



C&TS Dispatch

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Terri Shaw to Retire at End of Year

*From the Friends Web site
www.cumbrestoltec.org
September 27, 2002.*

At a special meeting of the Friends' Board of Directors on September 21, 2002, the board accepted Terri Shaw's request to retire from the position of President and Executive Director on December 31, 2002. To ensure a smooth transition to a new Executive Director and to help with the important matters facing the Friends over the next several months, Terri will remain in her present position until a new ED is hired and will assist the board in the transition.

Terri has been involved with the Friends as an active member since 1990. She served as a director for eight years, and has served as President since 1995. Since becoming the organization's first full-time Executive Director in 2000, Terri has led the Friends through a very challenging transition from a small, virtually all-volunteer historical preservation group to a much larger, professionally managed organization with a broader focus that includes oversight of the affiliate organization that operates the Cumbres & Toltec Scenic Railroad. Three years ago Terri led the effort to organize the Friends' affiliate company, the Rio Grande Railway Preservation Corporation, which contracted to operate the C&TS when no other parties were able or willing to do so.

Regarding Shaw's departure, Jim Herron, chairman of the Friends' board stated, "We regret her retire-

ment and will greatly miss her vision, leadership, and organizational skills. Nevertheless, we understand her decision and thank Terri for her many years of dedicated service to the Friends and the railroad. Although we'll find another individual to fill her position, she is truly irreplaceable."

"I'm proud to have served the Friends of the Cumbres & Toltec for ten years," Shaw said. "The things we have accomplished in that time are the work of many wonderful people. The Boards of Directors that I have chaired over the years were outstanding. They were and are able to separate personal preferences from the common good, and always made decisions based on what would promote the preservation of the railroad. The volunteers who come each summer to work are the nicest, most generous, most hard-working people I've ever known. It has been a pleasure to work with all of them."

"But, at the same time, the many difficulties our organization has had to deal with over the past few years have left me feeling depleted and it is time for rest and rejuvenation. My husband and I will move back to California to be closer to family and friends. And, we would like to do some things we haven't had time for—trips in our airplane, trips in our camper, and some trips by train."

Shaw added that her decision to step down from leadership

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Historic Preservation—2002 The June and August Volunteer Work Sessions

Three hundred forty-one Friends carried out historic preservation projects on the Cumbres & Toltec Scenic Railroad during the four volunteer work sessions from June 17–28 and August 5–16, 2002. In this issue we present an overview of all the projects and a complete roster of the dedicated volunteers.

The work sessions started with a bit of trepidation—because of the Forest Service closure on June 8 the train would not be running again until July 16. The Friends, however, are a stalwart group and we headed off to do our assigned tasks and more!

Antonito

Caboose 0579. This year saw the continuation of work on 0579, a short

See Preservation, page 4



Crew members work on short refrigerator car 55 in the Chama yard during session E. (All photos by Tom Cardin except where noted.)

C&TS Dispatch

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The Friends is the official museum support group 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 and is operated by the Rio Grande Railway Preservation Corporation. As the museum support group, 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 2002

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PRESIDENT'S COLUMN



Future of the RGRPC Uncertain

The railroad ended its regular season on October 20, 2002. With almost half of the season impacted by complete or partial closures caused by the Federal Railway Administration (FRA) and the US Forest Service (USFS), the final ridership was 22,558. This is about 40% of what could have been expected

and resulted in a revenue loss to the Rio Grande Railway Preservation Corporation (RGRPC), the Friends' affiliate company, of \$1-\$1.5 million. This loss left the company without the resources to continue as operator.

Nevertheless, RGRPC did a remarkable job of fiscal management after passenger service resumed in mid June. It refunded \$190,000 to customers who were unable to ride during the closures, paid off past due bills, and ended October with all current bills from its vendors paid. However, there are insufficient funds to pay loans and a credit line that were used to capitalize the corporation and to fund last winter's shop and operating needs. The credit line was secured by loan guarantees from Friends' members and they have all been contacted about the probability that the bank will want to collect on their guarantees if RGRPC cannot repay the loan by December 31, 2002.

Though RGRPC indicated to the Railroad Commission that it would like to continue as operator of the railroad if current disputed obligations can be settled and new terms agreed to, the commission declined in favor of issuing a public solicitation for companies who might be interested in becoming the operator of the railroad. That process is described below.

Because its operating lease terminated as of October 31, RGRPC has ceased all work on the premises and has moved its business offices to a location on Terrace Ave. in Chama. Over the course of its three operating seasons, RGRPC has purchased about \$250,000 worth of tools, equipment, and supplies. RGRPC acquired three semi trailers to store these assets off the property. The commission was notified that these assets would be moved and that they were available for purchase by the commission or a new operator. RGRPC will remain a functioning corporation until its assets are liquidated and its affairs are wound up.

Since the closures at the beginning of the season, the RGRPC has been investigating avenues for obtaining additional operating capital, but most of them have lead to programs that RGRPC does not qualify for or that only the commission will qualify for. A loan guarantee program under the US Department of Agriculture is promising but is not available unless RGRPC has a contract with the commission.

Winter Locomotive Work and the 2003 Season

Currently none of the locomotives qualify to operate in 2003 under new FRA boiler rules. One locomotive, 487, can qualify for a one-year waiver but must have extensive running gear work to operate in 2003. Overhauls to qualify locomotives 484 and 488 are only partially completed. Doing the necessary work this winter depends on having adequate funding, employees, and time. The commission has about \$400,000 remaining from state appropriations and has obtained an emergency loan from the New Mexico Board of Finance, but it does not have a contractor.

At this writing it is not known what plan the commission will adopt to provide for the winter work. At the commission's request, RGRPC has submitted a proposal for doing the winter shop work, carrying out the winter car maintenance plan, and other interim duties but no agreement has yet been reached. The commission's other option is to hire employees and supervise the work itself.

It is also uncertain how inquiries or reservations will be handled and what marketing will be done. RGRPC placed some advertising before the end of the season but deadlines for other important publications have been missed.

Friends Assist in Funding Locomotive Work

New Mexico congressional staffers recommended investigating the Economic Development Agency (EDA) of the Department of Commerce (the source of the track renovation funding) as a source for funding work to qualify locomotives under the new CFR Part 230 regulations. As with many federal grants, the applicant must provide 20% of the requested amount from its own resources. The cost of overhauling six locomotives is estimated at \$3.3 million, with a first phase of \$1.3 million. The Friends offered to provide half of the match from the Another Century of Narrow Gauge Steam (ACNGS) campaign. This gives significant leverage to the donations our members have made to that fund.

The Friends and the Railroad Commission submitted a joint "pre-applica-

tion" to the EDA's Austin, Texas, office in September. We have now received informal notification that we will be invited to submit a full application. Once we have written confirmation, funds spent by the Railroad Commission and Friends will be counted toward the 20% match. Funds from the EDA would become available in late February or March.

Another board-approved use of ACNGS campaign funds was to purchase valve and piston rings for locomotive 484 because they could not be delivered until after RGRPC had vacated the railroad. As with flue tubes purchased in 2000, the parts will belong to the Friends and be made available to whom-ever is the contractor selected by the commission to finish the work on 484.

Selecting a New Operator

Although the commission stated in July that it would issue a Request for Proposals (RFP), nothing was forthcoming until late September. At that time, the commission issued a Request for Information in order to screen potential candidates. RGRPC submitted a response by the deadline of October 14, 2002. The commission announced at a meeting on October 19, 2002, that there were six responses—RGRPC, Georgetown Loop Railroad, Robert E. Keller, Railroad Operations Consortium, Jerry A. Fisher, and Stetson Interests, Inc.—and that the RFP would be issued to all of them.

The RFP was issued on November 14 and set the following timeline:

- November 22 – Site visit for applicants
- December 6 – Deadline for submitting proposals
- December 6–16 – Evaluation Committee reviews proposals
- December 14 – Public Commission Meeting
- December 16 – Commission establishes preferred form of agreement and selects finalists
- December 16–31 – Discussion with finalists
- January 2003 – Seek support of state executive and legislative branches for proposed agreement
- February 8, 2003 – Commission Meeting (Notice of Intent to Award)
- February 10, 2003 – Contract Period

Commences (Five Year Option for Renewal)

A wild card in the process is the recent election of a new governor in New Mexico. He is expected to appoint two new commissioners when he takes office after the first of the year.

Regardless of what happens next, the Friends remain committed to using the resources available to us for the preservation, restoration, and continued operation of the Cumbres & Toltec Scenic Railroad.

—Terri Shaw

Shaw, continued from page 1

"does not in any way diminish my deep belief in the importance of the Cumbres & Toltec as a historic site. I will continue to support the Friends' mission to preserve it. And I will see my friends in years to come at work sessions."

The Board of Directors has begun a national search for a new Executive Director. Friends' board member Frank Yockey has been appointed Chairman of the Search Committee established by the board. The committee will be composed of up to seven members representing both the board and the Friends' general membership. The committee, through Mr. Yockey, will accept resumes or indications of interest about the position through December 1, 2002, or until the position is filled. Questions about the position or the search process, as well as resumes or indications of interest, may be submitted to Mr. Yockey at: Frank Yockey, 4988 Hames Court, Loveland, Colorado 80527-2914; or via email at frankyockey@cumbrestoltec.org.

The Friends' organization, with some 1900 members, is strong. Our mission is vital and important, and the Board of Directors is actively pursuing plans for the future. In spite of the challenges and difficulties faced by the railroad over the past six months, the Friends remains committed to its vision of preserving and restoring the Cumbres & Toltec Scenic Railroad, and to maintaining it as a world class operating museum of narrow gauge steam railroading.

Preservation, continued from page 1

(16 feet) caboose built in 1886. Work during previous sessions has included reinforcement of the sills with 3/8-inch steel plate, installation of new oak end beams, replacement of brake gear, installation of a new roof, and placement of the car body on temporary trucks. This year during sessions C and E the crew began work on the interior. They began on the cupola seats and floor and added two transverse bulkheads. The crew also painted the exterior and installed grab irons, hand brake gear, and the coupler on the B end of the car. An in-depth report can be viewed at <http://drgw0579.home.attbi.com/2002work.html>.

Drop Bottom Gondola 859. This car was damaged during maintenance-of-way service last year. Volunteers disassembled the car during sessions C and D and found that the primary car sills were badly deteriorated. Consequently, the car will not be restored to service but will become an interpretive display. The car will be left disassembled on one side and restored on the other, and then put on the display track.

Chama

Administration & Registration. These volunteers start before the sessions putting work session t-shirts in labeled bags. On the afternoon before the session starts and on the first day, they hand out packets containing name badges, volunteer service pins (for 5 and 10 years at work sessions), and T-shirts to those who ordered them. If there are extra T-shirts, they sell them to volunteers who did not pre-order. They ask participants to complete any paperwork that is missing or incomplete and collect fees and paperwork

from late registrants. And they compile a sheet showing the lodging location of all volunteers so that volunteers can be located in case of emergencies. This list resides in the main tool car (where the phone is located) during the sessions. The registrars, with the help of chroniclers, also keep track of where volunteers actually work as compared to where they were originally assigned so that the final roster of the work sessions has accurate information. In years when there are special session-end dinners or other events, the registrars sell tickets. All money collected during this activity is accounted for to the main office in Albuquerque. The work session administrator visits all the work sites to meet and talk to volunteers and to observe the progress of the projects. The administrator also serves as a contact point with site leaders, the operating company and the commission in matters involving the conduct of the work sessions.

Boxcar Reconversion. The conversion of passenger coach 200 back to its original 3339 boxcar configuration, which was started in August 2001, was completed in August 2002. Last fall the car was torn down to its lower frame and rebuilt with new side and end sills and a new floor. This year in sessions C and D, volunteers installed all new upper framing, interior walls, new wood for the roof and replaced the old Murphy metal roofing. In addition, they nailed in place all exterior siding and new boxcar doors. During session E the door track and doors were hung and all grab irons, brake staff, and other appliances bolted on. The



Short caboose 0579 in the Antonito yard during session C. The crew is installing the coupler on the B end of the car (the coupler pocket has been attached to a new oak end beam). Note the new wood siding.



The short caboose after the session E volunteers painted the exterior and installed grab irons, hand brake gear, and the coupler on the B end of the car. (Photo by Art Nichols.)



Overall view of Fort Knox and the concrete pads along the repair in place (RIP) track at Antonito (session C).



In Chama Richard Smith pulls nails from wood removed from the interior of concession car 450 (session E). In 2003 the car will be converted back to boxcar 3591. (Photo by George Swain.)



Painted and lettered drop bottom gondola 727 parked in the Chama yard (session E).



The conversion of passenger coach 200 back to its original 3339 boxcar configuration underway in the Chama yard during session C. Next to 3339 is boxcar 3605, converted from coach 209 in 2001 and ready for lettering.

volunteers then finished the roof platforms and walk and did final touch up. The final day of session E was spent removing the interior of old concession car 450 in preparation for its conversion back to boxcar 3591 next year. The team also cleaned up the 5-ton Rogers locomotive purchased at the Sundown and Southern auction; much work needs to be done before the locomotive is ready for service.

Boxcar Storage. During session F, volunteers built storage shelves in boxcars 3331 and 3073 and in two locations in the Chama engine house. They also moved the steps on the west side of the depot to the north about six feet to lead to the new entrance door of the administrative offices. The crew also repaired the doors on boxcar 3014 and helped with general cleanup and trash removal.

Car Lettering. The team lettered rotary snowplows OM and OY and applied vinyl letters to several passenger cars in the C session. During the August sessions, the volunteers lettered flat car 6708, drop bottom gondola 727, one side of boxcar 3605, and box-outfit car 04407. They also touched up signs on the flammable materials storage shed and the oil house, as well as creating a new sign to alert passengers returning to Antonito by bus in the afternoon. During the last session, there were no cars to letter, so this team built a new platform for the track crew adjacent to the new speeder shed to replace the one made inaccessible by the new shed.

Car Painting. During sessions C and D, the crew painted reconverted boxcar 3605 and flat car 6708. They also painted all or part of passenger coaches 500 (Alamosa), 503 (Del Norte), 513 (Taos), 517 (Chama), and 523 (Los Pinos).

Chroniclers. Thirteen chroniclers took about 600 photos during the May, June, and August work sessions this year. Team members met the afternoon before the beginning of the work week to review the information in the training manual that was sent to them prior to the work session and looked at examples from albums containing chroniclers'



Parked outside the Chama roundhouse during session E is the 5-ton Rogers hydromotive gasoline locomotive purchased at the Sundown and Southern auction in July 2002. It will be used for switching of freight cars when a steam locomotive or the diesel 19 is not available.



Fairbanks-Morse engine in the Chama coal tippie (session C).



Below the Chama engine house, volunteers work on derrick OP's roof, operator's house, and boom A-frame support structure to stabilize the derrick until a complete "from the wheels up" restoration is done (session E). (Photo by George Swain.)



Dick Seelye (l), Grant Harrison, and Charles Joerg remove plumbing from the top of derrick OP so that they can put down weatherproof roofing material (session F).

reports from past years. They got film and forms for field notes and were assigned which projects to cover. Chroniclers conferred with the team leaders of each project about the goals for the session and photo-documented the work as it progressed. In the months following the sessions, chroniclers labeled their photos, put them in album pages and wrote a description of the project goals and the work accomplished, including tools, materials, and techniques used. The varied purposes of the chroniclers' work are: to provide documentation for the State Historical Preservation Offices, to assist the Projects Committee in planning future projects, and to provide a record of the Friends' work for members and the general public.

Coal Tippie. The crew performed annual maintenance on the coal tippie machinery and annual cleanup of the machinery house and coal bucket sumps. A final effort was mounted this year to find a drain for the sumps; but after digging and mucking out the sumps, the crew concluded that a gravity drain never existed and the sumps were probably

bailed out with a bucket when necessary. And even though the Fairbanks-Morse "Y" oil engine could not be started because locomotive compressed air was not available due to the Forest Service closure order, operation of the tippie was demonstrated to session C participants and many railway patrons.

Cook Car 053. Having completed the documentation of the interior paint, during session F, the crew used scrapers and sanders to remove the loose paint and prepare the surface for new paint. On the exterior of the car, the crew removed the roof handrail and patched or covered various roof openings, sealed roof joints, and reinstalled the handrail.

Derrick OP. The crew's objective was to determine the condition of the car and decide what needed to be done to stabilize the car until a complete "from the wheels up" restoration can be done. During session E the volunteers replaced two-thirds of the roof beam on one side of the operator's house, repaired the sliding back door on the operator's house, and replaced certain key elements of the derrick boom A-frame support structure. During session



Drop bottom gondola restoration underway in Chama during session C. To the left is car 791; the crew starts to install new doors and siding. To the right is car 811 stripped to the metal frame. Boxcars 3339 and 3605 are in the center background.

F the crew removed all the piping and walkways from the roof, glued down weatherproof roofing material, and then replaced the piping and walkways. The benefit of this work will not be lost with the rebuild. Part of the crew joined the boxcar storage team during session F and built shelves to be put in both the machine shop and the boxcars where parts are stored for the railroad.

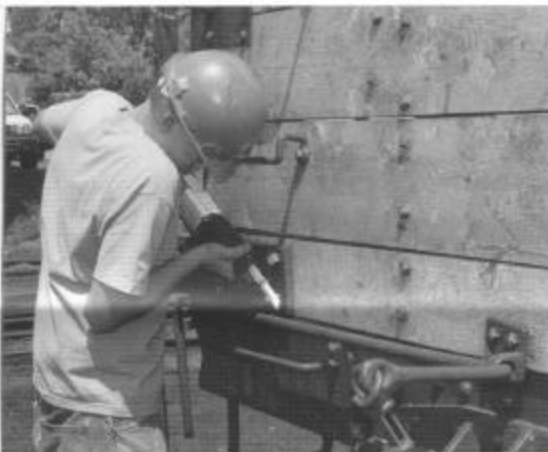
Do It All. The team that started out to move parts from locomotive 492 into storage at the beginning of session F finished that task by noon of the first day. They then found a number of other ways to be helpful—hence the crew name. For instance, they moved speeder parts down to the speeder shed, secured caboose 05635 and the two RPOs where they had been broken into; moved unused lumber to winter storage; moved wheel bearings from the EBT hopper cars back to the tank cars they had been borrowed from, cleaning them along the way; and moved four sets of trucks onto storage tracks.

Drop Bottom Gondola Restoration. Volunteers restored gondola 727 in 2001 except for lettering, which the lettering team did this year during the August sessions. Also in 2001 volunteers began disassembling gondola 791 and, by the end of the 2001 work sessions, they had removed all the old wood from doors and sides, and added new nailing blocks into the center sills leaving the frame ready for the crews of 2002. In June of this year, crews completed reconstruction of the doors and siding and reattached some of the metal. In August, the team placed the rest of the metal parts on 791 which is now ready for painting. Turning their work efforts to gondola 811, during sessions E and F, the volunteers installed the centerline wood support blocks (started during previous work sessions). They also installed new drop bottom doors, new side sills and end sills, and new side stakes along with new side slats on both sides. Finally, the crew reinstalled four ratchet bars and associated hardware and attached the doors to the chains. By the end of session F, the car was more than one-half restored.

Exhibit Planning & Design: This team worked on three assignments during session E. In the Chama yard they identified places where restored cars could be spotted as exhibits without interfering with railroad operations. And they investigated how the box



Jim McGee (l), Bob Michel, and Daryl Locker guide a pair of trucks to a new location in the Chama yard to clear the area around the roundhouse (session F).



James Graham saws bolt ends on drop bottom gondola 791 during session E. The bolts will be peened over to prevent loosening.



Art Evans (l), Donald Bolger, John Berges, and Roy Blizzard lift new siding pieces for drop bottom gondola 811 (session F).

coaches might be modified to use as exhibit space. At Cumbres Pass they investigated all significant historical buildings and features of the area for preparation of a walking tour brochure for the pass site. In addition, using historic photos, railroad site maps, and measuring tools they located and photographed the sites of the depot, bunkhouse, turntable, water tank, toll road, and wind-driven pump. They also examined the areas where the Lively family operated a gas station, store, and cabins for the purpose of describing, drawing, and modeling it. In addition to developing a walking tour brochure, the team will make recommendations for a site development and interpretation plan.

Fairmont Speeder. The team continued restoration that was begun last year on Fairmont motor cars 04 and 013, both built in 1927. During session C, they disassembled the two speeders and repaired, cleaned up, and painted their parts. At the start of session D,



Dave Ferro reassembles one of the Fairmont speeders in the Chama yard (session C).



Flangers OK and OL in the Chama yard at the start of session C. Team members are already starting work on OK.

04 and 013 were in pieces identifiable by a partially assembled chassis on a raised temporary plywood work floor directly in front of the roundhouse. Other pieces were laid about the site waiting their turn to be worked on as the odd logic of reassembly dictated. Both 17-horsepower engines were on stands, already having been extensively refurbished in past work sessions and cleaned up, though not completely finished, as session D began. By weeks' end both speeders had all their freshly painted major parts reassembled and fitted together in the right places. They were proudly rolled up the tracks to their newly built shed just south of the water tank. Much adjustment and debugging remains before they can be put back into service.

Flangers OK & OL. Work on flanger OK, which began in 2001, continued in the June sessions. In the reassembly process, problems were discovered and the project could not be completed. Flanger OL was taken apart and will be reassembled next year.

Flat Car 6314. This car is the only remaining example of fifteen 40-foot wood frame flat cars built for the narrow gauge. They were built in 1926, late for a completely wood-



Mary Whelan (l), Nan Clark (flipping burgers), and Mary Cardin cook hamburgers for the work crews's lunches in the Chama yard on the last day of session D.



Early on the first morning of session D the volunteers gather at the Friends kitchen car in Chama.

framed car. It is assumed that the 40-foot length created a weakness and the higher frequency of breakage from loading and train motion stresses discouraged the construction of more of these cars. Pieces of rail had been added by the D&RGW under the outside sills to strengthen these cars. Due to its badly deteriorated condition, 6314 required a total reconstruction. During session C, the team disassembled the car, and all metal parts were retained and marked for identification. It should be noted that in the past two to three years this car was documented and a set of erection drawings was produced. All new lumber was ordered for the car and during session D most of the car's structural members were pre-cut in preparation for reassembly next year.

Food Preparation. The new commissary car that volunteers completed in the May work sessions was put into service during the June and August sessions. The new conveniences in the kitchen and commissary cars translated into a greater variety in the lunches prepared for the volunteers. On several days the entire railroad office staff and the shop crew were invited to join the Friends for barbecues and

hamburgers from the outdoor grill. During June and August the kitchen volunteers prepared 1900 lunches.

Locomotive 484 Cab. C&TS Chief Mechanical Officer Steven Butler requested that the Friends restore the cab interior of 484. Because the cab had been removed this spring to facilitate repair of the firebox, this summer's work sessions were an opportune time to accomplish a complete restoration of the cab. The team used locomotive 483 as a reference for the interior layout of the cab; since 483 was retired early in the C&TS era, its cab had the fewest C&TS modifications and reflected the D&RGW stewardship. Volunteers had partially disassembled the cab during the May work sessions, and the remainder of the interior was removed in June's session C. It was observed that some lower portions of the steel cab exterior needed repairs. The crew removed all the badly corroded metal and then fabricated and welded new material in place. Then the crew began the painstaking work of cutting and fitting the interior wood pieces. New rafters and studs were attached to the shell, and wainscoting was carefully nailed in place. The electrical conduit and switch assembly was removed and cleaned up. During the August sessions the team installed additional nailing blocks below the side windows and installed new tongue and groove slats to them. They also fabricated door frames for the new doors at the front of the cab and installed the doors. At the end of the August sessions, the roof lining was complete, with the sides up to the window line, and the back furring strips in place, and work on the cab front was just starting. A mini-session finished the cab in time for its re-installation in September.

Mileposts & Whistleboards. Even though the crew was unable to access many places along the line because of the closure order, in sessions C and D, volunteers built milepost and whistle stop signs. As part of the Friends' interpretive plan, the crew assembled four toll road signs and installed three—one in the Narrows and two near Osier—to acquaint the passengers with the location of the historic toll road. One of the signs can be seen from highway 17. The team also repainted various signs (accessible by truck) along both ends of the line, and the Mud Tunnel car sign was retrieved for storage until completion of work at this site.



Terry Boardman (l), Bob Craine, and Bob Tully install the new lunch bell on the kitchen car (session E).

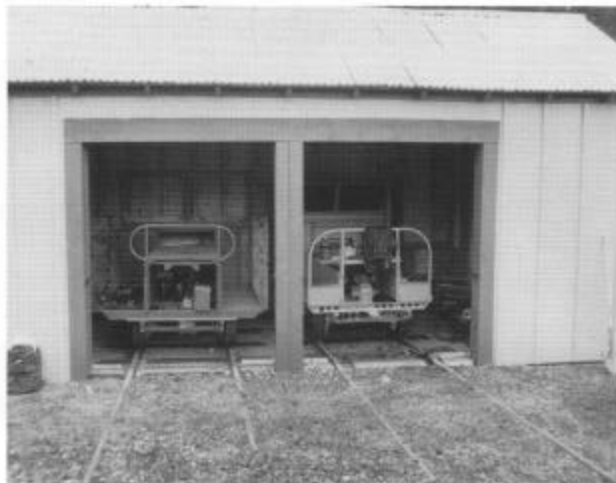


In Chama Phil McDonald (l) and Tim Bristow work on locomotive 484's cab during session F.



Kathryn Kern (l), Laura Randall, and Alta Berkstresser clean weeds from the hill near the C&TS depot in Chama during session D.

After the volunteers cleared the brush from the hill at the north end of the Chama yard, the string of freight cars can now be seen from Terrace Avenue (Highway 17). Trimming was done during sessions C and D.



The two Fairmont speeders inside their new shed. Further mechanical adjustment of the speeders will be done next year and they will return to service (session F).



Dick Rasmussen (l), Bill Strathearn, and George Davies replace siding on the car body bunkhouse in the Chama yard during session C.



Cletus Wander fits a top timber in place at the Chama stock pens, located at the wye (session C).

Refrigerator Car 55. Work on short reefer 55 continued. The car had sagged after realignment last year, so it was put up on blocks again and leveled. It has been left on blocks in the hope that it will take a set if left for a year that way. Also, work on replacing major portions of the siding was undertaken, and some work on the brake rigging was done. As a result of moving the new commissary car (former paint car 3484) into place behind the kitchen car, reefer 55 is across from the depot and in front of rotary snowplow OM.

Site Landscaping. In May 2002, beds were cleared of dead plants and weeds and cleared areas were replanted with plants donated by the Chama Valley Supermarket. In June, the drought in New Mexico made it difficult to keep things growing. Volunteers who took assignments in the Chama yard between the end of the Friends sessions and the reopening of the railroad in mid July continued the watering. A separate crew carried out brush removal and weed abatement near the oil loading dock, along track number one south of the scale house, and in the storage area to the northeast of the engine house. Volunteers cleared and cut trees and undergrowth in the area around and to the east of the Gramps oil rack. The rack can now be seen from the main line and the highway.

Speeder Shed. During sessions C and D, volunteers built a new shed south of the Chama water tank to house the two historic Fairmont speeders that are being rebuilt. During session C, the crew prepared a gravel base, a foundation of railroad ties, and erected the frame. During session D, the crew laid tracks into the shed, put up siding, nailed battens over the plywood siding to imitate the construction style of an earlier speeder shed on the site, installed a metal roof, and constructed doors. In the August session E, volunteers painted the shed in the gold and brown color scheme of other structures in the yard.

Stock Pens. After many years of hard work, the portion of the pens designated for restoration has been completed. During the June sessions, the crew concentrated on gates along the chute that divides the cattle and sheep pens. Several new gates and gate headers were repaired or reconstructed, and fence posts and rails were replaced in various sections of the complex. Whole sections of leaning fence were shored and straightened up. All new lumber and anything else downwind was treated with a mixture of linseed oil and paint thinner. The pens can now be used to corral a herd of cattle or a flock of sheep.

Structure Painting & Carpentry. The car body bunkhouse, near the log bunkhouse in the Chama yard, over the years has had many uses, the last of which was a bunkhouse. Continuing work begun in the May work sessions, during session C volunteers reframed the windows and replaced siding. They then painted the structure in the gold and brown color scheme of the other structures in the yard. During E session in August, the team applied a second coat. Also in August the volunteers painted window sashes and floors of the section house at Cumbres, the telegraph booth at Coxo, and the speeder and flammables sheds at

Chama. In addition, they did touch up painting on all the structures at Sublette, as well as repairs to the back porch of the section house.

Telephone Booths. When railroad equipment was not available to remove the two telephone booths slated for rehabilitation from their remote locations in May, the project was cancelled. However, this June volunteers were able to transport the booth from Apache Canyon to Chama by road and the project was revived for an August crew. This crew repaired and replaced wood on the roof and all four sides, and rebuilt the floor. It now has a new roof, new floor, new window, and all wood has been primed and has one coat of appropriate paint on it. It is to be stored in the Chama yard until next year.

Tool Car. The crew cleaned out paint boxcar 3686 and reorganized the inventory, with the oil-based paints going to the new flammables shed and water-based



Fred Kuhns digs hole for a post at the stock pens (session C).



In session D team members work on the new roof and nail the battens to the sides of the new speeder shed located south of the Chama water tank. The shed will house historic Fairmont speeders 04 and 013, which are being restored.



At Cumbres during session E, Jamie Herron checks the inventory of the structure painting and carpentry team. (Photo by Art Nichols.)



While the Forest Service closure was in effect from June 8 to July 16, the Yard and Train Hosts team was in the Chama yard offering speeder rides and walking tours to patrons who came to Chama unaware that the railroad was not operating. The Hagan family of Plano, Texas, enjoys the ride on speeder 012. Chuck Heroneme is at the controls (session C).



Dee Steffan (l), Jackie Hirsch, and Rita Puckett from the structure painting and carpentry team greet the passengers on the morning eastbound train at the Coxo telegraph booth (session E). (Photo by Art Nichols.)

paints alone now being stored there. The crew completed organizing the storage facilities in 3231, the bolt and nail car. The power tool car, 3254, is next on the list for refinement. Finally, the team made many operating changes to 3016, the tool and headquarters car.

Track Materials Platform. This team built a new platform for the railroad track crew. This platform for track materials is adjacent to the new speeder shed, replacing the one made inaccessible by the new shed.

Yard & Train Hosts. With the trains not running because of the Forest Service closure order, the team members filled in doing work where needed and providing information about the railroad to tourists who stopped by. The team also gave speeder rides and guided walking tours for the visitors. The volunteers did a terrific job under less-than-spectacular conditions.

Contributors to this report were Doris Akers, Les Clark, Nan Clark, Art Randall, Jerry Sahnd, and Terri Shaw. Team Leaders also contributed.

VOLUNTEER ROSTER—JUNE AND AUGUST 2002 WORK SESSIONS

Work Sessions C, D, E, and F. Please notify the Albuquerque office of any errors or omissions.

Team Leader

* 5 years this year as a volunteer

** 10 years this year as a volunteer

ANTONITO

Caboose 0579

Kevin Corwin E
Tom Garland E
#Bill Kepner C E
John Kimball E
John Manion C
Bob Mundis E
Bill Pratt C
Dan Pyzel C
#Warren Ringer C
Cal Smith C
Jim Willis E

Drop Bottom Gondola 859

Richard Dunn C
David Fencil C D
Grant Hall D
Bob Hayes D
Keith Hayes** D
Allan Kirkpatrick C
Clyde Putman C D
Warren Ringer D
#Jack Salisbury* C D

CHAMA

Site Leader

Jerry Sahnd C D
Arthur Randall E F

Administration & Registration

#Doris Akers C
Louise Mattson E
#Holly Ross C D
Terri Shaw C D F

Boxcar Reconversion

Bill Barbour D
Donald Bayer* C D
Terry Boardman E
Tim Bristow E
Sean Calderon C D
Steven Craig C
Bob Craine E
George Detwiler E
Rod Fishburn D
William Fishburn D
Craig Kumler C
Robin Kumler C
Scott Leidenberger C
Bill Lock C

John Schaffer C

Richard Smith E
Don Stewart D
Donald Storm C D
Daniel Thode E
Jackie Thode E
Mike Thode E
#Bob Tully C D E

Boxcar Storage

James Earle F
Arnold Nyman F
Kevin Robertson F
Scott Stover F

Car Lettering

#Richard Caldwell C E
Ann Davis C
Robert Gotthelf E
Charlie Hunter F
Robert Kanard E
David Lee E
Beth Mouritsen F
Edward Seidel E
Terry Woolsey C

Car Painting

Frank Burton C
Donna Dulong C
Bill Gartner C
#Don Nicholls C D
Carl Olson C
Alan Paulsen D
Charlotte Paulsen D

Carpentry Shop & Supply

Roger Briggs E F

Chroniclers

Peter Bennett E
Chris Haines D
Glenn Hall C
Mary Kay Kuhns C D
Dennis Larson C
Sharon McGee F
Curt Menefee F
Phil Miller E
Alan Paulsen C
Timothy Smith C

Coal Tipple

Mike Faith C
#Parker Fowler C
Rod Whelan C

Cook Car 053
Howard Bunté F
Laura Evans F
Hoyt Foster F
Ron Schmitt F
Patricia Yarborough F

Derrick OP
John DeRosa E
#Scott Hardy* E
Grant Harrison F
Charles Joerg F
Bill Pratt E
Kevin Pyle
Dick Seelye E F
#Fred Springer E

Do It All
Edward Harris F
Randy Jackson F
Daryl Locker F
#Jim McGee F
Bob Michel F

Drop Bottom Gondola
Restoration
John Berges F
#Roy Blizzard E F
Donald Bolger F
Charles Bretschneider C D
Peter Christie C
Jeffrey Craig C
Art Evans C D E F
Mike Faith D
Robert Goin E F
James Graham* E
Jim Graham E
William Hurry C D
#Tony Kassin C D
Clifford Mestel* D
Daniel Osetek E
Charles Stewart D
Mike Thode D
Mike Wissler E

Exhibit Planning & Design
Frank Martindell* E
Dick Ross E
Terri Shaw E

Fairmont Speeder
Roger Breeding C D
John Cole D
Dave Collins D
Gary Collins D
Jim Davis C
#Dave Ferro C D
Laura Kammerer* C D
Bill Mackey C D
Mike Oestreich C
Marshall Smith* C D

Flangers OK & OL
Peter Dulong C
Gail Gish C
Eric Hunnes C
Sherri Rider C
#Terry Rider C
Jeff Smith C
Frank Smucker** C
Ken Spencer** C
Mark Valerius C

Flat Car 6314
Don Hausmann C D
Bob Lucas C
#Arthur Randall C D
Jim Reichert C
Wendell Schweitzer D
Rod Whelan D

Food Preparation
Julie Bubul E
Mary Cardin** C D E F
Nan Clark C D E F
Debbie Craine E
Barbara Dubnik E
Bonnie Foster F
Charly Fowler* C
Nancy Gordon F
Genie Hixon D
Mary Metzler E
Charlotte Paulsen C
Mary Jane Smith* C D
Caroline Tower F
Mona Tully C D E
Mary Whelan C D
Turner Wingo E

Locomotive 484 Cab
Tim Bristow C D F
#Phil McDonald C D F
John Webb C

Mileposts & Whistleboards
Jorg Angehrn D
#Jim Gross C D
Ed Krech C
John Mitchell C
Ernest Neal C
Brian Rhoads D
Ken Rhoads D
Bob Ross C D
Jim Schmidt C
Walt Sommer D

Refrigerator Car 55
Chuck Bigsby E
Matthew Jameson E
Clyde Putman E
Jay Samuels E
#Randy Worwag E
Steve Worwag E

Site Landscaping
Gary Benedict C
Steve Benezra* C
#Alta Berkstresser C D
Howard Bunté C D E
Laura Evans E
Diana Gross C
R. J. Hixon D
Clifton Jones D
Robert Keller C
Kathryn Kern D
Joan Krech C
Jim McKeel C
Laura Randall D
Anne Woolsey C

Speeder Shed
Noreen Breeding C D
Linda Briggs C
#Roger Briggs C D
Kevin Browning C
Richard Dick D
Susan Dick D
Bob Ground C D
Curtis Hixon D
Richard Hobbs D
William Hobbs D
David Ley D
Mike Pelletier C
Peg Pelletier C
Dan Robbins D
John Ruhr D
Bill Strathearn D

Stock Pens
George Berkstresser* C D
William Kern D
Fred Kuhns C D
#Fred Springer C D
Cletus Wander C D

Structure Painting &
Carpentry
Edwin Barsachs C
George Davies C

#James Herron C E
Jamie Herron E
Lynne Herron E
Jackie Hirsch E
Rollie Hirsch E
Owen Massey-Todd C
Mike Morse E
Gene Puckett E
Rita Puckett E
Dick Rasmussen C
Paul Rasmussen C
David Steffan E
Delores Steffan E
Bill Strathearn D
Thomas Toft E

Telegraph Booths
Norval Alliston F
Don Juergenson F
Richard Tower F

Tool Car
Les Clark C D E F
#Ed Lowrance C D
George Mattson E
Don Metzler E F
Bonnie Michel F
Edgar Mouritsen F
Joyce Shostrom C D
John Tilbury F

Track Materials Platform
Don Ausburn F
Geof Gordon F
Gary Harrison F
John Manion F

Yard & Train Hosts
Bob Brendle F
Elizabeth Collins D
Ray Crist E
Al Dross** F
Laura Evans C D
Tom Farmer F
Glenn Ford D E
Hilton Hagan F
Larry Hatch C D
Chuck Heroneme C D E F
Robert Hey E F
Phil Miller F
Keith Shostrom C D
Delores Storm C D
#Frank Yockey* C D E F

From the Tool Car Team

Some of our summer work session volunteers have taken power tools home to repair. That is a great gesture, but we do not know where the tools are or who has them. If you have taken any of the Friends' tools or equipment to do repairs, please let us know. Call, write, or e-mail Don Metzler at (623)937-6690, 5714 W. Belmont Ave., Glendale, AZ 85301-1349, <N7UKN@amug.org>.

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 will appoint the nominating committee at its meeting in Colorado Springs, Colorado, on November 2, 2002. 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 Saturday, March 22, 2003. Elections shall take place by written ballots that will be mailed by Tuesday, May 6, 2003. To be counted, ballots must be received by our Albuquerque office by Thursday, June 5, 2003 (15 days before the annual meeting in Chama on Friday, June 20, 2003).

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.

Rotary snowplow OY opens the line at Coxo, May 10, 1995. (Photo by Nicholas Wilson.)

Books from the Friends

SOOT—It's What's for Dinner, by Friends member Nan Clark, will shortly go into a second printing. The book is available from the Friends for \$25.00 including mailing.

The revised edition of *The Cumbres & Toltec Scenic Railroad: The Historic Preservation Study*, by Friends members Spencer Wilson and Vernon J. Glover, is available from the Friends for \$17.00 including mailing.

If multiple copies are desired, contact the Friends office for mailing costs.

The Friends of the Cumbres & Toltec Scenic Railroad, 6005 Osuna Road NE, Albuquerque, NM 87109. Telephone (505) 880-1311.

Another Century of Narrow Gauge Steam

Bob Craine, Fund Development Chairman, has announced that as of September 25, 2002, 475 people have made contributions or pledges to the ACNGS campaign totaling \$476,000. Ninety percent of these donors are members of the Friends. The campaign has thus far brought in actual cash donations of \$212,000 and pledge totals over each of the next four years are approximately \$62,000 per year.

Asbestos Abatement For Locomotives 483 and 492

In June 1998, discussion began about how best to protect locomotives 483 and 492 for future return to service. Jack Campbell, the Chief Mechanical Officer, recommended getting them under cover so that the boiler insulation could dry out and then removing the asbestos-containing insulation. Because the Railroad Commission had identified other capital projects with higher priority, the Friends were encouraged to pursue the project.

A member put us in touch with the Los Alamos National Laboratory Foundation and we applied for a \$10,000 grant. That fall we were notified that our grant was selected and would be paid in late 1999. But the need for funds to support the winter shop work in the absence of an operator prompted us to ask if the grant could be redirected to rehabilitating locomotives for the 2000 season, and they agreed.

We reapplied to Los Alamos in 2001 for \$10,000, and were awarded that grant. An additional \$10,000 for the project was provided by a member of the Friends. This summer we selected a contractor and scheduled the abatement work for late August. Now the two locomotives stand in the yard with a protective coating on their boilers awaiting the time when they can be brought to life again.



Report on the Projects Committee Survey

I was a 12-year Volunteer at the summer work sessions and attended a number of Projects Committee (PC) meetings as an interested observer and guest of Art Randall, committee co-chair. During the March 2002 PC meeting in Albuquerque, I realized the committee made decisions regarding projects they considered important with no input from the membership. Acting on my suggestion, the committee approved a sub-committee to poll the Friends members at large to let them have some voice in the list of projects. The PC designated me to chair that committee and to select additional committeemen. I appointed Dr. Craig Story and Fred Springer. We agreed on the wording of the questionnaire and it was sent to the membership as an insert to the summer C&TS Dispatch. We received 60 responses and every single one of them was read and tabulated. They contained a broad range of ideas and suggestions, sort of a "wish list" from a few words to lengthy narrations. Due to their variety and length, it was difficult to organize them into a meaningful article in time for this issue, but we were able to supply the PC with raw data, so our mission was completed. After the PC has time to study the information, they will provide the membership with the results in a future issue of the Dispatch. From the responses of the members who returned the questionnaire, I concluded that there is a misunderstanding among them concerning the responsibilities of the Railroad Commission, the Rio Grande Railway Preservation Corporation, and the Friends. The Dispatch article will discuss this misunderstanding. For all those who returned the questionnaire or sent us a letter, we thank you.

—Malcolm Mackey for the sub-committee

Ted Rose

Friends' member and watercolor artist Ted Rose of Santa Fe, New Mexico, died in July 2002. His many railroad paintings include those he did for the Moonlight Train brochures and prints donated to the Friends for fund-raising. His recent book, *In the Traces: The Railroad Paintings of Ted Rose* is a compilation of 60 of his paintings. He was a member of the National Watercolor Society and the American Watercolor Society.

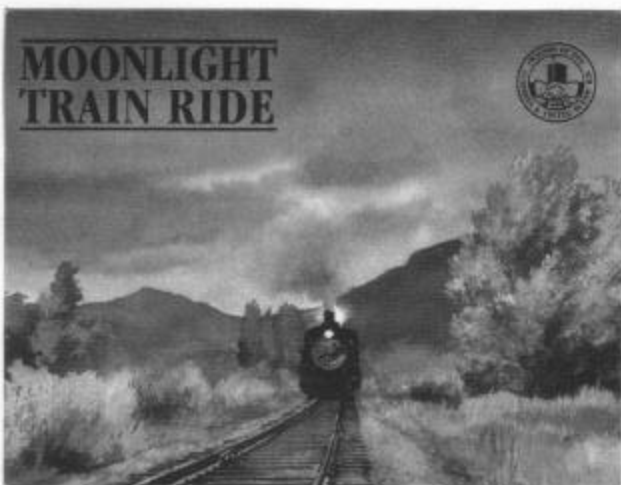
LETTERS

The Cumbres Tunnel

Reading Cornelius Hauck's letter about the three tunnels promised Coloradans brought back a memory that the proposed tunnel to bypass Marshall Pass was to be holed through Monarch Pass. According to McMechen's book, *The Moffat Tunnel of Colorado: An Epic of Empire*, the campaign to build three tunnels was launched in 1920. One 6.2-mile-long tunnel was to connect Tolland and Vasquez on the Moffat. The Monarch Pass tunnel was to be 5.8 miles long from Garfield to White Pine. The Cumbres Tunnel was to be 2.25 miles in length, and the surveyor of these tunnels also looked at a route over Wolf Creek Pass. According to McMechen, the Cumbres route included a relocation up the Los Pinos River because "The old Cumbres Hill route, built in the early days of Colorado railroading when bond issues were given in payment for construction work, had been extravagantly located in order to use up an excessive issue." I suppose that "extravagant" is one way to describe the location of the Cumbres Pass railroad although I doubt they would have built it as they did just to use up excess funds! The three tunnel project failed. The Moffat Tunnel was finally constructed in trade for approval of a Pueblo flood control project after the 1921 Pueblo flood. As I understand it, the Moffat Tunnel was wanted more for its function as a Denver water tunnel than for its function as a conduit for a railroad.

Claude Wiatrowski
Fountain, Colorado

Note: Members ordering Friends' merchandise should call (505-880-1311) or e-mail (judylock@cumbrestoltec.org) the Albuquerque office for a list of items currently available. Please do not use old Whistlestop Shop inserts from the C&TS Dispatch.



Ted Rose's cover for the 2001 Moonlight Train brochure. 

2003 Schedule of Friends' Events

Volunteer Work Sessions (Tentative Dates)

May 5-9, Mini Work Session A

May 12-16, Mini Work Session B

June 16-20, Session C

June 23-27, Session D

August 4-8, Session E

August 11-15, Session F



Mary and Don Metzler receive the Anne and Frank Burton Distinguished Service Award from Board Chair Jim Herron at the Annual Meeting in Chama, June 21, 2002. Mary is a long-time member of the teams that have developed a modern, first-class kitchen car that prepares nutritious and delicious lunches for the volunteers. Don's leadership over the years of the tool car teams has resulted in a systematic approach to purchasing and maintaining the large inventory needed for the Friends historic preservation work. (Photo by Tom Cardin.)



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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