



C&TS Dispatch

Vol. 21 No. 4

WINTER 2008

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HISTORIC PRESERVATION - 2008

Support Service Jobs

The cover of the Dispatch normally features one of the major restoration projects. This year we have featured the return of pile driver OB and the restoration of Jordan Spreader OU. This issue begins with a review of some of the Support Service Jobs. These teams support the operations of all projects. They require high skill levels and dedication. There is no better place to start than with food.

Food Preparation

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

Sessions: All

Team Leader A and B: Mary Jane Smith

Team Leader C, D, E, and F: Mary Cardin

The Friends' Cook Car is a center of activity in the Chama Yard. From morning coffee to afternoon snacks there is always someone there and something good to eat. The major activity of the Food Preparation team is preparation of lunches for the volunteers at all locations, except Antonito where lunches are prepared by the Antonito Hometown Market and Osier where lunches are prepared by the Osier Kitchen. The team emphasizes lunches that are not only attractive but also healthy and oriented to nutrition at the railroad's high altitude. The team also coordinates a dinner at each work session, usually at High Country. Food preparation was especially complicated during 2008 because the market in Chama had been destroyed by the heavy snow load during the 2007 - 2008 winter. A new freezer was added to allow additional food to be stored on site.

In Session A, lunches were prepared for 30 volunteers. In Session B, the Team prepared meals for 35 volunteers. During Session C, lunches were prepared for 109 people. This includes 22 people in a variety of groups going out to work



The Food Preparation Team organizes for the hamburger cook-out on Thursday of Session C. Left to right: Joan Weigant, Mary Whelan, Judy Lock, Jeanne Reib, Maggie McMullen, Debbie Craine, Mary Jane Smith, Nan Clark, and Team Leader Mary Cardin.

See *Preservation*, page 4

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

The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a Member of TRAIN (Tourist Railway Association).

Family membership in the Friends is \$30.00 per year; outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.

Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886
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 Cumbres & Toltec Scenic Railroad—1970 to 2008
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PRESIDENT'S COLUMN



Next Stop....Family Involvement

Over the course of the last few years our Board of Directors and I have discussed on a more frequent basis the anticipated changing demographics of our membership base over the next 5-15 years. This is a situation not unique to the Friends as the railroad museum community and historic preservation organizations as a whole face this same challenge.

We have to come to grips that our membership and volunteers are aging. Those that grew up with steam locomotives and frequently rode our nation's railroads as a means of transportation are passing on. These numbers will continue to shrink over time and we as an organization must find our replacements.

For those of you that had the opportunity to attend the Friends Autumn Banquet in Durango you heard Durango & Silverton President Allen Harper speak to this subject. Mr. Harper drove home the point that we as an industry have a changing audience and clientele base. Collectively, tourist railroads and heritage tourism have done an excellent job of attracting those of the "greatest generation" and "silent generation" plus a good spattering of "baby boomers." These are the generations that have a connection to railroads and possess a sense of history.

There is, however, a real disconnect with the generations that follow, namely "X", "Y" and "Z." Transportation and travel to this group means the use of your personal automobile to get from point A to point B or the utilization of commercial airlines. In their eyes, railroads and passenger rail travel is a thing of the past. How many times do you hear a 20's-something individual make a comment like, "Railroads, oh are they still in business?"

The exception to a degree is if families in generation "X" and "Y" have children. If children are present then most likely they know about railroads through, guess who? If you said "Thomas the Tank Engine"© then you win the prize!

Now, some in the historic railroad preservation community will just cringe when you mention Thomas. I have been around people who give you that look and I am sure some of you have as well received that "oh, good grief" stare!

Thomas is entertainment to children but more important from a professional museum standpoint is that he is also a giant hook! Thomas and other children events such as pumpkin trains and the Polar Express® attract, yes you guessed it, families! With little Tommy come Mom, Dad and probably Grandpa and Grandma as they board your tourist train or walk onto the museum grounds. Mom and Dad most likely are members of generation X or Y so all of a sudden they have been introduced to trains and railroad history in a very roundabout way!

This is the challenge we face and it is not going to go away. We have to attract younger riders to the Cumbres & Toltec and as an organization, the Friends need to somehow engage younger people into our historic preservation and interpretive mission.

Now, how do we accomplish this? I believe for starters we must support the railroad in what they have already initiated in the arena of "family friendly" type of trains. The "Cinder" Express trains to Cumbres have been a tremendous success over the years and have filled a void for a demographic group previously not being met. Families enjoy the shorter trip, beautiful scenery, entertainment, and by-the-way they also experience a historic narrow gauge steam train ride over a railroad built in 1880!

This past season the Friends participated in a special train on October 9 for approximately 200 children attending Chama Valley Schools. Directors Bob Ross and Nan Clark rode with the group and supervised activities in the Chama Yard before the ride. In addition, Bob's wife Holly is working with the school district on the potential of introducing an art appreciation program. The students who rode the train were so appreciative of the opportunity and it will be an experience they will remember forever. For the vast majority of the children, it was the first train ride they had ever taken. Wow, talk about making an impact on our youth!

Further, we must set a course to engage families in our work session structure. This structure might not be the typical week-long work session we currently know, but something that is indeed more family friendly. Such an arrangement could entail providing "long weekend" opportunities for a family that would lessen the time requirement and lodging expense. This would enable the family to be together, work on a project and have some fun. Certainly there is more detail that needs to be addressed here but this is an initiative we will continue to develop.

As I close out this last column for 2008, let me say thanks for the great efforts and support you have all provided to the Friends. It was a challenging year in some respects, but I know 2009 will be equally as challenging. Keep up the hard work and stay steadfast in your support of the Cumbres & Toltec Scenic Railroad.

— Tim Tennant

Dispatch Deadlines

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

Spring Issue 2009: Mail on March 31

All material must be received by February 20.

Summer Issue 2009: Mail on August 14

Work session A and B reports and photographs must be received by June 19.

All other material must be received by June 26.

Fall Issue 2009: Mail on October 16

Work session C and D reports and photographs must be received by August 21.

All other material must be received by August 28.

Winter Issue 2009: Mail on December 18

Work session E and F reports and photographs must be received by October 30.

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

along the line. During Session D, lunches were prepared for 66 people. During Session E, lunches were prepared for 77 people. Included in this number were eight volunteers who worked on the Car Inspector's House at Cumbres. During Session F, lunches were prepared for 82 people, including crews working out on the line. During the work sessions lunches were also provided to the 15 shop crew members.

Historically between Sessions C and D, the Friends host their annual meeting and dinner. This was true in 2008 with Stephen Flowers and the Osier Kitchen crew preparing a wonderful dinner for 163 people—the largest crowd ever to participate in the annual dinner. The dinner and meeting were held in Antonito, CO at the Parish Hall at Conejos Catholic Church. Unique and special to 2008 was the celebration of the Friends 20th anniversary and the return of Pile Driver OB to Antonito from the Colorado Springs work site.

Membership Promotion

Project Objective: Recruit new Friends members emphasizing preservation of the railroad, encourage new members to come to work sessions, promote long term memberships, and advise possible members that membership monies and donations are necessary for railroad survival.

Sessions: C, D, E, and F

Session C: Shirley Burke and Delores Storm

Session D: Mary Kunz

Sessions E and F: Gisela Knoesel and Vera Knoesel

The team talked with many prospective members and handed out literature and applications. They explained to customers what their money is actually used for. Approximately ten new members were signed up during Session C, four during Session E and one new member and one renewal during Session F. During Session F Chris Anderson volunteered for one day to work on a Boy Scout Badge.

Merchandise Sales

Project Objective: To sell as much merchandise as possible to provide more funds for the support of the C&TSRR with a stock of attractive, good quality items that members and the public are willing to purchase.

Sessions: C, D, E, and F

Team Leader C: Gisela Knoesel

Team Leaders D: Sandra Jung and Roger Meade

Team Leader E: Becky Robbins

Team Leader F: Gisela Knoesel

During Session C the team sold about \$5,400 worth of merchandise. Session D sales were \$2,810; Session E sales were \$3,210; and Session F sales were \$3,386 for a grand total of \$14,806 for the four work sessions. Items ranged from a \$2.00 bumper sticker to \$40.00 polo shirts. Popular sellers were the pins, \$5.00; caps, \$18.00; cook books, \$15.00; the new blue T-shirts – for our volunteers and for the general

public, \$10.00; the green T-shirts, \$18.00; and the denim shirts with short and long sleeves, \$30.00. The absolute favorite was the green T-shirt with the beautiful, artfully designed railroad motif. Also, the beautiful blue color of the new T-shirts was often admired. Many customers were motivated to buy those items that were especially designed to observe our 20th anniversary, like the dark-blue caps, the pins and the denim shirts.

The merchandise team and registration team worked together very well. Although technically separate teams, the registration team often assisted with setting up, selling, inventory, and packing up each day. Their help was greatly appreciated. Toward the end of the work sessions some sizes of shirts had sold out and there were a few disappointed customers. Two items that were sold in the past but not available this year, mugs and Christmas cards, were requested by several people.



Vera Knoesel and Team Leader Gisela Knoesel with her granddaughter.

Chama Carpentry Shop

Project Objective: To provide wood shop support and assistance to all projects as needed. To insure the safe operation of all equipment in the carpentry shop.

Sessions: All

Team Leader Sessions A and B: Bill Strathearn

Team Leader Sessions C and D: Craig McMullen

Team Leader Sessions E and F: Bill Strathearn

The Chama Carpentry Shop is very actively used by members of the various project teams. The Carpentry Shop team assists them with their projects. The team's most important function is to ensure that people do not injure themselves on the power equipment. In addition to this important duty, the shop performs a wide variety of tasks during the work

sessions. Work accomplished by the Chama Carpentry Shop during Sessions A and B was reported in the summer issue of the Dispatch. During Session C the shop repaired a broken step down from Terrace Avenue for the Railroad, replaced a portion of the hand rail in the rider gondola at the request of the Railroad, built side walls for the car for the Friends concession sales, began restoration of the 20" band saw and of a 10" table saw for the shop, and installed a power feeder on the 10" saw. During Session D the carpentry shop built a bench for the north side of the Chama depot, repaired the cook car door, repaired fascia boards on west side of the Chama depot, stabilized the wood parking guides in the Chama parking lot, and began rebuilding the oak doors for RPO car 054.

During Sessions E and F the shop built a display case for models to be used in Museum Car 3533, and built a brochure rack for the Cumbres Section House. The shop also machined 16 roof supports for Reefer 169, repaired doors in the "Tully" caboose, machined siding for Reefer 169 doors, and setup the reconditioned band saw from Antonito. One day was spent helping prepare OB for operation.



Bill Strathearn shows the display case that will be used for models in Museum Car 3533.

Equipment Preparation

*Project Objective: To keep small engines in good repair.
Sessions: E and F
Team Leader: Jim Sublett*

During Sessions E and F there were no calls for small engine repairs. Therefore work was done in the Carpentry Shop with small jobs, helping others with their job, instructing in the use of wood working equipment, installing a new motor on a saw, and helping install the band saw that was brought over from the Antonito CRF. The small engine repair area was cleaned and all small engines were winterized, during which there were a number of repairs that were required.

Safety Coordination

Project Objective: Establish sound safety procedures for all volunteer projects. Maintain a high level of safety awareness among all volunteers.

Sessions: A, C, and F

Team Leader: Jim Poston

For Sessions A and F (the Safety Coordinator was unable to attend Session C), the overall safety program has shown marked improvement over 2007. Team Leaders are promoting the use of safety equipment and are following safety procedures, blue flags are being installed per the Friends' Work and Safety Rules, and volunteers are making Work Session safety a priority.

Areas continuing to require emphasis are use of hearing protection in high-noise areas, use of eye protection where chips, dust, or items may cause injury, and use of breathing protection when using paint sprayers or when working in dust-generating environments.

Chama Tool Car

Project Objective: Provide support services for the Friends volunteers during work sessions by assisting volunteers in finding appropriate tools, maintaining and/or repairing tools, keeping an inventory of consumable and non-consumable tools and/or supplies used during each work session, receiving requests for additional tools and/or supplies, serving as "Communications Central" i.e. phone calls, messages and location of volunteers, etc.

Sessions: All

Team Leader: Bill Mackey

Tool categories were posted outside each car. Each tool was identified appropriately. Tools were maintained properly. Signage for tools was posted inside each car. A shaded workspace was devised and organized outside. Tools were signed out and logged back in.

Nail and Bolt Car

Project Objective: Acquire and maintain an adequate supply of fasteners (bolts, nuts, screws, etc.) needed in the restoration of historic cars and structures.

Sessions: All

Team Leader: Les Clark

The inventory was replenished with previously ordered items. Machine work was done on bolts and rods used in the rebuild of RPO car 053. The bolt lathe in the carpenter shop was used to rehabilitate used bolts to be used in the rebuilding of various cars and structures resulting in significant savings over the purchase price of new fasteners. Taps and dies were kept in good condition after use. Careful inventory control enabled the Nail and Bolt Car to serve all six work sessions with no high priced emergency orders or expensive shipping costs.

Other activities included assistance in power tool distribution and repair and use of the Kubota Tractor to haul many tools, materials and scrap to and from various work sites.



Les Clark gets Nail & Bolt Car ready for Sessions C & D.

Paint and Paint Supply

Project Objective: Supply needed paint and supplies to team leaders so they can complete their project safely during the work session.

Sessions: All

Team Leader: Spero Bettalico

Session A was used to check on paint and other supplies that would be needed for upcoming sessions. During the following sessions the jobs were supplied with paint and/or materials such as linseed oil, paint thinner, spraying equipment, roof flashing, roofing cement, roof jacket, tarps, paint brushes, rollers, sealer, and wood epoxy.

At the end of Session B seven paint spray guns were taken to Jones & Paint in St. George, UT to have them reconditioned. Two of the guns were determined to be "throw-away" type guns that were not worth fixing. The remaining 5 spray guns are top of the line guns.

Estimates of the supplies used to complete the jobs in the 2008 work sessions are: 80 gallons of latex finish paint, 34 gallons of oil primer, 40 gallons of linseed oil, 40 gallons of mineral spirits, 10 gallons of acetone cleaner, and 35 gallons of paint thinners. 22 gallons of oil finish paint were sent to Antonito to paint the floor in the CRF.

ANTONITO PROJECTS

Construct Pole Barn

Project Objective: Layout and start the foundations for a pole barn on Friends property north of the CRF in Antonito.

Sessions: D, E, and F

Team Leader: Russ Hanscom

The team worked from sketches and a model prepared by Cal Smith. The structure will be about 40 ft wide and 180 ft long, cover three tracks, and will be supported by 32 poles spaced for 12 ft wide bays. An approximate alignment was staked and checked for clearance and trackage issues. The site was surveyed and the slope from one end of the structure to the other was determined to be about 10 inches; this information was used for the rough cutting of the Sonotubes for the pole base foundations.

One group of team members assembled the Sonotubes and plastic bases. This took a day to complete, then they started tying the rebar cages to go inside the Sonotubes. It took almost two days to tie the cages, two remained to be done. Another group started cutting the steel for the pole base brackets. This took about two days to complete. The parts were then welded together, which went a bit slower than anticipated and about a third of the bases were unassembled at the end of the work session. The pole base brackets will be imbedded in the concrete and the poles will be bolted to the brackets.

The holes for the foundations were about four feet square and four feet deep. It took the small Kubota backhoe the better part of an hour to dig each hole; the soil is mainly sand and gravel and caves in easily. Installation of forms was started on Thursday. The bottom of each hole was leveled at 48 inches below local grade then the plastic base and Sonotube combination was placed and adjusted laterally with a string along the pole line and tape measures. The hole was then partially back-filled to keep the form from shifting. By the end of the session, 24 forms were set and eight remained to be done. At the end of the session, covers were placed over the Sonotubes to keep out debris.

The big issue for Session E was rain damage to the Sonotubes forms that had been set in June. The fine print on the tubes states that they are good for 24 hours of moderate rain. During July, there was considerable rain in Antonito and the ground around the tubes remained moist for possibly weeks. As a result, over half of the 24 forms placed in June required replacement due to collapse or excessive movement out of alignment. Replacement required digging a bigger hole than the original so the plastic base form could be recovered undamaged. At the end of the session, 26 forms had been repaired or replaced and we were waiting for more Sonotube to complete the work. The final 14 metal pole bases were welded up and the final three rebar cages were tied.

The first two days of Session F were spent setting the last six forms, installing the rebar cages, and setting the height clamps on the steel pole base brackets. Wednesday was spent rechecking measurements and making preparations for the pour which calculated at 8.6 cubic yards. Concrete pouring was done Thursday morning and took just under two hours. The group was divided into teams assigned to the mix truck chute, the concrete vibrator, setting steel brackets, and finishing the concrete tops. The bracket team got the process in hand and stayed right behind the pouring teams. The pouring crew was so good at getting the chute over the forms that only a few shovelfuls were spilled the whole day. About two wheelbarrows of concrete remained when the forms were all filled; it was placed between the tracks at the CRF.



Daniel and Guy McGonagle wire tying cylindrical rebar cages for pole footing reinforcement.



The Bailey brothers and Tim Bristow (center) set a pole bracket

LAVA PROJECT

Construct and Install Replica Lava Telegraphone Booth

Project Objective: Complete telegraphone booth and place on right-of-way near Lava Tank.

Session: F

Team Leader: Don Juergenson

The previously constructed booth was too tall. The team removed the foundation and floor and then cut studs 6" and reassembled. The booth was painted "Rio Grand" gold. Tar paper was installed on the roof and cedar shingles were placed over the tar paper. Foundation and corner trim were installed. All trim was painted brown. The booth was loaded on a trailer and taken to mile post 305 where it was loaded on a speeder provided by the railroad and taken to mile post 290.8, near Lava tank. A broken telephone pole confirmed the location was correct. Ties were used as a foundation and the booth was spiked to the ties. The original Lava Telegraphone was demolished around 1970, but photos made by Brain Pate prior to that provided most of the dimensions and the location of the original booth. Bob Bergstrom copied the photos and also sent dimensions of the other booths. The Lava booth is the last of the booths along the line, and its discovery was due to the map of the railroad made by Doris Osterwald.



Replacement telegraphone booth installed at Lava Friday, August 15, 2008.

LOS PINOS PROJECT

Rebuild Storage Shed – Los Pinos

Project Objective: Level building on the foundation, replace roof rafters and roof sheathing, tar paper roof and cover with mineral roll roofing. Repair or replace damaged siding. Replace door and window frames.

Session: F

Team Leader: Don Juergenson

The foundation ties under the building were jacked up and supported with rocks in order to level the building. The siding is 1" X 5" tongue and groove planks. The planks do not provide shear support. The roof was removed and all rafters discarded due to rot and broken areas. A new window frame was installed after the building walls were braced for plumb. The rafters were replaced with new ones and plywood was attached for a temporary roof. Tar paper was nailed to the roof to prevent water from entering the inside. The old door was patched and nailed to the door hinges.

The wood posts on the building corners should be replaced with 4X4s and the siding should be replaced. The most practical approach would be to remove the roof and siding, obtain the necessary materials, and review the floor for level. Then the walls could be reinstalled and should include shear braces. Then the structure should be painted.

CUMBRES PROJECTS

Plan Interior Wall Repairs for Car Inspector's House

Project Objective: Plan interior wall repairs for the Car Inspector's house.

Sessions: E and F

Team Leader: Dave Ferro

Documentation of existing structure has been completed. The framing is more deteriorated than expected. Water intrusion at shuttered windows is damaging the new plywood subfloor installed several years ago. Metal roofing is showing signs of detachment at eaves because the roof decking is too deteriorated to hold fasteners. Displacement of the south wall at the second floor appears to be continuing. This seems to be the result of rotted framing and loss of framing continuity because of previous railroad modifications. Because of concern about the frailty of the roof framing system and the heavy snow loads at the Pass, the team installed supplemental framing in the attic. If no use for the building is identified, continued work to repair/restore the exterior to weather tight condition is recommended.

Car Inspector's House Outbuilding Reconstruction

Project Objective: Continued reconstruction of the Car Inspector's house outbuildings.

Sessions: E and F

Team Leader: Dave Ferro

The outbuilding reconstruction was completed as designed. Roofing and structure completed last year suffered some damage from last winter's snow. The damage was repaired before board-and-batten siding and trim were installed. Five doors were fabricated and installed, and flooring was laid in those spaces where evidence of its existence was discovered during the previous archaeological investigation. Team members Cathy and Skip Hillegas fabricated traditional chicken nesting boxes and roosts in the chicken coop and a feeding rack in the goat shed. Last winter's roofing damage showed the vulnerability of the roll roofing installed only last year. The deteriorated remnants of the outbuildings were covered with crudely lapped metal roofing panels over the original roll roofing. It is recommended that metal roofing be installed over the existing roofing to eliminate future winter-related roofing damage.

Plan Replicate Cumbres Depot Building

Project Objective: Replicate Cumbres Depot Building

Sessions: E and F

Team Leader: Dave Ferro

Substantial research on the Depot has been completed. Schematic architectural drawings of the building's 1920 form have been completed. Research is continuing to allow accurate replication of architectural details such as brackets, fascia,



Dave Ferro, Andy Hackmeyer, and Tom Gregory bracing the roof of the Car Inspector's house.

doors, windows, transoms and trim. Also to be developed before the end of 2008 is a set of schematic drawings describing the reconstructed Depot as a multipurpose building capable of accommodating those food service functions currently met by the Section House. The object of such reconstruction would be to free up the historic Section House for interpretive purposes. With the submission of the above referenced drawings, this project will be complete.

CHAMA PROJECTS

Restore RPO X54 as RPO 54

Project Objective: Begin restoration of car RPO 54 in the circa 1940 configuration.

Sessions: All

Team Leader: Don Bayer

On April 28 and 29, 2008 Envirotec Inc. with Team Leader Don Bayer assisting, professionally removed approximately 300 pounds of asbestos that was used for floor insulation in the car. The company then sprayed a sealant over the entire floor frame to neutralize any residue.

During Session A the side doors and grab irons were removed. Nails were removed from the floor framing. Steel side sheathing was removed from the right side. This exposed the wood side sheathing and it was discovered that the supporting frame was severely rotted and partially collapsed from the weight of the roof. Further disassembly was stopped until the car could be moved to a permanent restoration location on the Sheep Dip track in Chama. The air tank was removed from under the car as it is not FRA approved. It was kept for aid in building a new one. Old steam heating pipes and fittings were removed from both inside and under the car. Exterior and interior siding was



Bill Jacobs uses a template to check proper curvature of a corner post. There are a total of 12 corner posts, six on each side. Nine new posts had to be made as only three were salvagable.

removed from the right side to gain access to the framing. The side sill and vertical framing were badly rotted and will need to be replaced. A temporary shelter was constructed to protect the car and workers during reconstruction.

During Session B the team measured and planned for a new 1 1/4 inch air train line as the old 3/4 inch line is not FRA approved. Three structures were built to support the roof during side reconstruction. The main frame of the car and the roof structure were straightened and squared. Interior sheathing was removed from both ends to inspect the end frames which were in good condition. Every attempt will be made to save them. The A end half of right side framing, side sill, and steel rods and bolts were removed. Under-floor sheathing was removed from the right side sections 1 and 2. Twenty-two new vertical supports were cut for the right side sections 1 and 2. It was necessary to disassemble the car in sections due to the poor condition of the purlin (the top part of the wall that supports the roof) and the roof rafters.

Sessions C and D focused on structural restoration of the A end, right side. Rotted sections of the side sill were replaced. New vertical rods connecting the side sill and purlin were fabricated. The wall framing was installed. The A end was squared. The team started to cut new roof rafters and began to remove the battery box. A steel support was used to repair a damaged part of the needle beam.

During Sessions E and F work proceeded on the right side, moving to sections 3 and 4. New side sills were cut and installed. Support studs for the remainder of the right side were cut along with most of the studs for the left side that will be used next year. The wall framing and purlin section for sections 3 and 4 were installed. The vertical rods for sections 3 and 4 were cut and installed. After installation of the B end right side truss rod the entire car was adjusted straight and level. Rough framing for the right side window was installed and the car was secured for the winter.



New right side vertical supports in place A end.

Coal Tipple Restoration

Project Objective: Place a stable foundation beneath the timber columns, while allowing for regain of the three inches of elevation lost on the west elevation due to rotting of the existing 10 X 10 timber sill.

Sessions: E and F

Team Leader: John Sutkus

Session E work began Monday August 4, 2008 after the morning safety meeting. Hardwood wedges were checked and driven to securely support the structure on the timber helper bent. Steel plates and siding on the west elevation were marked and removed, carefully set aside for future reinstallation. The exterior sheathing was removed to a height of 36 inches. None of this sheathing material was found suitable for reuse. Removal of the siding exposed the rotted timber sill, which was removed. It would be replaced with an 18 inch concrete grade beam. The timber columns were cut off at 19 inches above the existing foundation. The existing foundation was drilled for #4 rebar stirrups to be epoxied in place. Four rows of #4 rebar were tied to the stirrups. The base plates were fitted to the timber columns and lag bolted into place. The anchor bolts were installed with 3 inches of thread above the plate to allow for future jacking. Styrofoam was placed under each base plate for the jacking pockets. Form work was fabricated, placed, and aligned. Concrete was delivered Thursday morning at 7:30 A.M. With the cooperation of the railroad operating personnel, the pour was completed by 8:30 A.M. Finishing was completed by noon. The forms were stripped on Friday.

It was found that the remaining sills on the north and south sides were so rotted that the remaining timber columns were hanging from the framing above. The remaining sills were removed and the timber columns cut off.

Session F work began by installing base plates, stirrups and rebar. Form material was reused, placed, and aligned. Concrete was delivered and poured on Tuesday at 11:00 A.M. Finishing was completed on that afternoon. Wednesday morning the forms were stripped. Felt paper and drip flashing were placed against the concrete. New sheathing was installed. After another layer of felt paper was installed, the original siding was reinstalled where suitable. The plates on the west side were reinstalled and lag bolted into place. Touch up painting was performed and the building was closed up for the winter.

Restoration of Short Reefer 55

Project Objective: Continue the restoration of short reefer 55: fabricate ice hatch hardware and other miscellaneous hardware for the car, complete assembly and installation of icing platforms and hatch covers, test air brake and adjust length of brake cylinder rod.

Session: E

Team Leader: Randy Worwag

Wood ice platforms on the roof were completed. Door handles and the right side door stop were attached. All bolts attaching hardware were tightened, cut, and peened. Support brackets for the brake release rod were fabricated and the right side brake release rod was formed and installed. The upper brake staff support was attached. An air hose assembly was made up and the angle cock that had been damaged when the car was moved was repaired. The air brake system was tested for leaks.



Team Leader John Sutkus, Don Bayer and Bob Conry pour concrete into the forms.



Richard Howell and Matt Jameson installing hardware on a door of the reefer.

Roof, Body, and Door Repairs to Sheep Car 5549

Project Objective: Re-roof, repair body and doors.

Session: F

Team Leader: Kent Wallis

The team re-nailed all roofing on the car. The latches were adjusted to insure closure of the doors. Reviewed three cars (5549, 5633 and 5841) for renovation for future projects and recommendations were written.

Restoration of Water Car W462

Project Objective: Jack up the water tank and install a new floor.

Session: E

Team Leader: Bill Pratt

Jack platforms were made by pyramid stacking railroad ties along both sides of the car. The tank was then raised using bottle jacks; a tie was slipped under each end, and the tank was lowered on to these ties. The positions of the old decking were marked and new decking was installed in the same positions as the old pieces. All new decking was treated with wood preservative before installation and was installed with all new hardware. The ties were repositioned one time, to replace the decking they had been resting on. Upon completion, the ties and jack platform material were removed, and the tank was secured to the car frame with new hardware.

Miscellaneous Repairs to Long Reefer 169

Project Objective: Rebuild or repair doors, headers, jams and sills on both sides of the car. Assess needed repairs to ice hatches and repair/rebuild as time and material availability allow.

Sessions: E and F

Team Leader E: Phil Nissen

Team Leader F: Larry Jennings

Before the session began, the car was opened and two pages of detailed notes on earlier repairs to the ice hatches that had been made in 2006 were found. The notes referred to three ice hatches having been partially constructed at that time and were stored in the car. One original hatch was deemed solid enough to retain and was in place on the brake end of the car. In addition, four hatch covers were re-made in the recent past and were already in place on top of the car held down by rocks. Both sets of doors, however, were falling apart, allowing moisture to enter the car. This was felt to be our first priority. In addition, both sills were rotten and would no longer hold the latch rod ends. To remove them and build new ones it was necessary to take up all sections of flooring between the two doors. The flooring, too, was rotten and needed to be reconstructed and installed. The stringer below one sill was deteriorated and repaired with epoxy.

Work began on reconstructing doors on the second day and continued throughout the session. At mid-week the team gained the services of the entire water car project crew along with Brooks Wilson as they had finished their projects. They began work on the top of the car where an assessment determined that the catwalks around the hatches were the best starting place as they were badly deteriorated. Removing these also meant removing the fascia on the upper sides of the car. Several new saddles needed to be fabricated in order to build a complete walkway down the center of the roof.

This work was completed by close of the session: new flooring between the doorways installed and weather treated, new door sills, new paneling below the sills, new saddles built, primed with red oil base primer, and installed. A new catwalk was built and temporarily installed as the correct screws were not available. Instead, they were temporarily tacked down with dry wall screws. The brake end of the catwalk will still need to have one additional board built and installed. The wood for both sets of doors were cut.

Due to more repairs being needed to the car floor and door sills, the job of replacing all four doors was not completed during Session F. Two newly constructed doors have been completed and installed on the reefer. The other two doors will be completed and installed during work sessions in 2009.



Water tank has been jacked up in preparation to install the new floor.

Miscellaneous Structural Repairs & Painting

Project Objective: Do whatever small repairs need to be done and provide extra help to any of the other Team Leaders.

Sessions: B and F

Team Leader: Jim McGee

Three benches from the Chama depot were in need of repair before the start of the 2008 operating season. These benches were repaired, stained, and sealed during Session B. No other structures were repaired during this time due to very bad weather.

During Session F the team completed a variety of tasks as requested by various individuals during this session.

- Installed angle iron door sills on both side doors on museum car 3533.
- Repaired door sill on the docent door in the Chama Depot.
- Installed 2 fascia boards on the front of the log bunk house (this completed the project started in 2006 to redo the foundation of the building).
- Repaired the pipe railing and replaced the trim board on car 6205.
- Patched the roof on bunk car 04982.
- Reinstalled siding patch on car 3570.
- Helped the paint crew with needed prep work
- Moved 19 small chairs from museum car 3533 reconstruction project to 203.
- Repaired the hatch doors on kitchen car 3585 and kitchen storage car 3484.
- Replaced the hinges on end doors of caboose 05635.
- Cleaned up area around museum car 3533.
- Tightened up slide valve & piston rod for OB.
- Removed scaffolding from long bunkhouse roof project.

Landscaping Chama Yard

Project Objective: Update landscaping as needed.

Sessions: All

Team Leader A, B, C & D: Alta Berkstresser

Team Leader E & F: Naomi Sublett

Work during Sessions A and B was reported in the summer issue of the Dispatch.

During Session C there was a large, ambitious, enthusiastic crew. Joan Krech, our drip system expert, brought along her daughter, Suzie, and granddaughter Gabbie. This three-generation team was a delight to the rest of the group. Laurel Lyon was a hard working returnee with lots of great ideas.

Repairs were completed on the drip system for the planter boxes, following the damage after the big snows. Suzie Krech is becoming very interested in the C&TS RR and hopes to return in some capacity next year. 14 year old Gabbie was very interested in the flowers and was always looking out for the older folk on the team. As always, visitors were very interested in and complimentary about the flower gardens. All of the Friends appreciate the beauty also.



Susan Krech, Laurel Lyon, Gabriella Holodnak, Joan Krech, and Alta Berkstresser. (It should be noted that three generations are represented – Joan Krech, daughter Susan Krech, and granddaughter Gabriella Holodnak!)

Session D brought the return of Kate Kern and newcomer to Landscaping, Susan Dick, who made an excellent team! During this session, the hedge trimmer was kept busy trimming the lilac bush, cutting weeds near the flower beds and making the whole area look neater. A new flower bed just south of the picnic table, which had been started in August 2007, was completed with the addition of several new plants and a watering system. As always, clearing weeds and keeping the area orderly was a significant part of the team's work. Damage done by the snow plows at the far south end of the gardens was repaired. A watering system was added to the area, weeds were cut, and steps repaired.

During Sessions E & F standard maintenance included tree pruning, deadheading, weeding, cleaning up, and litter removal. Much heavy work was involved in clearing an area for a new patio and hauling sand and pavers to the patio site. Kent Wallis from Kermit, Texas directed the details of cutting and laying the pavers.

Right-of-Way Tree Trimming and Brush Control

Project Objective: To remove trees, branches and brush which may interfere with the safe operation of the railroad.

Session: F

Team Leader: David Bacon

The team started work Monday, Aug. 11, 2008. The team drove to Sublette every day, then used a speeder to access parts of the railroad where trees needed trimming or removal. Trees were trimmed and/or removed starting at milepost 297.3 on Monday and finished at Cascade Trestle, milepost 319.5, on Friday. The team members were all excellent workers.

2008 Volunteers, Work Assignments

TL = Team Leader
SH = Site Helper

SESSIONS A, B

Last Name	First Name	State	Project Description	Session
Altshool	John	OH	Restore RPO X54 as RPO 54	A,B
Bayer	Donald	NM	Restore RPO X 54 as RPO 54 TL	A,B
Berkstresser	Alta	CO	Chama yard landscaping TL	B
Berkstresser	George	CO	Wood preservative application TL	B
Bettalico	Spero	NV	Paint & Painting Supplies & Registration	A,B
Blanton	Dellon	IN	Restore RPO X54 as RPO 54	A
Bristow	Tim	CO	OB restoration completion	A,B
Burdick	Duncan	CO	Car Lettering - Antonito	B
Burdick	Judy	CO	Car Lettering - Antonito	B
Caldwell	Richard	CO	Antonito car lettering TL	B
Clark	Les	TX	Nail & Bolt Car TL	B
Clark	Nan	TX	Membership Promotion TL & food prep	B
Engs	John	CO	OB restoration completion TL	A,B
Forbes	Blake	NM	Jordan Spreader restoration	A
Gonzales	Marty	NM	Chronicling Team Leader	A,B
Hall	Glenn	CO	Chronicling	A
Hanscom	Russ	NM	Restoration of derrick OP planning TL	A
			Oil House roof repair TL	B
Hebert	Druby	LA	Restore RPO X54 as RPO 54	A
Hillhouse	Thomas	CO	Oil House roof repairs	B
Hoffman	Judy	GA	Chama yard landscaping	B
Hoffman	James	GA	Wood preservative application	B
Irvin	Charles	NM	OB restoration completion	B
Koch	Keith	CO	Oil House roof repairs	B
Lee	Jean	NM	Landscaping Chama yard	A
Lee	David	NM	Rebuild 05635 as 3 window caboose	A
Lira	Ron	OK	Restore RPO X54 as RPO 54	A
Lowrance	Ed	CO	Work Session Leader	A
			Chama Carpentry Shop operation	B
Mackey	Carol	NM	Chama Tool Car operation	A,B
Mackey	Bill	NM	Chama Tool Car operation TL	A,B
McGee	Sharon	CO	Design & install displays in museum car TL	B
McGee	Jim	CO	Log bunkhouse foundation replacement TL	B
McMullen	Craig	CO	Rebuild #05635 as 3 window caboose TL	A
Meckley	Bob	NH	Jordan Spreader restoration	A,B
Millhouse	Jim, Jr	PA	Jordan Spreader restoration	B
OKeefe	James	CO	Cook Car 053 restoration TL	A,B
Paulson	Don	CO	Oil House roof repairs	B
Pool	John	ID	Chronicling	A
Poston	Jim	CO	Safety Coordination	A
Putman	Clyde	TX	OB restoration completion	B
Rahne	Tarry	CO	Log bunkhouse foundation replacement	B
Rahne	Karen	CO	Log bunkhouse foundation replacement	B
Reib	Bob	AZ	Restore RPO X54 as RPO 54	A,B
Rider	Terry	KS	Jordan Spreader restoration TL	B
Ringer	Warren	CA	Cook Car 053 restoration	A
Robson	Alan	LA	Restore RPO X54 as RPO 54	A
Shirk	Mike	PA	Restoration of derrick OP planning	A
Simco	Tom	CO	OB restoration completion	A,B
Smalley	Warren	NM	Work Session Leader	B
Smalley	Joyce	NM	Design & install displays in museum car	B
Smith	Mary Jane	TX	Registration and Food Preparation TL	A,B
Smith	Marshall	TX	Restoration of derrick OP planning	A,B

Smith	Linda	NV	Reporting & Documentation	A,B
Smith	Ted	NV	Reporting & Documentation TL	A,B
Strathearn	Bill	CO	Chama Carpentry Shop TL	A,B
Valerius	Mark	IA	Jordan Spreader Restoration TL	A,B
Whelan	Mary	FL	Food preparation	A,B
Whelan	Rod	FL	Chama Carpentry Shop operation	A
			Chronicling	B
Young	Cliff	CO	OB restoration completion	A,B

SESSIONS C, D

Last Name	First Name	State	Project Description	Session
Alliston	Norval	KS	Cumbres Kiosk panel installation	C
Anstine	Fuzzy	CO	Osier coal bin & loading dock const.	C
Aprile	Lou	OH	Osier coal bin & loading dock const.	D
Balderston	Gene	NM	Osier coal bin & loading dock const.	C
Barsachs	Edwin	TX	Structural condition surveys	D
Barton	Jim	CO	Chama freight car painting	D
Barbour	Bill	CA	Cook Car 053 restoration	C
Barney	Phil	OR	Restoration of caboose 0503	C
Bayer	Donald	NM	Restore RPO X 54 as RPO 54 TL	C,D
Berkstresser	Alta	CO	Landscaping Chama Yard TL	C,D
Berkstresser	George	CO	Wood preservative application TL	C,D
Bettalico	Spero	NV	Paint & Paint Supply TL	C,D
Bloom	Bruce	OH	Osier coal bin & loading dock const.	C
Boardman	Pat	NSW	Food preparation	D
Boardman	Terry	NSW	Restore RPO X54 as RPO 54	D
Boysen	George	CO	Restore RPO X54 as RPO 54	C
Breeding	Roger	MT	Sublette section hse. foundation. & drainage impr	C
Breeding	Noreen	MT	Sublette section hse. foundation & drainage impr.	C
Bristow	Tim	CO	Cresco cleanup/ fence rebuild TL & depot roof repair	C
Burdick	Duncan	CO	OB restoration completion	C
Burdick	Judy	CO	OB restoration completion	C
Burke	Shirley	NM	Membership Promotion	C
Bush	John	NE	Hauling & vehicle operation	C
Caldwell	Richard	CO	Chama freight car lettering TL	C,D
Carder	Ron	NM	Osier coal bin & loading dock const.	C
Cardin	Mary	NM	Food preparation TL	C,D
Carl	John	IA	Food preparation	D
Christensen	Doug	UT	Structural condition surveys	D
Clark	Nan	TX	Food preparation	C,D
Clark	Les	TX	Nail & Bolt Car TL	C,D
Corwin	Kevin	CO	Restore stock car 5995	D
Cox	Jon Samuel	AZ	Pole barn construction	D
Cox	Jon Walden	AZ	Pole barn construction	D
Craine	Debbie	OK	Food preparation	C
Craine	Bob	OK	Work Session Leader	C
Dick	Richard	AZ	Chama freight car painting	D
Dick	Susan	AZ	Chama yard landscaping	D
Duncan	Maryruth	CO	Wood preservative application	C
Duncan	Walt	CO	Mile post & Whistle board maintenance	C
Edwards	Richard	OH	Telltale replacements	C
Engs	John	CO	Antonito yard light instl. & CRF dust col. hookup TL	C
			Work Session Leader	D
Erdman	Linda	FL	Chronicling	D
Erdman III	Warren	FL	Chronicling	D
Everitt	Becky	CO	Chama freight car lettering	D
Everitt	Chuck	CO	Restoration of caboose 0503	D
Feldman	Margrethe	NM	Chama freight car painting	D
Feldman	Bill	NM	Restore RPO X54 as RPO 54	D
Florey	Jim	NM	Cook Car 053 restoration	C
Florey	Barbara	NM	Cook car 053 restoration SH	C

Fowler	Charly	CO	Work Session Registration	C	McLean	Richard	NM	CRF elect. & air dist. sys. compl.	D
Fowler	Parker	CO	Restore baggage carts TL	C	McMullen	Maggie	CO	Food preparation	C,D
Frazier	Todd	CA	Log bunkhouse roof replacement	C	McMullen	Craig	CO	Chama Carpentry Shop TL	C,D
			Restore RPO X54 as RPO 54	D	Meade	Roger	MI	Chama Tool Car Operation	C
Gish	GO.	MO	Inventory of parts in swamp	C	Milheim	Jim	PA	Mile post & whistle board maint.	D
Gonzales	Marty	NM	Chronicling TL	C,D	Mitchell	John	OR	Mile post & whistle board maint.	C
Gonzales	Mary	NM	Chronicling SH	C	Mouttet	Valerie	NE	Hauling & vehicle operation	C
Gross	Diana	CA	Work Session Registration	C	Mundis	Bob	NM	Cook Car 053 restoration	D
Gross	Jim	CA	Mile post & whistle board maint. TL	C	Norcross	John	NC	Osier coal bin & loading dock const.	C,D
Hamblin	Jim	OH	Osier coal bin & loading dock const.	D	Norcross	Ted	NC	Osier coal bin & loading dock const. TL	C,D
Hanscom	Russ	NM	Telltale replacements	C					
			Pole barn construction TL	D	Norcross	Drew	NC	Osier coal bin & loading dock const.	C,D
Hardy	Scott	NV	Log bunkhouse roof repl. TL	C,D	O'Keefe	James	CO	Cook Car 053 restoration TL	C,D
Hawkins	Robert	WI	Chama telegraph poles & wire restoration	C	O'Nele	Michael	TN	Jordan Spreader restoration	C
			Restore baggage carts	C	Osborn	Bob	CO	Redeck flatcar 6509	D
Hawkins	Jerry	CA	Restore baggage carts	C	Parks	Lee	CA	Redeck flatcar 6509	D
Herron	Lynne	UT	Sublette section hse. foundation & drainage impr.	C	Parks	Randy	CA	Redeck flatcar 6509	D
			Sublette section house TL	C	Parks	Daniel	CA	Redeck flatcar 6509	D
Herron	Jim	UT	Structural condition survey TL	D	Pope	Robert	NC	Wood preservative application	C
			Chama Carpentry Shop operation	C	Poston	Jim	CO	Safety Coordination	C
Hickman	Jim	NM	Chronicling SH	C	Pratt	Bill	CO	Redeck flatcar 6509TL	D
Hickman	Connie	NM	Chronicling SH	C	Priddle	David	UK	Restoration of caboose 0503	C,D
Hogan	Peter	AZ	Chama freight car painting	D	Putman	Clyde	TX	Osier coal bin & loading dock const.	C
Hogan	Sandy	AZ	Chronicling	D	Pyle	Kevin	KS	Osier coal bin & loading dock const.	C
Holodnak	Gabrielle	OH	Chama yard landscaping	C	Pyzel	Dan	NM	Restore stock car 5995TL	D
Horejsi	Ronald	AZ	Log bunkhouse roof replacement	C,D	Randall	Art	CA	Inventory of parts in swamp TL	C
Hoyt	Dave	TN	Osier coal bin & loading dock const.	C	Randolph	David	IL	Cumbres Kiosk panel installation	C
Huddleston	Wayne	NE	Chama telegraph poles & wire restoration TL	C	Reib	Bob	AZ	Telltale replacements	C
			Osier coal bin & loading dock const.	D	Reib	Jeanne	AZ	Food preparation	C,D
Hutchison	Hutch	NM	Osier coal bin & loading dock const.	D	Reib	Kyle	AZ	Restore RPO X54 as RPO 54	D
Hutchison	Barb	NM	Osier coal bin & loading dock const.	D	Rider	Terry	KS	Jordan Spreader restoration TL	C
Irvin	Charles	NM	Restoration of caboose 0503	C	Rider	Sherri	KS	Jordan Spreader restoration	C
Jung	Sandra	KS	Merchandise sales	D	Ringer	Warren	CA	Cook Car 053 restoration	C,D
Jung	Ric	KS	Restore RPO X54 as RPO 54	D	Ross	Holly	IN	Registration TL	C,D
Keene	Bob	OK	Swamp parts inventory & depot roof repair SH	C	Ross	Bob	IN	Mile post & whistle board maintenance (TL—D)	C,D
			Chama yard landscaping	D	Ruhr	John	UT	Osier coal bin & loading dock const.	D
Kern	Kate	VA	Wood preservative application	D	Sherburn	David	MI	Chama freight car painting	D
Kern	Bill	VA	Wood preservative application	D	Smith	Marshall	TX	CRF dust collector electrical hookup	C
King	Linda	CA	Chama freight car lettering	D				Restore RPO X54 & carpentry shop	D
Knoesel	Herbert	CA	Log bunkhouse roof replacement	C	Smith	Ted	NV	Reporting & Documentation TL	C,D
Knoesel	Gisela	CA	Merchandise sales	C	Smith	Tim	NM	Chronicling	C,D
Knoesel	Vera	CA	Merchandise sales	C	Smith	Jeff	CO	Jordan Spreader restoration	C
Krech	Ed	SC	Telltale replacelment TL	C	Smith	Linda	NV	Reporting & Documentation	C,D
Krech	Joan	SC	Chama yard landscaping	C	Smith	Mary Jane	TX	Food Preparation	C,D
Krech	Susan	OH	Chama yard landscaping	C	Smucker	Frank	CO	Scale House roof replace. TL & depot roof repair	C
Kuhns	Mary Kay	TN	Osier coal bin & loading dock const.	C				Restore RPO X54 as RPO 54	C
Kuhns	Fred	TN	Osier coal bin & loading dock const.	C,D	Stewart	Don	AZ	Chama freight car painting TL	C,D
Kumler	Robin	CA	Chama freight car lettering	C	Storm	Don	AZ	Restore RPO X54 as RPO 54	C,D
Kumler	Craig	CA	Chama freight car lettering	C	Storm	Dolores	AZ	Membership Promotion	C,D
Larson	Dennis	FL	Chama telegraph poles & wire restoration	C	Story	Beau	CA	Chama freight car lettering	C
			Merchandise sales	C	Story	Craig	CA	Chama freight car lettering	C
Larson	Barbara	FL	Merchandise sales	C	Stover	Karen	PA	Chama freight car lettering	D
Lawrence	George	NM	Telltale replacements	C	Stover	Scott	PA	Mile post & whistle board maint.	D
Lawrence	Greg	CA	Pole barn construction	D	Tebbens	Carl	OR	Scale House roof replace. & depot roof repair	C
Lock	Bill	NM	Restore RPO X54 as RPO 54	C				Scale House roof replace. & depot roof repair	C
Lock	Judy	NM	Food Preparation	C	Tebbens	Tina	OR	Scale House roof replace. & depot roof repair	C
Lopez	Emmanuel	NM	Osier coal bin & loading dock const.	C,D				Restoration of caboose 0503 TL	C,D
Lowrance	Ed	CO	Chama Carpentry Shop operation	C	Thode	Mike	CO	Log bunkhouse roof replacement	C
			Pole barn construction	D	Thomas	Robert	NC	Mile post & whistle board maint.	D
			Chama yard landscaping	C	Toms	Andy	OH	Mile post & whistle board maint.	D
Lyon	Laurel	OR	Chama yard landscaping	C	Toms	Kathy	OH	Chama freight car painting	D
Mackey	Bill	NM	Chama Tool Car Operation TL	C,D	Toms	Jeff	OH	Mile post & whistle board maint.	D
Mackey	Carol	NM	Chama Tool Car Operation	C,D	Toris	Al	NE	Jordan Spreader restoration	C
Mahoney	Mike	GA	Mile post & whistle board maint.	C	Traudt	Dave	NM	Cresco site cleanup/fence rebuild & depot roof repair	C
McCain	Bob	CO	Antonio yard light installation	C				CRF elect. and air dist. systems TL	D
McCartin	William	CO	Redeck flatcar 6509	D	Trunk	Chris	PA	Osier coal bin & loading dock const.	C,D
McDonald	Larry	CA	Trash Box construction	C	Wander	Cletus	IA	Jordan Spreader restoration	C
McDonald	Floyd	CA	Trash Box construction SH	C	Webster	David	MN	Jordan Spreader restoration	C
McDonald	Phil	NV	Trash box construction TL	C	Weigant	Adolph	KS	Cumbres Kiosk panel install. TL	C
McGinley	Mike	CA	Restore RPO X54 & telegraph pole restoration	C					
McGunegle	Daniel D	TX	Pole barn construction	D					
McGunegle	Guy	TX	Pole barn construction	D					
McGunegle	Dan E	TX	Pole barn construction	D					

Weigant	Joan	KS	Food Preparation	C
Welch	Michael	CA	Chama telegraph poles & wire restoration	C
Welch	Erk	CO	Chama telegraph poles & wire restoration	C
Whelan	Mary	FL	Food Preparation	C
Whelan	Rod	FL	Chronicling	C
Wissler	Mike	CA	Log bunkhouse roof replacement	C,D
Woolsey	Terry	KS	Mile post & whistle board maint.	C

SESSIONS E, F

Last Name	First Name	State	Project Description	Session
Bacon	David	AZ	R/W tree trimming & brush ctrl TL	F
Bailey	Gene E	TX	Pole barn construction	F
Bailey	Bill B	AR	Pole barn construction	F
Barrett	David	MA	Restore RPO X54 as RPO 54	E
Bauman	Richard	NM	Pole barn construction	E
Bayer	Donald	NM	Restore RPO X 54 as RPO 54 TL	E,F
Berges	John A	CA	Design & install displays in museum car	F
Berges	Jon	CA	Restore RPO X54 & museum car displays	F
Bettalico	Spero	NV	Paint & Paint Supply TL	E,F
Bolger	Donald	OR	Restore RPO X54 & log bunkhouse roof	F
Bristow	Tim	CO	Pole barn construction	E,F
Bunte	Howard	CA	Car Inspector's house outbuilding reconstruction	E
Caldwell	Richard	CO	Chama freight car lettering TL	E,F
Cardin	Mary	NM	Food preparation TL	E,F
Clark	Les	TX	Nail & Bolt Car TL	E,F
Clark	Nan	TX	Membership Promotion TL & food preparation	E,F
Conry	Bob	CA	Coal tipple restoration	E,F
Cover	Chuck	NM	Restoration of water car W462 & reefer 169	E
Crider	Arlene	MS	Chronicling	E
Davenport	Paul	AZ	R/W tree trimming & brush control	F
Davies	George	NM	Car Painting - Antonito	F
Earle	Ken	NM	Log bunkhouse roof repl. TL	F
Engs	John	CO	Coal Tipple electrical wiring upgrade TL	F
Ferro	David	FL	Car Inspector's house outbuilding reconstruction TL	E,F
Garnier	Karen	MO	Chronicling & freight car lettering	E
Garnier	Dick	MO	Chama freight car lettering	E
Gerard	Sandra	CA	Chama yard landscaping	F
Gerard	Paul	CA	Restore RPO X54 as RPO 54	F
Goin	Robert	NJ	Restoration of water car W462 & reefer 169	E
			Log bunkhouse roof replacement	F
Gonzales	Marty	NM	Chronicling TL	E,F
Gonzales	Mary	NM	Chronicling	F
Gordon	Nancy	CO	Food Preparation	E,F
Gordon	Geof	CO	Car Inspector's house outbuilding reconstruction	E,F
			Car 5549 repairs	F
Gotthelf	Robert	CO	Chama freight car lettering	F
Gotthelf	Judy	CO	Food preparation	F
Gourley	Frank	WV	Chronicling	F
Graham	Jim	NC	Chronicling	F
Gregory	Tom	MS	Car Inspector's house outbuilding reconstruction	F
Hackmeyer	Andrew	FL	Car Inspector's house outbuilding reconstruction	E,F

Hanscom	Russ	NM	Pole barn construction TL	E,F
Harp	Lee	TX	Car Inspector's house outbuilding reconstruction	E,F
Hillegas	Skip	CO	Car Inspector's house outbuilding reconstruction	F
Hillegas	Cathy	CO	Car Inspector's house outbuilding reconstruction	F
Hixon	Curtis	GA	Merchandise sales	E
Hixon	Genie	GA	Food Preparation	E
Howell	Lyla	NM	Work Session Registration	E
Howell	Richard	NM	Restoration of short reefer 55	E
Hutchison	Hutch	NM	Pole barn construction	F
Hutchison	Barb	NM	Pole barn construction	F
Irvin	Charles	NM	Chama carpentry shop operation	F
Jacob	Bill	NV	Restore RPO X54 as RPO 54	E
Jameson	Matthew	IL	Restoration of short reefer 55	E
Jennings	Larry	CA	Misc. repairs to long reefer 169	E,F
Joynt	Jeff	CA	Chama Tool Car Operation	E
Juergenson	Yancey	CA	Lava telegraphphone booth & Los Pinos storage shed rebuild	F
Juergenson	Don	CA	Lava telegraphphone booth & Los Pinos storage shed rebuild TL	F
Kennedy	Michael D	WY	Misc. repairs to long reefer 169	E
Kepner	Bill	CO	Cook Car 053 restoration	E
Kepner	Chase	CO	Cook Car 053 restoration	E
Knoesel	Gisela	CA	Membership Promotion	F
Knoesel	Vera	CA	Membership Promotion	F
Knoesel	Herbert	CA	Misc. structural repairs & painting	F
LaFargue	Gabrielle	NY	Chronicling	E,F
Lenicheck	Lucinda	CA	Chama yard landscaping	E,F
Lenicheck	Peter	CA	Chama Tool & Paint Cars & Coal Tipple Jr. Volunteer	E,F
Lenicheck	Rob	CA	Restore RPO X54 as RPO 54	E
			Coal tipple restoration & long reefer repairs	F
Loos	Larry	OH	Restore RPO X54 as RPO 54	F
Mackey	Carol	NM	Chama Tool Car operation	E,F
Mackey	Bill	NM	Chama Tool Car operation TL	E,F
Madison	Ken	SD	Car Insp.'s house outbuilding recon. Lava telegraphphone booth & Los Pinos storage shed rebuild	E
Mattson	Louise	AZ	Registration TL	E,F
Mattson	George	AZ	Work Session Leader	E,F
McCain	Bob	CO	Coal Tipple elect. wiring upgrade	F
McGee	Sharon	CO	Design & install displays in museum car TL	F
McGee	Jim	CO	Misc. struc. repairs & painting TL	F
McGilvray	Duff	CA	Lava tele. booth construction	F
McKeel	Jim	KS	R/W tree trim. & brush control	F
McMullen	Maggie	CO	Food preparation	F
McMullen	Craig	CO	Future job discovery/planning TL	F
Mead	Eric	CO	Restoration of water car W462	E
Miller	Phil	KS	Chronicling	E
Myers	Matthew	CO	Car painting	F
Myers	Jon	CO	Car painting	F
Nissen	Phil	WY	Misc. repairs to long reefer 169 TL	E
Nissen	Jim	UT	Misc. repairs to long reefer 169	E
OKeefe	James	CO	Cook Car 053 restoration TL	E,F
Osborn	Judy	TX	Food Preparation	F
Osborn	LD	TX	Coal tipple restoration	F
Poston	Jim	CO	Safety Coordination	F
Pratt	Bill	CO	Restoration of water car W462 TL & reefer 169	E
Reib	Bob	AZ	Coal tipple restoration & box car salvage	E,F
Reib	Jeanne	AZ	Food preparation	E,F
Ringer	Warren	CA	Cook Car 053 restoration	E

Robbins	Becky	CA	Merchandise sales	E	Traudt	Dave	NM	Car Painting - Antonito	F
Robbins	Dan	CA	Restore RPO X54 as RPO 54	E	Trunk	Chris	PA	Pole barn construction	F
Robertson	Jennifer	AZ	Chama yard landscaping	E	Wallis	Kent	TX	Car 5549 repairs & landscaping	F
Robertson	Kevin	AZ	Coal tipple restoration	E				Chama yard	
Rosenberger	Judith	PA	Car painting SH	F	Wallis	Shelby	TX	Work Session Registration	F
Rosenberger	Robert	PA	Car painting SH	F	Warner	Peggy	GA	Food Preparation	E
Ross	Andy	CO	Restoration of water car W462 & reefer 169	E	Warner	Jack	GA	Car Inspector's house outbuilding reconstruction	E
Ross	Ron	CA	Restoration of water car W462 & reefer 169	E				Misc. structural repairs & painting	F
Schechter	Samuel	NY	Coal tipple restoration	E,F	Wisneski	Rich	NJ	Log bunkhouse roof replacement	F
Schmitt	Yvonne	KS	Food Preparation	E,F	Wisneski	Andrew	NJ	Log bunkhouse roof replacement	F
Schmitt	Ron	KS	Coal tipple restoration	E	Wilson	Colleen	CA	Chama yard landscaping	E
			R/W tree trimming & brush control	F	Wilson	Brooks	CA	Misc. repairs to long reefer 169 & Tully caboose	E
Schweitzer	Wendell	AZ	Coal tipple restoration	E,F	Worwag	Randy	CO	Restoration of short reefer 55 TL	E
Shaw	Terri	CA	Car Inspector's house outbuilding reconstruction	E					
Smith	Ted	NV	Reporting & Documentation TL	E,F					
Smith	Mary Jane	TX	Food Preparation	E,F					
Smith	Marshall	TX	Coal tipple restoration & box car salvage	E					
			Coal tipple elect. wiring upgrade	F					
Smith	Linda	NV	Reporting & Documentation	E,F					
Strathearn	Bill	CO	Chama Carpentry Shop TL	E,F					
Sublett	Jim	AZ	Motorized equipment & tools servicing TL	E,F					
Sublett	Naomi	AZ	Chama yard landscaping TL	E,F					
Sutkus	John	CA	Coal tipple restoration TL	E,F					
Tower	Caroline	CA	Food Preparation	F					

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Last Name	First Name	State	Project Description
Bettalico	Spero	NV	Tools, material & equipment inventories TL
Clark	Les	TX	Tools, material & equipment inventories
Lowrance	Valley	CO	Tools, material & equipment inventories
Lowrance	Ed	CO	Tools, material & equipment inventories
Reib	Jeanne	AZ	Tools, material & equipment inventories
Reib	Bob	AZ	Tools, material & equipment inventories
Smith	Marshall	TX	Tools, material & equipment inventories
Smith	Mary Jane	TX	Tools, material & equipment inventories

2009 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 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 voting members, brief biographical information about the nominee, and the nominee's statement of candidacy.

The Board appointed the nominating committee at its meeting in Durango, Colorado, on Friday, October 24, 2008. Interested candidates should contact any officer, director, or member of the nominating committee to express an interest in serving on the board. All nominations by petition must be received in our Albuquerque office by Friday, March 20, 2009. Elections shall take place by written ballots that will be mailed by Tuesday, May 5, 2009. To be counted, ballots must be received by our Albuquerque office by Thursday, June 4, 2009 (15 days before the annual meeting on Friday, June 19, 2009).

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.

85 YEARS AGO

Editor's Note: The last issue of the Dispatch (Fall 2008) told the story of the Tragic Accident near Toltec on September 29, 1922 in which Engineman David M. Wright and Fireman Lurton Knee were killed and nineteen passengers, two persons carried under contract, and two employees were injured. Upon reading the article, Orville Wright, Engineman Wright's grandson sent an article he had prepared about the accident and the family's history after the accident to the Dispatch. What follows here is Orville Wright's account of this family's history after the accident, beginning where the fall 2008 issue's account ended.

Engineman Wright was survived by his widow, Rena, three sons – Roy, David and William, all of Chama. His burial was in the Chama Cemetery. After the accident, David's widow and their three sons moved to Salida, Colorado.

Roy, the eldest son, worked for the D&RGW in the summer months for several years to earn money to attend college during the winter. He eventually obtained a Masters Degree and joined the faculty of the University of Illinois in the College of Mechanical Engineering. David, the next eldest son, moved to California, later to become a Right-Of-Way Foreman for the Pacific Gas & Electric Company. Although both brothers later married, there were no children.

David Wright's widow, Rena, lived in Salida, Colorado until her death in 1955. She is buried next to her husband in the Wright family plot in Chama, New Mexico.



Photograph of the Wright/Thomson families taken approximately 1916, in front of the Wright residence in Chama. From left to right, the two boys are Roy and David Wright. The adults to the rear are Engineman David Wright and his wife Rena. The adults at the right side of the photo are Orville Wright's great-grandparents Lucindia and Thomas Thomson. The boy standing in front of the fence is Orville's father, William Wright. (Photograph provided by Orville Wright)

William, the youngest son, followed family tradition and became a railroader, spending over 43 years in the Train Service as a Conductor and Brakeman for the D&RGW. Most of his career was spent on the 3rd Division Narrow Gauge out of Salida. William and his wife, Marie, had one son. They lived in Salida until the last of the Narrow Gauge tracks were torn up. William and his wife moved to Montrose, Colorado in 1958, where he continued working for the railroad until his retirement. William and Marie Wright are buried at Fairview Cemetery in Salida.

Their son Orville left Salida in June of 1957 when he enlisted in the U.S. Air Force. He married Diann Ayers, a Salida girl, in 1958. After a stint in the military and several years at the CF&I steel mill in Pueblo, he served over 28 years as a uniformed member of the Colorado State Patrol, retiring in 1997 with the rank of Captain.

Diann and Orville now reside in Broomfield, Colorado. He does volunteer work for the Broomfield Police Department, is active with the El Jebel Shriners, and tinkers around with Amateur Radio. Diann is a semi-retired Histologist and Veterinary Assistant. She currently teaches water aerobics for the City of Broomfield. The couple has two grown children, who also reside in the Denver Metro area.

July, 2006

Diann gave Orville a surprise birthday present of a trip to Chama, New Mexico to ride the Cumbres & Toltec Scenic Railroad. The trains travel the same route as they did in 1922 when the line was part of the D&RG Railroad.

When Diann made the trip reservations, she mentioned the Wright family history in the Chama area to the ticket agent. The day of the trip, Diann and Orville were informed that special arrangements had been made for the train to stop at the accident scene.

George Lawrence, of Albuquerque, New Mexico is a railroad enthusiast, with a special interest in researching accidents on the D&RG Railroad. Through his efforts, and with the permission of Tim Tennant, General Manager of the Cumbres & Toltec Scenic Railroad, the train made an unscheduled stop of more than half an hour.

For some reason, Diann's digital camera stopped functioning while Orville and George Lawrence were exploring the accident site. However, every picture taken before and after the stop turned out just fine???? Thankfully, George Lawrence's camera had no problem.

In the ensuing months, George Lawrence has provided much valuable information as to the possible location of the Wright family home in present-day Chama. Orville and

See Wright, page 18

Diann have also spent quite a bit of time researching the Wright family background in Chama via the Internet. It was discovered that Orville's great-grandfather, Thomas Thomson (Rena Wright's father), was Postmaster in Chama for several years prior to his death in 1919. Mr. Thomson was a Civil War Veteran. Having been wounded at the Battle of Shiloh, he received a monthly pension of \$2.50. After the war, he and his family moved from Pennsylvania to Chama.

In addition to being the Chama Postmaster, Mr. Thomson and/or his family apparently owned quite a bit of land in the State of Utah and what was, at the time, the Territory of New Mexico. Rena's two brothers, Van and Murray Thomson, were listed as "Stockman" and "Lumberman" in the 1910 Census. With that additional bit of information, the several old family photos of scenes identified as being taken at "The Ranch" in Utah and New Mexico now make sense.

September 29, 2007

Diann and Orville returned to Chama to commemorate the 85th Anniversary of the deaths of David Mathious Wright and his Fireman, Lurton Knee.

Policy and scheduling constraints precluded a stop at the accident site this year, but the train's engineer signaled arrival at the location with a long blast of the whistle. Everybody's camera functioned properly this time. Perhaps it was because we did not intrude upon hallowed ground this time around???

Permission was given to place a floral tribute to both men in the Chama Depot. Flowers were also placed at the Wright and Thomson family plots in the Chama Cemetery. The Aspen leaves were beautiful. All in all, it was a very special trip.

Orville Wright

Leave a Legacy

To ensure that your love for the Cumbres & Toltec Scenic Railroad continues beyond your lifetime, please remember the Friends of the Cumbres & Toltec Scenic Railroad in your estate plans. For information, call Tim Tennant, President and CEO at (505) 880-1311.

Frank Martindell

Friend's member Frank Martindell of Middletown, Ohio passed away Monday, November 3, 2008. Frank was one of the first members to work on interpretation. He had a deep interest in art that he used to great advantage in the Friends' efforts to create the walking tour brochures. Combining his historical knowledge of the D&RG with his artistic ability, he wrote the first draft of the text for the Chama/Antonito yard brochure and did the drawings of the structures (another artist/volunteer, Tamar Oestrich, did the drawings of the rolling stock). He also did the drawings for the walking tour brochure for Cumbres Pass. Frank was an active part of the group that planned interpretation ideas for the Chama yard and the Cumbres Pass kiosk.

(From information provided by Friends' member Jim Hamblin)

Project Purchasing

As we enter 2009, there is a great deal of uncertainty in our nation's economy. As an organization, the Friends will be monitoring our budget very closely to control costs and ensure an adequate revenue stream. For us to do this we will need help from those of you who are involved in purchasing materials for projects. We have a project budget and a system to handle purchases. We would appreciate those who do purchase some work session items to go through the requisition form process. We don't want any surprises and must ask that "rogue" purchasing is curtailed. Thank you for your assistance in this area.

— Tim Tennant, President and CEO

ATTENTION RAIL ENTHUSIASTS AND FRIENDS

Our **WISH LIST** includes items that you or your acquaintances may have and might be available as a donation for one of our restoration or interpretive projects. Donation letters will be provided as an acknowledgement of your participation in the projects, and for your benefit in tax matters. Please contact Tim Tennant, 505-880-1311, e-mail at timtennant@cumbrestoltec.org, to discuss potential donations before bringing items to the railroad. The following are not all-inclusive lists. You may have or know about items that should or could be used for these projects.

The Interior of RPO Car 54

- Lamp brackets
- Pre-1950 leather and/or canvas mailbag
- Railroad type and smaller mail bag locks

Cook Car 053

- RR type kerosene lamp, esp. a double type
- Wall mounted lamp bracket
- Old ornate exterior door hinges 3 ½ to 5 inches
- Sears or Wards Catalog, 1951 to 1958
- Cigarette papers, chewing tobacco labels
- Unusual coffee mugs
- Enamel ware
- Metal or porcelain covered buckets, wash basin
- Potato, flower, corn meal, onion and other cloth sacks

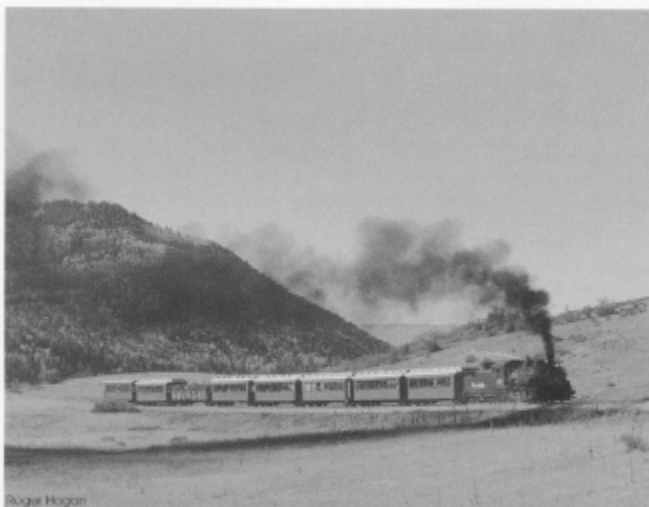
Cumbres Section House Kitchen

Most of the same things listed for the cook car, but even older items, from the 20's and 30's especially. Aprons, hot pads,

towels, salt and pepper shakers, sugar bowl and creamer, vinegar, tooth pick holder, milk pitcher, canning jars, older ones with the rubber seals, Dutch oven with lid, more water buckets, and wash pans. Almost everyone knows what went into the 1920-1940's kitchen. If you were not around, your parents were.

Big Items of the Day

We have a pressing need for a fuel efficient late model 3/4 ton, or larger, truck and heavy duty trailer - deck at least 22' rated at 12,000 pounds or better. We also need one small box (enclosed) trailer and one box trailer with headroom of at least 6'6" which we can use as a remote "Tool Box". Additionally, there is need for a backhoe that can be used with the 3 point hitch on the Friend's Kubota L 3350, 4 wheel drive 40 horsepower tractor. We could put some funds into purchases at the right price.



The last train of the 2008 season (October 19, 2008) brings a close to a very good year for the Cumbres & Toltec Scenic Railroad. As this issue goes to press, Chama has again been hit with heavy snow. Let us hope that it will not be as severe a winter as last year. (Roger Hogan photograph)

Schedule of Friends' Events

New Mexico Banquet and Spring Board of Directors' Meeting

March 13-14, 2009
Rio Rancho, New Mexico

2009 Volunteer Work Sessions

May 18-22, Session A
May 25-29, Session B
June 15-19, Session C
June 22-26, Session D
August 3-7, Session E
August 10-14, Session F

Railroad Opening Day

May 23, 2009

Annual Meeting and Annual Board of Directors' Meeting

June 19-20, 2009

Colorado Banquet and Fall Board of Directors' Meeting

October 23-24, 2009



*This is a view of the D&RGW three-car set of executive business cars for the narrow gauge lines. Rarely seen together, all three cars – B-1, B-2, and B-3 – survived the years of decline and closures and may be found today in very different forms. B-1 is on display at Cole Park in Alamosa. B-2 today is Cinco Animas at Durango. B-3 is called Nomad, also at Durango. Photo by Vernon Art, Salida, 1938, from the **Richard L. Dorman Collection of Narrow Gauge Photographs**. (Caption by Vern Glover.)*



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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