

under the caboose after welding wear pads on the bolster to protect it from the brake rigging. The target year for completion of this project if worked on two weeks a year is 2007.

Flat Car 6314

This car is the only remaining example of fifteen 40-foot wood frame flat cars built in 1926 for the narrow gauge. In session C the team continued work in Chama done in 2003 and installed the brake cylinder and reservoir, the couplers, and the reinforcing rails under the side sills. The truss rods were tightened and the car made ready to turn over. This was accomplished in session D. In retrospect, the construction of the car upside down made the installation of many components much easier than they would have been had gravity been fighting rather than helping the effort. Having built a car (6708, in Antonito) right side up, and this very similar car upside down, the team considered the inverted assembly an unqualified success, especially in the absence of the facilities available to them on the Antonito RIP track. By the end of session D, the car had a partial deck. It lacks completion of the deck, installation of brake rods and levers, and journal bearings to be complete. Without the appropriate journal bearings, the car will be inoperable.

Museum Display Car

The purpose of this project is to restore concession car 451 to boxcar 3533 to be used as a museum display car. During session F in Chama the team stripped most of the siding and appliances. Significant rot in the side sill where the windows had been cut into the side of the car will require more work than anticipated. It will be necessary to schedule three or four more work sessions to finish the teardown and restoration of the car.



Flat car 6314 being turned right side up, Chama, session C. (Photo by Art Evans.)

Flanger OL

Team members completed the restoration begun in 2002 of flanger OL, built in 1888. The Chama team bolted oak boards along the top of the deck and attached the grab irons. They also hooked up the train line and the plumbing. OL is ready for painting and lettering.

Jordan Spreader OU

Restoration of the Jordan spreader is a new project this year. The team in Chama removed all decking and the cab. They found broken welds and cracks in many of the supports along the steel framework. The team worked with the engine house crew to plan the schedule of repairs.



Caboose 0503 before restoration work, Chama, session C. (Photo by Laurel Lyon.)



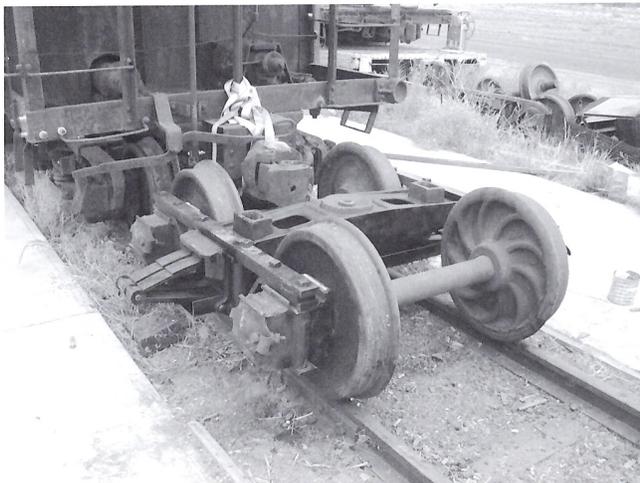
Flower bed, Chama, session C. (Photo by Laurel Lyon.)



*Bulldozer expanding Chama parking area, session E.
(Photo by Tom Cardin.)*



*Interpretation team checking Cumbres site plan, session E.
(Photo by Tom Cardin.)*



*Leaf sprung trucks for caboose 0579, Antonito, session E.
(Photo by Bill Kepner.)*

Other rolling stock projects included continuing work on the restoration of short refrigerator car 55 and beginning the conversion of 05635 to a caboose. Tank cars were prepared for repainting.

LOCOMOTIVES

Locomotive Cab Rehabilitation

The interior of locomotive 484's cab was rehabilitated in 2002, 488's cab in 2003, and this year in Chama the interior of 489's cab is the project. The team removed all interior attachments. Then the side window sashes and rear drop windows were removed. With the interior stripped to the wood lining, the lining was degreased, cleaned, and sanded to remove flaking paint and minor defects. The lining required a few minor repairs. Where possible, bends and dents in the exterior steel sheets were corrected. The rehabilitation is incomplete. When the carpentry work has been completed, the interior will need to be painted.

ANTONITO YARD

Coal Bin

The purpose of this project was to extend the coal bin to the south in the Antonito yard to double the capacity. The volunteers cleaned out rail scrap, set up forms for concrete, laid wire mesh and rebar, poured 9 yards of concrete (by contractor and volunteer crew), and placed poles and planks around the concrete pad.

CHAMA YARD

Site Landscaping

As in past years, the volunteers objective is to make the area around the Chama depot attractive to our visitors and staff and to keep the walkways as safe as possible. In previous summers the team has spent one day a session in Antonito, but this year local employees had been very active in improving the area around the Antonito depot. In Chama the team cleaned up the area, planted more flowers, and transplanted some to increase the number of perennials to have something blooming by the time the train begins running in the spring.

STRUCTURES

Chama

Volunteers carried out coal tipple maintenance and repaired plumbing in the night watchman's house in session C, repaired Chama River bridge guard rails in session D, and began construction of a temporary car repair facility in session E.

Cumbres

As part of the new project to reconstruct the car inspector's house, the team in sessions E and F removed

part of the flooring and replaced it with temporary construction.

Osier

In sessions C and D the team worked on the interior of the Osier section house. All cabinet work and ceramic counter tops are finished, as well as all painting. The first session next year should see the final interior odds and ends completed, and the exterior will get some siding replaced along with a complete paint job. If it works out right, the Square Nail Gang division of the "Friends" should have the section house finished by the end of that session. The team finished the basic trim on the Osier station and painted the interior of doors and windows. The exterior of this building will be painted during the first June session next year, but there are a couple of years more work before it is finished.



Soda blasting tank car, Chama, session C. (Photo by Tom Cardin.)



The large door for the roundhouse, Chama, session E. (Photo by Tom Cardin.)

Sublette

In session E the volunteers worked on the section house, the speeder shed, and the log bunkhouse. On the section house they supported the floor joists with crib work and jacks. They removed damaged dry wall and scraped cracked and blistered paint from external walls. The team also made necessary repairs to the speeder shed and log bunkhouse.

Telegraphphone Booths

Team members worked during session F on two booths brought to the Chama yard. On the Big Horn booth, the team replaced the floor, one-third of the siding, and all wood battens. They also installed a new door and applied a coat of primer to the booth. On the Rock Tunnel booth, the team replaced 60 percent of the floor, all corner studs, a new roof (the original one was missing), and a new door. Plans are to restore in Antonito the Los Pinos and Mud Tunnel booths in 2005.

MAINTENANCE-OF-WAY

Mileposts, Whistle Boards, and Other Signage

During session C the volunteers painted all signage between milepost 320 (Cascade Trestle) and milepost 344 (Chama). Over 4 days the team walked 17 miles to accomplish this work. During session D the team assembled and installed a "Station One Mile" sign east of Osier. They straightened and painted the historic Labato station sign. In addition, they painted 3 mileposts and 2 whistle boards. Members of this team and other volunteers in sessions C and D helped pick up and transport logs and limbs cut in session B to Antonito and to Chama.

WORK SESSION SUPPORT AND ADMINISTRATION

Volunteers staffed essential teams: the tool car, carpentry (wood) shop and supply, food preparation, and photographic documentation (chroniclers). The tool car was staffed during all six work sessions. The carpentry shop assisted volunteers with specific construction projects, while at the same time building eight picnic tables, a compressor shed, new doors between the Chama machine shop and roundhouse, and heavy shelving for the engine house. The food preparation team prepared 1,035 lunches in sessions C and D and 869 lunches in sessions E and F. The chroniclers documented the historic preservation work with over 500 photographs.

Contributors to this report were Bob Ground, Art Randall, Bob Ross, Bob Tully, and the Project Team Leaders.

FRIENDS HIRE NEW PRESIDENT/CEO

From "Friends of the C&TS News," a feature of the Friends' Web site, November 11, 2004. The webmaster of the Friends' site is Director Curt Bianchi.

The Friends of the Cumbres & Toltec Scenic Railroad, Inc. announced today that they have reached agreement to hire Tim S. Tennant as the Friends' President and CEO. Tennant, currently Director of Development at the National Railroad Museum in Green Bay, Wisconsin, will join the Friends in early January 2005. He will replace current Friends' President Brian Shoup, who had given notice earlier in 2004 that he would be resigning at the end of this year.

Tennant has been with the National Railroad Museum for eight years, including service as General Manager from March 1996 to November 1999, and as Director of Development for the past four and one-half years. His background also includes service as President of two different short line railroads in Wisconsin and surrounding states for seven years beginning in 1989.

Wanted

Railroad Ladies: We are looking for some vintage items for restoration of the kitchen and bedroom in the section house at Cumbres Pass—iron bed, fabrics from the 1920s to the 1940s, vintage canned goods or labels, kitchen wares, and oilcloth tablecloth. If you could donate any of these items please contact Lynne Herron (801) 485-7212 or Terri Shaw (terrishaw@earthlink.net).

FRIENDS BUDDY SYSTEM

Each time the Friends send a postal mailing to our 2000 members, the organization is spending dollars that could go toward preservation/interpretation work for the railroad. In a continuing effort to provide information to our members and encourage use of the Web site for news items, work session registration materials, or the like, we are initiating a Friends buddy system. With the help of member Lyla Howell, the Friends will connect a web user with a postal user by pairing them. If the postal member chooses to do so, he or she would send self-addressed, stamped envelopes to the Web user. Each time a news item appears on the Friends Web site, a copy would be printed by the buddy and mailed. When the last envelope is used, the buddy will advise to send more. So, if you are willing to be a "sending buddy" let Lyla know by e-mail, lehowell@cybermesa.com. If you want to be a "receiving buddy," write to Lyla and she will make the connection—41 Owens Rd, Silver City, NM 88061.

—Nan Clark

MAJOR IN-KIND GIFT TO THE LIBRARY

Mr. Joe Calek of Albuquerque has donated his entire railroad library to the Friends. This consists of almost 1500 books, magazines, and pamphlets. There are two file boxes of industrial pamphlets from the 1950s and 60s covering such technical topics as brakes, pumps, and the like. Several of the books are signed by the authors, including those written by Lucius Beebe, before he teamed up with Charles Clegg, and some signed by both. The collection is much wider than the focus of our library, including a few of overseas rail topics. We are in the process of selecting titles to keep and those to offer for sale at the annual meeting. We will keep collectors's items for later display. Mr. Calek has given to us before, but now is the time, he said, to clear out his library. This gift just about triples our holdings. Our thanks to Joe Calek.

—Spencer Wilson

MEMBERSHIP COMMITTEE ASKS FOR YOUR HELP

To continue to reach railroad enthusiasts, the membership committee is seeking your help. We are aware of many railroad-themed national conventions (Narrow Gauge Convention, Association for Railway Museums [ARM], and the Tourist Railway Association Inc. [TRAIN]) to name a few. We also know there are many regional offerings, including some overseas. For example, in a recent e-mail, Friends member Bob Hey writes, "I have been accepted to staff a booth at the Mad City Model Railroad Show & Sale in Madison, Wisconsin. I believe the attendance over two days is about 18,000 to 20,000 attendees." Also, in a letter from Florida member Cal Smith, "We are offered the opportunity to bid for grant money because Friends members Ken Brockstedt (now deceased), Jim O'Keefe, Peter Smith, Nancy Wade, and myself have made the effort to brave the New England winters and represent the railroad and the Friends at the Amherst Railway Society show, probably the largest railroad show in the nation."

The membership committee seeks your help in identifying these railroad-themed shows and conferences. We ask that you please notify Nan Clark by e-mail or postal mail to provide information about shows in your area. Further, we hope that you will consider representing the Friends at these shows by requesting our "convention display package" from the office in Albuquerque. Remember, when you represent the Friends at these types of shows you are, in effect, getting the word out about the Cumbres & Toltec Scenic Railroad.

*Nan Clark, Membership Committee Chair
1107 Eagle Creek Drive
Floresville, TX 78114
cinerail@aol.com*

Volunteer Rosters – May, June, and August 2004 Work Sessions

The rosters for work sessions A, B, C, D, E, and F list the volunteers and their projects. If a volunteer's name is missing from these rosters, please contact the Albuquerque office.

Docents 2004			
Jim Baker	Glenn Ford	George Lawrence	Bob Ross
Billy C Crider	Butch Garrison	Jim McKeel	Jay Samuels
Ray Crist	Hilton Hagan	Pat McKenzie	Keith Shostrom
James Earle	Laurence Hatch	Michael Morse	Bruce Williams
Mike Faith	Chuck Heroneme	Rich Muth	Richard W. Tower
Tom Farmer	Robert Hey	Richard Pennick	Frank Yockey
Rex Fockler	Robert E. Kaylor	John Porco	

Session A

Name	Project Assignment	Name	Project Assignment
Tad Arnold	Chronicler	Holly Ross	Registration Team Leader
Roger Briggs	Tool Servicing & Preparations Team Leader	Clifford Schoff	Preservatives Application; Night Watchman's House Repair
Tim Bristow	Leader Tool Servicing & Night Watchman's House Repair	Marshall Smith	Night Watchman's House Repair Team Leader; Tool Servicing & Preparations
Lewis (Les) Clark	Nail & Bolt Car Team Leader; Tool Servicing & Preparations	Mary Jane Smith	Food Services Team Leader; Work Session Preparation
Nan Clark	Food Services	John Sutkus	Preservatives Application Leader; Night Watchman's House
Steve Fowler	Tool Servicing & Preparations	Bob Tully	Train Order Signal Installation; F&CC Enclosure Team Leader; Night Watchman's House
Charles Irvin	Carpentry Shop & Materials	Mona Tully	Food Services
David Ley	Grounds Maintenance	Jack Warner	Train Order Signal Installation; Night Watchman's House Repair
Daryl Locker	Grounds Maintenance	Mary Whelan	Food Services
Ed Lowrance	Tool Car Operation Team Leader	Rod Whelan	Night Watchman's House Repair
Don Metzler	Supply Inventory Team Leader; Grounds Maintenance	Deborah Williams	Chronicler
Eberhard Reul	Tool Car Site Helper		
Bob Ross	Work Session Leader		

Session B

Name	Project Assignment	Name	Project Assignment
Greg Fuzzy Anstine	Vegetation Control; Closedown & Tool Storage	Robert Brown	Vegetation Control
Tad Arnold	Chronicler	Peter Bunde	Vegetation Control
Jim Aust	Vegetation Control	Shirley Burke	Food Services
Alta Berkstresser	Yard Landscaping Team Leader	Lewis (Les) Clark	Nail & Bolt Car Operation; Closedown & Tool Storage
George Berkstresser	Vegetation Control	Nan Clark	Food Services Team Leader
Bruce Bloom	Vegetation Control	Gary Collins	Vegetation Control
Roger Breeding	Vegetation Control	Dave Collins	Vegetation Control
Noreen Breeding	Vegetation Control	George Davies	Vegetation Control
Roger Briggs	Car Shop & Materials Team Leader; Closedown & Tool Storage	Anthony Diamond	Vegetation Control
Tim Bristow	Vegetation Control	Linda Donovan	Vegetation Control
		Tom Donovan	Vegetation Control; Closedown & Tool Storage