service
CO	Neubaum	Bev	Yard landscaping
CO	Osborn	Bob	DBG 859 rebuild completion
CO	Pratt	Bill	DBG 859 rebuild Team Leader
CO	Sandt	Clayton	Car 451/3553 conversion to museum display car
CO	Sandt	Patricia	Car 451/3553 conversion to museum display car
CO	Strathearn	Bill	Work Session Leader
CO	Thode	Mike	Caboose 0503 restoration
CO	Tully	Bob	Caboose 05635 conversion Team Leader
CO	Tully	Mona	Food service
FL	Schaffer	Peter	Caboose 05635 conversion
IA	Wander	Cletus	Osier stock pen restoration
IL	Randolph	David	Osier stock pen restoration
IN	Ross	Bob	Milepost & whistle board maintenance Team Leader
IN	Ross	Holly	Registration & administration Team Leader

KS	Weeks	George	Telltale survey, pipe gon load tiedown, coach 0252 cover maint.
NC	Norcross	Andrew	Osier stock pen restoration
NC	Norcross	John	Osier stock pen restoration
NC	Norcross	Ted	Osier Site Leader & stock pen restoration Team Leader
NM	Bayer	Donald	Caboose 05635 conversion Team Leader
NM	Burke	Shirley	Membership promotion
NM	Cardin	Mary	Food service
NM	Hanscom	Russ	Telltale survey, pipe gon load tiedown, coach 0252 cover maint.
NM	Harman	Lawrence	Tool servicing Team Leader
NM	Irvin	Charles	Carpentry shop & material supply
NM	Lawrence	George	Car condition survey & evaluation
NM	Lock	Bill	Caboose 05635 conversion
NM	Lock	Judy	Food service
NM	Lopez	Emmanuel	Osier stock pen restoration
NM	McLean	Richard	Caboose 05635 conversion
NM	Mundis	Bob	RPO X54 restoration survey
NM	Sterosky	Dennis	Caboose 05635 conversion
NM	Trever	George	Cumbres kiosk construction
NV	Hardy	Scott	Osier dining hall repainting Team Leader
NV	Smith	Ted	Project reporting Team Leader
NY	Okeefe	James	RPO X54 restoration survey
OH	Detwiler	George	Car 451/3553 conversion to museum display car
OH	Loos	Larry	Tool servicing
OK	Donovan	Linda	Food service
OK	Donovan	Tom	Caboose 0503 restoration
PA	Millhouse	James Jr.	Caboose 0503 restoration
SC	Krech	Ed	Telltale survey Team Leader, milepost maint., coach 0252 cover maint.
SC	Krech	Joan	Yard landscaping
TX	Clark	Les	Nail & bolt car Team Leader
TX	Clark	Nan	Assistant food service & membership promotion Team Leader
TX	LaChey	Marc	Car condition survey & evaluation
TX	LaRoe	Bob	Milepost & whistle board maintenance
TX	LaRoe	Sandy	Yard landscaping
TX	Petrick	Thomas	Car condition survey & evaluation
TX	Smith	Marshall	Car 451/3553 conversion to museum display car
TX	Smith	Mary Jane	Food service
TX	Wallis	Kent	Cumbres kiosk construction Team Leader
TX	Wallis	Shelby	Cumbres kiosk construction site helper
UK	Priddle	David	Caboose 0503 restoration
UK	Seymour	Basil	Osier dining hall repainting

## Session E

State	Last Name	First Name	Project Description
AZ	Hogan	Peter	Short reefer 55 restoration
AZ	Hogan	Sandy	Chronicler
AZ	Horejsi	Ronald	Osier dining hall repainting
AZ	Mattson	George	Work Session Leader
AZ	Mattson	Louise	Registration & administration Team Leader
AZ	Metzler	Don	Inventory & supply Team Leader
AZ	Metzler	Mary	Food service
AZ	Reib	Jeanette	Membership promotion
AZ	Reib	Robert	Cumbres kiosk construction Team Leader
AZ	Sublett	Jim	Carpentry shop & material supply
AZ	Sublett	Naomi	Yard landscaping
AZ	Schweitzer	Wendell	Coal tippie restoration
CA	Eskender	Matthew	Oil house brick pointing
CA	Eskender	Laura	Oil house brick pointing
CA	Knoesel	Herbert	Cumbres kiosk construction
CA	Knoesel	Gisela	Membership promotion
CA	Lenicheck	Rob	Minor car door repairs, walkway, & car 159 ice hatch rebuilds
CA	Robbins	Becky	Registration, administration & merchandise sales
CA	Robbins	Dan	Cumbres kiosk construction
CA	Sutkus	John	Coal tippie restoration Team Leader
CA	Wilson	Colleen	Oil house brick pointing Team Leader
CA	Wilson	Brooks	Caboose 05635 conversion
CO	Briggs	Roger	Carpentry shop & material Team Leader
CO	Bristow	Tim	Cumbres snow shed repair
CO	Caldwell	Dick	Freight car lettering Team Leader
CO	Engs	John	Cumbres snow shed repair Team Leader
CO	Graham	James	Drop bottom gon restoration
CO	Gordon	Geof	Minor car door repairs, walkway, & car 159 ice hatch rebuilds Team Leader
CO	Gordon	Nancy	Food service
CO	Gotthelf	Robert	Freight car lettering
CO	McCain	Bob	Osier dining hall repainting
CO	Pratt	Bill	Drop bottom gon restoration
CO	Sotelo	Tamra	Cumbres snow shed repair
CO	Sotelo	Richard	Cumbres snow shed repair
CO	Tully	Bob	Caboose 05635 conversion Team Leader
CO	Tully	Mona	Food service
CO	Worwag	Randy	Short reefer 55 restoration Team Leader
FL	Earle	James	Freight car lettering
GA	Hixon	Curtis	Sublette section house repair & painting

GA	Hixon	Genie	Food service
GA	Warner	Jack	Tool car operation
GA	Warner	Peggy	Tool car operation
IL	Jameson	Matthew	Short reefer 55 restoration
KS	Alliston	Norval	Caboose 05635 conversion
KS	Schmitt	Ron	Caboose 05635 conversion
KS	Schmitt	Yvonne	Food service
MO	Cullinane	David	Cumbres snow shed repair
MT	Milheim	George	Minor car door repairs, walkway, & car 159 ice hatch rebuilds site helper
MT	Milheim	Irvine	Minor car door repairs, walkway, & car 159 ice hatch rebuilds
NJ	Blizzard	Roy Jr.	Drop bottom gon restoration Team Leader
NJ	Goin	Robert	Drop bottom gon restoration
NM	Bauman	Richard	Drop bottom gon restoration
NM	Bayer	Donald	Caboose 05635 conversion Team Leader
NM	Bradford	Steve	Tool servicing
NM	Cardin	Mary	Food service Team Leader
NM	Gonzales	Marty	Chronicler
NM	Gonzales	Mary	Chronicler site helper
NM	Harman	Lawrence	Tool servicing Team Leader
NM	Howell	Richard	Short reefer 55 restoration
NM	Howell	Lyla	Registration, administration & merchandise sales
NM	Irvin	Charles	Carpentry shop & material supply
NM	Kassin	Tony	Drop bottom gon restoration Team Leader
NM	Samuels	Jay	Short reefer 55 restoration
NV	Bettalico	Spero	Chronicler
NV	Block	Brian	Drop bottom gon restoration
NV	Hardy	Scott	Osier dining hall repainting Team Leader
NV	Jacobs	Bill	Drop bottom gon restoration
NV	Smith	Ted	Project reporting Team Leader
NY	Schechter	Samuel	Coal tippie restoration
OH	Altshool	John	Car 05635 conversion to caboose
SD	Madison	Ken	Sublette section house repair & painting
TN	Hallum	Mickey	Freight car lettering
TN	Hartwig	Gary	Cumbres kiosk construction
TX	Clark	Nan	Membership Team Leader/ Food service Asst Team Leader
TX	Clark	Les	Tool car & Osier painting
TX	Houck	Lou	Minor car door repairs, walkway, & car 159 ice hatch rebuilds
TX	Putman	Clyde	Osier dining hall repainting
TX	Smith	Mary Jane	Food service
TX	Smith	Marshall	Coal tippie restoration
UT	Herron	Jamie	Sublette section house repair & painting
UT	Herron	Jim	Sublette section house repair Team Leader
UT	Herron	Lynne	Sublette section house repair & painting
UT	Nissen	Jim	Cumbres snow shed repair
UT	Ruhr	John	Cumbres kiosk construction
WA	Seelye	Dick	Sublette section house repair & painting
WY	Kennedy	Michael D	Cumbres snow shed repair

## Session F

State	Last Name	First Name	Project Description
AZ	Horejsi	Ronald	Telegraphone pole & wire restoration
AZ	Mattson	George	Work Session Leader
AZ	Mattson	Louise	Registration & administration Team Leader
AZ	Metzler	Mary	Food service
AZ	Metzler	Don	Inventory & supply Team Leader
AZ	Reib	Robert	Cumbres kiosk construction Team Leader & carpentry shop
AZ	Reib	Jeanette	Membership promotion
AZ	Schweitzer	Wendell	Coal tippie restoration
CA	Barbour	Bill	Car 451/3553 conversion to museum display car
CA	Berges	John A	Car 451/3553 conversion to museum display car
CA	Cole	John	Telegraphone wire & pole replacement Team Leader
CA	Huber	Don	MW02 restoration & painting Team Leader
CA	Huber	Lynn	Chronicler
CA	Jensen	Christin	Engine servicing
CA	Jensen	Nick	Engine servicing
CA	Juergenson	Don	Los Pinos shed survey/telegraph display counter & tel booth placement Team Leader
CA	Knoesel	Gisela	Membership promotion
CA	Knoesel	Herbert	Cumbres kiosk construction & carpentry shop
CA	Picken	Andy	Tool car operation
CA	Picken	Aimee	Yard landscaping
CA	Ringer	Warren	Telegraphone pole & wire restoration
CA	Sutkus	John	Coal tippie restoration Team Leader
CA	Tower	Caroline	Food service
CA	Wissler	Mike	Museum display car conversion Team Leader
CO	Briggs	Roger	Carpentry shop & material Team Leader
CO	Bristow	Tim	Drop bottom gon restoration
CO	Corwin	Kevin	Los Pinos shed survey/ telegraph display counter & tel booth placement
CO	Engs	John	Engine house and area lighting Team Leader
CO	Hillegas	Cathy	Telegraphone pole & wire restoration
CO	Hillegas	Skip	Telegraphone pole & wire restoration
CO	McGee	Jim	Log bunkhouse foundation repair Team Leader
CO	McGee	Sharon	Chronicler
CO	Richter	Don	Telegraphone pole & wire restoration
CO	Tully	Mona	Food service
CO	Tully	Bob	Caboose 05635 conversion Team Leader
FL	Raven	Greg	Telegraphone pole & wire restoration

FL	Whelan	Rod	Chama tool car Team Leader	SD	Madison	Ken	Los Pinos shed survey/telegraph display counter & tel booth placement Team Leader
FL	Whelan	Mary	Food service	TN	Wingo	Turner	Food service
GA	Warner	Jack	Tool car operation	TX	Clark	Les	Nail & bolt car Team Leader
IL	Tower	Richard W	Los Pinos shed survey/telegraph display counter & tel booth placement	TX	Clark	Nan	Membership Team Leader/food service Asst Team Leader
MN	Johnson	Dale	Drop bottom gon restoration	TX	Osborn	LD	MW02 restoration & painting
NM	Bayer	Donald	Caboose 05635 conversion Team Leader	TX	Smith	Mary Jane	Food service
NJ	Blizzard	Roy Jr.	Drop bottom gon restoration Team Leader	TX	Smith	Marshall	Engine house & area lighting
NM	Cardin	Mary	Food service Team Leader	TX	Schwartz	John	Carpentry shop & material supply
NM	Charnley	Bruce	Yard landscaping	WA	Seelye	Dick	Chama log bunkhouse foundation repair
NM	Charnley	Ruth	Yard landscaping	UK	Brotzman	Robert	Chama log bunkhouse foundation repair
NM	Davies	George	Chama log bunkhouse foundation repair				
NM	Earle	Ken	Chama log bunkhouse foundation repair				
NM	Gonzales	Marty	Chronicler Team Leader				
NM	Harman	Lawrence	Tool servicing Team Leader				
NM	Kassin	Tony	Drop bottom gon restoration Team Leader				
NM	Irvin	Charles	Carpentry shop & material supply				
NM	Uhland	Paul	Engine house & area lighting				
NV	Bettalico	Spero	Chronicler				
NV	Galli	Jim	Chronicler				
NV	Smith	Ted	Project reporting Team Leader				
OR	Bolger	Donald	Car 451/3553 conversion to museum display car				
PA	Michel	Bob	Chama log bunkhouse foundation repair				
PA	Michel	Bonnie	Car 451/3553 conversion to museum display car				
PA	Trunk	Chris	Telegraph pole & wire restoration				

### 2006 Closedown Crew

Last Name	First Name	Last Name	First Name
Bayer	Donald	Michel	Bonnie
Brotzman	Robert	Osborn	LD
Charnley	Bruce	Reib	Robert
Charnley	Ruth	Reib	Jeanette
Earle	Ken	Seelye	Dick
Gonzales	Mary	Smith	Marshall
Gonzales	Marty	Smith	Mary Jane
Mattson	George	Trunk	Chris
McGee	Jim	Whelan	Rod
Metzler	Don	Wissler	Mike
Michel	Bob		

*Please contact the Friends Office in Albuquerque for addresses of volunteers.*

### 2007 Election Procedures

In accordance with our bylaws, in this issue of the C&TS Dispatch we are publishing a description of our Board of Directors election procedures. Article Six of the bylaws provides that our members shall elect directors.

Nominations for election to the board are made by the nominating committee or by petition. The five (5) member nominating committee is appointed by the board, and its duty is to nominate qualified candidates for as many seats as are vacant. Additional candidates may be nominated by petition. A petition for nomination shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of three (3) voting members, brief biographical information about the nominee, and the nominee's statement of candidacy.

The Board appointed the nominating committee at its meeting in Canon City, Colorado, on Saturday, October 28, 2005.

Interested candidates should contact any officer, director, or member of the nominating committee to express an interest in serving on the board. All nominations by petition must be received in our Albuquerque office by Friday, March 23, 2007. Elections shall take place by written ballots that will be mailed by Tuesday, May 8, 2007. To be counted, ballots must be received by our Albuquerque office by Thursday, June 7, 2007 (15 days before the annual meeting on Friday, June 22, 2007).

At its October 2001 meeting, the Board of Directors amended the bylaws to provide for the making of election rules and procedures. The board adopted a rule providing that the ballot for election of directors shall distinguish the slate of individuals nominated by the nominating committee from individuals nominated by petition.



## A Note from Hugh and Parker Fowler

*The Dispatch received this note from Hugh and Parker Fowler, whose many years of support for the Cumbres and Toltec Scenic Railroad were recognized at the Fall Banquet that was held on the Royal Gorge Railroad.*

It was a cool, crisp autumn night deep in the Gorge of the Arkansas River a few miles west of Canon City. The members of the Board of Directors, in town for their Fall meeting 10/28, had decided to cough up the \$70 per plate for a dinner train trip on Lindsey Ashby's Royal Gorge Route Railroad.

Having dined on other dinner trains, and most recently last month on the Conway Scenic RR in New Hampshire (which trip was in the same class as eastern skiing for a Coloradan), we didn't expect much, although the job the Ashbys had done for the Georgetown Loop over the years should have been a clue to the truly first-class nature of this adventure.

That we left Canon City as the sun went down also seemed nutty since the wonders of the Gorge were plunged into darkness just as night usually engulfs mountain towns in our state, in the wink of an eye. By twilight we observed the entrance to the Gorge, only a few blocks west of the station, featuring dry grass, several species of cactus, ever-narrowing canyon walls, and what appeared to be harrowing jeep roads climbing the steeper and steeper cliffs.

Meanwhile, we were comfortably situated in our dome car-turned-diner at a beautifully set table for four with flowers and enough silverware for thirteen dinners at Denny's. Wife Charly sat at the window across from brother Hugh, and his wife Shirley across from me. At the time it didn't occur to me that Hugh, Shirley and I had first experienced the 4th Division of the D&RGW in 1948 on the Alamosa Kiwanis Karavan San Juan Express 3-day to Silverton and back. And Hugh, Charly and I were to found the Colorado Society for the Preservation of the Narrow Gauge 20 years later.

Drinks were promptly served by some good-looking young people; the *gemutlichkeit* of the place had warmed up; directors and visiting Friends filled the car. The first course, individual plates of very attractive canapés, was soon followed by a delicious fresh salad, in turn followed by a beautifully presented entrée of inch-thick prime rib, the tastiest I've had in a long time.

Meanwhile, the train was snaking through the gorge, hanging on for dear life. Our fears about not being able to

see anything in the dark were soon allayed as many spotlights hidden under and on top of the cars illuminated the fast-flowing river and canyon-side. Everyone piled onto the open gondola next to our diner to rubberneck at the Hanging Bridge, the temperature balmy as the rocky gorge gave up its daytime heat. One thousand feet straight up we could see the lights on the giant swing that crazy people rode out over the canyon. It was quiet, and enchanted.

After a delicious dessert, Bill Lock hushed the noisy crowd with pre-program remarks, then asked Hugh and me to come to the center of the car, where I presumed we would render a duet in our antique bass voices. But then Warren Smalley came struggling up the aisle with some large boxes as if he were Santa in mufti. Lo, we were each gifted by the Friends with a framed parchment proclaiming some forty years of service to what has become the C&TS RR, and two Rio Grande Golden garden gauge passenger cars sitting regally in a wonderful plexiglass display box.

As wonderful as the gifts, the idea of being honored for doing what we have loved to do over the years was and is quite overwhelming. And for this fantastic surprise we are grateful to Bill and Warren, Bob Craine and Tim Tennant, and all the other great Friends who were able to keep this event a secret for so long. Thank you!

P.S. from Hugh: Parker says we were overwhelmed by the surprise...I was dumbstruck! Just being on ANY train makes me a little giddy — and then that beautiful dinner (it really was a Royal Gorge) — and then Bob put that mike in front of me — and I'm so shy — and I held forth with some kind of history sermon when what I really wanted to say was how critically important all of you are to the longevity of the C&TS.



*Hugh and Parker Fowler on the open car at the Royal Gorge Hanging Bridge. (Tom Cardin)*

We early birds ('69) pretty much agreed that the RR would be a one-year-at-a-time struggle. As the necessities fell into place our feelings about Providential care were justified — and that went on year after year, even up to the present, and unto today as we hear of gubernatorial shuffling to include new leaders of whom we've never heard. But through it all has been the steady support of the Friends organization — ready to throw the lifeline when required — institutionally cheerful and fixing everything big and small as appropriate — rising above the clatter and chatter of rumor and division — getting the job done.

What a great group you are! And to be honored by such a wonderful band is to be truly blessed. Thank you, thank you! Parker and I pledge to continue to help the RR and its Friends as long as we are able.

## 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 [eghval@centurytel.net](mailto:eghval@centurytel.net) or Bob Tully, 303-428-2322, e-mail at [bobtully@att.net](mailto:bobtully@att.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, trunks
- 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 skillet
- 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, especially from the 20's and 30's. 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 – THE TELEGRAPH AND 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 that 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, no larger than 3' x 4' with a center combination lock 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 1/2" grinders, and 3/8" or larger electric drills. Both electric and cordless are desirable. Drill bits 3/4" 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 ITEMS OF THE DAY

1. A good old pickup, or even a nearly new one, 4X4 with 8 foot bed, even one with a shell, especially a 4 door outfit, is needed to haul our flat bed trailers with supplies and equipment. Short runs around the yard, in town, from Chama to Antonito and all points between. Occasional travel to Pagosa Springs, Alamosa, and Espanola. It would be very beneficial if a driver came with it, at least for part of the year.
2. We need a medium size backhoe/front end loader that we can fit with forks. A 4 x 4 machine is highly desirable. The large 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.

### Thinking of a Gift to the Friends?

Many of us make charitable contributions before the end of the year so that they will be deductible from the current year's taxes. IRS rules have changed. If you are thinking of a year-end gift to the Friends it is worthwhile checking with your tax advisor or the appropriate IRS publications to see how changes might affect your giving and/or your record keeping.

## From Your Library

By Spencer Wilson

Work is continuing in the Friends Library on processing of the Dorman photo collection and planning for the future of this important collection.

Work on the collection continues to be supported by current local volunteers: Vernon Glover, railroad historian and retired; Wes Pfaner, retired from Sandia Labs; and yours truly are working regularly on the Dorman project. We were joined by Friends member Dick Kilday, a retired museum curator (Smithsonian among others), for a two-week session with very valuable results. Among our most important issues is the need for more interested and knowledgeable local volunteers. We are attracting interest from others far and away, but the Library is only open on week days, during working hours.

Plans are being made to address expected circumstances and on-going issues. We are looking at sources of support beyond the Friends members, beyond even the rail fan community. The New Mexico Historical Society, a private non-profit, reprinted the press release about the acquisition of the Dorman collection that was published last spring on the Friends web-site. We have sent copies of that release to other media. A couple of weeks past, Vernon Glover, Wes Pfaner and I were interviewed by Robin Marshment Henry, a long time weather forecaster for an Albuquerque television station. As a long standing member of the Friends, Robin read of the Dorman Collection and wanted to know more about it and the Library in general. She is writing a Masters Thesis in Library Science and wanted to include a small, specialized library in general and the Dorman Collection. We spent a couple of interesting hours going over issues we have identified.

As the word spreads, there are more research questions coming in, both concerning the Library in general and the photo collection in particular. We have discussed and studied pricing based on time spent, type of copy desired, whether copies for research, or printable copy, and so forth. We have come close to a decision on prices for copies. We are creating contracts for researchers which will also stipulate prices, etc. Furthermore, there are copyright questions. It is very difficult to establish the origin of any given image. We are learning how other libraries and archives place the responsibility on the researcher who is planning to publish. We tend to believe that it is up to the individual researcher to establish the right to publish any given image.

There is need for dedicated equipment. A computer with a larger and faster drive, possibly a good quality, professional photo printer, and other equipment will be used for

the photo collection only. There is no intention of connecting this dedicated equipment to the internet. Volunteer Dick Kilday talked to his computer expert son in Virginia and agreed to supply a customized computer at Dick's expense! He also purchased needed archival supplies, again at his own expense.

A one page step-by-step guide for each step in the cataloging process is being prepared. It will include cataloging, scanning, and research. This will provide a quick way to bring new volunteers up to speed.

Mr. Dorman suffered a broken leg in a recent accident. He is doing very well and told me that he has collected another 100 photos, at "no charge" to the Friends! He was very chipper on the phone earlier this October. In summary, all of these developments will combine to make the Library/Archive and photo collections here in our Albuquerque facility more readily available to researchers.

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

### Maurice M. Bloom

Friends member Maurice M. Bloom, Jr, Colonel, Ret. passed away Monday, October 16, 2006. He was known as "JR" to his friends. He served in the U.S. Army Air Force during World War II as a navigator on B-24 bombers out of Italy. His plane was shot down over Austria and JR spent ten and one-half months as a "guest" of the German Government. After liberation, he returned home to his wife and young son. As a member of the Pennsylvania National Guard, he was recalled to service during the Korean War. As a result of this second call, he made a career in the army.

After retirement, he and his wife, Charlotte, moved to Albuquerque. JR then took advantage of the GI Bill and entered the University of New Mexico where he graduated with a major in Southwest History and minor in Anthropology. JR and Charlotte were active members of the Maxwell Museum of Anthropology. That experience eventually led him to a new career as an appraiser of Southwest Indian art. This was a very successful career that ultimately resulted in a national reputation.

He is survived by his wife, two daughters and one son, and grandchildren. He is missed by all who knew him.

## Schedule of Friends' Events

### New Mexico Banquet and Spring Board of Directors' Meeting

March 16 - 17, 2007

### Annual Meeting

June 22, 2007

### Board of Directors' Meeting

June 23, 2007

### Moonlight Train

June 30, 2007

### 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



*This photo, made by Charles R. Lively at Cumbres about 1910, is one of thousands of photos now being cataloged by the Friends as part of their acquisition of the **Richard L. Dorman Collection of Narrow Gauge Railroad Historic Images**. To a couple of professional foresters, it shows the intensive use of timber in various forms by early railroads. Another viewer noted the use of burros for transportation as well as Mr. Lively's dog in the distance. Might the gentleman in the suit and tie be an employee of the U.S. Fish Commission escorting fingerling trout from the Leadville fish hatchery to a Colorado mountain stream?*



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

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