



C&TS DISPATCH

VOLUME 32
FALL

NO. 3
2019

**Preliminary Results: Chama Future Study
Places that Used to Be:
Section Houses on the C&TS
A Challenge: Reverse the Aging Trend
Help Wanted in the Kitchen
Important Changes in the 2020 Schedule
Summaries of Sessions C and D
...and more!**

President's FORUM



C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 32, No. 3  Fall, 2019

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C&TS DISPATCH

Editor — Christopher James

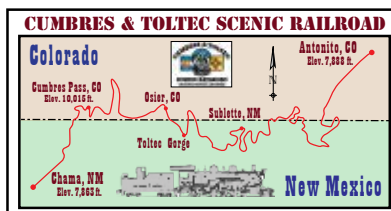
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long railroad and museum of railroad history and technology, operating between Antonito, Colorado, and Chama, New Mexico. The railroad is owned jointly by the States of 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 the *Heritage Rail Alliance (HRA)*. Family membership in the Friends is \$35.00 per year; outside the USA membership is \$50.00. All contributions are fully tax deductible and will be gratefully accepted. For information, please write us in Albuquerque at the *Friends of the Cumbres & Toltec Scenic Railroad, Inc., 4421 McLeod Rd. NE, Suite F, Albuquerque, NM, 87109*, or call us at **(505) 880-1311**.



Denver & Rio Grande Railway: 1880-1886
Denver & Rio Grande Railroad: 1886-1921
Denver & Rio Grande Western Railroad: 1921-1970
Cumbres & Toltec Scenic Railroad: 1970-today

The Cumbres & Toltec Scenic Railroad is both a National Historic Landmark and a State Registered Historic Site.

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Passing the Torch

In my fifteen years here, I've been fortunate to have worked with many excellent Boards of Directors and Board Chairs. For an organization to be successful, its overall leadership must set a solid course, adhere to its mission, maintain continuity, and have a good feel for present and future opportunities and challenges.

During this time, I've had the pleasure of serving with Board Chairs Jim Herron, Bob Craine and Craig McMullen and, since June, 2015, Bob Ross. Each successful succession is terribly important to our ongoing management of the Friends. The torch was passed again this past June with the selection of Don Stewart as our next Board Chairman; Bob Ross was elected as Chairman Emeritus.

I guess the old saying "Time flies when you're having fun" applies; four years of working with Bob Ross as the Friends' Board Chair has been an enjoyable experience. I cannot thank Bob enough for his leadership during this period.

Any time I needed to vent or talk through upcoming events and issues, Bob was there to listen. Listening is an excellent quality to possess and I wonder sometimes if it has fallen by the wayside in our society. In any event, I would talk, and Bob would

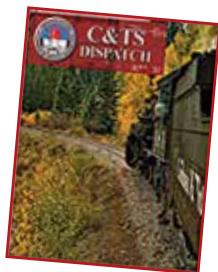
listen, or Bob would talk, and I'd listen. Bob would always make himself available, and that in and of itself was important.

For those who are not aware of this story, it was Bob who was responsible for bringing me into my President and CEO position. It was the summer of 2004. Judy and I, having married off my son Wes, were enjoying summer in Green Bay, Wisconsin. We were settling into the home we had bought in the suburb of Ashwaubenon. Fall would arrive in a couple of months along with, of course, Packer football. My daughter Kristen was living with us, so life was grand.

One day out of the blue I received a telephone call. The man on the other end of the line said, "It's Bob Ross, do you remember me?" I remembered Bob from just two years earlier, when the Friends was looking for a new President & CEO. I was one of the candidates and runner-up in the final selection process.

I didn't know that my predecessor had given notice to the Friends Board that he was leaving the position at the end of 2004. Once again, I became a candidate for the job. Bob, part of the hiring committee in 2002, was calling once again to try to fill the President & CEO position. Strange things happen in life that you just can't explain and perhaps the timing of me being the chosen candidate the second time around was meant to be.

I can certainly say that having Bob involved in the hiring process was an important factor. Bob is a passionate guy when it comes to the Friends of the Cumbres & Toltec. He and Holly built a home in Chama several years after my arrival in 2005, and would spend almost half the year in New Mexico. Bob, being a docent and assisting in managing the docent pro-



On the Cover:

Fireman José Torres doesn't have time to admire the fall colors as he looks back to inspect the train as it descends Cumbres Pass below Windy Point. With fall just around the corner, C&TS passengers and Friends photographers alike are itching to capture the glory of golden aspens, framed by smoke and steam. *Photo by Chris James*

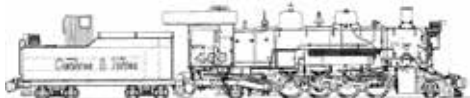
gram, was either on the train or down at the depot early each day. He was our go-to man on many occasions in Chama, which was of tremendous benefit.

In addition to his time as Board Chair and involvement in the docent program, Bob was Chair of the development committee for many years. He was heavily involved in the *Another Century of Narrow-Gauge Steam* and *Preserving the Narrow-Gauge Past for the Future* campaigns. Both were highly successful initiatives that continued to help fund our preservation and interpretive mission.

When called upon, Bob would usually take a week and serve as site leader during our work session season. This can be a tiring job, one that entails a great deal of walking around the Chama yard. His willingness to step up and take on this role meant a great deal to the projects committee. It provided the proper overall leadership needed to ensure a smooth and productive work week.

As I often say in this column, our organization is blessed to have so many individuals that help make the Friends what it is today. I appreciate the efforts and time of so many members that make a difference, year in and year out. Bob Ross is one of those individuals that has made a tremendous difference and I thank him for all he's done.

Tim Tennant



All C&TS Forum members and the public now have open access to *The Dispatch*!



Beginning last month, access to the *C&TS Dispatch* on the Friends' Forum has been "unlocked" and is now available to all, members and non-members alike. Now anyone who is registered for the Forum can access the magazine all the way back to the earliest days of the Friends. You can even access the pre-Friends newsletters from the Narrow Gauge Railroad Association between 1971 and 1978 before the original volunteer organization folded.

They make some fascinating reading and will deepen your knowledge of both the Railroad and the Friends.

You already get the *Dispatch* in print and in the past you could also download it in .pdf format on the Forum link, but only if you were signed up as a dues-paying Friends member.

Now anyone can read the *Dispatch*! Why the change? We feel that the *Dispatch* is a great recruiting tool to bring new members (and volunteers!) "into the fold."

So tell your railfan friends, one and all, to register with the Forum and enjoy the quarterly news, events, stories and work session reports. And once they have whetted their appetite for historic railroad preservation, nudge them to come and volunteer for a work session or two.

Welcome, one and all!

An Addendum and an Apology

For the last issue of the *Dispatch*, I was asked to write an article about the **Spencer Wilson Library**. I visited the Library several times to interview and photograph the current staff, Wes Pfarnner, Dave Ryerson, Robin Henry and Richard Lind.

I summarized the information I gathered and put the article together. Inadvertently, I left out two important contributors to the Library's founding and success who are not currently on the Library staff, **Vern Glover** and **Fred Springer**. By leaving out Vern and Fred, I was weaving a story together with inadequate raw materials. For that I apologize.

Vern was the coauthor of *The Cumbres & Toltec Scenic Railroad: The Historic Preservation Study*, the book that can be credited as the catalyst that ultimately led to the C&TS becoming a National Historic Landmark. Vern provided a substantial monetary contribution for



Vern Glover working with the Dorman Collection in 2007

the Collection's acquisition and, with Fred, was instrumental in acquiring, moving, and beginning the cataloging of the Dorman photos. This was a new opportunity for the Friends and was the beginning of the significant effort that has been carried out successfully since 2007.

After Spencer Wilson's passing, Vern took on the library work from 2013 to 2016. In addition to the books, he shelf-boxed magazines, created a vertical file of documents and created and made available a printed catalog as well.

While the Library is named for Spencer Wilson, it also "stands on the shoulders of giants" like Vern Glover and Fred Springer and for that the Friends of the Cumbres & Toltec Scenic Railroad is eternally grateful.

Thank you, Vern and Fred!



Engineer and Fireman School, 2019 Photo by Don Atkinson

Chama Future Study: Results

The Friends of the Cumbres & Toltec Scenic (C&TS) Railroad Board of Directors (BoD), as part of its strategic planning initiative, sent out a Chama Future Study survey to the members in the 2019 Spring *Dispatch*. The survey asked the opinions of members on their current contributions, work session participation, site preference, and opinions of short- and long-term ideas for Friends work in Chama, New Mexico, and to some extent Antonito, Colorado, as well as some membership recruitment ideas.

Over 200 surveys were returned and the results will be used to plan the future of the Friends' work. As several of the questions were open-ended, their compilation will take a bit longer than most others. To do this, the BoD will form a committee to look at these suggestions: the Chama Future Study committee. In addition, the Membership Committee will evaluate the responses to Question 10 regarding suggestions for attracting new members. The following paragraphs discuss the responses to the questions:

Question 1. As a member of the Friends of the C&TS, how do you support the organization?

Results:

- Dues—98%
- Additional funds—81%
- Work sessions—41%
- Property donations—10%
- Other—23%

Question 2. Would you like to see additional options in the way that you can support the Friends?

Results:

- Yes – 30%
- No – 70%

Question 3. How many Chama work sessions have you attended? How many Antonito work sessions have you attended?

Results:

- Chama – 72% (1145 sessions)
- Antonito – 28% (449 sessions)

Question 4. If you have not attended a work session, is there a specific reason you have not attended?

Results:

- Medical/physical—42%
- Altitude—4%
- Cost—27%
- No desire—1%
- Time—37%
- Job/career—7%
- Distance—26%
- Other—2%

Question 5. If you attended a work session, do you feel there was sufficient support for your activities?

Results:

- Yes—83%
- No—17% (because of material not available in time or a revision to the work scope)

Question 6. Do you feel the work session accomplished its intended goals?

Results:

- Yes—83%
- No—17% (because of material not being available in time or a revision to the work scope)

Question 7a. What short-term (next few years) improvements would help your work (organizational, support services, and/or facilities)?

Question 7b. What longer term improvements would help your work (organizational, support services, and/or facilities)?

Results varied widely and many were extensive responses typed on the back or separate pieces of paper. A follow-up committee set up by the BoD will review the responses and recommend short and longer term projects based on the results of the survey. This committee will report their findings and recommended actions back to the Board of Directors at the March 2020 Board Meeting.

Question 8. Would you/do you prefer to attend work sessions in Chama, NM or Antonito, CO? Why?

Results:

- Chama—64%
- Antonito—14%
- No preference—23%

Results for preferring Chama:

- Charm of the train yard—56%
- Accommodations—43%
- Restaurants—28%
- Better scenery—15%
- People—13%

Results for preferring Antonito:

- CRF—85%
- Close-knit group—30%
- Work at Sublette and Osier—15%
- No long walks—10%

Question 9. If working in Chama, what do you like best about working in the yard?

Results:

- Charm of the train yard—67%
- More train activity—34%
- The people—31%
- Talking with visitors—19%

Question 10. What are your suggestions for attracting new members?

Results:

- More railroad print advertising in *TRAINS*, *NSLG* and other mags—25%

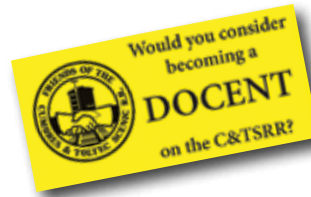
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- Attend narrow gauge modeling conventions with a booth—20%
- More social media presence—14%
- Multi-media packages available to docents for schools in their state—10%
- Word of mouth advertising—10%
- Eliminate or reduce registration/session Fee—9%
- Presentations in local areas to initiate new members—9%
- More info on internet geared toward younger workers—8%
- Reduced/no cost place to stay during work sessions—8%
- Need younger members—7%
- Promote healthy work, camaraderie, scenery, easy chase & photography of real steam trains, camping facilities, and friendly employees—7%
- Need to accommodate families—6%

These suggestions have been forwarded to the Membership Committee for their action. There were more suggestions, but they were less than 6% of the responses. The committee will look at all the responses.

As more information becomes available, it will be printed in the *Dispatch*.



Me? A Docent?

Just like the work sessions, it's not easy being a Docent, but it's incredibly rewarding. As a Docent, you're on your feet all day and there's a lot of Railroad details, natural history and answers to passengers' questions that you will need to know. But the reward is getting to meet passengers and railfans from all over the world, being an ambassador for the Friends and the Railroad, plus you get to ride free and get one of those awesome lunches at Osier. Who could ask for more!

If you don't already have a copy, pick up *Ticket to Toltec* by Doris Osterwald and study it. That book is the foundation for the basic details you'd need to know as a Docent. Of course, if you're reading the *Dispatch*, you probably have many other good reference books about the D&RGW and the C&TS. They all contain important background material. The quest for more C&TS knowledge is never-ending. Contact us at docentch@yahoo.com and we can set up a time to train you. Training lasts a little less than a week, then you ride along with an experienced Docent for two or three rides, and then you're ready to solo.

Join us! You won't regret it.

Hank Morris, Docent Coordinator

ROTARY OY IS ON THE MOVE!

Here's something that hasn't been seen in a long, long time! Between Session D and E, the Railroad moved Rotary OY from its longtime home in Chama to just outside the CRF in Antonito to begin the Friends' exterior restoration work to make it ready for the Railroad's 50th Anniversary. The C&TS shop crew will repair and test the mechanical portion of the machine.

Don Atkinson paced the OY delivery from Chama to across the valley from Los Pinos and shot a number of spectacular photos. Enjoy!



Fun Fact: A "Rotary" snowplow was a trademarked name for that particular design of snowfighting equipment. Over time, like "Kleenex" and "Thermos," the name became generic and uncapitalized, regardless of who built it. But as a brand name it was always capitalized in print as a "Rotary" plow.



PLACES THAT USED TO BE:

BY DAN PYZEL

SECTION HOUSES ON THE CUMBRES & TOLTEC

When the Denver and Rio Grande built the San Juan Extension toward Durango and Silverton, including that segment that is now the Cumbres & Toltec Scenic Railroad, there were no machines to help with the construction. Backhoes, bulldozers, earthmovers and all such things were far in the future. All the labor to build the roadbed and lay the track was done by hand, with the help of mules, horses, oxen and many hardworking men. Also on the mind of the D&RG management were speed and expenses; Silverton was clamoring for a railroad to ship the wealth that was pouring from its often-remote mines and mills. As a result, like many other Colorado railroads of that era, the San Juan Extension was built as quickly and cheaply as possible.

As the saying goes, “Fast. Cheap. Good. Choose two.” Building the San Juan Extension was “fast and cheap,” a line that was far from “good,” and in need of ongoing maintenance. Add to that the weather, wear, wrecks and constant heavy use, coupled with more and heavier trains over time, and the Railroad always needed maintenance.

All of this dictated a substantial number of men employed in track maintenance on a more-than-full-time basis. Scheduled trains dropping off and picking up men at their work locations would result in unacceptable delays. As on other railroads around the country, the solution was to divide the Railroad into “sections” and build small settlements to house the men near their work.

These section “towns” were usually comprised of a section house, one or more bunk houses, a coal house, a privy, a tool house and perhaps a shed for the man-powered push cars. The section foreman usually lived in the section house with his family. Cooking and eating was done in the section house and the section men lived in the bunk house. Section men with families would put their children on a train to Chama or Antonito on Monday for school. In town, they would stay with relatives or friends and return home by train on Friday. Others were home-schooled at the section house.

The job of the section man was to walk five or six miles out and back from their section house each day carrying a spike maul and a track wrench. Along the route, he would inspect the track and pound down any loose spikes, tighten rail joiners and otherwise do any maintenance that

he could do by himself. With two men walking in opposite directions both ways each day, each ten-to twelve-mile section was inspected daily. If it was necessary to take along material for repairs, the material would be put on a push car and the section men would push it to the work site by hand. On rare occasions, the push car might be tied to the end of train and towed to the site.

There were nine section houses on what is now the Cumbres & Toltec Scenic Railroad: **Antonito, Big Horn, Sublette, Toltec, Osier, Los Pinos, Cumbres, Cresco and Chama.** Of those, only the Sublette, Osier and Cumbres section houses exist today, though remnants and foundations can often be found at the other locations.

Each section house has its own bit of history:

Antonito, Mile Post 280.70

The section house was located directly across the track from the original water tank. The original tank’s foundation is easily visible today but no trace of the section house or the adjacent bunk house remains. Because of its proximity to town, most of the men probably lived with their families in Antonito. They inspected the track five or six miles west of Antonito and eastward to within five or six miles of the



Richard Dorman Collection, RD014-031

Big Horn Section House, probably photographed in the late 1920s or early 1930s. Note the car parked to the left of the section house. The bunk house is the large building to the right. A privy, a coal house, and a tool shed fill out the scene.

section house at La Jara and the first five or six miles south on the Chili Line.

Big Horn, Milepost 296.00

According to John B. Norwood, "Big Horn was named by the anglicization of El Cuerno Grande, the small peaklet at the west switch and wye." The section house, bunk house and outbuildings were inside the loop at the lower level of Whiplash Curve, east of Big Horn itself. The outbuildings at Big Horn were removed in 1952, but the section house itself remained until 1966.

Sublette, Milepost 306.06

The structures at Sublette consisted of a section house, two bunk houses, a coal shed and a speeder shed as well as a buried water tank that replaced the original wooden water tank in 1937. Sublette once supported a small village, but the railroad structures are all that remain. They were in service until the Railroad was abandoned by the D&RGW but the Friends of the C&TS have restored and maintained the buildings. The water stand pipe is still used daily.



Richard Dorman Collection, RD014-015

*The San Juan Express pauses at the **Sublette Section House**, probably to take on water for the locomotive from the water column. There is no longer a village at Sublette so there is no need for a station.*

Toltec, Milepost 313.44

The facilities at Toltec were on the west side of Toltec Creek, just west of Calico Cut. There was a depot, a section house, a bunk house, a coal shed, a tool house, a privy and a water tank. All were on a short spur. The water tank was removed in 1925 with the coming of the larger locomotives, and the other structures had been removed by 1938. There is nothing left at the Toltec site today.



Richard Dorman Collection, RD014-038

*Smoke rises from the chimney at the **Toltec Section House**. Around here, any time of year might require a fire in the coal stove. Then again, maybe it's just to heat the coffee.*

Osier, Milepost 318.40

At Osier, the Railroad built a section house, a bunk house and the usual outbuildings. There was also a depot, a water tank, a coaling platform, cattle pens and a covered turntable. The turntable was removed in 1925 when the larger locomotives arrived. The coaling platform fell into disuse but the rest of the structures were in use up until the Railroad was abandoned. Today, along with the modern Osier Dining Hall, built in 1989, the section house, depot, water tank and several outbuildings remain.



Richard Dorman Collection, RD014-045

*The **Osier Section House** was typical of the section house designs throughout the San Juan Extension. They were all mostly the same, with slight differences.*



Richard Dorman Collection, RD014-054

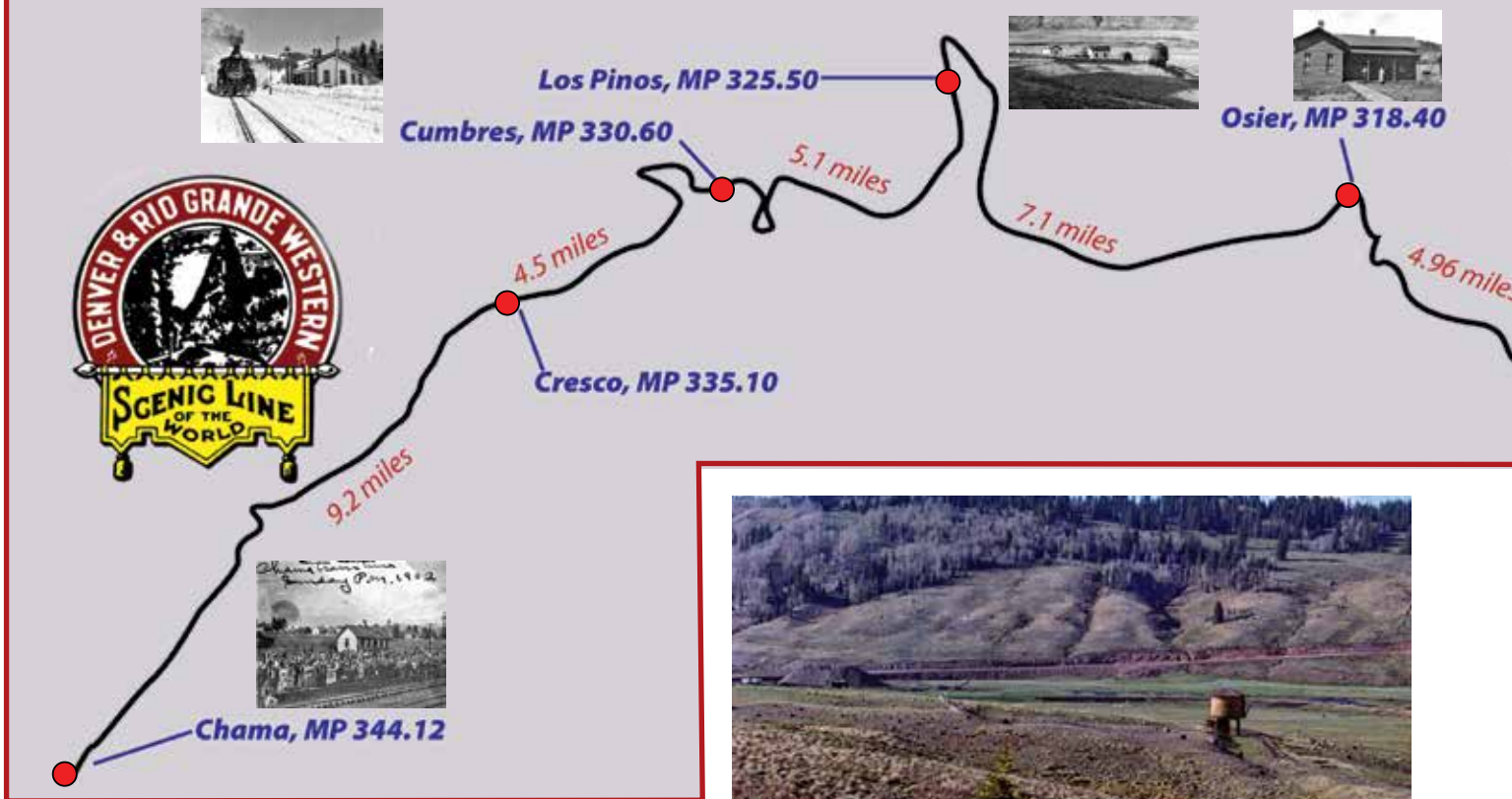
*The **Osier Bunk House** was similar to other bunk house structures, generally built out of squared-off logs and chinking.*



Richard Dorman Collection, RD014-030

Osier was a cold and lonely place in the winter! The covered turntable is to the left of the section house and water tank.

SECTION HOUSES ALONG THE



Richard Dorman Collection, RD015-027

A photo from the Kodachrome era taken at Los Pinos at an almost identical location as the photo on the left; only the water tank remains. It is still in service on the Cumbres & Toltec. Date and photographer are unknown.

inspector's house, a water tank and a covered turntable.

The turntable was replaced by a covered wye for turning locomotives during the 1920s. The tank was replaced by a buried tank and water column in about 1940, and



Richard Dorman Collection, RD013-091

Locomotive 491 passes the Cumbres Section House in the late 1950s. The Cumbres station is long gone so the order board has been moved to the Section House.

Los Pinos, Milepost 325.50

Next to the water tank at Los Pinos was a section house, a bunk house, a coal shed and a privy. A stone foundation of what was probably the coal shed is still visible near the tank. All but the water tank were torn down in 1938.

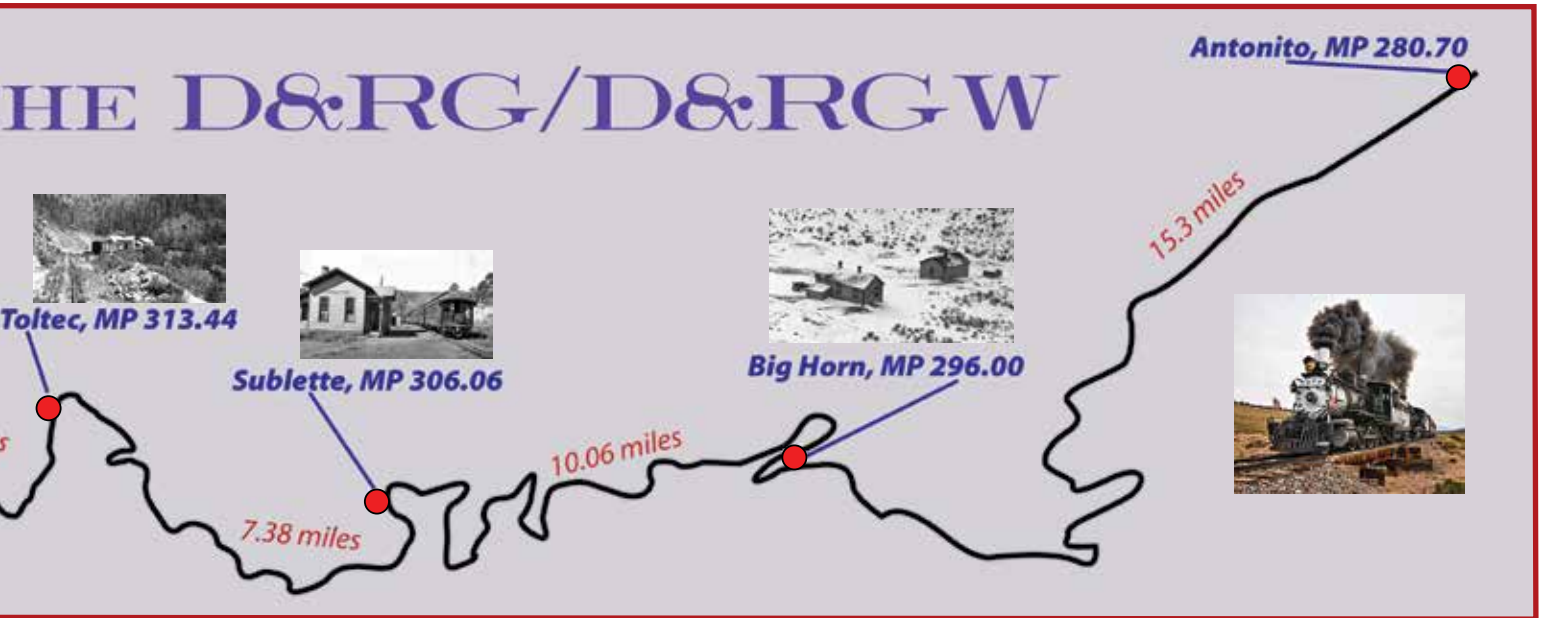


Richard Dorman Collection, RD014-053

The Los Pinos Section House, photographed around 1915 by Charles Lively, shows the water tank, bunk house and several outbuildings. Compare this photo to the one on the right, above.

Cumbres, Milepost 330.60

Cumbres was and is a very active location on the Railroad. Turning and servicing helper locomotives, inspecting and adjusting brakes for heavy downgrades and lots of switching and train make-up have all happened here over the years. There was a two-story depot, a section house, a bunk house, several tool houses, coal shed, privies, a car



the depot was removed in 1954 for highway construction. The snowshed was removed during the early 1970s, though some portions had already collapsed. The section house has been used as a depot and the bunk house has disappeared. Many changes have happened over the years, but the section house remains in restored condition and the car inspector's house is in the process of being entirely rebuilt. A few sections of the snowshed at the summit have been replaced, but it is unlikely that any additional snowshed will be built.



Richard Dorman Collection, RD013-024

The railroad facilities at Cumbres were only some of the structures on the pass. Along with the depot, section house, the car inspector's house and a variety of outbuildings, there was also a complete village with a general store, a gas station and cabins plus, of course, Coca Cola.

Cresco, Milepost 335.10

Halfway down the hill to Chama is Cresco. The water tank remains but a section house, bunk house, coal shed, privy and other outbuildings were removed in 1938. No photos of the Cresco section house could be located, but the water tank remains and is a popular photo location.

Chama, Milepost 344.12

The facilities in Chama changed early on. There was a substantial section house which was turned into a hotel and

eating house. The bunk house is still there along with a carbody shed and a coal shed. There was little need for living accommodations, as in Antonito, most of the section crew probably lived in town.



Richard Dorman Collection, RD010-127

Someone important must have been arriving to bring so many Chama residents down to the depot on a Sunday afternoon in 1902. In the background, the Chama Bunk House awaits any section crew member in need of lodging.

Overall, the section houses built at these sites were of different dimensions, but the designs were similar, giving them a family resemblance to each other. Most had frame additions added to accommodate individual circumstances.

The bunk houses also had a family resemblance, though some were built with dovetailed logs and others were built with frame construction. The carbodies used for additional bunk houses or tool storage were a mixed lot; some standard gauge and some narrow gauge, according to what was available and in good enough condition to be moved to the site. All these structures were modified, enlarged or torn down to suit the section crews' needs. 🐾

A Challenge: Reverse the “Aging Trend”

by Bill Kepner, thirty-year Friends Volunteer

Is enthusiasm for Rio Grande narrow gauge dying? Is the railroad hobby aging?

You'd think it was if you looked at photos from our work sessions. We rarely see images in the *Dispatch* or online forums of younger folks volunteering on the C&TS. Go back and look at our newsletters from thirty years ago, or better yet, look at the photos of the original volunteers from the 1970s. There you will find a significant number of younger folks involved.

I've heard arguments that the narrow gauge isn't relevant for those born since 1960. What? The number-one Historic and Scenic Railroad in the country is not relevant to anyone who loves trains? It may not be the worn-out streak of rust hauling oil field pipe and drilling mud that some of us grew up with, but the Railroad has managed to thrive in the 21st century, all 64 miles of it.

The little bit of time I was able to spend around the Union Pacific Big Boy #4014 this summer certainly surprised me. Railfans of all ages were taking in the aura of the largest steam engine in the world. The social media groups dedicated to 4014 see a lot of traffic, and from the tone of the posts, these are not the same railfans that we've seen before. Where did that enthusiasm originate? Part of it is that 4014 is the Biggest. But a lot of that has been the information and discussion generated by social media. It certainly helped that Union Pacific is publicizing the Big Boy's journeys in various ways and accommodating the general public's interest. It has brought a new generation of railfans trackside!

It's hard to believe, but the Friends mission is now competing with mainline steam for railfan attention in 2019. Perhaps the reduction in this year's work session attendance was because potential volunteers used their precious vacation time to see the Big Boy and other well-publicized railfan events. We're a lot more aware of all the railroad enthusiast activities than we once were. UP planned three long trips this year and it's likely there will be several more every year for the foreseeable future. But let's figure out how to turn these lemons into some sweet, narrow gauge lemonade!

As an organization, we need a call to action to reverse the “aging trend.” The Board of Directors has plans to increase our social media presence, but it's my personal opinion that we need to do more. Perhaps we need to go beyond posting pictures on Facebook and add a bit of personal touch. After all, part of the reason we come to the work sessions is for social interaction with others who share our passion. The internet has made it easier to connect with others having like interests, and physical presence is not needed. But I'd assert that most people still appreciate the personal interaction that is not possible with social media.

The Next Generation



Autumn Johns of Albuquerque letters a Flat Car in the Chama Yard during Session C, June, 2019



Photos by Chris James

Remington Templeton travels with his family every summer from Austin, Texas, to work with the Friends in any capacity.

I challenge the Friends membership to “sell” our organization to this new generation of railfans in every way they can. If you find yourself interacting with others at one of these events, suggest that actually “working” on this equipment is a whole lot more fun and rewarding than viewing it through a camera. Very few places in the world provide the same experience as working in the Chama Yard or the Antonio CRF. It's a chance to learn from our “experts,” which is something that seems to be rare these days. If there's a hesitance in getting involved, explain what our work sessions accomplish, and what a volunteer does. Or better yet, offer to “sponsor” them during a work session. Part of the reluctance to committing is often not knowing how one will be appreciated.

I expect to be volunteering with the Friends for many more years. I want to see a lot of new and younger faces join me.



Planes, Trains & Automobiles (Well, More like a Bus!)

Every year we have members who are first-time work session attendees. As an organization, we appreciate you and your efforts and hope you come back for another session, year after year. I want to thank each one of you who come, participate and are first time attendees.

There are always some interesting stories associated with the work sessions and the logistics of getting to Chama or Antonito. We've had attendees in the past from Great Britain and Australia participate, which is a quite a trek, to say the least.



For this past Work Session D, we heard an interesting story relative to a first-time attendee. Friends member David Hahn made his way from Cibolo, Texas. But he didn't simply just jump in a car and drive. Before attending, he called us a few times here in the Albuquerque Office to ask some questions and chat

about logistics. We could tell that he really wanted to come and be part of our work session.

So, armed with all the data needed, David made the trip by flying from San Antonio to Albuquerque, riding the RailRunner from Albuquerque to Santa Fe and then the Blue Bus from Santa Fe to Chama. He reversed his route when returning home.

The experience really meant a great deal to David and the folks on the landscape crew were very welcoming. They enjoyed David and he was appreciative for the opportunity.

Following Session D, Laural Hoppes, the Team Leader for the Landscape Crew, sent us the following message:

"When [David] got home he drew a picture of the proposed landscaping improvements for the west side of Chama Station. I think it is a real work of art. John Bush is behind this improvement for next year."

Tim Tennant



FALL BOARD MEETING AND BANQUET!

FRIDAY, OCTOBER 25TH, 2019
RADISSON HOTEL
COLORADO SPRINGS AIRPORT
BOARD MEETING 8:30 AM
BANQUET 6:30 PM

Our fall Board Meeting and Banquet will be held in Colorado Springs on Friday, October 25th at the **Radisson Hotel-Colorado Springs Airport**. Their room rate is \$119/night. The Board Meeting will begin at 8:30 AM with the Banquet to follow that evening at 6:00 PM. Projects Committee meeting takes place on Thursday October 24th, beginning at 8:30 AM. Friends members are invited to attend both meetings. The Radisson Hotel Colorado Springs Airport is located at 1645 North Newport Road. Their reservations number is 719-597-7000. Banquet cost is \$45/person. Please RSVP by calling our Albuquerque Office at 505-880-1311 no later than October 21st.



In addition to the meetings, John Eng is arranging for a Saturday, October 26th tour of the Friends' Colorado Springs work site at the **Colorado Springs Trolley Museum and Restoration Shop**, 2333 Steel Drive, Colorado Springs, to view the Friends restoration progress of Tourist Sleeper 470. Meet at the museum at 9 AM.



The Hotel And Shops
Chama, New Mexico

800.982.8679
575.756.2416

TheHotel.org

The Hotel and Shops in Chama, New Mexico, has a new owner, Friends member Joe Kanocz. Guests will find newly remodeled rooms, great amenities and directly across the street from the Chama yard and depot! You can smell the coal smoke! If you are a Friends member coming to a work session, contact Joe and enquire about a generous Friends discount.

DAILY NEWS
HELP WANTED!
Work in the Friends
Kitchen Car for
Food, Fun and
Camaraderie!



Is your significant other a train nut and a work session volunteer on the Cumbres & Toltec Scenic Railroad? You don't have to use a wrench or swing a hammer to join in the Friends' Work Sessions. Why not join him or her in Chama or Antonito as a Kitchen Car volunteer? Even if you don't

want to pound nails or paint rolling stock, you can still put your skills to work meal planning, slicing and dicing, packing lunches to go and flipping burgers. Like all the Friends' Work Session crews, it's a lot of work, but it's rewarding to see the smiles on the faces of hungry Friends. And the camaraderie is great! Not only that, you will go home a lot cleaner than your significant other, you'll have fun doing it and meet others who live with a railfan spouse.



When the lunch bell rings, it's time to drop your tools and head toward the Chama lunch tent!

and Gatorade jugs are filled and a variety of pastries and snacks are set out. Team members begin to filter in soon thereafter to get their fill of coffee and conversation.

Once the crews are off to their projects, the food prep areas are cleaned and sandwiches for that day are made on an assembly line with each volunteer assigned a particular job from bread to meat to lettuce. This is the best time to get to know your fellow volunteers as Friends become friends.

Lunch bags are filled for each of the work session volunteers with a sandwich, fruit or vegetables, chips and a snack. The menu varies throughout the week. At noon, a loud locomotive bell rings to announce "Come and get it!"



For this session, the Kitchen Crew is led by Nancy Gordon (second from left) but the staff may vary from session to session.

In Chama, the daily food preparation ritual begins at 7AM when the morning refreshment table is set up for the volunteers, the coffee and tea pots are fired up, the water



Each week a special spread of hot food is laid out for the volunteers and railroad employees.

Some teams, such as the Brush Crew and the MOW Sign Crew work far from Chama and pick up their lunch bags first thing in the morning before they head out.

With lunch over and the crews back to work, any other food prep needed for the next day is completed and the kitchen crew rechecks the refreshment table to replace pastries and snacks, and replenish the essential liquids, an



Maggie McMullen and Mary Jane Smith begin to prepare lunch for a bunch of hungry volunteers.

important task for the crews who are working outdoors at Chama's 7,900 foot elevation.

At the end of the day, all items are brought inside and stored; the coffee and teapots are cleaned and readied for the next day, counters are wiped down and garbage is collected. The day is generally over between 4:30–5PM and the Team Leader stays to close up. Sometimes the kitchen staff will trade shifts to come in later or leave earlier, but that all depends on the workload and the number of kitchen volunteers.

When the menu calls for a hot lunch such as Frito pie, BBQ pulled pork or burgers, the kitchen staff gets out the crockpots in the morning and prepares the main course, as well as the side dishes. Tables are set up and food, bowls, plates and condiments are laid out. The volunteers are served as they come through the line.



At the CRF in Antonito, the shop and the kitchen are one. Above (L to R), Patty Hanscom, Mary Lowes and Mary Jane Smith serve up lunch with a smile

Once a week the kitchen also serves up food fare for some of the Railroad's employees and office help as our way of saying "thank you."

Food service in Antonito is slightly different but the job is the same. A corner of the Car Repair Facility is converted into the lunch room. At noon, the staff blows a whistle to signal the Work Session volunteers that lunch is ready, and all the crews need to do is set down their tools and head for the food. As at Chama, the staff provides a well-balanced and nutritious meal to stay healthy and hydrated and have fun doing it.



If there wasn't great food for the Friends, we would still come to work but we sure would get hungry!

Why are we telling you all this? First, to thank the wonderful and talented cooks who work hard to keep the volunteers healthy, happy, and well fed.

The other reason is that **we need volunteers for the kitchen staff** in both Chama and Antonito. These fine folks need a break sometimes and we hope you will consider joining them next year in **Project 0230/0231**.

The Railroad and Friends Announce Changes to the 50-Year Celebration Plans

As the Friends and the Railroad look ahead to the 50th Anniversary Celebration next summer, **important changes** have been made in the planned activities.

Here is how this will affect the Friends work sessions:

- 1) **Work Sessions E1 and E2**, published in the Friends 2020 Schedule of Events, are canceled.
- 2) **A standard five-day Work Session, Session E**, has been added for Monday through Friday, July 20-24, 2020.
- 3) **Session F1 and F2 dates**, published in the Friends 2020 Schedule of Events, have changed.
- 4) **The new dates for Session F1 are Thursday through Tuesday, August 20-25, 2020 and for Session F2, are Tuesday through Sunday, August 25-30, 2020.** NOTE: Both F1 and F2 sessions are **six days in length** and overlap one day; Session F1 is primarily in Antonito and Session F2 will start in Antonito and move to Chama.

Additionally, there will be no activities happening at

both ends of the railroad at the same time. Six days of the celebration, August 20-27, will be in Antonito. The balance will be in Chama, August 27-30

A complete listing of the activities and events for the 50-year celebration will be published in the *Winter Dispatch*.



HISTORIC PRESERVATION ON THE C&TS, 2019

SESSION C (JUNE 17-21), SESSION D (JUNE 24-28)

PLUS SPECIAL SESSIONS FOR TOURIST SLEEPER 470 AND STOCK CAR 5691

Photos by Tim Smith, Cindie Deasey, Gerald Hook, Steven March, Blayne May, Jack Prince, Chris James, Warren Ringer, Tom Simco and Don Atkinson. Photos are shown when available. Reports not submitted to FIDO are not represented. Reports are based on Team Leader submissions to FIDO and volunteer assignment lists. The Editor regrets any errors in content.

ANTONITO, COLORADO: ED LOWRANCE CRF

Proj. 1197: Construct Period Trucks for Passenger Coaches, Sessions C and D

Ian Kelly, Fuzzy Anstine (C), and Bill Oltmanns (D) continued work on the manufacture of passenger trucks for RPO 54 and Tourist Sleeper 470. Brake arms for the RPO trucks were drilled and cut to size, equalizer bars were cut and chamfered and some equalizer bars for 470 that were manufactured incorrectly were recut.



In Session D, they assembled RPO truck #2 along with other tasks that essentially complete that truck. They

began assembly of one wheel set for 470. Many smaller (but important) projects were also accomplished in both sessions.

Proj. 1246: Restore UTLX Tank Car 11050 to original GRAMPS car, Session D

Chris Trunk and Randy Worwag installed the coupler and draft gear assembly in "A" end and machined a follower block and front carry iron for proper fit. An air reservoir was installed on mounting brackets under tank. Cut-levers to both couplers were attached. They also fabricated and installed missing external heat-



ing pipes for the steam line connections. On June 27th, 11050 was moved out of the CRF and exchanged with UTLX 11056.



Proj. 1332: Restore UTLX Tank Car 11056 to Operational Condition, Session D

UTLX Tank Car was moved into CRF on Thursday 6/27. Once again Chris Trunk and Randy Worwag took over the restoration tasks. The A-end was blocked-up and preparations were made for coupler installation, including cleaning out the draft gear pocket, weld repairing the rear carry iron mounting holes, and starting the fabrication of rear carry iron.

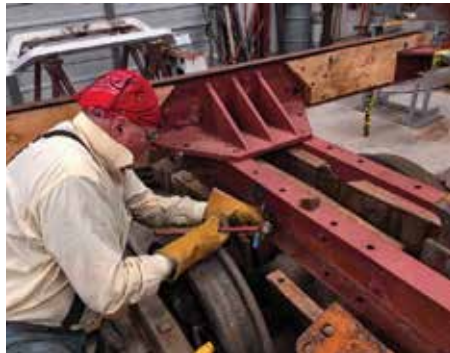


Proj. 1317: Reconstruction of Drop Bottom Gondola 731, Session D

Bill Pratt, assisted by Warren Ringer, led a large crew consisting of Michael Brown, Matt Jameson, Lee and Randy Parks, and Don, Gene and Ron Senek. During C session, the A-end coupler had been removed, and inspection revealed that both cheek plates were damaged beyond repair.



During D session, a crew of four was sent to Chama to salvage two cheek plates from the DBG skeletons. One of the salvaged cheek plates turned out to be worn beyond limits, so the worn area was built up with weld and ground smooth. The replacement plates were installed using bolts and lock washers.



Wood beams were contoured to fit into the frame C-channels, and all four beams and the three center stiffener beams were installed. The steel cross frames were installed and bolted to the main frame. The bottom steel plates were secured with double nutted bolts, instead of the original rivets. The brake air line had been cut in two places to facilitate removal, so the four cut ends were threaded so that the air line can be reinstalled utilizing pipe couplings to connect the cut ends. The car is still off the trucks and supported with safety stands. The brake cylinder



was mounted, with a new wood spacer block and with a 3/8-inch steel plate added across the top of two frame C channels to distribute the load to the C channels. New drop door hinge blocks were made and all door hinges and blocks were mounted.



Proj. 0720: Car Painting, Antonito and Chama, Sessions C and D

Don Stewart's paint crew worked on both sides of the pass. In Antonito, they painted the stubby Rio Grande caboose a brilliant caboose red. Don't be startled. That was the official D&RG caboose color early in the 20th century.



The paint crew included Jill Stewart, Susan and Richard Dick, Lance Godfrey, Frank Higgins and Craig and Robin Kumler.

Along with the caboose itself, the restored cupola vent was painted and made ready for installation.



Don did the final details on the grab irons and the "little red caboose" was ready for lettering later in the season.



Volunteering on the paint crew is one of those Friends tasks that is easy to learn and easy to do. All you need is to not mind getting a little paint on yourself and not volunteering in your Sunday best!



LAVA PUMP HOUSE AND TANK, NM

Proj. 1177 ((SHPO*): Restore Lava Pump House Masonry, Session C

Restoration work is finally underway at the Lava Pump House. Team Leader **Jim Herron**, along with Curtis Lee, Chuck Dueker and Howard Bunte, spent Session C continuing with the repointing of all the many masonry joints on the ancient stone building.



“Repointing” is the process of removing deteriorated mortar from the joints of a masonry wall and replacing it with new mortar. Properly done, repointing restores the visual and physical integrity of the masonry and keeps water from infiltrating into the masonry.



Proj. 1331 (SHPO*): Secure LPH and Replace Roof Structure and Roof, Sessions C and D



While the pointing crew was at work on the walls, the roof crew was up top, inspecting and replacing the ancient roof structure. **Steve Meeks**, Ron Carder, Fred Kuhns, Emmanuel Lopez and Ted Norcross (C), joined by Michael O’Nele and Cletus Wander (D), began by tearing off the old shingles and removing the old crown molding so a replica can be milled. They also inspected, removed and replaced any rotten or missing roof rafters.



Through the course of the two weeks, they removed and replaced most of the rafters and sheeting and removed the roof cupola to repair the most visible damage. It was then reinstalled on the roof ridge.



The last step of the project for the season was the removal of the scaffolding and hauling the massive amount of rotten lumber off the site. Shingling can not begin until the State Historical Preservation Office approves the shingles.

*SHPO: *State Historical Preservation Office.*

CHAMA, NEW MEXICO

Proj. 0700: Landscaping Chama Yard, Sessions C and D

A large crew of gardeners freshened up the Chama Yard and vicinity, including the flower gardens and around the Bunk House. **Becky Falk** (C) and **Laural Hoppes** (D) led crews consisting of Sebastian Johns, Alice Zaruba, Stella Barrow, Laraine Christiansen and David Hahn. Weeds were pulled, wayward vegetation clipped, a vast amount of litter around the Bunk House was removed, from soda cans to whiskey bottles (not ours...). Around the gardens, landscape cloth was laid down and covered with pea gravel.



Without the landscape crews, the railroad facilities around the Chama and Antonito depots and yards would look quite bleak to the passengers riding on the C&TS.

Proj. 1312: Reconstruct High Side Gondola 1000, Session C and D



Bill Ryan, Jim Millhouse, Jr. and Marcus Hagemann (all the way from Germany) joined team leader **Bill Stamm** (C). **Marcus Hagemann** took over as Team Leader in Session D with Tim Bristow, George Detwiler, Jeff Joynt, Ron and Andy Ross and John Sprenger. They completed two end sills, two intermediate sills, two center sills and eight brake hangers. The sills and brake hangers were assembled and bolted in place. Missing hand brake and step hardware was cannibalized from another car. The end sills were primed and the frame was sprayed with linseed oil.



Flat Car 1000 is particularly historic in that it is the first of the 1000-series Flat Cars. It started restoration as a pile of sticks and had progressed beautifully over the last several seasons. Plans from a car from the 1000-series paved the way to an accurate restoration.

Proj. 0741: Caboose Annual Maintenance and Repair, Sessions D

Don "Mr. Caboose" Atkinson inspected and assessed four C&TS cabooses, 5053, 0579, 05635 and 0306. He inspected roofs for any damage and found little to report other than the need to add a fresh coating of Elastometric roof coating and some caulk.

Proj. 1313: Reconstruct High Side Gondola 1204, Session C and D



Terry Rider (C) supervised a large crew that included Robert Bingham, Gavin DeBerry, John Ferrell, Daniel Osetek and Dan Schmidt.

Work continued in Session D with **Chuck Dueker**, Dan Schmidt and Edward Frank Smith fabricating and installing an air brake line, brake bars and shoes, and some of the brake linkage rods. Truss rods were installed and adjusted.



Proj. 0780: Mechanical Maintenance, Sessions C and D

Roy Lorenz, Tristan Wenger and (C) along with Carl Humphreys and Scott McCollough (D), inspected and pressure-checked operable brake systems on cars in Chama.



Proj. 1318: Repair End Sill, High Side Gondola 9558, Sessions C and D

Don Atkinson, a team of one, completed the work on High Side Gondola 9558. During Session C, he applied Abtron liquid and continued in Session D with Abatron putty, sanded, primed and painted the sill with Box Car Red. The B-end coupler pin was repaired and a chain to support the brake hose was added.

Proj. 1325: Rebuild P-Box 213 to Boxcar 3476, Session C and D



Bill Stamm led crews that included Norvel Allison, Todd Frazier, Bryen Goeller, Frank Smucker, Tim Taylor and Ted Barrow. It was a busy two sessions that included completing the sides and ends,

bracing, stabilization of rusted parts, construction and painting of roof walk and fascia boards, completing the construction of the side doors, corner repairs, completion of the siding, and so much more. These guys work!



Proj. 0730: Car Lettering, Sessions C and D



Lettering is the critical last step in restoration. **Larry Jennings'** crew included Autumn and Don Jones, Gayle Mecca and Pat Sallen (C), and added Doug Christianson and Judy Hassell (D). Accuracy is of utmost importance so the lettering crew relies on freight car drawings with exact measurements and placement of lettering, including reporting marks.



Proj. 1336: Maintenance and Repair of Cattle Car 5691, Special Session 1 and Session C

A large crew, led by **Bill Lock** including Norma Lock, Dave Ferro, Dave Jenkins, Mavy Chavarria, George Trevor and Leon Beier, began the dismantling of 5691 by assessing the seriously-deteriorated stock car. They were able to do significant demolition on the car, removing the entire roof, both doors and an end door, removed the letter boards, rethreaded and replaced the tie rods. Abatron putty was applied to the top center sill and the upper end sills.



During Session C, the crew began the rebuild with major structural members being installed for the roof. Bill feels the car won't be completed this season.

Proj.1315: Restore Paint Car 3686. Session C

Most of the Paint Car repair work was completed last year so Don Atkinson and Keith Anderson tied up loose ends with the installation of a retainer and brake piping, finding grab bars for both ends of the car along with other hardware, cutting new fascia boards for the east door, checking truss rods, and completed an inspection of the car.



Proj. 1017 (SHPO*): Stabilization and Repair of Coal Tipple, Session C and D

John Sutkus and **John Soos**, the Tipple Team (C), joined by **Bill Bailey** (D), spent much of the sessions working on the coal lifting system between the coal pit and the top of the tipple.



*SHPO: State Historical Preservation Office.

ALONG THE C&TS RIGHT-OF-WAY

Proj. 0750: Maintenance of Railroad Signage along Right-of-Way, Sessions C and D

Jim Gross, Mike Mahoney, Paul Davenport and John Ferrell traveled much of the line during Session C, either by truck or railroad motor-car. They painted or touched up ten mileposts, eight whistle boards, one state line sign, two yard limit signs and two private property signs. Work continued in Session D with **Bob Ross**, Larry Marquess, Jim Millheim and Berry Vincent who worked on ten mileposts, ten whistle boards, two state line signs, one clearance point sign and seven historic signs for the History Car.



Proj. 0710: Trimming of Wild Growth along Right-of-Way, Session D

Being part of the Friends' Wild Growth team means you will never be out of work. It's a "growth industry." Team Leader **Paul Davenport**, Assistant Leader Ron Hassell along

with Paul's daughter Natalie and Alan Green, generally worked the wooded areas on the west side, including The Narrows, east of Cresco and the ROW east of First Crossing.



On Friday, the railroad halted cutting due to concerns of fire danger so the crew stacked slash for pick up.



Special commendations are given to Natalie Davenport for spotting and reporting a small trackside fire when she and another team member were returning to Chama on Tuesday.

Proj. 0203: Standards for Repair, Maintenance and Restoration



A new project throughout the Friends' work sessions is the video documentation of complex projects. Spearheaded by **Bill Kepner**, John Crisanti, Cindie Deasey and Kirk Orndorff shot hours of video and many still photos to be compiled into documents that future Friends members can use to complete similar projects without "reinventing the wheel."

Much this season's work centered on the reconstruction of one of the Drop Bottom Gondolas taking place at the Antonito CRE.

COLORADO SPRINGS WORK SITE

Restoration of D&RG Tourist Sleeper No. 470, February and April

At the Friends' Colorado Springs restoration facility, work continued on Tourist Sleeper 470. Nearing completion, it is scheduled to be shipped to Antonito in March to receive trucks and mechanical hardware, ready for the Railroad's 50th anniversary celebration in 2020.



Much of the finish work included building and installing the custom cast-iron seat frames and their wooden supports. The car interior (and exterior) is a beauty to behold!



COLORADO SPRINGS, CONTINUED



FRIENDS SERVICES AND SUPPORT

The Friends simply could not function effectively without the amazing work of all the volunteers who provide the non-railroad, non-glorious, behind-the-scenes support. Too often they are unrecognized and under-appreciated. Take a moment and tip your C&TS 489 K-36 ball cap to these fine folk for all the work they do!

(Personnel are shown for both Sessions C and D; Team Leaders are shown in bold.)

Proj. 200/201: Restoration Site Leaders, Chama and Antonito



Chama: **Bob Ross** (C), **Craig McMullen**, **John Eng** (D)



Antonito: **Ian Kelly** (C), **Bill Pratt** (D)

Proj. 210: Check-in and Volunteer Registration, Session C and D

Holly Ross



Proj. 294: Hauling and Vehicle Operation

Bob Reib, **Ron Horejsi**



Proj. 222: Merchandise Sales



Lynne Herron, **Jamie Herron Lee**

Proj. 0239: Food Preparation—Chama, Session C and D

Nancy Gordon, **Connie Hickman**, **Nadine Holt**, **Maggie McMullen**, **Mary Jane Smith**



Proj. 231: Food Preparation—Antonito

Linda Dueker, (C), **Lee Parks**, **Linda Erdman** (D)



Proj. 250: Carpentry Shop Supervisor and Crew

Jim Hickman, **David Holt**, **Robert Knudsen**



**Proj. 240: Tool Car Operation,
Chama**



**Craig McMullen, Linda Erdman,
Beth March**

**Proj. 241: Bolt Car Operation,
Chama, Sessions C and D**

Marshall Smith, Jack Heiermann



**Proj. 280: Equipment Prepara-
tion, Chama and Antonito**

Doug Fredrick



Proj. 248: Lettering Supervisor

Patti Lounsbury



Proj. 246: Paint Car Operation



**Brad Lounsbury, Frank Higgins,
Sharon Schmidt**

**Proj. 245: Tool/Bolt Room
Operation, Antonito**

Warren Ringer (C), George Davies (D)

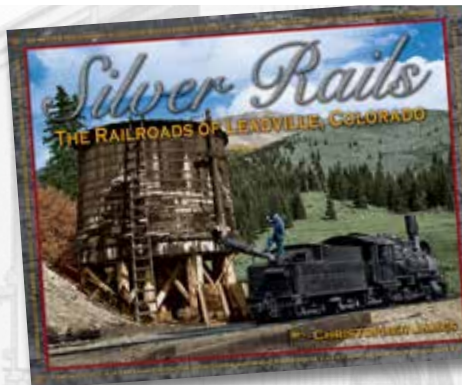
**Proj. 262/263: Chronicling Work
Projects, Chama and Antonito,
Sessions C and D**



**Sharon McGee, Michael Mee,
Cindie Deasey, Gerald Hook,
Steven March, Blayne May, Raymond
Hoppes, Jack Price**

**Proj. 0311/0781: Safety
Coordinator, AED Inspection**

Brad Lounsbury



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Bob Schoppe, President,
Denver South Park & Pacific Historical Society

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Charles Albe, Denver Public Library

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CHRISTMAS BOOK LIST FROM THE FRIENDS OF THE CUMBRES & TOLTEC

New Books

Rails Across the San Juan – John Ferrell (D&RGW 4 th Division)	hard	\$40
Denver & Rio Grande: The Early Years – Mal Ferrell	hard	\$75
Cumbres & Toltec – Furukawa (all color)	hard	\$50
Cinders in My Soup [Friends Cookbook] – Comb Binding	soft	\$10

DVDs

The C&TS with a Little Help From Its Friends – 140 min.	\$25
The Train to Yesterday – 54 min. [C&TS]	\$25

Used Books (excess from our library so they have some markings or stickers)

Rio Grande --- to the Pacific – LeMassena	hard	\$12
Collected Colorado Rail Annual – #1 thru #7 (abridged)	hard	\$12
Colorado Rail Annual #10 – Narrow Gauge To Central & Silver Plume	hard	\$8
Colorado Rail Annual #11 – Journal of RR History in the Rocky Mtn. West	hard	\$12
Colorado Rail Annual #12 – The South Park Line - A Concise History	hard	\$12
Colorado Rail Annual #17 – Journal of RR History in the Rocky Mtn. West	hard	\$14
Rio Grande NG in Summer of 1941 – Maxwell & Small (softcover)	soft	\$20

Used Books

Colorado Rail Bibliography – Schoppe (signed) w/2018 update)	soft	\$20
The Crest of the Continent – Ingersoll (1969 reprint of 1883 edition)	hard	\$14
Colorado Rail Annual 1967 (#5) – Farewell to Cumbres by Chappell	soft	\$25
Colorado Rail Annual 1969 (#7) – Special Chili Line Issue by Chappell	soft	\$30
Colorado Rail Annual #13 – Florence & Cripple Creek (no DJ)	hard	\$18
Rails to the Rockies – Le Pak	hard	\$15
Vanishing Varnish – Le Pak	hard	\$30
The Pike's Peak Cog Road – Abbott [Manitou & Pike's Peak]	hard	\$20
Colorful Colorado Railroads	hard	\$12
Stairway to the Stars – Abbott – signed [Argentine Central]	hard	\$25
Intermountain Railroads: Standard & Narrow Gauge – Beal	hard	\$12
Rocky Mtn. RRs Vol. I: Rio Grande Southern – Dorman	soft	\$22
Rio Grande Along the Rio Grande – Griswold [San Luis Valley]	soft	\$24
Three Little Lines – Crum (brown cover original) - #2230	soft	\$15
Three Little Lines – Crum (green cover reprint)	soft	\$10
Mountains of Silver – Smith [Red Mountain Mining]	soft	\$6

From the Ernie Robart Collection

Collected Colorado Rail Annual – #1 thru #7 (abridged) [chipped DJ]	hard	\$12
Colorado Rail Annual 1963 (#1) – The Silverton & "Rio Grande-land"	soft	\$20
Colorado Rail Annual 1964 (#2) – To Silverton in Snow	soft	\$16
Colorado Rail Annual 1965 (#3) – The Santa Fe's D&RG War No. 2	soft	\$15
Colorado Rail Annual 1966 (#4) – Ghost Rails in the Rockies	soft	\$18
Colorado Rail Annual 1967 (#5) – Farewell to Cumbres by Chappell	soft	\$25
Colorado Rail Annual #9 – Journal of RR History in the Rocky Mtn. West	hard	\$12
Colorado Rail Annual #10 – Narrow Gauge To Central & Silver Plume	hard	\$10
Colorado Rail Annual #11 – Journal of RR History in the Rocky Mtn. West	hard	\$12
Colorado Rail Annual #12 – The South Park Line - A Concise History	hard	\$12
Colorado Rail Annual #13 – Florence & Cripple Creek (no DJ)	hard	\$18
Colorado Rail Annual #14 – Narrow Gauge Byways in the San Juans	hard	\$19
Colorado Rail Annual #15 – Idaho / Montana Issue	hard	\$13
Colorado Rail Annual #16 – Short Line to Cripple Creek	hard	\$16
Colorado Rail Annual #18 – Railroad in the Rockies a Half Century Ago	hard	\$8
Colorado Rail Annual #21 – Bob Richardson's Narrow Gauge News [NEW!]	hard	\$40
Colorado Rail Annual #22 – Journeys Through Western Rail History	hard	\$14
Colorado Rail Annual #23 – Santa Fe in the Intermountain West	hard	\$18
Rocky Mountain RRs Vol. II: D&RGW Durango to Alamosa & Salida (Dorman)	hard	\$58
Historic Alpine Tunnel by Dow Helmers (1963 original)	hard	\$30
Trails Among the Columbine 1989 – The Gunnison Country [Sundance]	hard	\$27
Trails Among the Columbine 1990 – Marshall Pass [Sundance]	hard	\$34
The Rainbow Route by Sloan & Skowronski (4 th printing) [Sundance]	hard	\$50
George L. Beam & the D&RG Vol. I (Denver & 1 st /2 nd Divisions) [Sundance 2 nd pr.]	hard	\$31
George L. Beam & the D&RG Vol. II (3 rd & 4 th Divisions) [Sundance signed 1 st ed.]	hard	\$75
Stairway to the Stars – Abbott – signed [Argentine Central]	hard	\$25
Florence & Cripple Creek Railroad by Alan Lewis [Sundance signed 1 st ed.]	hard	\$125

Also Featured: Silver Rails: The Railroads of Leadville, Colorado by Chris James hard \$60
[Chris is the Editor of the C&TS Dispatch. He donates 40% to the Friends when we sell his book]

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 Call Gwen at (505) 880-1311 in insure that your desired book is still available.
 Payment arrangements may be made at that time.

The Friends is looking for a social media coordinator!



The Friends of the Cumbres & Toltec Scenic Railroad is looking for new members and new volunteers who love narrow gauge railroading, restoration, preservation and the camaraderie that are the hallmarks of being a Friends member. One of the many ways we are implementing this new-member search is by way of a greater presence on social media.

Just as we have a volunteer editor for the *C&TS Dispatch*, we would like to find a Friends member, active and skilled in social media web sites, who can present the scope and variety of the Friends' activities throughout the year, updated with a frequency that keeps us visible and dynamic.

If you—or perhaps one of your social media savvy family members—would like to become an active volunteer for the Friends without leaving the comfort of your home, we would like to hear from you. You will need a working knowledge of the Friends and the Railroad as well as the most popular social media sites, the ability to update the new and soon-to-be-released Friends web site, the interest in either finding material or having material sent to you for posting on a frequent basis, and be able to take direction from the Friends' management.

If the prospect of being the Friends social media volunteer is of interest, contact:

Greg Coit gregcoit@gmail.com

Order your 2020 Calendar Today!

2020 12-month calendar featuring photographs taken by Friends of the Cumbres & Toltec Scenic Railroad, Inc. members and volunteers.

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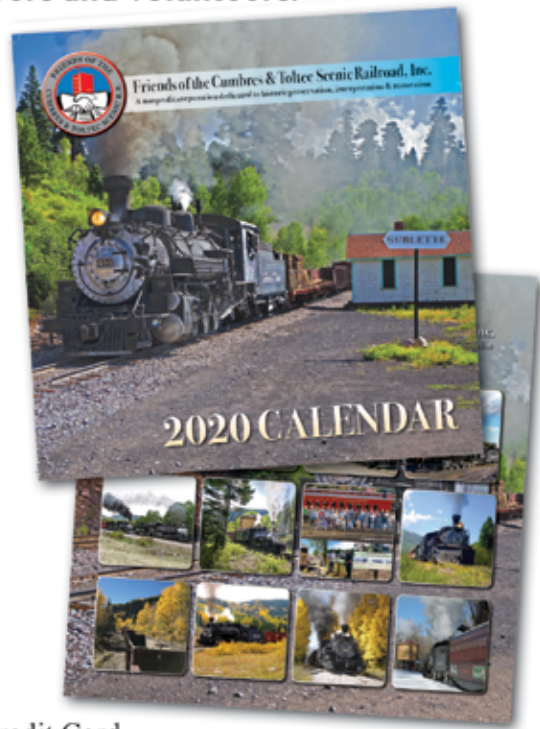
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A nonprofit corporation dedicated to historic preservation, interpretation & restoration

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Photo by Sharon McGee

*If you can name all eighty Friends volunteers who showed up in Chama on the first day of Session B,
you could win an extra doughnut at the morning gathering in the Food Tent!*