

# C&TS DISPATCH

VOLUME 27 NO. 4  
WINTER 2014-15



**RPO 054 RESTORATION STORY**  
**WORK SESSION 'G' HI-LIGHTS**

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# C&TS DISPATCH

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

*William Lock, Founder*

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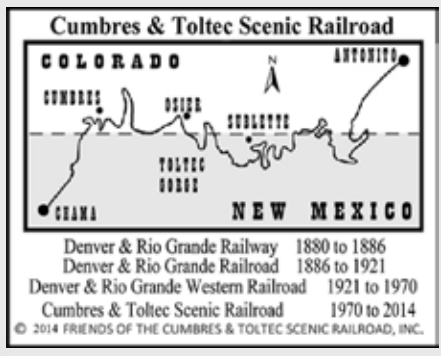
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*Please write the editor at  
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad Inc., 4421 McLeod Rd. NE, Suite F, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad Inc., is a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a member of TRAIN (Tourist Railway Association). Family membership in the Friends is \$30.00 per year, outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic site.



## PRESIDENT'S COLUMN



### Bidding another Year Good-Bye

As my fingers go to work at the keyboard to compose another year end message, Thanksgiving has just passed us by. The turkey and trimmings plus the sights and sound of football coming from the television made for an enjoyable day! It also means that the Christmas lights went up in earnest the following day.....yes indeed the dreaded Black Friday! Maybe that's why I put up the lights on that day as there is no-way you'll catch me anywhere near a retail store or mall!

So as Thanksgiving drifts into the holiday shopping season Christmas and the New Year sneak up awfully quickly. There are Christmas parties and holiday cheer plus a renewed hope that the world will be a better place in 2015. It also should allow us some time to pause and think about all that we need to be thankful for such as family, friends, our health and so many things that we have experienced this past year.

Cover: The photo of the completed RPO 054 restoration was taken by Peter Jolly. The background montage of photos taken at various stages during the restoration, is from a collection supplied by Linda Smith.

I also tend to think about all you who are reading this column and even those that are not. It is because of you that the Friends had another good year. We went about our job of preserving and interpreting the Cumbres & Toltec. Many of you made your annual journey to Chama or Antonito for a work session while others volunteered your time in Colorado Springs, onboard the train as a docent, in the Chama exhibit or as a member of our Dorman Photo team here in Albuquerque. Your time and efforts are so greatly appreciated that it is difficult to thank you all enough for what you do.

For those that cannot find the time to volunteer, your monetary gifts and donations are a tremendous resource that helps sustain the organization and the ability for us to go about performing our mission. Your contributions are the life-blood of the Friends and without this type of support we could not nearly accomplish what we do annually.

As I've stated many times over, our membership is a very passionate group! You hail from around the world and that is truly amazing! A 64-mile living and breathing steam powered narrow gauge railroad called the Cumbres & Toltec is the tie that binds. This is special and I'll say this again that you are all very special!

From time to time I receive e-mails, notes and calls from some of you. I enjoy taking the time to chat or respond to a question or comment. It is because you care so much that my job is so rewarding! In this day and age of hustle and bustle, smart phones, 24/7 news bombardment,

fast food and technology that almost seems to pass us by, so many of you make that commitment to immerse yourself in the past, where people actually talk to each other as opposed to texting across the table on their cell phones!

Working a week along the railroad affords a simpler and slower paced life and maybe a temporary reprieve from the real world. Isn't that great! Your work does not go unnoticed. I have said this before that your efforts do catch the attention of the riding public and serve to enhance their experience. And isn't that what's it's all about? We want to continue to get the message out. Come and ride the Cumbres & Toltec Scenic Railroad as it is one of the neatest experiences you can have.

So as I close another column and another year I want to reiterate my thanks and appreciation for all you do! We wish you and your families a very Merry Christmas and Happy New Year.

*Tim Tennant*

## Thank you 2014 Team Leaders

Every Friends member participating in the work sessions is a winner, none more so than the Volunteers who take on the job of Team Leader. Since many Team Leaders participated in more than one session, their names are listed only once but highlighted in BOLD type.

Team Leaders volunteering during the May sessions: **Patty Hanscom, Spero Bettalico, Len Jones, Sharon McGee**, Tim Smith, **Bob Reib, Fuzzy Anstine, Naomi Sublett, Valley Lowrance, Craig McMullen, Chuck Dueker, Russ Hanscom, Warren Ringer, Dan Pyzel, Tim Bristow, Clyde Putnam, Ed Lowrance, John Eng**s and Bruce Bloom

Team Leaders volunteering during the June Sessions include: **Bob Ross, Holly Ross, Mary Jane Smith, Marshall Smith, Jim Hickman, Chris Trunk, Bill Pratt, Mike O'Nele, Jim Herron, John Cole**, Joe Kanocz, **Ted Norcross, Bob Conry, Don Stewart, Fred Morton, Clyde Putnam, Don Bayer**, Ben Sargent, **Scott Hardy**, Jim Davenport, Paul Davenport, and Jim Gross

August session Team Leader Volunteers include: **John Sutkus** and Phil Nissen

The Project Committee could not pursue its extensive restoration activities without the help of these many dedicated Team Leaders who volunteer their time. The Friends' organization owes them a great deal of gratitude for the job they do.

Is there a project you would like to see become active? If so, won't you consider becoming its champion! Contact Project Committee co-chairs, John Eng [jengs@engsventures.com](mailto:jengs@engsventures.com) or Ed Lowrance [eglval@centurytel.net](mailto:eglval@centurytel.net)

### 2015 Work Session Schedule:

Work Session A - May 18 - 22, 2015 (Antonito only)

Work Session B - May 25 - 29, 2015 (Antonito only)

Work Session C - June 15 - 19, 2015

Work Session D - June 22 - 26, 2015

Work Session E - July 27 - 31, 2015

Work Session F - August 3 - 7, 2015

Work Session G - September 28 - October 2, 2015

### Articles Needed for the Dispatch

Team Leaders, Project Managers, Friends members. We are looking for interesting articles about Friends activities and/or projects.

If you have a story (hopefully with photos) that you feel others would like to see or could benefit from, please contact the editor at e-mail: [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org)

# CAR 54, WHERE ARE YOU?

Alive and Well in Chama, NM - Mail by Rail Makes a Comeback!

*Article submitted by Linda Smith*

During the past 27 years, the Friends of the Cumbres & Toltec Scenic Railroad has been nationally recognized for its ability to bring historic rail cars back to life – not only through its high-quality restoration work but because of its unwavering commitment to keep them rolling on the Cumbres & Toltec Railroad's (C&TSRR) narrow-gauge rails. The latest pristine restoration effort, long anticipated by rail fans and historians, is the resurrection of Railway Post Office Car (RPO) 54.

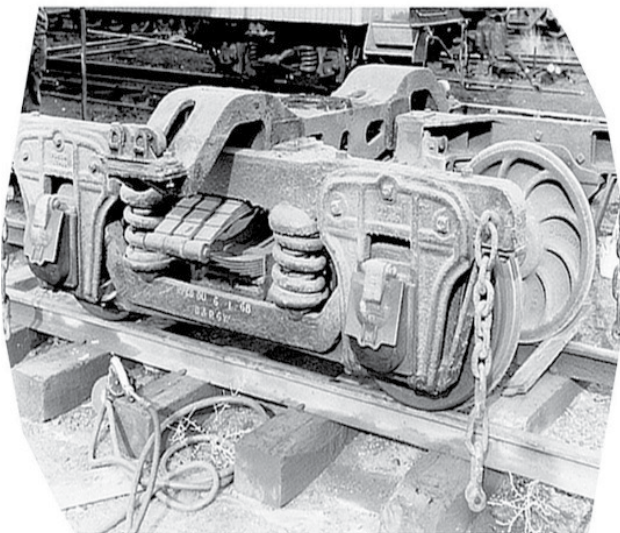


***Newly restored Engine 463 is teamed with RPO 54 for PBS film project***

Now nearing completion, thanks to Friends Team Leader Don Bayer and his dedicated volunteers, it's pretty clear that most rail fans will know where Car 54 is – it's in Chama, NM at the C&TSRR's rail yard - most of the time, anyway. The detail interior work is now being wrapped up, and the next step will be the installation of period trucks. Russ Hanscom and his crew in Antonito are fabricating the trucks/wheel sets at our Antonito Car Restoration Facility. That means it'll be truly road worthy and ready for show time. Actually, show time has already occurred, at least once.

RPO 54, teamed with newly restored Engine 463, were filmed recently for a PBS film about "Butch Cassidy and the Sundance Kid."

Russ Hanscom reports that the car's original trucks were made of cast steel. He and his team are replicating those to the best of their abilities. So far, they have cut out and partially welded four "flying bolsters" - supportive beams for the wooden frame configured as shown to the right.



***Flying Bolster Configuration***

Two are for RPO 54, and two for Cook Car 053. The team has also cut out the equalizer bars and spring caps, purchased brake beams, and has the castings for the pedestals and journal boxes. Major purchases remaining include wheels and axles, brake shoes, bearing brasses and springs. The RPO truck frame will be a steel fabrication resembling the original cast steel.

Volunteers will weld the assembly during Work Sessions A and B in May and June of 2015. Hanscom anticipates that the trucks will be completed in 2016, given sufficient funds for the remaining purchases. The Friends have identified the trucks project as one of its highest priorities and have already amassed about 25% percent of the estimated cost for project completion. When the new wheel sets are installed, RPO 54

will be showcased in special charters and prominently displayed at various C&TSRR sites.

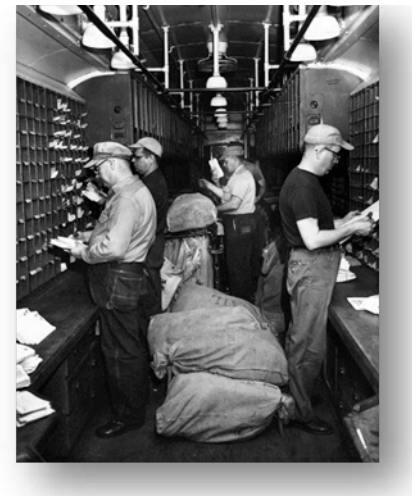
Built in 1880 for the Denver & Rio Grande Railway (D&RG) by the Billmeyer & Small Company, RPO 54 was one of many railroad cars operated in passenger service as part of the U.S. government's Railway Mail Service

(RMS). Officially inaugurated in 1869, the RMS' purpose was to handle the transportation and sorting of mail on board trains. Some historians have said that sorting mail on moving trains was one of the greatest innovations introduced by the postal service. RPO car interiors were fairly standardized, including cast-iron fixtures that could be unfolded and set up in a number of configurations to hold mail pouches, racks and a sorting table. These fixtures could also be folded away to provide an open space to carry baggage and express shipments.<sup>1</sup>



**Mail and baggage car 54 rests at Durango, CO on August 3, 1941  
(Photo from the John D. Denney, Jr. Collection)**

By the time that RPO 54 entered service with the D&RG in 1880, railway post office routes were operating on the vast majority of passenger trains in the United States. According to a noted rail historian, a complex network of interconnected routes allowed mail to be transported and delivered in a remarkably short time. Railway mail clerks were well trained and periodically tested to assure they were adhering to RMS standards. Each clerk was expected to know not only the post offices and rail junctions along the route, but also specific local delivery details within each of the larger cities served by the route. Periodic testing demanded both accuracy and speed in sorting mail, and a clerk scoring *only* 96% accuracy would likely receive a warning from the Railway Mail Service division superintendent.<sup>2</sup>



**American Postal Workers web site**

RPO cars were equipped and staffed to handle most back-end postal processing functions. First class mail, magazines and newspapers were all sorted, cancelled when necessary, and dispatched to post offices in towns along the route. Registered mail was also handled, and the foreman in charge was required to carry a regulation pistol while on duty to discourage theft of the mail.

When RPO 54 joined the San Juan Express consist, excitement mounted among folks in rural towns along the route in Colorado and New Mexico when the passenger train was due to arrive. Their "post office on wheels" reliably brought to them letters and packages from far off places. For many years, the D&RG and later the D&RGW (Denver & Rio Grande Western) contracted with the RMS to collect, sort and deliver mail for the isolated communities it served. It was a profitable venture that ended in 1951 when competition from other forms of transportation induced the RMS to cancel the railway contract. This same competition – from car, truck and bus transportation – led to the end of the San Juan passenger train and eventually, the railroad as a whole. After

<sup>1</sup> Wikipedia.com provides some historic context to the Railway Mail Service.

<sup>2</sup> Frank Rawsome, Jr., "Trolley Car Treasury," McGraw-Hill, New York, 1956: Library of Congress 56-11054

retirement, the railroad converted the car to “Outfit Car X054” at Alamosa for mundane use with the Rotary OY snowplow as a crew living car – somewhat of a come-down from its former glory days. In 1970, the car was sold to the D&RGW’s successor, the C&TSRR.

The Friends started this ambitious restoration project in 2007, with the decision that it would be rebuilt to reflect its prime operating era – around 1924. Bayer, one of the Friends’ most talented and dedicated team leaders, took on this project as a labor of love. He spent his career as a railroad train dispatcher for the BNSF (formerly the CB&Q and BN). Now a resident of Chama, NM, Don and various team members over the years have spent almost every week of every work session focused on this rebuilding, displaying an esprit d’ corps from the first tear-down to the last placement of the wood plank flooring. Bayer also worked on the project during the Friends’ off-season.

Asbestos remediation was an important aspect of the restoration. To insure that the remediation (critical to health) was correctly accomplished, an outside company was contracted to handle this part of the project.



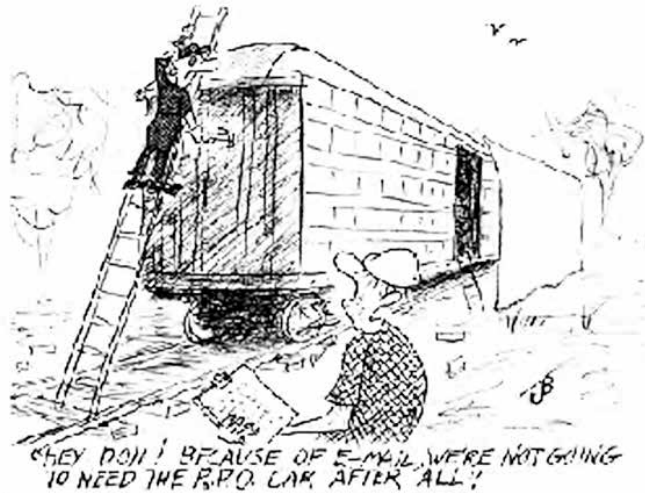
“Photos of asbestos remediation during and after. 14 bags of asbestos material were removed. Then the area was treated with a chemical to neutralize any residue. (Looks like white paint)”

*Don Bayer*



The cost of materials, supplies and services to bring RPO 54 back to life is estimated at \$125,000 for a car that was priced at \$1,841 in 1880. An amazing 7,074 volunteer hours – which includes 450 hours of off-season work by Bayer – are brilliantly reflected in the final product. The estimated value of this work, using labor rates as shown on Independent Sector’s web site, is \$141,480.

The Friends are discussing an inaugural event sometime in the near future which could involve the U.S. Postal Service. While this kind of event would be well in advance of a true “return to service,” it would give public recognition to a remarkable effort. RPO 54 is truly the new star of the Friends’ restoration show!



Fun!  
Happy Holidays and a  
great year ahead to you and  
yours.  
It was good working  
with you. Hope we can  
do it again.  
Sincerely,  
John C.

*This cartoon was drawn by RPO 54 volunteer John Berges who was with the project from beginning to end!*

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## **Q&A WITH TEAM LEADER DON BAYER**

### **RESTORATION OF RAILWAY POST OFFICE CAR 54**

**Submitted by Linda Smith**

Don Bayer, one of the Friends most talented and dedicated team leaders, led the RPO 54 restoration effort for the past seven years. He spent his career as a railroad train dispatcher for the BNSF (formerly the CB&Q and BN). Don and his wife, Roxanna, reside in Chama which means he’s just five minutes from the Chama rail yard where he can pursue his avocation.

**Q: How did you get interested in historic rail restoration in the first place?**

**A:** When I was 16 years old, the Illinois Railway Museum (which was new at the time) obtained a 0-6-0 Steam engine from Commonwealth Edison Electric Co. spotted it in Elgin, IL, my home town, and I started to restore it to operating condition. I worked on it for two years and that’s how it began.



***Team Leader Don Bayer and Volunteer John Altshool  
Admire the oak interior of RPO 54 in 2012.***

***(Sadly, John passed away in 2014. He was with the project from beginning to end)***

***Q: Is that what eventually led to your career decision to work for the railroad?***

**A.** That was one of the major reasons, for sure. Being from the Midwest, trains were part of our lives in so many important ways. While I was working full time with BNSF as a dispatcher, I was able to attend the University of Illinois, Chicago Circle, on a part-time basis and that's how I earned a bachelor's degree in business with a transportation major. As newlyweds, those were hectic, but very good, years for us. So you can see that the railroad was, and still is, an important part of our lives.

***Q: When did you first become aware of the Denver & Rio Grande's San Juan Extension (now the Cumbres & Toltec Scenic Railroad)?***

**A.** Actually, in 1962 - just before I graduated from high school in Elgin. The Illini Railroad Club sponsored a once-a-year trip called "Journey to Yesterday" and I, along with five of my buddies, decided this would be a great adventure. It meant that we missed our formal high school graduation ceremony, but it was worth it. The trip started in Chicago and went from there to Lincoln, Nebraska by steam. Then, we traveled by diesel overnight to Denver and on to Alamosa. From Alamosa, it was narrow-gauge to Durango (through Chama), on to Silverton and Farmington, and then back to Chama and Alamosa. We stayed three nights in Durango. I can't remember what it cost, but I do know it was much better than marching across the stage to get a diploma!

***Q: You've been a Friends' volunteer for many years. What are some of your favorite restoration projects, and why?***

**A.** The boxcar crew rebuilt three boxcars and we got to the point of being able to rebuild one each year. Then we took on the Tully Caboose [a major restoration which resulted in a high-value charter car for the C&TS]. I became team leader when Bob Tully got sick. Then, in 2007, Bob wanted me to start on one of the RPOs [RPO 54] to see if it could be done by volunteers.



*Q. How many volunteers actually worked on the RPO 54 restoration project?*

A. There are many volunteers involved; listing them all would be difficult and no doubt we'd leave someone out. Those that were with me from the beginning through the end of the process were John Altshool, Todd Frazier, Norval Alliston, and John Berges. Starting the second year, through to the end, were Kevin Sherrow, Vance Behr, John Pierce, Barry Morris and Wayne Shirley. Don Storm was on it for the first five years.

*Q: What have been your most significant challenges with the RPO 54 project? How did you overcome them?*

A. Trying to hold the car together while it was being worked on. I decided to use the roof, which was the strongest part to hold the car. We jacked up the roof to straighten the car and to take the weight off the failed frame and side studs. After the new side sills and studs were applied we dropped the roof onto the new framing and began to rebuild the roof.

*Q: What is your next restoration project?*

A. I have no idea at this point. I'm waiting for the right time and the right project.

*Q. What advice do you have for other volunteers who may be thinking about taking on a big restoration project for the Friends?*

A. Be sure to use good material (everyone knows how fussy I was about material) and to use good paint. The expense is worth it in my opinion.

*Q. This restoration has a lot of "sex appeal" and major interest for rail fans and is viewed as one of the Friends' most impressive efforts. Can you comment on that?*

A. This is probably no bigger deal than all the rest of the restorations on the C&TS, but I am very proud of the hard work that all of the volunteers did on this project.

*Interviewer's comment: Not to mention its Team Leader!*



*To view more photos of this project visit the Friends forum.*

*[www.coloradonewmexicosteamtrain.org/FriendsForum/index.php](http://www.coloradonewmexicosteamtrain.org/FriendsForum/index.php)  
Then go down the page to "Rolling Stock & Locomotives". On that page you'll find the album at the bottom.*

These four photos of just one aspect of the restoration, help to illustrate the work progression involved in all aspects of the RPO rebuild. ED.

## *Saying Farewell to Dear Friends is Most Difficult*

In my close to ten years now as President of the Friends I have had to compose these sorts of columns far too often. Most of you know what I'm talking about as you are the people who read them.

Life is really pretty short and fragile when one takes a minute or two to actually think about it. We are around on this Earth for a finite period of time and during our journey we all meet a pretty substantial number of people. Some are casual in nature and involve individuals that you may never see again. Others are those that have an impact on you and they become part of your everyday life.

Over the course of the past few years we have had way too many people associated with the Friends and railroad pass away. We are saddened that they are no longer with us and their absence leaves a real void.

Within a month late this summer and drifting into early autumn the Friends had two more dear people leave us. Les Clark passed away on August 26<sup>th</sup> at the age of 83 in California and then on September 21<sup>st</sup> Bob Craine died at his home in Tulsa. Bob was 66 years old.

Both men gave a great deal of their time, energy and resources to the Friends. They worked extremely hard to support our mission and promote our beloved Cumbres & Toltec Scenic Railroad. With little fanfare Les & Bob strived to truly make a difference and make the Friends a better organization!

They also had something to do with my hiring ten years ago. Bob sat on the interview committee when I flew into Albuquerque back in early October 2004. It was an extensive interview process which took a fair part of the day and naturally Bob asked a lot of questions. He was a detail guy and wanted to ensure the Friends were going to hire the right person to lead the organization.

Les was also in Albuquerque during this period as his wife Nan also sat on the interview team. The Saturday following my interview on Friday, Les drove us up to Chama so Judy and I could ride the railroad. It was an adventurous trip especially through Santa Fe as road work on Highway 285 was just finishing up so there were some challenges given it was early morning and somewhat dark yet. We had one misstep enroute as Les made a turn and was heading the wrong way on a divided highway. Quickly observing our plight and advising Les, he turned around and we were on our way. I'll always remember that day as Les was a real trooper for taking us and I'm forever grateful!

As I settled into my job in early 2005, Jim Herron was our Board Chairman but at the June Board Meeting that year Bob took over the duties as chair. As mentioned above, Bob was a real detail guy and extremely sharp. In spite of his busy schedule we did talk on a regular basis during the course of the week. The Friends and the health of the railroad meant a great deal to him. There was always a drive and push towards reaching new heights.

Bob's business & financial savvy brought an enormous amount of expertise to the organization for which we tapped constantly. He was the voice of logic and at times one may not totally agree with his position you could be assured that Bob had thought out his reasoning. He always provided great counsel to me and I know in return he respected and valued my opinion. That meant a great deal to me and still sticks in my mind.

I believe both men epitomized the sort of talent we have amongst our membership. In addition to the long career Les enjoyed at General Motors he had a railroad background and that was his true passion. In addition to his love for the Cumbres & Toltec and the fact he and Nan spent their whole summers in Chama, Les was quite an author. I don't know how many articles he wrote but you would find a story in Classic TRAINS by Les Clark on a fairly regular basis.

So as I peck away at the keyboard, I pause, I reflect and think about the last ten years with the good times and certainly the challenging times. Individuals like Bob and Les were always there through both. I would also be remiss if I didn't thank Debbie Craine for sharing Bob with us for so many years and being with him on the many trips from Tulsa to Colorado and New Mexico.

Bob and Les, you are missed by a lot of people. The wisdom and knowledge you brought to us will always leave its mark!

*As a note of interest.....next year our annual dinner & meeting will entail a train ride on Friday June 19, 2015 from Chama to Cumbres where we will have our meal in the pavilion plus a celebration of the lives of Bob Craine and Les & Nan Clark. The families have requested that ashes of all three will be spread at Cumbres Pass. Please mark this date on your calendar!*

## ***Regional Member Meeting Planned***

In keeping with our schedule of holding regional member meetings around the country, we are tentatively looking to hold one on Saturday May 2, 2015. The location would be the Illinois Railway Museum in Union, IL which is northwest of Chicago. All Friends members are cordially invited and we will send out actual invites via the U.S. Postal Service to members in the states of; Illinois, Iowa, Indiana, Michigan, Minnesota, Missouri and Wisconsin. We would enjoy hearing from you if indeed you have thoughts about attending. Please e-mail Tim Tennant at [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org) and let him know. Thank you.

*Tim Tennant*

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## **Private Railcar Charters**

This upcoming February the Friends, as a fund-raising event and trial, are running a three-car private railcar charter from Los Angeles to Seattle and return behind Amtrak's Coast Starlight. We were able to fill up the 25 spaces available basically through word-of-mouth. From this sort of reception we are hearing that there is additional interest for other trip offerings from time to time. We envision that some of these charters will consist of multi-day trips with bedroom accommodations while others being day trips. We have a number of private car owners on the West Coast, in the Midwest and along the East Coast that we work with to structure such charters.

Because the Friends are a historic preservation organization there is a common denominator with private railcar owners through the very nature of their efforts to restore and operate vintage passenger equipment. Such charters provide an "experience" for the passenger in a relaxing environment amongst friends. Not to mention some of the beauty one encounters via train travel.

So if this is something you enjoy or is on your "bucket list" we will compile a list of people who are interested in future trips. Prices will range depending if the charter is a day trip or entails multi-day overnight travel and distance of such trips. Please e-mail me at [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org) if you want to place yourself on the list for future charter information. You can also drop me a note and mail to the Friends office at; 4421 McLeod Road NE, Suite F, Albuquerque, NM 87109.

*Tim Tennant*

## **Late Breaking News Item**

The Cumbres and Toltec Scenic Railroad ran free Christmas trains from Chama and Antonito in December - Fare charged was a donation of food for the Chama Food bank or a toy for the Toy for Tots program on the Antonito train. All the Christmas special trains were a *huge* success. Friends member Brad Lounsbury played Santa - and Chama resident Don Bayer helped decorate the cars and worked as a flagman for the train.



# Project Committee Help Wanted!

The Project Committee has an urgent need for additional help to continue providing a satisfying annual summer work session environment.

**Project Committee:** We need two additional working members on the committee. Any Friends member may self nominate. Responsibilities will be assigned based on the skill set of each nominee however precedence will be given to volunteers participating in the annual Restoration Sessions. A major responsibility will be to assist in recruiting project Team Leaders. Participation in three, day long, committee meetings: usually scheduled in Albuquerque, a March meeting, Chama in June and Colorado in October. Computer skills are needed.

**Standards Coordinator:** (New Position) this individual will assemble project history - the "how to" narrative of reconstruction and repair work done to the historic car fleet and the RR structures. This work can be done from home however participation in the three project committee meetings is desired. Computer skills are needed.

**Support representative:** (New Position) this volunteer will become familiar with FIDO software and provide operational assistance to Team Leaders and staff. The member will become familiar with the scheduled projects and those in the pipeline. Computer skills are necessary.

**Paint Car supervisor:** This volunteer will provide support to both the painting and stenciling team leaders. Responsibilities include ordering requested materials. Pre session - insures working operation of the painting equipment. Ideally the individual will be able to work Sessions B through F stationed in Chama. Co-Team leaders for this position are possible although a very close working relationship will be necessary. Operation of FIDO software is necessary.

**Work Session Registration Check in Coordinator:** The Project Committee needs someone to work Sunday pre-session and Monday of Sessions C through F in Chama.

Hours on site: beginning of registration on Sunday through shutdown Sunday and then from 7:30 AM Monday through Noon.

Regular duties include passing out work-session packets, updating the number of years worked for each attendee. Antonito session information will be collected in Antonito and sent to the Coordinator for inclusion in the records. Detailed instructions are available to help a new worker to settle in. We prefer one individual who can work all sessions - however with careful co-ordination this is a job that can be co-chaired.

**Please contact** John Engs or Ed Lowrance Project committee co-chairs for further information and to self nominate. Call John at 719-499-1228 [jengs@engsventures.com](mailto:jengs@engsventures.com), Ed at 970-731-9184 - [eglval@centurytel.net](mailto:eglval@centurytel.net).

Is there a project you would like to see become active? If so, won't you consider becoming its champion! Contact Project Committee co-chairs, John Engs [jengs@engsventures.com](mailto:jengs@engsventures.com) or Ed Lowrance [eglval@centurytel.net](mailto:eglval@centurytel.net).

## Dispatch Deadlines

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

Spring Issue Mail on March 31, 2015      All materials must be received by Feb . 27, 2015

Summer Issue 2015 Mail on June 30, 2015      All materials must be received by May 29, 2015

Note: The Dispatch wishes to identify photographers whenever possible.  
If a name is not included with a photograph, the photographer is unknown

# WORK SESSION "G" HI-LIGHTS

SUBMITTED BY ED LOWRANCE



Chuck Dueker and Jim McGee prep for car shelter siding installation



Car Shelter starting.



Car shelter siding completed - well missing two pieces.



Russ Hanscom welding, Bill Jones grinding flying bolsters.



Flying Bolster halves - 8 completed waiting to be ground.



Russ Hanscom & Marshall Smith beginning to assemble Flying bolster subassemblies.



Bill Horkey swapping wheel sets from archbar to andrews trucks for 5995.



Chris Trunk & Bill Kepner drilling for new placement.



Doug Joslyn and Kevin Corwin testing replaced roof walk on 5995.



Doug Joslyn and Kevin Corwin threading air line pipe.



Greg Cort and Warren Ringer shaping 783 air lines.



John Eng and Warren discussing fine points of 783 reassembly.



Donald Atkinson and Greg Cort having fun with DBG 783.



Marvin Casias and Warren Ringer checking for cracks. None found.



Need a coupling? Find pipe and remove.



Chris Trunk is replacing missing tank car jewelry - this is prep for the brake wheel.



New rigging for the tank cars is a matter of trial and error.



Marshall Smith welding Gramps brake linkage.



Kevin Corwin and William Horker installing a coupler on A end of Long Stock car 5995.



Site Leader Ed Lowrance and Dan Pyzel figuring out what comes next - on the Long Stock Car



Chronicler Sharon McGee and Donald Smith hard at work recording session activities



First year volunteer Cathy Rheinberger working the Garden.



Osier Crew Tom Hiscox, Tom McConnell & Kay McConnell. (Bill Lowes was riding the goose.)



Patty Hanscom warming garlic toast on the patio heater to go with the spaghetti lunch!





Assembly required! Kay McConnell, Cathy Rheinberger and Valley Lowrance make quick work of assembling a hydraulic lift platform donated by John Cole.



Patty Hanscom, Mary Jane Smith and Linda Deuker prep the lunch room.

### Tully Family Charter & Generosity

Two of the most familiar and beloved faces during Friends summer work sessions, were Bob Tully, Project Committee Chairman and Mona Tully, stalwart in the Kitchen Car. Their dedication to the Friends mission is hard to match. They usually participated in all four work sessions - and devoted a great deal of time off season to planning for those work sessions. Many team Leaders reported they had been “Tullied” (a verb) as in “volunteered for duty”,

Bob and Mona’s children made a \$10,000 donation to the Friends this past summer directed toward Friends permanent Chama facilities. Making the presentation were left to right Steve LeMaire (son in law) Nick



Lemaire (grandson) Holly Gaither (granddaughter) Cindy Tully Lemaire (daughter) Sandra Gaither (daughter)

Ed Lowrance, Project Committee CO-Chair and member of the Board of Directors, Debbie Tully (daughter), Sharon Tully Ryall (daughter), Bruce Ryall (son in law), Meg Tully (daughter-in-law) and Joe Tully (son)



The Family chartered the “Tully Caboose” the final project associated with Bob for a ride over the Cumbres and Toltec Scenic Railroad. Friends members attached the Bob Tully reader boards to the caboose for the run in memoriam of our good friends.

**Friends of the Cumbres & Toltec Scenic Railroad, Inc.**  
**Statement of Financial Position**  
**December 31, 2013**

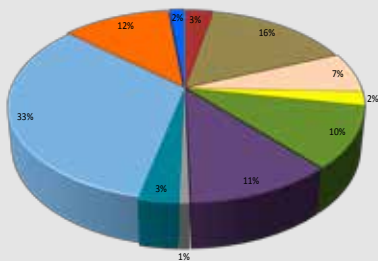
| ASSETS                                  | 2013               | 2012               |
|---|--------------------|--------------------|
| Current Assets                          |                    |                    |
| Cash & Cash Equivalents                 | \$209,289          | \$195,558          |
| Receivables                             | \$5,180            | \$27,210           |
| Prepaid Expenses                        | \$2,932            | \$3,609            |
| Total Current Assets                    | \$217,401          | \$226,377          |
| Investments                             | \$136,988          | \$136,988          |
| Inventory                               | \$29,089           | \$23,310           |
| Property, Furniture & Equipment - Net   | \$536,558          | \$543,771          |
| Collections                             | \$232,183          | \$232,183          |
| <b>TOTAL ASSETS</b>                     | <b>\$1,152,219</b> | <b>\$1,162,629</b> |
| <b>LIABILITIES &amp; NET ASSETS</b>     |                    |                    |
| Current Liabilities                     |                    |                    |
| Accounts Payable and Accrued Expenses   | \$ 28,984          | \$22,468           |
| Deferred Revenue                        | \$ -               | \$ -               |
| TOTAL CURRENT LIABILITIES               | \$28,984           | \$22,468           |
| Net Assets                              |                    |                    |
| Unrestricted                            | \$797,754          | \$842,696          |
| Temporarily Restricted                  | \$ 188,493         | \$160,477          |
| Permanently Restricted                  | \$136,988          | \$136,988          |
| TOTAL NET ASSETS                        | \$1,123,235        | \$1,140,161        |
| <b>TOTAL LIABILITIES AND NET ASSETS</b> | <b>\$1,152,219</b> | <b>\$1,162,629</b> |

| <b>2013 Expenses by Function</b>         |              |
|--|--------------|
| Charter Fees                             | \$18,640.00  |
| Contractors, Materials, Tools & Supplies | \$95,527.00  |
| Direct Program Expenses                  | \$41,693.00  |
| Dispatch & PR                            | \$13,859.00  |
| Fundraising                              | \$63,366.00  |
| Indirect Program Expenses                | \$68,362.00  |
| Interpretation                           | \$4,585.00   |
| Merchandise                              | \$18,749.00  |
| Mgt, Gen & Admin                         | \$201,121.00 |
| Professional Services                    | \$71,422.00  |
| Travel Meals and Lodging                 | \$10,037.00  |
|  | \$607,361.00 |

| <b>2013 Income by Source</b>                       |           |
|--|-----------|
| Contributions (Incl. restricted and unrestricted)  | \$302,238 |
| Grants   | \$3,300   |
| Investment Income                                  | \$340     |
| Member Dues  | \$120,487 |
| Program Fees - Work Session, Charter & Merchandise | \$132,548 |
| Reimbursed Commission Projects                     | \$31,522  |
|  | \$590,435 |

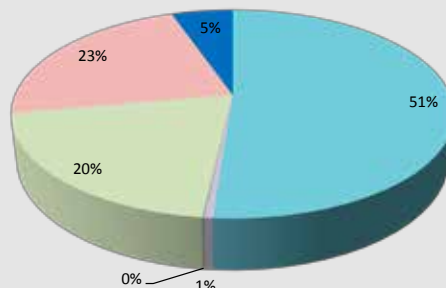
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**Friends of the Cumbres & Toltec Scenic Railroad, Inc.**

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*Early photo of RPO 054 in Durango, Co From the Richard L. Dorman collection, file number RD047-002*