



C&TS Dispatch

Vol. 23 No. 2

SUMMER 2010

Friends of the
Cumbres & Toltec
Scenic Railroad
2009 Annual
Report included

FIRE ON THE LOBATO TRESTLE



Photo from the Cumbres & Toltec Scenic Railroad

On the night of June 23-June 24, 2010, the 121-year-old Lobato Trestle caught fire. Immediately, trains eastbound from Chama were cancelled while arrangements were made to have the bridge inspected and the fire investigated.

As of this writing, Locomotive 484, her tender, and several passenger cars have been transported to Cumbres Pass to augment Locomotive 489's service. Locomotive 488 remains in Chama with the under-repair 487.

Reflecting the railroad's flexibility and creativity, abbreviated train service is being offered out of Chama with a variety of schedules and prices, including motor coach service to/from Cumbres Pass.

For the latest information be sure to visit the Railroad's website at www.cumbrestoltec.com, or search Facebook for "Cumbres & Toltec Scenic Railroad."

C&TS Dispatch

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

Directors

Terms ending in 2012	Terms ending in 2011
Bob Craine	John Engs
Ed Lowrance	James Herron
Bob Ross	William Lock
Warren Smalley	Craig McMullen
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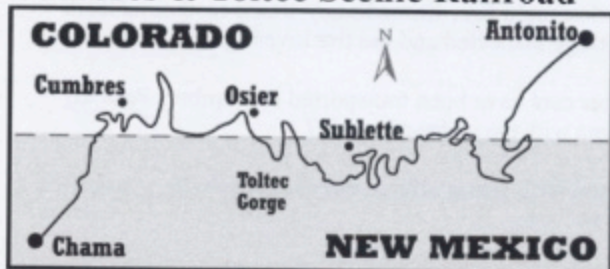
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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

Denver & Rio Grande Railroad—1886 to 1921

Denver & Rio Grande Western Railroad—1921 to 1970

Cumbres & Toltec Scenic Railroad—1970 to 2010

PRESIDENT'S COLUMN



So Long Dear Friends

As I was gazing back at some of my *Dispatch* columns from 2008, I found that I had written a column similar to what I am about to author here. In the space of about six weeks that summer we lost long time Friends member and Director Bob Tully and former Commissioner Carl Turner.

Well, here we are again and in the first five months of the year we have lost three very dear individuals. On January 16th Roger Briggs died with several of his family at his side in San Diego. On April 3rd Richard Dorman passed away at his Santa Fe home and on May 7th Nan Clark died from complications related to by-pass surgery two days earlier. These three people were very special and they impacted our organization and the railroad.

Roger Briggs was a soft spoken gentleman from Colorado Springs and I heard a great deal about him when I started with the Friends in early 2005. Roger was a tremendous woodworker and one of the individuals that spearheaded restoration efforts on pile driver OB. He helped set up the Colorado Springs restoration site and was on the Friends Board for a number of years. In the few short years that I knew him, he always had a smile on his face and asked how things were going. Over the years Roger had his hand in on many restoration projects. The Chama Woodshop isn't the same without Roger.

When I arrived in New Mexico, some 5+ years ago, it didn't take long before I met Dick Dorman and got to know him. He was a real gentleman, photo collector, author and fantastic model railroader. An architect by trade, Dick moved from Los Angeles to Santa Fe in the late 1960's. He was a wealth of knowledge when it came to the Rio Grande's narrow gauge system and when you were with him it was evident he knew a great many people, or it was more like a great many people knew Dick Dorman.

In 2006 the Friends were fortunate to work with Dick on an acquisition/donation agreement that brought over 20,000 photo images of the narrow gauge to the Friends. This valuable collection has continued to open doors for the organization and the volunteer opportunities it has presented. The Richard Dorman Photo Collection will memorialize him for years to come and we are so appreciative that these images ended up with us.

Last year I had the opportunity to ride with Dick and his wife Barb on a private railcar trip from Albuquerque to Kansas City. Although Dick's health was somewhat fragile, he enjoyed this trip and was beaming from ear to ear like a little kid. Dick was the sort of person that enjoyed life and cared about giving back to others.

The loss of Nan Clark is something that I have not totally processed yet. Nan was so full of life and her passion for the Friends and the Cumbres & Toltec is not equaled. When I learned earlier in the year that she was not going to run for re-election on the Friends Board we chatted about her decision. I knew it was tough for her but that she had given it a great deal of thought. I assured her that the decision had to be based on what was in the best interest for her and Les. She seemed at peace with the decision but still wanted to remain involved and specifically with our Railroad Visitor Center project.

Nan is also a big reason why I am here today. Nan was on the selection committee and I recall a telephone call I received from her during the summer of 2004 indicating the Friends were looking for an Executive Director after Brian Shoup had given his resignation earlier in the year. Between the urging of Nan and Bob Ross, I submitted my resume for consideration, interviewed that October and here I am.

It was always a pleasure to be around Nan and especially in Chama during the work sessions. She lived and breathed the Friends and was tireless in her efforts to grow the organization and advance our mission. I was always impressed that she seemed to know every member in the organization. Well, there might have been a few names that she didn't but Nan had that knack of getting to know people. She was a tremendous ambassador and exemplified what the Friends as an organization was about.

Needless to say, there is a big void left but each of us is the better for having known Nan. Lunch time on Thursdays during the work session weeks will never be the same without Nan at the grill flipping burgers.

Thank you Roger, Dick and Nan for the impact you three made during your time on this earth. I for one will miss your smiles, dedication and friendship.

--Tim Tennant



Nan Clark



Richard Dorman

*"We're Not Building Chippendales!" – a Memoir of Roger W. Briggs
By Peg Pelletier and Linda Briggs, daughters of Roger Briggs*

Born on May 25, 1924 in Chicago, Illinois, where he spent part of his boyhood, a young Roger Briggs later moved with his father and brother to Maine where the landscape and the dark, green woods defined many of his later choices in life, including the three-story Cape Cod house he built by hand in the woods outside Colorado Springs, and where his children grew up. Before he moved to the warmth of sunny San Diego to spend the final year of his life with his oldest daughter Linda, he also lived in Black Forest, Colorado, another beautiful forested area that signaled his love of trees and woods.

As Roger loved to tell the story, a vacation drive that happened to take him through Chama in the early 1990s shaped a large part of his life for the next 20 years. Intrigued by Friends volunteers he saw working on the railroad that day, he asked who they were, then drove home and followed up, becoming a Friend himself. He spent the next 20-plus years in various capacities helping to restore vintage steam engines and cars on his beloved Cumbres and Toltec Scenic Railroad.

The people he met there, and the meaning it gave to his retirement years — the ability to pursue two loves, woodworking and trains — were priceless. Not only did he end up buying a camper so that he could spend long summer weeks in Chama working with the Friends, he also helped set up a Colorado Springs project to restore an ancient pile driver, the "OB," to usability. The last summer of his life, he traveled to Antonito with friends to watch that rebuilt machine in action driving a piling, something it hadn't done for many years. It was a celebration not only of history brought to life but also of people who had worked so hard to attain a common goal through thick and thin.

On the job site, he was a craftsman — the project guy, the detail guy, the get-'er-done guy. A skilled and deft woodworker, he was always in action, always the optimist, and always willing to pitch in. "Let's get going," he'd say after coffee every morning of his visits to California. "We're burning daylight!" He must have been just as anxious to get started every morning in Chama, and in fact, the summer that his daughters and son-in-law volunteered for a work session in Chama with him, that's exactly how he was.

Roger built things out of wood all of his life, from houses to toys, desks and little rocking chairs he made for his kids, redwood burl clocks and greenhouses for his beloved flowers, beautiful hand-rubbed furniture, all the way to the little "doghouses" he rebuilt for the Friends — the tiny insulated structures that perch atop certain train cars so brakemen could sit during cold and wet weather.

But Roger had an element of impatience in him as well. He didn't romanticize work, and he didn't believe in over-engineering a project. "We're not building Chippendales!" was one of his favorite expressions when working on projects, especially rough outdoor jobs. He told his daughters it was a statement he used in Chama as well, and it meant that getting the job done, and done well, was important, but that sometimes absolute perfection wasn't the goal. But he could also be patient when it was called for, and lovely, detailed woodworking would appear from under his skilled hands.

When he supervised the woodshop on the work site in Chama, safety was always forefront in his mind. He surely shared the same rules there that he had always told his daughters when working around power tools: Take your time. Don't wear long sleeves. Don't turn your back on a running machine. Turn it off to make an adjustment. Think of a power saw like a wild animal, always ready to bite you. Then he'd display all 10 fingers. "See? If you're careful, you can keep 'em all!" He ran the mill-working business he owned in Colorado Springs the same way, and all of his employees could proudly count to ten as well.

Did Roger come to love steam trains through his father, a muckety muck with Wilson Meats, who had his boys ride the train from Chicago to Maine and back in the fall when Roger was a boy in the 1920's? Or did he just love them for their immensity and power, their noise, grace and magnificence? When he



In this May 14, 2004 photo, Roger Briggs, who had recently celebrated his 80th birthday, was honored with a special

visited his daughters, he'd be full of stories about the work he'd done in Chama. He'd report in to Linda in California and to Peg in upstate New York regularly on the latest projects with the Friends, excitement and pride filling his voice as he described the work, his friends, and the challenges they faced and overcame together.

Roger served in World War II in the Army infantry from 1943 until his honorable discharge in 1946— years he seldom spoke of, although he landed at Normandy Beach on D-Day and then marched across Europe.

In 2008, the Friends took Roger completely by surprise when they presented him with the organization's General Palmer Award, the highest honor a Friends' member can receive. When he moved to California a few years later, he brought only a few things from the life he left behind in Colorado. The framed General Palmer award came with him, and it still hangs on the dining room wall of his daughter's home, a wonderful memory of him and his love and passion for the railroad and the Friends.

Roger is survived by his daughters Linda Lee Briggs of San Diego (daughter-in-law Paula Rosenstein), Margaret Pelletier of Arcadia, New York, (son-in-law Mike Pelletier), son Robin A. Briggs of Colorado Springs, grandchildren Mandy and Derek Briggs, close friend Fran Burke of Colorado Springs, his brother Donald Briggs of Oxford, Maine, his niece and nephews, stepchildren Christopher Horizon Briggs of Georgetown, Malaysia, Jennifer O'Brennen of Denver, Colorado, Shannon Burke of Georgetown, Malaysia, grandchildren, and his many dear friends at the Cumbres and Toltec Scenic Railroad. We hope our father continues to live on in the heart of the CTSRR as he does in ours.

A Friends addendum from John Eng:

Roger Briggs demonstrated his deep passion for the Cumbres and Toltec through involvement with the Friends at several levels. Roger took on numerous projects, not just during the summer but during the winter as well, working in his own wood shop to rebuild select railroad assets. He was a true craftsman when it came to wood. He customized windows for the rebuild of engine cabs as well as for buildings and caboose rebuilds and let's not forget the dog houses on each tender. Roger also offered his expertise to the Friends in the crucial procurement of lumber products for Friends projects for many years from the 90's through his retirement in 2006. He served on the Board of Directors in the 1990's and was instrumental in establishing the Colorado Springs Work Site originally at the Mining Museum, and had the foresight to take on the restoration of Pile Driver OB. Many members will also remember Roger as the Carpenter Shop Leader, offering his knowledge and help to many involved with projects too numerous to recount. Thank you Roger, we will miss you and your famous comment about "we're not building Chippendales here."



In this 2006 photo, Roger Briggs applies primer to the front boom of Pile Driver OB. (Photo by John Eng)

CUMBRES & TOLTEC A 40-YEAR MILESTONE!

May 22, 2010 opened as a bright and sunny day at both ends of the Cumbres & Toltec Scenic Railroad. Trains were ready in Antonito and Chama, with passengers, crews, and, of course, the Friends all anticipating the start of the fifth decade of operations under the flags of Colorado and New Mexico.

Antonito:



Locomotive 488, Antonito's engine for Opening Day, as she stood on May 12, 2010, prepared to run light to Chama to ferry rolling stock needed at the east terminus of the Railroad. (photo by Nick Quintana)

In 2010 the Cumbres & Toltec would begin running complete trains from origin to destination vs. switching locomotives at Osier. Weight of passenger cars on the 4% incline to Cumbres Pass had directed that lighter cars be used on the steeper grade, but an off-season car-weighting program directed by Art Randall of the Friends showed passenger cars could be run from either end of the Railroad.

In addition, Locomotive 489 had had its boiler jacket painted green an advance of the "Springtime in the Rockies" excursion scheduled for May 25, 2010.

CHAMA:

A cheerful day was somewhat diminished by the passing of Friends Director Nan Clark on May 7, 2010.

As part of Opening day events in Chama, Nan's contributions to the Friends and to the Railroad were honored, and a wreath was hung on the front of the smokebox of Locomotive 484.

Following the tributes to U.S. soldiers, veterans, and

for its next stop, the Chama water tower. Locomotives at the water tower were a favorite photo spot for Les Clark, Nan's husband, and it was fitting that we honored Nan at this location.

Following the ceremony and with the wreath removed to be given to Les, the train moved out of the Chama yard and headed for Cumbres Pass.

With a mix of first-time and veteran passengers, and this reporter on board, there was plenty of conversation and scenery-viewing observation to go around. End platforms held their share of photo, video, and just plain train-riding enthusiasts, and the open air car was constantly full of passengers wanting a full view of the scenery ahead and the scenery that lay behind. Naturally, the Friends docents kept the passengers informed and entertained, and seldom was a question asked that didn't have a ready answer.

As usual, Opening Day brought out the chasers, and the grade crossings did not disappoint by having photo lines of various configurations and disciplines.

Steam and smoke, sights and sounds, and lunch at Osier all made for an excellent first day on the Cumbres & Toltec, and thanks must go to all the employees of the railroad who helped make it happen.



Locomotive 484 with its wreath honoring late Friends director Nan Clark eases past Chama's historic coal tippie on Opening Day, May 22, 2010. (photo by Roger Hogan)

HISTORIC PRESERVATION

2010 Work Sessions "A" and "B"

The first Friends work session opened with the Sunday/Monday registrations, but just before the welcoming and announcements, Mother Nature contributed snow flurries, then regular snow, and finally enough snow and wind to drive everyone into the woodshop.

In spite of having a smaller number of workers, we did have a few newcomers and we welcomed them into the group.

Job 0780 – Maintenance of Wheels, Brakes & Safety Appliances

Objective: Inspect Historic Cars for Service

Participants: Art Randall (Team Leader; A,B,C,D), John Ferrell (A), Jim Poston (A), Clyde Putnam (B,C), Rod Whelan (B,C)

Work Accomplished:

Session A:

Orientation regarding truck types and sizes; journal design and inspection procedures; evaluated the trucks that came out from under 5510 for use under the new kitchen car, 3591. Inspecting 3591, we found an axle with collared axles in boxes with bosses too short to engage the ears on AAR brasses (ergo no lateral control). We planned to change that axle and put it back under the car. We talked to Donald Martinez in the shop about using the forklift to lift 3591 for the swap. Decided to leave it until Wednesday, when Jim Poston would be there to operate the forklift..

Tuesday: Evaluated passenger cars (0292 & 0252) with Ed Lowrance. Recommended cocooning the cars in plywood like we did with 0252. Surveyed trucks from Montana. Found two trucks nearly complete, enough parts in the others to complete the job. Performed air test on Car 3592. The car leaks about 5psi/min.; decided not to attempt repairs at this time.

Wednesday: Prepared to swap trucks on 3591. In the process, found a large flat spot on the B-end truck, which decided us against changing it. The A-end truck was changed, but the one pulled out had been slid and wasn't much better than the one put in. All the UTLX trucks and spare wheel sets were moved on to rails down at the swamp. The two nearly

complete trucks are north of the road; the rest are south of the road on the third RIP track.

Thursday: Spent the morning with the three tank cars on Track Three trying to design a draft gear patch to prevent locking the coupler yoke in front of the rear frame bosses. Lever dimensions taken. Air-tested Car 12918: 5 psi/min. leak. Air tested 6746, 1648, 6314: 1648 would not hold, released when lapped; 6314 very slow to release; 6746 is missing the pipe from the triple valve to the retainer.

Friday: Removed triple valves from 6314 and 1648. 1648's brake pipe completely plugged with mud, triple valve had water in it. Removed retainers from all three cars; cleaned and tested triple valves and retainers. The parts will be reinstalled during Session B.

Saturday: Measured levers on the two nearly complete trucks from Montana, and on 12757.

Ran foundation brake calculations on the combination of 12757 and the two Montana trucks: 58% at 50 psi. means the trucks are a reasonable fit for that car.

Session B:

Monday- Checked pipe gon for leaks: got 6746 down to 5-6 psi/min, but both angle cocks leak when closed. Adjusted brakes to produce 5-1/4" travel and real braking.

Tuesday – Fixed two leaks on 1648; discovered water in the brake cylinder. Cleaned and repacked cylinder, then found the car would not release from an emergency application. Removed triple valve (again) for testing and evaluation.

Wednesday – Discovered bad slide valve in 1648's triple valve (air passage missing): replaced slide valve and retested, but triple valve still leaks. Tested 6314; leaks 2 psi/min.

Thursday – Tested the in-stock triple valves and learned more about triple valves that we ever wanted to know. During preparations with Alan Loomis to set up the move of the Friends string on Friday, found steel wheels on the 3533 and two collared axles (one on each truck) for which we have been looking for the Concession car. Will swap trucks to recover those axles.

Friday – Triple valve cleaning and testing continued, then changed the A-end truck on 3533.

Saturday – Worked on triple valves and discovered the TRC oil seems to gum up quickly and the test stand leaks. Also changed the B-end truck on 3533

Project Status: Work to continue in Sessions C and D.

Job 1141 – Install Temporary Power Drop in North Yard between Coal Tipple and the Oil Rack

Participants: John Engs (Team Leader, A); Bob McCain (A), Marshall Smith (A)



Bob McCain and TL John Engs splice the temporary electrical line to the north outlet.

Work Accomplished: Two temporary outdoor electrical plugs were installed in order to provide better electrical power for power tools used on Derrick OP and Gondola 9558.

Project Status: Completed May 27, 2010.



Two 2-plug waterproof outlets were installed for the rebuild of the derrick and the high side gondola.



Close-up of one of the two temporary electrical outlets.

Job 1142 – Convert Box Car 3591 to New Kitchen Car



Some of the material removed from 3591

Participants: Craig McMullen (Team Leader, A, B), Tim Bristow (A, B), George Davies (A), Jerry Hawkins (B), Bob McCain (B), Jim McGee (A), Marshall Smith (A, B); Dennis Wallen (B).



New electrical Romex wiring hanging from the ceiling and along the wall.

Work Accomplished: The car was cleaned out before work could actually begin. Museum Car artifacts which had been

(Description continued on page 9)



Friends of the Cumbres & Toltec Scenic Railroad, Inc. Annual Report to the Membership

Dear Friends' Members:

This issue of the Dispatch comes with very sad news of the deaths of two long-time leaders of the Friends, Nan Clark and Roger Briggs. My initial involvement with the Friends was through Roger and the OB restoration project in Colorado Springs.

He was dedicated to the Friends and to the OB project and had served on the Board of Directors. His life and service to the Friends will be honored during the August work sessions. He was a craftsman who set an example for myself as well as others. Nan was also an early influence in my involvement and her enthusiasm was infectious. Her leadership in many areas will be sorely missed. Her life and dedication to the Friends was celebrated during the annual meeting in Chama.

I wish to thank the three resigning BOD members for their contributions to the organization. David Lee served as editor of the Dispatch, Jim O'Keefe was site leader in Antonito and Parker Fowler spent many years on the BOD in so many roles. We also have two new members of the BOD. Scott Hardy joins with several years experience with the Projects Committee. He has a background in mining engineering and has been a team leader on Friends projects. Pat Wilkins will join the BOD after serving as our Treasure for the past year. He has special expertise in accounting for non-profits. I am excited to have their input and expertise.

Our work sessions this year were well attended considering the economic climate. Some of the work accomplished is documented in this issue. The work sessions are the heart and soul of our restoration and preservation function for the RR and I wish to thank all of those who participate. Two of the projects done this summer will expand our interpretation function for the RR. Continued work on the OM Rotary snowplow display and placement of the Museum Box Car in a convenient location in the yard next to the Friends string of cars will enhance the visitor experience.

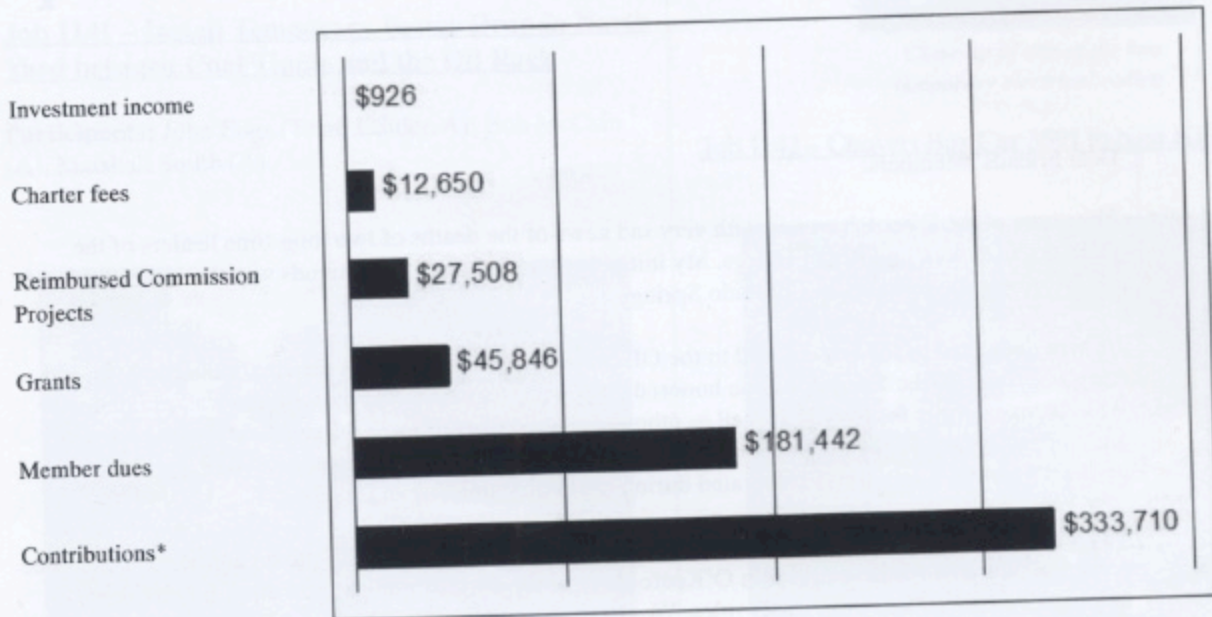
Come ride the train and support the Cumbres and Toltec in any way you can. These are difficult times for the RR and the communities it serves. We want to do what we can to ensure the continued success of the RR.

To repeat - come ride the train...and bring a friend!

-- Craig McMullen

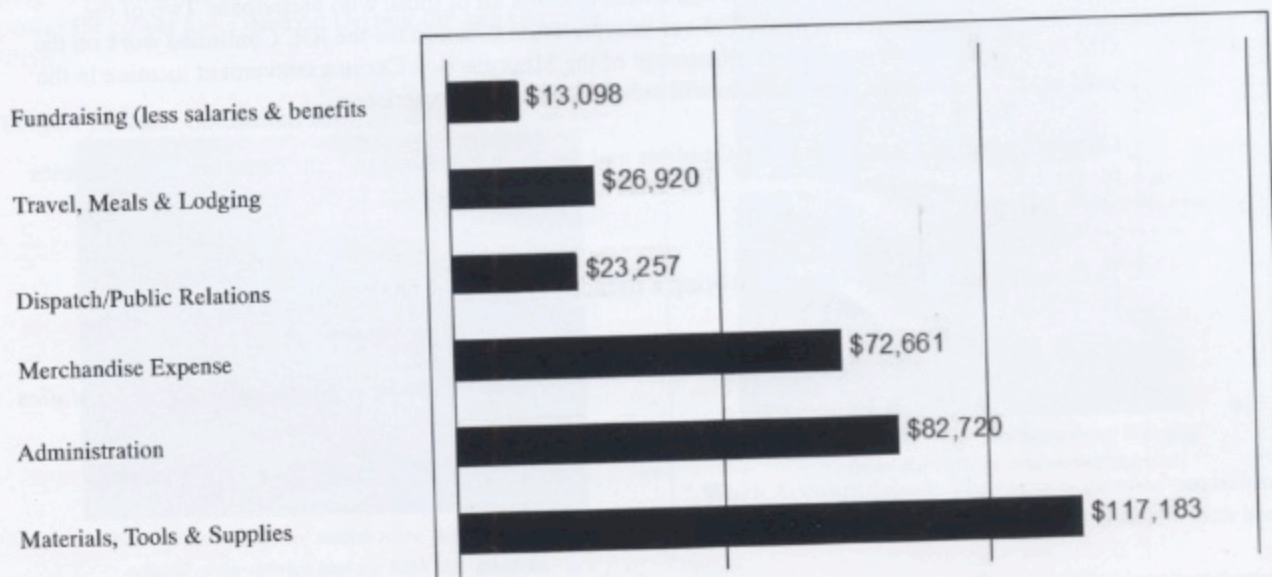
Financial Summary 2009 (audited)
Friends of the Cumbres & Toltec Scenic Railroad, Inc.

2009 Income by Source



*Includes unrestricted & restricted

2009 Expenses by Function



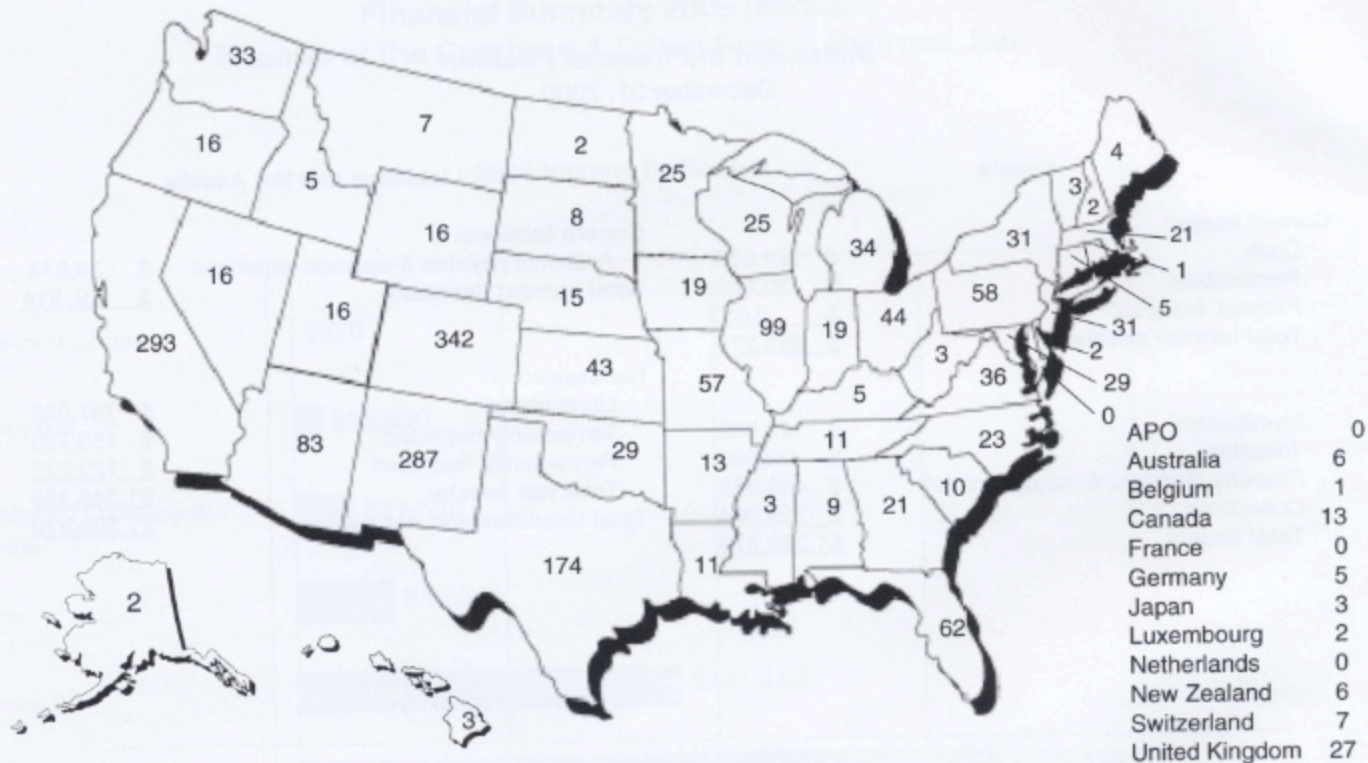
Statement of Financial Position
December 31, 2009

Assets		Liabilities and Net Assets	
Current assets:		Current liabilities:	
Cash	\$ 521,653	Accounts payable & accrued expenses	\$ 29,514
Receivables	\$ 30,980	Total current liabilities	<u>\$ 29,514</u>
Prepaid expense ³	\$ 2,637		
Total current assets	<u>\$ 555,270</u>	Net assets:	
		Unrestricted	\$ 757,395
Investments	\$ 120,632	Temporarily restricted	\$ 453,738
Inventory	\$ 22,283	Permanently restricted	<u>\$ 129,223</u>
Property, furniture & equipment net	\$ 443,682	Total net assets:	<u>\$1,340,356</u>
Collections	<u>\$ 228,004</u>	Total liabilities and net assets	<u>\$1,369,870</u>
Total assets	<u>\$1,369,870</u>		



D&RGW parlor car 'Chama' on the eastbound 'San Juan' at Cumbres - August 1950. (photo by Fred Springer)

Membership Distribution as of July 26, 2010



(Preservation continued from page 8)

stored in the car were moved to Museum Box Car 3533. Junk from the car was discarded and other miscellaneous material was moved to storage box cars.



Jim McGee sprays on the primer coat.

Project Status: Complete. Car switched into position by the Cumbres & Toltec Scenic Railroad.



New 3/4" T&G OSB sub-floor installed.

Job 1104 – Restore RPO X54 as RPO 54

The RPO restoration continues this year. This year's project details will be provided by Don Bayer after the conclusion of Work Session D.



Team Leader Don Bayer working on underbody framing and flooring installation in work.



On May 26, 2010, six docents accompanied Professor Rob Benson of Adams State College and eleven of his geology students. The day went quickly as information on the mountains and other geologic formations was exchanged.

In the group photo, the docents include Bob Ross, Bonsall Johnson, Bob Reib, Hank Morris, Bob Hey, Tim Tennant, and Ed Neubaum. In the on-board photo are (L-R) Ed Neubaum, Bonsall Johnson, Prof. Benson, and Bob Ross.



**Report of the Friends of the Cumbres and Toltec Railroad at
THE 2010 AMHERST (MA) RAILWAY SOCIETY RAILROAD HOBBY SHOW**



Some of the 12,000 visitors attending the ARS Show on Saturday fill the "Big E"'s Better Living Center.

It's 3:00 pm on Friday, January 29, 2010, and the four huge Eastern States Exhibition ("The Big E") buildings in West Springfield, MA are humming with activity! About 3,000 people from dealers, exhibitors, and model RR module clubs are rushing their preparations for the annual two-day Amherst Railway Society (ARS) Railroad Hobby Show which opens at 9:00 am on Saturday morning.

This is one of the largest railroad shows in the USA, perhaps exceeded only by the "Worlds Greatest Hobby (WGH) On Tour" shows. These shows (50 to 100 thousand sq. ft, 300 exhibitors) are smaller in area and number of exhibitors, but achieve very large attendance figures, frequently over 20,000 on a two-day weekend. On January 23 – 24, 2010 they had what "is believed to be the largest number of people ever to attend a model train show in the United States", 41,036 people in the Dulles Expo Center, Chantilly, VA. C&TS Marketing Director Gail Martinez attended the Denver WGH Show in February, and we (either the railroad or the Friends) should be attending these shows everywhere.

The Amherst show started as a few modelers in a UMASS building in 1968, and has grown over the years so that it now occupies 300,000 square feet (7 acres!), and in past years has attracted up to 20,000 paying customers plus over 3,000 exhibitor personnel during the two days of the show.

There are over 500 exhibitors (including 30 model RR layouts, the largest of which is the Amherst Belt Lines, a 78 module HO scale railroad having over 1000 feet (16 scale miles) of mainline track. Another HO group keeps trying for a longer train each year – in 2009 they ran 232 cars, and they were going for 250 this year (we never heard whether they made it or not).

At the FOCTS booth, Chuck Moore, Pete Smith, and Cal Smith (who authored this report) were busy unpacking boxes shipped to member John Bock of Orange, MA from the Friends ABQ office and the C&TSRR Marketing Department. The conduit (EMT) banner frame, TV set, fire retardant table cloths, and electric cord are kindly stored between shows by John and other Amherst Society members, who bring them to the "Big E" with their modules. Missing on Friday was the C&TS backdrop, which arrived late in Orange and was brought by a last-minute ARS member on Saturday.

As this backdrop was only about three feet wide, we were debating how to fill the rest of the ten foot width across the back of our booth. A solution was reached, and Chuck headed for the hardware store to get more EMT, while Pete and Cal took off for Osgood Fabrics, a nearby dealer that stocks the fire retardant cloth required by the West Springfield Fire Department for shows at the "Big E." 4:30 found us setting up the EMT frame, draping the 6 yards of newly purchased cloth, and attaching photos to it with Velcro.

Table cloths were spread, the TV was set up and tested, pictures, scrap books, the map, and Friends brochures put in place. The 2008 C&TS brochures (which had been sent too late for the 2009 ARS show) could not yet be shown as the inserts explaining the problem (the 2010



The Friends booth is finally ready – Saturday, 9:00 AM

Saturday AM dawned cold (4 degrees with a below zero wind chill) and after a hasty breakfast we headed for the booth to stuff the brochures and get them set out. Chuck came, but had bad news; he was sick, had made an appointment with the doctor, and could not be with us today. We bid him a sad farewell with wishes to get better. Show veteran Ken Brink soon arrived, and then, from the PA system, “The show is open!” Through the doors came a gust of cold wind and a big bunch of the early arrivers who rush to their favorite dealers to get that special locomotive before someone else does.

Next came the busload of model railroaders from Delaware in their colored jackets with the club name printed on the back, and after pausing for a group picture, it was “On to the show!” After that, the regular visitors began to arrive, and we began our sales pitch. OY is doing it’s thing on the TV (Gregg Scholl’s “Triple Header Rotary” tape from 1993), Cal is out in the aisle pointing to the TV and asking interested viewers: “Think that would take care of your driveway?”

Another conversation goes like: “Have you ridden on our train?” Q: “Where is it?” A: “Colorado and New Mexico.” “Oh, I’ll never be able to get that far away.” A: “It’s time for a western vacation. Here (handing brochure), put this in your vacation file. Enjoy the show.” While Cal did this, Ken and Pete were persuading other visitors to come and ride and to join the Friends, answering questions, and also receiving praises from those who had already ridden The Train. These folks were 100% enthusiastic (zero complaints about the ride). Some were positively eloquent in their praises for The Railroad. And so went Saturday.

Sunday is Family Day at the “Big E” and fewer people attend, but they bring the kids who really enjoy watching OY at work. Our day was still busy with more persuasion,

At exactly 5:00 PM came the announcement on the loud speaker “The Show is over!” which sets off a mad scramble of dealers, exhibitors, and module groups to dismantle their booths and layouts, pack them up, and load all the stuff onto hand carts or U-Haul trucks driven into the cavernous “Big E” exhibition buildings. During all the chaos, comes another announcement from the Show Office: “Ladies and gentlemen, the total two day attendance for the show was 21,451 paying customers” (the best for several years).

Dealers told us that sales were not as good as in previous years, but we in the Friends booth felt that we had another excellent show introducing the C&TS and the Friends to so many North Easterners and hearing from so many others who were complimentary of their rides on the Cumbres and Toltec Scenic Railroad.

But our work is not done yet.



Ken Brink and Pete Smith talk with visitors to the Friends booth. Note our TV screen behind the gentleman at the right. OY in action provides a spectacular draw for show attendees tired of endless train runby videos.

The ARS distributes much of the proceeds from the show as grants to numerous New England railroad preservation organizations, and also to the Friends. To the best of our knowledge, we are the only organization “from away” to receive such grants, which have totaled more than \$10,000 over the past ten years.

So after the show, Cal and our Projects Committee Chairman choose a specific Friends project, and, together with the Project Leader, Cal prepares the grant application and forwards it to Tim Tennant for his approval and presentation to the ARS board. We hope that the ARS will honor us again in 2010 with a grant towards completion of another preservation or interpreta-

Meet The New Editor

Welcome to this edition of the "Dispatch."

I'm Jim Poston, and I'm both pleased and proud to be succeeding David Lee as the newest Editor of the Friends' newsletter.

First of all, many thanks and huge best wishes to David and his family for doing a great job with our newsletter. It's a lot of work, sweat, and not a little cajoling to meet the quarterly publication deadline, so it's 'hard-hats off' to David.

A little about me:

I've been a member of the Friends since 1996 after being made aware of the organization by the late 'Steve' Stephenson. Steve would regale me with tales of that historic steam railroad in southern Colorado/northern New Mexico, and even gave me a few 'Dispatches' to tempt me to join. Thanks, Steve, for spreading the word about this small, but excellent Railroad.

I'd like to echo what Tim, John, and many others have said about Nan, Roger, and Richard. It is through their enthusiasm and passion for historic preservation that we can enjoy early 20th-Century steam railroading in its natural environment.

May you rest in peace, and thanks and appreciation for all you've done.

-- Jim



From Friends Headquarters comes a request for everyone to update/verify their e-mail addresses.

We'd like to have your most up-to-date information in case we need to contact you. Once we have that data on file, we'll provide you with "opt-in/opt-out" options so you can choose the type(s) of e-mails you receive from the Friends.

Please provide your name, physical mail address, e-mail address, and telephone number to Gwen at our Albuquerque office and she can take it from there.

Thanks!

Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch, material must be received at the Friends' office by the following deadlines:

Fall Issue: Mail on October 15

Work session C and D reports and photographs must be received by August 20.

All other material must be received by August 27.

Winter Issue: Mail on December 17

Work session E and F reports and photographs must be received by October 29.

All other material must be received by November 5.

Cumbres & Toltec Scenic Railroad – 40th Anniversary

With support of Friends member Russ Sperry and the Railroad, on August 30, 2010 the Cumbres & Toltec will be performing a re-enactment of the historic first train to Chama.

The current schedule from the Railroad's website:

40th 'Re-Enactment' Train – Commemorating the first ride in 1970, this train will be a tribute to the volunteers who made it happen 40 years ago. In their honor, we will reunite them to ride our '40th Re-enactment' Train aboard the C&TSRR. The price of a ticket includes a passenger and the sponsoring of a volunteer, providing you with a unique opportunity to be a part of preserving our history.

The sponsor for this special event train is Russ Sperry, so if you know a volunteer who should be contacted, please let Russ know by calling him at 805-642-9676.

Cost: ~~\$100~~ \$60 (*price reduced due to shorter trip*).

Departs Chama: 2:00PM

Purchase a Tree; Build a Railroad Car

Car rebuilds often require oak of a size unavailable to us in the Colorado and New Mexico areas. A Friends member has located a lumberman and sawyer who will assist us in selecting suitable trees for purchase and drying.

The Project Committee has established a goal of purchasing at least one tree each year (we would prefer purchasing two trees) to enter a three-year procurement program. When cut, the tree will be air-dried for three years, then it will be rough-sawn to dimension and shipped to Chama for further refinement to meet restoration needs.

Would **you** help purchase these trees? We expect each to cost around \$900.00 prior to sawing and transportation to our Chama shop.

-- Ed Lowrance



Photo Contest

For the 2011 volunteer T-shirt, we are going to try something different. Instead of choosing a design from pictures already on file, we are going to have a photo contest to find the picture for 2011, from this summer's work sessions.

If you are interested in the fame and glory of having your picture on next year's T-shirt here are the photo contest rules:



1. Only members of the Friends of the C&TS are eligible.
2. Only a picture taken this summer is eligible.
3. Only one picture per member.
4. Picture must be of the highest pixel count your camera can produce, preferably JPG, TIFF or similar format. The picture will be blown up so the higher resolution is needed.
5. Picture must be in the Friends office by September 1, 2010 on a CD.
6. Your name, address, phone number, and description of the photo must be included with your CD.
7. By submitting your photo you are transferring rights to the photo to the Friends.

The top ten photos will be published in The Dispatch with the winner indicated. The final pictures will be selected by the company that prints the T-shirt. The best looking picture to you or me may not be the best picture for use on a T-shirt. Any photo that is placed on a T-shirt will be PhotoShop'd: that's just the nature of the beast.

Remember a picture that is great because of fine detail will not be used because the transfer to a T-shirt will lose the fine detail. Also a picture with lots of colors will not be used because of cost.

Photos for the Friends' 2011 Calendar

The Friends of the Cumbres & Toltec Scenic Railroad is looking for photographs from its membership for the 2011 calendar. Images are needed for the large calendar photos and for supplemental pictures on each calendar page. This will be a twelve-month calendar.

Please submit photos highlighting the train on a CD, but limit your photos to a maximum of ten (10) 600-dpi images. Be sure to include your name, contact information, photo details, and a **brief** biography with the CD, and send these items to:

Friends of the Cumbres & Toltec Scenic Railroad, 6005 Osuna Rd NE, Albuquerque, NM 87109.

Electronic submissions with the above information can be sent to info@cumbrestoltec.org.

The deadline for photos is Friday, September 17, 2010 to assure calendar availability on November 1, 2010.



RD025-042 — The unusual up-and-over configuration of Mears Junction, Colorado, is the setting for this view by Robert W. Richardson in February 1950. The Marshall Pass line to Gunnison and the Valley line to Alamosa separated at this point. Photo from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs, Friends of the Cumbres & Toltec Scenic Railroad.

Matching Gifts

Do you want to double your annual donation to the Friends without spending a dime? (OK, maybe only a stamp.)

Matching gift, employee giving, and volunteer service programs and awards are common among large and small corporations. These gifts are made through the corporations' foundation or through the human resources department. When you pledge to the Friends your employer (or former employer if you are retired) will match dollar-for-dollar what you give. Filling out a simple form, found on your company's website, or calling human resources, will start the process rolling.

Some organizations include: Burlington Northern Santa Fe, UPS, Verizon, Exxon Mobil, PNM, Microsoft, Wells Fargo, Xcel Energy and many more. Also, many banking institutions will match your donations. Call your employer, human resources office or your former employer to determine their policy and what you need to do to participate.

For more information, contact Tim Tennant, Executive Director, timtennant@cumbrestoltec.org, 505-880-1311.

Schedule of Friends' Events

2010 Volunteer Work Sessions

May 24-28, Session A
May 31-June 4, Session B
June 14-18, Session C
June 21-25, Session D
August 2-6, Session E
August 9-13, Session F
August 16-20, Session MT1*
August 23-27, Session MT2*

Fall Board Meeting

October 22 & 23, 2010
Pueblo, Colorado

Cumbres & Toltec 40th Anniversary Events

August 27-30, 2010



Photographer Robert W. Richardson had an eye for the railroad scene. At Antonito, Colorado, on a July day in 1941, the combined trains for Durango and Santa Fe were separated by their respective road engines in a few well-planned moves. This was Bob's first trip to Colorado, and the visit set him on a lifelong path culminating in the founding of the Colorado Railroad Museum. Photo from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs, Friends of the Cumbres & Toltec Scenic Railroad.



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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