

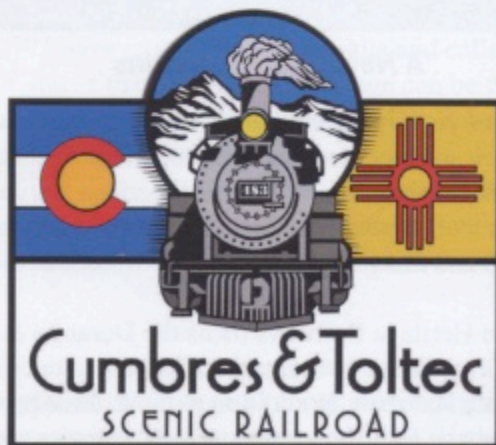


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## A Changing of the Guard



On October 13, 2011, the Cumbres & Toltec Scenic Railroad Commission announced that American Heritage Railways would be the successor to the Cumbres & Toltec Scenic Management Corporation effective January 1, 2012.

American Heritage currently operates the Great Smoky Mountains Railroad in Tennessee, the Texas State Railroad in Rusk, Texas, the Durango & Silverton Narrow Gauge Railroad in Colorado, and operates the Polar Express™ on all three lines.

Quoting the press release from our website: "We should all welcome American Heritage Railways to the Cumbres & Toltec family as we usher in another chapter in the history of the C&TS."

Indeed. Both the Cumbres & Toltec and the Durango & Silverton have a lot more in common than just the gauge of their tracks. Vintage steam locomotives, the preservation of history, and showing younger generations just what it was like to travel through the Rocky Mountains are just a small part of what we – the two Railroads – have to offer.

Best wishes and welcome to American Heritage Railways.

We'll see you on the Pass.

## C&TS Dispatch

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

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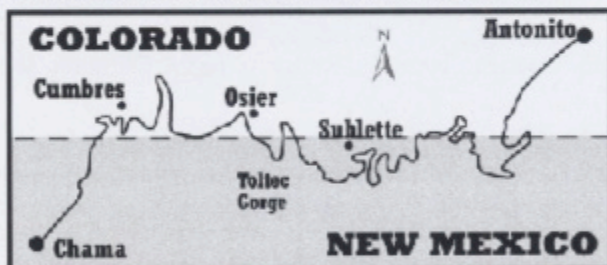
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 4421 McLeod Rd. NE, Suite F, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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

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

### 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 2011  
 © 2011 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

## PRESIDENT'S COLUMN



### A New Chapter Begins

As most of you are aware, the Cumbres & Toltec will have a new management company/operator for the 2012 season. The Commission selected American Heritage Railways from a pool of six entities that had responded to their RFP late this past summer.

American Heritage Railways owns the Durango & Silverton, Great Smoky Mountain Railroad and operates the Texas State Railroad. In addition to those three properties, they also have Rail Events, Inc. which oversees special events such as the Polar Express and the Little Engine that Could. Allen and Carol Harper own American Heritage.

While welcoming American Heritage Railways we also say farewell to the C&TS Management Corp. This group has managed the railroad over the past six seasons. I was privileged to serve as General Manager for two years and sit on their Board of Directors during that same six-year period. There were challenges, the most difficult being the Lobato Trestle fire in June 2010, but there was also a great sense of accomplishment.

With the help of capital funds appropriated from the states of Colorado and New Mexico the overall infrastructure of the railroad was improved during this period. Track and roadbed improvements probably top the list and are one of the more visible examples of such to the general public. The railroad also had four operating K36 locomotives at its disposal plus upgraded first class cars. These all helped to enhance our riders' experience.

As the review committee was navigating through the respondents to the RFP, it was clear that the opportunity to take the C&TS to the next level was right before us. I

have always believed that we do some incredibly good things that bring people back time and again to ride our railroad. The one failing being the ability to attract more people to ride the Cumbres & Toltec! It is clear that this is the task at hand and the Commission will be driving the goal of attaining 60,000 riders annually.

With that said, it is my belief that American Heritage Railways is an organization which can elevate the C&TS and make it more visible. The ability to bring more riders to Antonito and Chama will be paramount as the long term sustainability of the railroad depends on it. Maintaining the "big picture" approach is so very important.

Some of you will ask, "What does this mean for the Friends?" I have received a few e-mails and calls from some of you of that very nature. Change can be difficult for some people but change can be good. In a nutshell the Friends need to continue with what we have been doing during the course of our history and that is to preserve and interpret. We need to be true friends of the Cumbres & Toltec. A lot of folks rely on us to do just that.

Al Harper and his staff at American Heritage are honorable people. Mr. Harper cares about preserving history and has made it known on many occasions. He also understands what it takes to operate a tourist railroad profitably. One of those keys is to bring in more people

and especially younger families and children. We have discussed this very topic at a number of our Board Meetings. We must introduce the next generation of railfans and train riders to our organization and the C&TS. Mr. Harper has the means to accomplish this and his company has been very successful at it.

As an organization we will have continued dialogue with American Heritage about their plans and how we work with their company. We certainly want to support American Heritage and likewise we want them to support us and understand what we do.

As we move forward and look ahead to 2012 lets welcome American Heritage to our Cumbres & Toltec family. We need to all work together towards the betterment of the C&TS. Thanks to all of you for the continued support you provide. Your time and resources so make a difference!

*~ Tim Tennant*

### **Locomotive 463 Update**

The doubler plate in the smokebox is being drilled and fitted for the thirty-eight tapered bolts that will hold the front end of the boiler to the frame, the ashpan rebuild is in work, and the boiler jacketing is being cleaned and repaired/replaced. The cab has been painted, and as of this writing, the four sets of drivers are on their way from Durango to Monte Vista.

Some minor repairs are to be made to the tender tank, and the white oak lumber for the locomotive pilot beam and the tender's end sill and decking is in the CRF.

The deadline to have the 463 ready is March 31, 2012.

### **Wanted by the Friends**

From Ed Lowrance comes the following request for donations...or at least somewhat inexpensively available:

Item 1: Heavy-duty pickup truck, in the one-ton range, e.g., a Ford F350, to pull our newly-acquired John Deere backhoe on our newly-acquired\* 10,000-lb. trailer. Diesel is preferred, but gasoline is acceptable.

\*Item 2: Tandem-axle trailer, 10,000-lb. capacity, low deck, with loading ramp(s) to transport heavy items for the Friends.

If you can help with either or both of these items, please contact the Friends at 505-880-1311.

## HISTORIC PRESERVATION

### 2011 Work Session Reports

#### Job 0210 – Work Session Registration

**Objective:** To manage the work session registration process for all volunteers.

**Team Leader, Sessions A & B:** Linda Smith  
**Team Leader, Sessions C, D & F:** Holly Ross  
**Team Leader, Session E:** Sandra Engs

**Team Member, Sessions A & B:** Spero Bettalico  
**Team Member, Session C:** Diana Gross  
**Team Member, Session D:** Cathy Kenny

**Work Accomplished, Sessions A & B:** 39 signed up for Work Session A and 31 signed up for Work Session B. Both Work Sessions were held exclusively in Antonito, CO. Work Session dinners were organized by the Friends' Kitchen and Registration teams. The events were held at the Mogote Meadows RV Park's recreation room. 100% of the volunteers for each session attended the dinners. Merchandise sales for the two sessions grossed an estimated \$900.



*Team Leader Tim Bristow checking in for Sessions A & B with Spero Bettalico and Team Leader Linda Smith.*

**Session C:** Ninety-eight volunteers signed up for the work session. Eleven first-year volunteers were Cole Adams, Michele Adams, Donald Coleman, Gary Ehler, Sam Hauck, Cathy Kenny, Rod Kenny, Judy Mahoney, Michele Morton, Fred Morton and Matt Schaffer. Five-year pins were given to Linda Erdman, Warren Erdman and Joan Weigant; ten-year pins were given

to Norval Alliston, Ron Horejsi, Ted Smith & Dolores Storm; Don Bayer, Don Storm and Mike Thode received fifteen-year pins; and twenty-year pins were given to Dick Caldwell and Mary Cardin. There were seventy-four annual banquet reservations from Chama.

**Session D:** Fifty-nine people signed up for the work session. There were three first-year volunteers: Laural Hoppes, Raymond Hoppes, and David Leemhuis. Three new registrations and one cancellation made for a total of sixty-one for this work session, and thirty-one attended the mid-week dinner

**Project Status:** This is an annual support function.

#### Job 0240 - Chama Tool Car Operation

**Objective:** The Tool Car Team provides essential support services for the Friends' Volunteers during the work sessions by assisting volunteers in finding appropriate tools, maintaining and/or repairing tools, keeping an inventory of consumable and non-needed additional tools and/or supplies, and serving as "Communications Central" i.e. phone calls, message and location of volunteers, etc.

**Team Leader, Sessions C, D, E & F:** Bill Mackey  
**Team Members, Session C:** Carol Mackey and Joyce Smalley  
**Team Member, Sessions D, E & F:** Carol Mackey

**Job Status:** This is an annual support service function.



*Keepers of the Tool Car for Sessions C, D, E & F – Bill & Carol Mackey.*

#### Job 0246 – Nut & Bolt Car Operation

**Objective:** Supplying fasteners of all types to projects.

Conduct ongoing inventory of the fastener supply. Reorder, with project chair, fastener supply as needed. Create list of fasteners to be reordered for next year. Organize new inventory report.

**Team Leader:** Marshall Smith

**Work Accomplished:** The "Bolt Car" fabricated special and/or unavailable fasteners; performed welding and threading; arranged for fasteners for specific projects; hauled and moved project supplies; worked with the brake repair crew; with Bob Reib, helped rebuild/repair the water pump on the John Deere Tractor; assisted with opening for the season; helped tear down and store tents, tables, benches and equipment; helped with site cleanup and tool storage; and assisted with equipment repair and opened the tool car for early tool needs.

**Project Status:** This is an annual support function.



*Marshall welding retractable wheels on the band saw base for easier movement inside the carpentry shop.*

#### **Job 0246 - Paint & Paint Supply**

**Objective:** Purchase and furnish paint supplies as needed and requested by team leaders.

**Team Leader, Sessions A, B, C, D, E & F:** Spero Bettalico

**Work Accomplished:** Picked up paint and supplies from vendors for upcoming work sessions; transported items to support painting operations in Chama, Antonito, and also supplied the MOW and lettering teams; maintained and repaired painting equipment as required; painted new wood by Jim Hickman. Per Alan of the R/R's request, checked out batteries on the spare concessions car with Marshall Smith and John Eng.

**Project Status:** This is an annual support function.



*Team Leader Spero Bettalico on the move.*

#### **Job 0250 Chama Carpentry Shop Operation**

**Objective:** To insure the safe operation of all equipment in the carpentry shop, and to provide wood shop support and assistance to all projects as needed. Perform miscellaneous work as needed.

**Team Leader, Sessions C & D:** Jim Hickman

**Team Leader, Sessions E & F:** Bill Strathearn

**Team Member, Session C:** Rod Whelan

**Work Accomplished:**

**Session C:** Projects going through the woodshop included: planing white oak beams and making shiplap decking for OP; repaired the door to the ticket office; planed and mortised the sheep car's end roof beams; repaired the tool box on the Friends trailer; started construction of historic 'No Trespassing' signs for MOW crew; and helped remove doors from new tool car.



*Making cuts to create shiplap boards.*

**Session D:** Planed more white oak beams for OP A Frame; worked with Marshall Smith, Bob Reib and Rod Kenny to rebuild the Friends trailer; and helped the crew building the new tool car remove bolts and prepare a new roof beam.



*Repaired tool box and new floor was installed; the new floor was painted "Bettalico" Green.*

**Session E:** Most of session was in a support role. Minor support was provided to volunteers; major support was given to Tim Bristow in re-sawing and planing roof walk boards. Blocking was made for the flat car which was to transport trucks to Antonito; a picnic table seat was replaced; and aided in clearing dimensional lumber from Reefer 169.

**Project Status:** This is an annual support project.

**Session F:** Again, most of the session was in a support role. The 20" planer was disassembled twice and adjusted, and the planer and the jointer blades were removed for sharpening; and aided Jim Sublett in replacing the portable frame on 12" band saw. Also, sorted and restacked several loads of lumber; and worked with Craig McMullen milling and installing floor boards for the boxcar rebuild.

**Project Status:** This is an annual support project.



*Team Leader Bill Strathearn watches as Barry Morris saws a board for RPO 054.*

### Job 0700 – Landscaping Chama Yard

**Objective:** Update landscaping as needed. Trim, maintain, weed, landscaping around the Chama station and yard.

**Team Leader, Session C:** (Acting) Susan Vaupel

**Team Leader, Session D:** None

**Team Leader, Sessions E & F:** Naomi Sublett

**Team Members, Session C:** Michele Adams & Michele Morton

**Team Members, Session D:** David Leemhuis & John Pool

**Team Member, Session E:** James Raffelson

**Team Members, Session F:** Lyla Howell & Valerie Morris



*Flowers in 'Alta's Garden.'*

**Work Accomplished:** After we surveyed the area, we planted eleven wooden boxes and seven plastic/terra cotta pots with Vinca (sun variety), Gazons and Catmint, and used one application of Miracle-Gro; repaired and improved the drip system; removed old growth from Alta's Garden; and weeded around the station and the restroom building.



*Wooden and terra-cotta planters at the Chama depot.*

**Session E:** Completed the small deck with pavers and a two-person gliding "settee;" unwanted vegetation was

scraped and dug out, then landscape cloth and sand was put down. Minor tree trimming, weeding, watering, and cleanup was performed.

**Session F:** Between sessions E & F, the plants planted in May were checked, and some of the parking area was weeded. Fourteen railroad tie cutoffs were picked up for creating a planter beside the glider patio.

**Project Status:** This is an annual project. Plans for a tree area south of the patio was started this season. A railroad tie was set in place at the edge of the hill. Three pines will be planted behind this tie in a few years.

**NOTE:** The cost of materials to complete this project were donated by Rebecca Falk and Naomi Sublett.

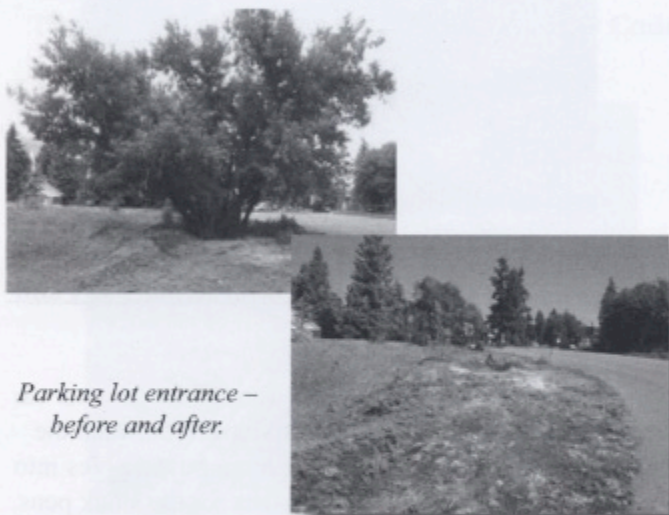
### **Job 0710 - Right-of-Way Tree Trimming and Brush Control**

**Objective:** To help maintain proper clearance between the railroad track and trees and/or brush.

**Team Leader, Sessions E & F:** Rebecca Falk

**Team Members, Session E:** Leon Beier & Joe Kanocz

**Team Members, Session F:** Leon Beier & Jim McGee



*Parking lot entrance – before and after.*

**Work Accomplished: Session E:** Brush was cleared from the Narrows, north and south of the Cresco tank, several areas at Tanglefoot Curve, and Sublette. In Chama, the tree at the parking lot entrance and the tree blocking the view of the log bunkhouse were removed.

The trees on the west side of the parking lot were trimmed and cleared, and small trees were cleared around the round house, the Friends' support cars and the mechanic's shop.



*Log bunkhouse view – before and after.*



**Session F:** Using a speeder, cleared areas of the Narrows, Lobato Trestle, Coxo, Rock Tunnel, Mud Tunnel and the Toltec area. Also cleared growth from the area of Mile Marker 294 and from the northeast corner of Highway 17's first grade crossing north of Chama. Trimmed trees by the carpenter shop; helped put the end sill on the A-end of RPO 54; hauled six pick-up loads of debris to the swamp.

**Project Status:** This has been an annual project the past few years.

### **Job 720 - Chama Freight Car Painting**

**Objective:** To paint the Chama Coal Tipple House, Sand House, Small Fire Shed and three High Value Cars (HVC).

**Team Leader, Session F:** Don Stewart

**Team Members, Session F:** Richard Dick, Bill Feldman, Margrethe Feldman, Lance Godfrey & George Pearce

**Work Accomplished:** Structures and Passenger cars primed and/or painted were those mentioned above, plus the interior of the Car Body shed located south of the log bunkhouse.



*The painting team (L-R): Lance Godfrey, Richard Dick, Don Stewart (TL), Margrethe Feldman & Bill Feldman.*

### **Chama Coal Tipple Lower Housing structure.**



*The Chama Coal Tipple house was painted Boxcar Red.*

**Project Status:** This annual project should be kept open as new paint requirements are determined each year.



*The small fire shed was painted bright red on Wednesday, August 10, 2011.*

### **Job 0730 – Chama Freight Car Lettering**

**Objective:** Letter previously repainted railroad cars.

**Team Leader, Session C:** Dick Caldwell  
**Team Members, Session C:** Maryruth Duncan, Cathy Kenny, Craig Kumler, Robin Kumler & Ann Woolsey



*Reefer #55 lettered for the Flying "Rio Grande" era.*

**Work Accomplished:** Lettered Box Car #3592, MOW Cable Car #04426 and Short Reefer #55. Short Reefer #55 was lettered for two different eras: the Flying Rio Grande and the late 1930's Herald.

**Project Status:** Lettering is a continuing yearly project.



*Reefer #55 with the 1930's era herald.*

### **Job 0760 - Miscellaneous Structural Repairs & Painting**

**Objective:** Build a landing at the foot of the fastener car stairs; remove conduit that is a trip hazard between the fastener car and the paint car; cut scrap power poles into six-foot lengths for use as fence posts for the stock pens.

**Team Leader:** Wayne Huddleston  
**Team Member:** Bob Hawkins

**Project Status:** Complete.





*Wooden platform installed by the fastener car steps.*

**Job 0780 – Maintenance of Wheels, Brakes & Safety Appliances**

**Objective:** Improve storage for ‘Montana’ archbar trucks; remove Bettendorf trucks from tank cars #12752 and #13168/ install under frameless tank cars in Antonio; install ‘Montana’ trucks to replace removed Bettendorfs; repair and adjust brake systems as needed.

- Team Leader, Sessions C & D:** Art Randall
- Team Members, Session C:** Clyde Putman & Ronald Schaefer
- Team Members, Session D:** Chuck Dueker & Clyde Putman
- Team Leader, Session E:** Clyde Putman
- Team Members, Session E:** Hardy Cruse, John Ferrell, Larry Ferrell & Seth Thomas
- Team Members, Session F:** Chris Trunk, Hardy Cruse



*Clyde Putman, Team Leader Art Randall and Ronald Schaefer lay track.*

**Work Accomplished:** Laid sixty feet of track for the “Montana” archbar trucks. Trucks inspected for miss-

ing or broken parts; repaired side bearings; cleaned car #801’s retainer valve; removed and installed tank car trucks per the above.

**Project Status:** This should be an annual project.



*Bettendorf trucks being secured to flat car #6544.*

**Job 0790 - Chama Stockyards Fence Repair**

**Objective:** Prepare work and work site, and supervise work of volunteer LDS work group.

- Team Leader, Sessions E & F:** Jim Sublett
- Team Member, Sessions E & F:** Len Jones

**Work Accomplished:** Prior to the August 6, 2011 work date, tools and most of the materials were delivered and stored at the worksite, and the fence line was weeded to about 4 feet on both sides of the fence.

**Project Status:** To be determined.

**Job 1004 – Restore RPO X54 as RPO 54**

**Objective:** Continue the restoration of car RPO 54 in the circa 1940 configuration.



*First window installed.*

**Team Leader, Sessions C, D, E & F:** Don Bayer  
**Team Members, Session C:** Norval Alliston, John Altshool, Todd Frazier, Bob Reib, Don Storm  
**Team Members, Session D:** John Altshool, Todd Frazier & Fred Kuhns  
**Team Members, Session E:** Vance Behr, Bill Jacobs, Barry Morris, John Pierce, Kevin Sherrow and Wayne Shirley  
**Team Members, Session F:** John A Berges, Tim Bristow, Barry Morris

**Work Accomplished:** Window frame, siding, sill, clerestory and roof work; mechanical and other hardware installations; priming/painting.



*End sill crew John Pierce, Vance Behr & Wayne Shirley.*

**Project Status:** The car is now about 90% complete. One year to finish the car and one year to complete the interior is estimated.



*Exterior siding and interior sheathing crew Kevin Sherrow & Barry Morris*



*Session F crew - John Berges, Tim Bristow & Barry Morris.*



*Interior B end - RPO end.*



*Interior A end - Baggage end.*

### **Job 1017 - Coal Tipple Restoration**

**Objective:** Restore the Chama Coal Tipple.



*Herb Knoesel and LD Osborn help Team Leader John Sutkus re-hang the south side door.*

**Team Leader, Session E & F:** John Sutkus  
**Team Members, Session E:** Herbert Knoesel, LD Osborn, Samuel Schechter & Ron Schmitt  
**Team Members, Session F:** Bill B. Bailey, Gene E. Bailey & Samuel Schechter

**Work Accomplished:** Old siding removed, new siding primed, painted and installed; window frame and door sheathing straightened; fabricated and installed components for lightning protection; began fabricating steel for bucket guides; replace the storage tank next to the sand house.



*Gene and Bill Bailey working on the ground loops for the north and south side of the hoist house.*

**Project Status:** Not complete – during Session E & F of 2012, install north side ground loop and the lightning protection system; install siding on the west side of the hoist house; repair bucket guides.



*Against the hoist house is the lightning protection ground loop.*



*Lightning protection ground loop and ground enhancing material has been installed and the hole backfilled.*

### Job 1021 - Restoration of Short Reefer #55

**Objective:** Continue Restoration of Short Reefer #55.

**Team Leader, Session F:** Randy Worwag  
**Team Members:** Richard Howell, Matthew Jameson & Jay Samuels

**Work Accomplished:** To be determined..

### Job 1026 – Derrick OP Restoration

**Objective:** Continue the reconstruction of OP to a restored and operating condition.

**Team Leader, Sessions C, D, E & F:** Russ Hanscom  
**Team Members, Session C:** Chuck Dueker, Druby Herbert, Jim Millhouse Jr., Alan Robson, Adolph Weigant, John Weiss  
**Team Members, Session D:** Bob Reib, John Weiss & Rod Whelan  
**Team Members, Session E:** Chuck Cover, Jace Drennan, Daniel D. McGunegle, Daniel E. McGunegle and Guy W. McGunegle  
**Team Members, Session F:** George Davies, Don Deuell, Gerard L. Glancy, Herbert Knoesel



*Team Leader Russ Hanscom using a short handled "8 pounder" to nail the 40d ring shank nails into prior drilled pilot holes.*



*Decking has been notched underneath where necessary in order for it to lay flat when nailed in place.*

**Work Accomplished:** Work focused on getting the car body completed and starting the A frame and decking. The decking was primed and notched to clear the bolsters and bolt heads; and the A and B end couplers were installed. Also installed was the A-frame base, and work was started on the A-frame outriggers. Using a backhoe, the 1500-lb. center pivot post was set in place, and enough 3/4" bolts were installed to keep it and the crown block in place until further work can be done. The double drum winch assembly was cleaned while others sorted parts and attempted to tighten the truss rods on the boom idler car. The winch, most of the deck and the top of the A frame were tarped for winter weather protection.



*The whole crew including two Boy Scouts installing the ship lap deck planks.*

Several of the channel iron reinforcements to the A frame were installed and one of the vertical tie rods was installed. The cut ends of the decking were prime painted along with the A frame outrigger blocks.



*The double drum winch after being power-washed by Don Duell for most of one day. It actually cleaned up very well.*

**Project Status:** Not Complete. Team Leader Russ Hanscom believes another eight work sessions will be needed to complete the project. Completion is estimated to be by the end of the 2013 season.



*The double drum winch assembly has been moved back onto the car and the pivot post has been secured.*

### **Job 1075 – Reroof the Night Watchman's House**

**Objective:** Remove the existing roofing material, examine the existing decking, and replace or repair the decking as necessary. Apply new mineral roll roofing material over the entire roof and porch.

**Team Leader, Session C:** Phil McDonald

**Team Leader, Session E:** Wayne Huddleston

**Team Members, Session C:** Ron Horesji, Larry McDonald, Fred Morton

**Team Member, Session E:** Robert Hawkins



*Fred Morton and Ron Horesji removing old roofing material.*

**Work Accomplished:** Re-roofing was performed per the above objective, with the exception of apparent sub-standard roofing, and a shortage of delivered materials.

**Project Status:** Completed - Session E.



*Larry McDonald, Team Leader Phil McDonald and Fred Morton putting down new green mineral roll roofing.*

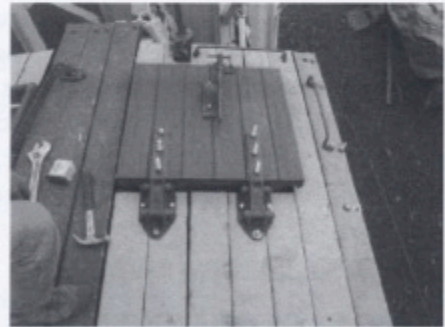
### Job 1085 - Misc. Repairs to Long Reefer 169 - Chama

**Objective:** The objective was to complete construction of the hatches, platforms and stringers and mount all to the car.

**Team Leader, Session E:** Phil Nissen

**Team Members, Session E:** Richard Dick, Michael D. Kennedy, Art Montgomery & Jim Nissen

**Work Accomplished:** The three remaining hatches were installed. Marshall Smith fabricated replacements for the hardware missing from the hatch covers, but connecting pieces for two of the hatches are missing and no suitable raw material was on hand to try and fabricate replacements. The catwalk was re-repaired with proper screws placed instead of nails and one saddle was replaced. Also, another team tested and repaired the braking system of the car.



*Ice hatch cover.*

**Project Status:** Complete. The car has been repaired and is now weather-tight, and it can be returned to whatever service the Railroad plans for it.



*Hatches and catwalks newly hand painted.*

(Editor's Note: With the large number of Work Session reports received and the limited number of pages that we have available for the Dispatch, we'll continue this article in the Spring edition. -Jim)

## 2011 SITE REPORT - FRIENDS' ACTIVITIES MONTANA HERITAGE COMMISSION

2011 work activities for the Montana Heritage Commission by the Friends of the Cumbres and Toltec Scenic Railroad commenced right on Schedule August 15th.

Work Session M1 had twenty volunteers scheduled. However various health issues reduced the number by three for a total of seventeen participants. The volunteers were: Linda and Chuck Dueker, Connie and Jim Hickman, Russ Hanscom, Bill James, E. Mac Palmer, Karen and Tarry Rahne, Art Randall, Warren Ringer, Chris Trunk, Noreen and Roger Breeding, and Valley and Ed Lowrance

The MHC staff had requested the Friends paint the Nevada City engine house and depot and the Virginia City depot. We were also asked to relocate the "Dinky" locomotive to a position alongside the Nevada City depot to facilitate its becoming a stand-alone visitor attraction.

Friends management strongly advised against this as it would be an unsuitable exhibit due to the presence of unsecured asbestos and the seriously degraded condition of the engine - which would preclude being able to use it as a "climb upon" attraction. We were advised to continue with the move. However, due to personnel changes within the MHC early in our work session, this issue was again visited and the move was cancelled. This opened up time, so we were asked to work providing a roof for A-3 - a Great Northern business car.

The roof of Great Northern A-3 is in a very advanced state of disrepair and will need complete structural rebuilding prior to any interior or exterior restoration. We were able to buy time for the Alder Gulch by installing a full roof cover. We estimate this roof should provide a 10-12 year window for fund raising to begin a complete restoration of this car.

We performed substantial roof repair on the 222 during 2010. Together, these two very special cars would make a very attractive exhibit for the Nevada City operation. We urge immediate fund-raising as soon as funds are secured for restoring No. 12 to operation.

Work session M2 had fourteen members scheduled. One cancelled, but one member stayed over two days from session M1 to assist with the A-3 roof work.

Volunteers participating during Week Two were Connie and Jim Hickman, Russ Hanscom, Larry Jennings, E. Mac Palmer, Warren Ringer, Noreen and Roger Breeding, Chuck Dueker, Art Randall, Tarry Rahne, and Valley and Ed Lowrance.

Preparation for painting consisted of power-washing and scraping all buildings to be painted. We had been told the MHC's high lift would be available for our use - only to learn on our arrival it was non-operational! Fortunately we were able to rent another unit and a high capacity power washer locally.



*Roger Breeding (w/shovel) and Warren Ringer take a breather while Karen Rahne and Tim Tennant continue preparing the engine house for painting.*

Painting of the depots and the engine shop began in Week One and continued well into Week Two. We also painted three small buildings, an outhouse and two speeder sheds. The Virginia City public restroom building located at the depot was also painted.

The A-3 Roof work consisted of first removing all loose and cracked tar, tar paper and dirt. Roof penetrations were bridged with wooden caps screwed into place on a new wood roof shell. All joints were leveled as much as possible. A new synthetic roof membrane was laid down followed by rolled roofing. All joints were sealed with plastic roofing cement. The edges along the side of the car and the clearstory were finished with galvanized roof edge to try to hold the roof materials in place and to prevent wind or rain penetration. Again, this was sealed with plastic roof cement and nailed in place. We did not have quite enough of the plastic roof fiber coating, thus a small strip down the center line of the roof was left untreated.

This should be treated by MHC personnel as soon as possible during the 2012 season.



*Chuck Deuker puts temporary repairs on the roof of Car No. A-3.*

Several signs were re lettered, non-functional switches were repaired, and several switch targets were installed. For the targets to become useful the switch throw should be located the proper distance from the line -- at present a passing locomotive will lop off the target.



*Valley Lowrance and Larry Jennings repaint the Alder Gulch engine house sign.*

The Plymouth Locomotive air lines were reworked so there is a single brake air line valve; train air was installed on the rear end of the locomotive so proper train operations are possible. We corrected the train coupler, mounting it on the rear of the locomotive. The locomotive was reversed so if train operations are desired, the locomotive needs only to be run past the switch and backed to the passenger cars to be properly hooked up.

We found several luggage two wheelers in the weeds behind the Nevada City depot in 2010. A wooden handle was removed, and over the winter, a volunteer made new handles to be installed on two carts. We left a spare set. One set was presented to the Fort Missoula Historical Society for use on a cart there.



*Russ Hanscom installs a new handle on a luggage cart.*

A badly weathered waiting room bench sitting on the Virginia City veranda was treated with a marine grade finish, greatly improving its appearance.

The Plymouth Locomotive was re-lettered as belonging to the Alder Gulch RR.



*Valley Lowrance and Kate Slawski of the Montana Heritage Commission standing beside the newly-lettered Plymouth.*

**Soot & Cinders:  
A First-Person Account of the June 2011  
C&TSRR Fireman/Engineer Class – Part II**

*~ by Dick Pennick*

(Friends member and author Dick Pennick is a locomotive engineer on the San Diego-based Pacific Southwest Railway Museum Association.)

(Editor's Note: The second part of Dick's report was planned for this edition of the Dispatch, and with the extra content from our 2011 work sessions, we apologize for having to move Part II to the Spring newsletter. –Jim.)



**Friends of the Cumbres & Toltec  
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*RD016-012 This Robert W. Richardson photograph shows K-37 #490 on the point of a double-headed westbound freight in Antonito, CO. Taken on January 1, 1958, note the dual-gauge track and the loading platform at the rear of the depot. Photo from the Richard L. Dorman Collection of Narrow Gauge Railroad Photographs, Friends of the Cumbres & Toltec Scenic Railroad, Inc.*