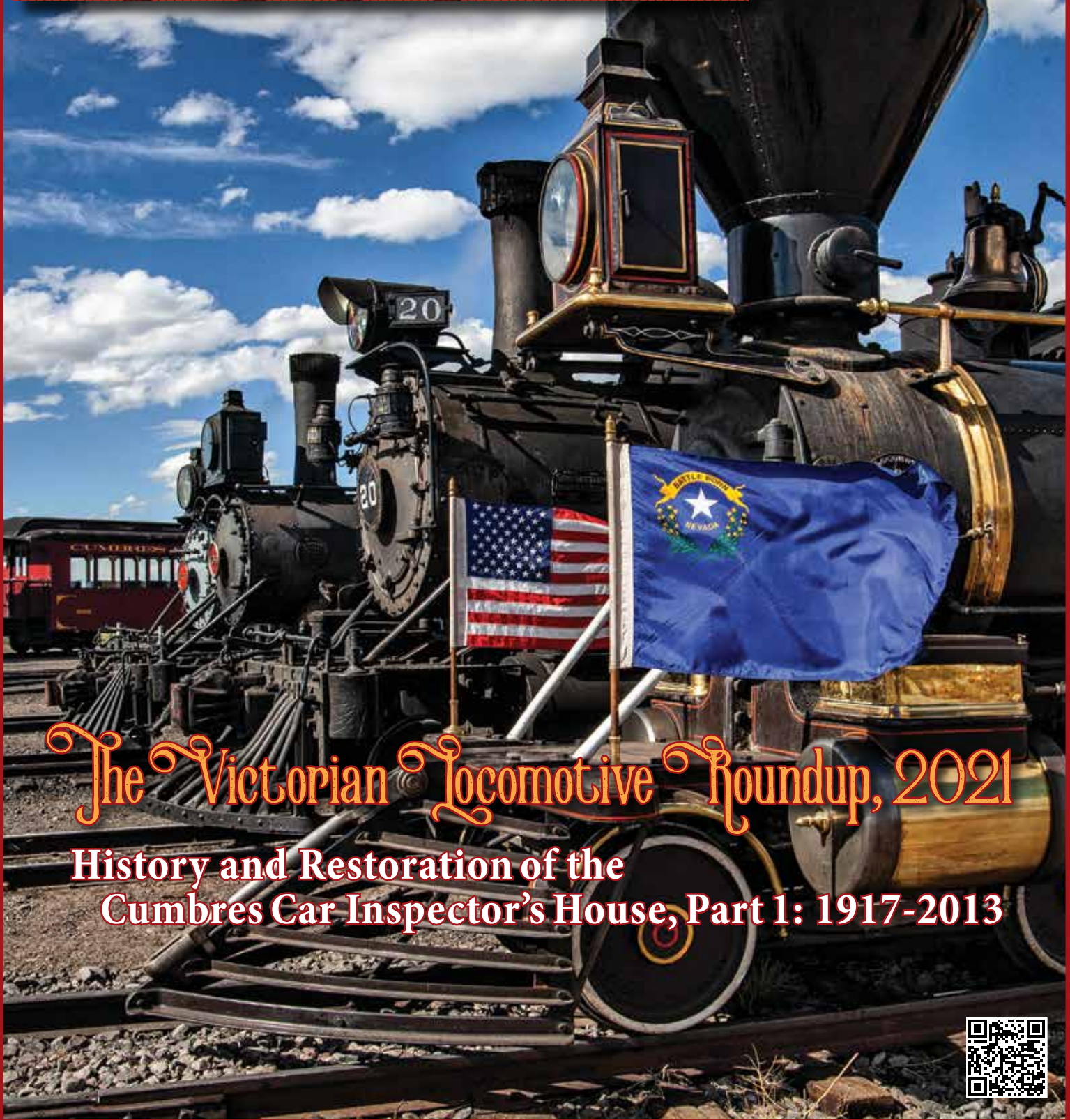




# C&TS DISPATCH

VOLUME 34  
FALL

NO. 3  
2021



## *The Victorian Locomotive Roundup, 2021*

**History and Restoration of the  
Cumbres Car Inspector's House, Part 1: 1917-2013**





# C&TS DISPATCH

Friends of the Cumbres & Toltec  
Scenic Railroad, Inc.

William Lock, Founder—1988

Vol. 34, No. 3 🦋 Fall 2021

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## C&TS DISPATCH

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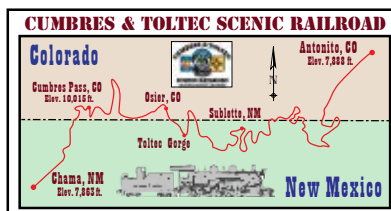
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long 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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## President's FORUM



### Celebrating the 50<sup>th</sup>

While there is a great deal of coverage of the Victorian Iron Horse Roundup in this issue of the *C&TS Dispatch*, I would like to give my own personal perspective of this amazing Celebration.

I was only able to spend a few days during the course of the event but what I saw blew me away. The number of narrow gauge steam locomotives assembled in one location for this event was impressive. The 50<sup>th</sup> Anniversary of the Cumbres & Toltec not only honored the existence of the Railroad but was also a testament to its ability to overcome the many obstacles it has encountered over the last fifty years.

The Railroad was purchased by the States of Colorado and New Mexico on July 1, 1970 for \$547,120 with high hopes, and was named for the highest and lowest locations on its 64-mile route: Cumbres Pass in Colorado and Toltec Gorge in New Mexico.

Since that day it has endured nationwide economic downturns, an oil crisis, 9/11, a long closure due to dangerous forest conditions, a trestle fire, overall funding shortfalls and a pandemic. The Railroad has gone

through peaks of success and valleys of crisis. It has faced challenges beyond its control and there have been moments when many wondered if the C&TS could survive, let alone continue for what is now a fifty-year span of time. Despite these setbacks and challenges, the C&TS has not only survived but thrived. This survival is a testimony to the many people, including members of the Friends, who have stepped up and helped navigate the Railroad through hard times.

From these trials and tribulations, the C&TS has remained the premier steam-powered tourist railroad in the world, a living museum that accurately demonstrates early 20<sup>th</sup> Century railroading in the young states of Colorado and New Mexico. There are multitudes of people who need to be thanked and appreciated for what they did over the years, far more than could be mentioned here, forming an multi-faceted entity that saved, operates and preserves the Railroad. Couple that with the majestic beauty of the San Juan Mountains and you can see why passengers are in awe of the Cumbres & Toltec.

The C&TS took center stage in the heritage railroad community this year in late August. People flocked from near and far for a Celebration originally planned for the official 50<sup>th</sup> Anniversary in 2020 but delayed to this year by the pandemic.

The Anniversary Celebration was a huge undertaking. The Railroad's human resources had been taxed by the pandemic. To insure success, the Friends stepped up and played a number of important roles before, during and after the events in both Antonito and Chama. We provided crowd control, demonstrations of Railroad equipment and restoration practices, manned the information booths, and provided assistance to passengers on the many special-event trains. Our merchandise sales were fantastic and, thanks to the



Photo by Chris James

The *Victorian Iron Horse Roundup* was the highlight of the summer of 2021, not only as a nine-day event but a goal that began back in 2018 as a means to celebrate the 50<sup>th</sup> Anniversary of the Cumbres & Toltec. Put on ice for a year by COVID-19, it reemerged this summer and was a grand success. The other portion of this issue is Part One of the stabilization, preservation, restoration, and re-creation of the Car Inspector's House at Cumbres. Look for Part Two in the Winter issue.

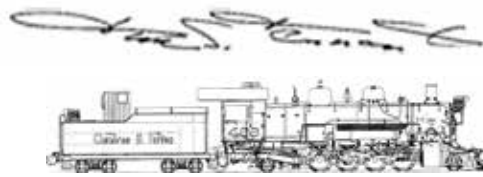
large crowds, the Friends' active participation provided great exposure to our organization. To that end, we picked up many new Friends members.

I had an enjoyable time being around our members, talking to people, answering questions, and experiencing the excitement around the Celebration. Seeing the crowds was amazing! The stable of locomotives lined up at the Engine House was a sight beyond words. I have never felt a more vibrant time around the Railroad in my seventeen years with the Friends. And the Celebration could not have come at a better time; the crowds were ecstatic to be out viewing, riding, and photographing the historic trains.

To our members who volunteered; your time and ef-

orts are greatly appreciated. This event was important to the Cumbres & Toltec, the communities of Antonito and Chama and the Friends of the C&TS. The dedication and energy you provided were instrumental to the success of the Celebration. The Cumbres & Toltec family put its best foot forward, and I believe your assistance and cordiality made the experience special for thousands of visitors. Thank you for your support and all you do!

Tim Tennant



## C&TS Friends Telegraph: NEWS

### Osier Dining Hall Damaged in Fire



At 8:45 the morning of September 23<sup>rd</sup> the Railroad received a call from the staff of Toltec Catering that the Osier Dining Hall was on fire. The Conejos County Fire Department was called and C&TS staff immediately headed for Osier. We discovered that the fire had started downstairs in the bakery and spread into the pantry. Fortunately, a ruptured pipe doused the fire before it could spread further, though the building had extensive smoke damage throughout both the first and second floors. Trains on the 23<sup>rd</sup> were turned at Cumbres and Big Horn.

On Friday the 24<sup>th</sup>, the C&TS staff began building a gravel pad for tents and porta-potties. Tents were completed about midnight and Trains 215 and 216 ran to Osier normally on the 24<sup>th</sup>, with sack lunches brought in by the C&TS crew from the Subway outlet in La Jara. On Saturday, the 25<sup>th</sup>, Toltec Catering provided sack lunches for Trains 215, 216, Goose 5 and the Fireman and Engineer School, feeding over 500 people. Passengers elected to eat on the train, under the tents or as a picnic lunch on the Osier hillside.

Working with our insurance company, ServePro began recovery of the building. We prioritized getting the dining hall and bathrooms functional as quickly as possible before the snow shuts down work for the winter in Osier. At this writing—mid-October—all the dry wall has been removed from the dining hall level, the bathrooms have been gutted, and cleaning of the wood ceiling and exposed beams has begun. The downstairs food preparation areas will be addressed in the spring once we can get back into Osier.

It is unlikely that the Osier Dining Hall kitchen will be open for the beginning of the season, but we hope to be able to serve people inside the building and have restroom facilities available on opening day. **Scott Gibbs, President, C&TS**

### Calling for 2023 Calendar Photo Submissions!

Submit your best photos for the 2023 Calendar! Here are the submission guidelines:

- Photos must be your own work highlighting the Cumbres & Toltec Scenic Railroad.
- Photos must be submitted in either .jpg or .tif format at 300 dpi resolution (see website for specific details).
- Submit the highest quality/largest image possible, cropped to a 12 x 12 inch frame.
- Name each submission: Last Name, First Name, Calendar Submission Year, Caption, Date Taken (or near date), Month, Day, Year, e.g.: Jones, William, 2023, No. 484 at Chama Tank on June 1, 2021.
- Submission must include your current (not last year's) biography, exactly as you want it to read (we will not edit it) as a Word document along with your full contact information.
- Please limit your submissions to ten photos.
- Submission may be sent via email, [WeTransfer.com](https://www.wetransfer.com) (no log in needed) or mailed via a CD.

Please visit the Friends website at <https://friendsofcumbrestoltec.org/news/> or contact our office at 505-880-1311 for more detailed and specific information and guidelines. Mail-in submissions are sent to: Friends of the Cumbres & Toltec, Inc., 4421 McLeod Rd., Albuquerque, NM 87109

# The Victorian Y



Eureka and Palisade

*I asked three of the major players in the Victorian Iron Horse Roundup, **Scott Gibbs, John Bush** and **Don Atkinson**, to present their experiences of the Celebration: the genesis of the event (John), the event itself from the point of view of the Railroad (Scott) and the prepara-*

*tion and execution of the event through the eyes of the Friends (Don). What I received were three different summaries as told from three different, yet similar, points of view. To avoid redundancy in their storytelling, I decided that the best way to present these recollections was not to tell them*

# Iron Horse Roundup



Glenbrook atop Cumbres Pass, Friday, August 27, 2021. Photo by Christopher James

as individual stories but as a “round table discussion” with Scott, John and Don each explaining their roles and observations as organizers and participants, as if in real time. What follows is that discussion and a variety of photos from the Celebration. Enjoy! CHRIS JAMES, EDITOR, C&TS Dispatch



Photo by Don Atkinson

## ...on the Cumbres & Toltec Scenic Railroad

with commentary from:

John Bush

Scott Gibbs

Don Atkinson

and Roundup photos by:

Don Atkinson

Christopher James

Jat Maufreis

Sharon McGee

Tom Dimco

**The co-mingling of coal smoke and wood smoke. Engineers in bowler hats and firemen pitching large hunks of wood into the firebox. Photographers snapping photographs of maintenance equipment they have rarely seen before. Demonstrations. Tours. Experiencing rail travel in early 19<sup>th</sup> Century passenger cars. Stops and run-bys of period equipment for photographers. Books. Booths. Pamphlets. Safety information. The excited cries of children who are discovering there's more to trains than Thomas the Tank Engine. Exploding watermelons! Welcome to the Victorian Iron Horse Roundup!**



The *Glenbrook* (L) and the *Eureka* (R) at the Chama Roundhouse, Saturday, August 28, 2021.

Photo by Don Atkinson

### **Scott Gibbs**

*President, Cumbres & Toltec Scenic Railroad*

From August 21<sup>st</sup> through August 29<sup>th</sup> the Railroad hosted Dan Markoff's *Eureka*, Nevada State Railroad Museum's *Glenbrook*, the Durango Railroad Historical Society's D&RGW 315, backdated to the locomotive's early number of 425, and our own No. 168. These locomotives were paired up with the three historic cars, RPO 65, Coach 256 and Coach 292 that the Railroad has restored to their pre-World War I appearance, and the 1889 Pullman Tourist Sleeper 470 restored by the Friends between 2009 and 2021.

### **Don Atkinson**

*Co-chair, Friends of the Cumbres & Toltec Scenic Railroad Projects Committee*

Back in the Fall of 2018, both the Friends and the Railroad began talking about the 50<sup>th</sup> Anniversary coming up in summer of 2020. John Eng and I were invited to attend the Rail Heritage Alliance Fall hosted by the Cumbres & Toltec Scenic Railroad in Santa Fe. While there, John and I talked with Stathi Pappas about the 50<sup>th</sup>. We suggested that a joint committee be formed with representatives from both the Friends and the Rail-

road. Fast forward to March 2019 when the first meeting was held. The committee consisted of John Bush, Veronica Bush, Stathi Pappas, Don Evans, John Eng and myself.

### **John Bush**

*President, Cumbres & Toltec Scenic Railroad, 2012-2020*

The idea for the Victorian Iron Horse Roundup came from the desire for a truly special event not duplicated elsewhere or even possible elsewhere.



*Eureka and Glenbrook in Antonito, August 25, 2021.*

Photo by Chris James

In 2018, Dan Markoff and I spoke about a visit from the *Eureka* as he was completing its 1,472-day inspection. Since we already had No. 315/425 on the property and we anticipated that No. 168 would be completed in 2019, it struck me that a roundup of 19<sup>th</sup> Century locomotives would be a great addition to the fifty-year celebration of the C&TS. Dan Markoff suggested that the *Glenbrook* might be a possible addition to the event as well.

I had not considered the *Glenbrook*. Even though it had been put into service in 2015, it did not have an air compressor or automatic couplers. When I discovered that the Nevada State Railroad Museum was interested in participating and willing to put couplers and air brakes on the *Glenbrook*, we added it to the complement. We also considered Rio Grande Southern No. 20, under restoration at the Colorado Railroad Museum, but its completion date was uncertain.

### Don Atkinson

Events considered were a Rotary OY charter, opening day with Locomotive 168 and its historic train, including Tourist Sleeping Car 470 if ready, a July 1 ceremony at Osier to honor the original signing ceremony that made Cumbres & Toltec Scenic Railroad a reality, a Galloping Goose Roundup and the Victorian Iron Horse Roundup.

### John Bush

We also wanted an opening day RPO event in both Antonito and Chama with a special cachet and stamp cancellation.

Because late August is always a slow time on the Railroad, I suggested that we plan for the last week in August. A schedule was developed with the locomotives and operations based primar-



Exterior Rotary repairs, summer, 2019. Photo by Chris James



Inside the Rotary, summer 2019. Photo by Don Atkinson



Rotary OY at Chama, January 29, 2020. Photo by Don Atkinson



Rotary OY at Cumbres, January 29, 2020. Photo by Don Atkinson

ily in Antonito, due to both the mild grade on the east side of Cumbres Pass and the fact that Antonito has been historically overlooked by the railfan community.

Working on several fronts, we examined what could be done operationally by the C&TS, what the costs would be for the *Eureka* and *Glenbrook* (including shipping, insurance, fuel, and mechanical support) and how many riders could be carried on each train while giving a good opportunity for photos. The Roundup was intended to more than cover its costs but was never planned as a profit center.

### Don Atkinson

We selected February 29<sup>th</sup> and March 1<sup>st</sup>, 2020 for the Rotary OY event. As this was in the winter, we needed to find out if there were sufficient lodging for the 150 guests, wranglers and Railroad employees that would be present. We also had to deal with poor winter road conditions and decided to use chartered buses as well as requesting help from both state road departments and state police departments. This really added to the cost but made for a much safer event.

Rotary OY had not been used since 1997 and required both major structural repairs and mechanical/boiler inspections prior to use. The Friends took on the task of completing the structural repairs in Antonito.

The Railroad moved Rotary OY from Chama to the Antonito CRF in June and we began working on it in July, after the Railroad paid an asbestos abatement company to complete remediation work. We found the old metal roof in very poor condition with numerous holes, resulting in extensive wood damage to the sub-roof and

the supporting structure. We removed both the metal and wood sub-roof, then repaired or replaced the carlines as needed and installed a new wooden sub-roof. We also manufactured and installed replacement doors and windows, repaired the end sill on the tender, replaced some of the siding, installed a new roof over the tender's coal area and prepped the Rotary for paint. We finished the work and turned over Rotary OY to the Railroad at the end of September.

The Railroad completed the necessary inspections to the boiler needed to meet Colorado State Boiler code, and completed the mechanical systems inspections, lubrications and adjustments. The Railroad also paid to have a lead-washed copper roof installed. The Rotary was painted and made ready to move back to Chama just before Thanksgiving. Several more meetings took place in January and February providing the final preparations for the Rotary OY event. The Friends would supply wranglers for the event to assist and guide the visitors and provide crowd control for safety.

### John Bush

The Rotary Snowplow event went off very successfully on February 29<sup>th</sup> and March 1<sup>st</sup>.

Two weeks later the entire picture changed dramatically, a result of COVID-19. The loss of experienced personnel was staggering. The very survival of the Railroad was threatened.

### Don Atkinson

Within days of the conclusion of the Rotary OY event, COVID-19 hit and just about everything came to a screeching halt. The Railroad decided to postpone all



Antonito arrival, September 19, 2020. Photo by Don Atkinson



Brake work at the CRF. Photo by Don Atkinson



Pullman 470 on a test run to Lava. Photo by Tom Simco



Hot bearings plagued us for weeks. Photo by Tom Simco

remaining 50<sup>th</sup> events until 2021 and no further meetings took place until May of 2021.

### John Bush

The cash crunch was significant and I sent out a plea to the 2020 Roundup ticket holders to hold on to their tickets rather than requesting a refund. Their 2020 tickets would still be honored when the event was rescheduled for 2021.

### Don Atkinson

During the summer of 2020 COVID-19 settled down somewhat and we were able to continue work on the final restoration of Tourist Sleeping Car 470. Work projects were chosen so we could move 470 to the CRF in September.

Once the move happened, we placed the car on its trucks and began the installation of the air brake and mechanical systems. COVID-19 and cold temperatures stopped us again in November but we were able to return to working on 470 again in late March.

March through June saw the 470-team going to the CRF about every two weeks to complete work on the car. We took the car on several test runs, first on the Antonito loop to check for clearances and then a trip out to Ferguson's Trestle that revealed hot bearing issues on several of the axles, issues that took quite a while and several test runs to pinpoint and solve.

While we were working on the 470, the 50<sup>th</sup> committee meetings started again in May. The first meeting was held inside the CRF while work was ongoing on the 470. The Railroad decided that opening day would showcase newly-restored Locomotive 168 and the fleet



of historic cars, minus 470 as it was not road-ready yet.

It was also decided early on that the 1<sup>st</sup> of July signing ceremony was too late to take place, as a 51<sup>st</sup> year celebration was no longer appropriate. The Galloping Goose Roundup was a bridge too far given the Railroad's financial losses in 2020 and the ridership uncertainty with the ongoing pandemic. Regardless, all parties wanted the Victorian Iron Horse Roundup to go on.

Planning continued through the summer focusing mainly on the logistics and personnel needed to make this event a success. From a logistics standpoint, we needed to make sure we had everything needed, such as trash cans, frequent trash pickup, food for the volunteers, signage, display cars available and clean, tour guides, working project displays, facility and the grounds neat and clean, and more.

### Scott Gibbs

The event started for the Railroad beginning the week of August 9 with preparations, car moves and locomotive moves.

Locomotive 168 and the historic car consist of 65 and 256 had not been west of Osier since they were restored; it was 292's second trip to Chama. On July 26, Locomotive 168 handled a test train from Antonito to Chama. We used this train to estimate if *Eureka* and *Glenbrook* would be able to successfully pull the consist during the Iron Horse Roundup. On July 28<sup>th</sup> we added a caboose to simulate the additional load of the 470 and double-headed the test train with 168 and 425 out of Chama. Based on our experiences with these two trains, we finalized the consists for the Roundup. We also adjusted running times on the



RGS No. 20 arrives from the CCRM. Photo by Don Atkinson



No piece of litter was too small! Photo by Sharon McGee



We knew we needed parking control! Photo by Sharon McGee



168 and historic train set leave Antonito. Photo by Don Atkinson

schedules based on these two test trains. The lighter-weight potty-box car substituted for RPO 65 on several of the *Glenbrook* and *Eureka* trips.

The Durango Railroad Society volunteers arrived on August 14 to get the 425 ready to move from Chama to Antonito. A short transfer train, with two tank cars for a later Rio Grande Southern No. 20 excursion, left Chama for Antonito on August 17<sup>th</sup>. The 425 provided steam for testing Pile Driver OB and Derrick OB in Antonito on the 18<sup>th</sup> and 19<sup>th</sup>. The *Glenbrook* and *Eureka* arrived in Antonito on the 19<sup>th</sup>. All the visiting crew members participated in a C&TS rules class on the 20<sup>th</sup>. During the class, the Federal Railroad Administration provided an overview of their expectations for the operation of *Glenbrook* and *Eureka*, since neither locomotive meets all the regulatory requirements currently in place for steam locomotives. Without the partnership of the Federal Railroad Administration, neither of these engines would have been able to operate on the C&TS.

### Don Atkinson

We scheduled Work Session F1 to begin two days prior to the event so we could do the final clean-up and set-up. In Antonito, the grounds never looked better. Due to Friends manpower shortages, we did not have the opportunity to do as much clean-up in Chama as we would have liked. Finally, we were ready for the big event!

### Scott Gibbs

Saturday began the event with Nos. 168 and 425 pulling the first special train to Big Horn and return. There has been a lot of speculation on why No. 168 was always the lead locomotive when these

two are double heading. Sometime in No. 168's past, the front frame extension that was installed for the flanger had been broken and a weld repair was made in the wrought iron frame immediately in front of the cylinder saddle on the engineer's side of the engine. We determined we did not want to place 425 in front of 168 and test the integrity of 168's old weld repair.

### Don Atkinson

For the Friends, the Victorian Iron Horse Roundup kicked off on Saturday, August 21<sup>st</sup>, with display cars open with tour guides and docents, and two Friends projects open for viewing; a drop-bottom gondola reconstruction and a tank car restoration-in-progress in Antonito, and a P-Box conversion into a Rider Box Car in Chama. The historic train consisting of D&RG Locomotives 168 and 425 and the historic fleet including the completed Tourist Sleeper 470 went to Big Horn wye and returned.

### Scott Gibbs

Sunday it was *Glenbrook* and *Eureka's* turn to run out to Big Horn. *Eureka* always led this pair since the engine does not have air hose connections on the front of the locomotive.

Monday was the big yard display day in Antonito. No trains ran except for a test run of RGS Locomotive 20 to Ferguson Trestle and back. We were scheduled to operate both Pile Driver OB and Derrick OP; however, due to the Railroad's manpower shortages only Pile Driver OB was demonstrated. Nonetheless, the yard was full of visitors and locomotives. *Glenbrook*, *Eureka*, D&RG 168 and 425, RGS 20 and C&TS 489 were



Freight rolls up the Los Pinos valley. Photo by Don Atkinson



168 and 425 double-header. Photo by Don Atkinson



425 simmers at the Antonito Tank. Photo by Chris James



Steam lineup in Antonito. Photo by Chris James

all on display. A night photo session was scheduled, complete with re-enactors posing for additional realism.

Tuesday saw 168 and 425 run from Antonito to Osier.

### Don Atkinson

Tuesday began with the yard activities in full swing and D&RG Locomotives 168 and 425 taking the passenger train consisting of RPO 65, Passenger Cars 256 and 292 plus Tourist Sleeper 470 to Osier and return. This was the first long day on the train with a full ten hours on the line. Friends' wranglers helped unload and load passengers at the photo run-by stops, passed out lunches, and provided historical information to all the passengers along the way.

Wednesday was the first day really intended for the railfan photographers, featuring *Glenbrook* and *Eureka* pulling a mixed train consisting of Potty-Concession Box Car, and Coaches 256 and 292 to Big Horn and back, another ten-hour day with lots of run-bys. The photographers had a field day getting great photos in fantastic light

Thursday *Glenbrook* and *Eureka* headed out with another mixed train consisting of the Potty-Concession Box Car, Coaches 256 and 292, and Tourist Sleeper 470 to Osier. Several run-bys were completed on the ten-hour trip. In Antonito, a demonstration with Derrick OP was performed on the Antonito loop.

Friday was the longest day yet as this was the "over the railroad" day with two trains running from Antonito to Chama. *Glenbrook* and *Eureka* took the freight and Nos. 168 and 425 took the four historic passenger cars departing at 7:15 AM. Several photo run-bys were held and

a crew change took place in Los Pinos.

**Scott Gibbs**

For Friday, we put special operating rules into effect to allow these two trains to move over the Railroad with less than ten minutes of separation. We planned a crew change at Los Pinos siding to avoid breaking the twelve-hours-of-service law for the train crews.

**Don Atkinson**

Locomotive 425 brought the passenger train to Chama arriving about 8:30 PM. The Railroad's crews were stretched to the breaking point this day. The Railroad had all of their full- and part-time employees working and brought back one former employee currently working for the Durango & Silverton. Even with this, the Railroad did not have the personnel to bring Locomotive 168 down the mountain from Cumbres Friday night. A hostler was brought in to keep the 168 warm overnight and the engine was brought down the mountain Saturday morning.

**Scott Gibbs**

Saturday the *Eureka* had an issue with the steam blower piping when leaving Lobato siding after wooding up. A stop was made at the Cresco siding and No. 425 was called in as a relief locomotive. In the end, 425 was coupled to the rear of the special and pulled the train back to Chama about four hours later than planned. This delayed departure of the dinner train to Cumbres with Nos. 168 and 425. Dinner was much more like a midnight supper. The trip up the hill in the dark behind these two locomotives was a spectacular show. We elected to send 168 down the hill ahead of 425.



*Eureka and Glenbrook head west.* Photo by Don Atkinson



*Preparing for the Pile Driver demo.* Photo by Don Atkinson



*No contest! Pile Driver 1; Watermelon 0.* Photo by Chris James



*Eureka and Glenbrook at Los Pinos Tank.* Photo by Don Atkinson



*Friends at Chama, ready to help.* Photo by Pat Maufrais

**Don Atkinson**

Saturday was the day that most wanted to forget. Locomotives *Glenbrook* and *Eureka* were scheduled to bring the historic cars to Cumbres and back during the day and Locomotives 168 and 425 were scheduled to bring the historic cars to Cumbres that evening for dinner. The morning trains departed on time; however after the *Eureka* broke down at Cresco and *Glenbrook* was unable to continue the trip unassisted. Locomotive 425 was called out to bring the train back to Chama, arriving after 6 PM. The dinner train, originally scheduled to depart at 5 pm, departed about 8:30 PM and returned to Chama about 2:00 AM.

To make matters worse, Locomotive 168 broke an eccentric strap on the trip resulting in emergency repairs that had to take place on Sunday if it was going to pull the overnight sleeper to Antonito that evening.

**Scott Gibbs**

Saturday evening, No. 168 limped into Chama after parts were retrieved by Dave Peterson. No. 425 brought the train down the hill and into Chama with her crew running out of hours on the twelve-hour law as they stopped the train by the station.

**Don Atkinson**

Due to all of the problems on Saturday, the scheduled night photo session was cancelled. Scheduled yard tours and the Friends booth were open all day and the P-Box to Rider Box Bar conversion demo project were open. By this time, Antonito had turned into Sleepy Hollow and the volunteers in Antonito worked on normal Friends projects in the CRF.

### Scott Gibbs

Sunday morning brought together people from many different heritage railroad organizations to fabricate the parts to get No. 168 back into service. At 8:00 PM, 168 left the Chama shop for the wye. After running back to the shop, I approved operating 168 on the train to Antonito.

### Don Atkinson

Sunday broke with a lot of uncertainty about what was going to happen with the scheduled overnight train to Antonito. Yard tours and the Friends' booth were open, as was the demo project but no one knew what locomotive was going to be available for the scheduled overnight train to Antonito. Stathi Pappas and a group of his fellow Chief Mechanical Officers from other tourist railroads decided they could fix No. 168 in time for the scheduled departure. They machined the needed parts, installed them and then operationally tested the Locomotive in the yard. 168 was then taken to the coal dock and water tank for service and was then coupled to 425 and the historic passenger train. The overnight train departed only 15 minutes late!

### Scott Gibbs

No. 487 had been readied for the trip in case 168 could not return to service. About 10:00 PM, 168 and 425 left Chama for Cumbres. The 425 was cut off at Cumbres and returned light to Chama while 168 took the first overnight passenger train in many decades to Antonito. The train arrived in Antonito at 7:38 AM Monday morning, bringing the Victorian Iron Horse Roundup to a close.

### Don Atkinson

The overnight train was, to say the least, interesting.



Dave Ferro explains Speeders to a visitor. Photo by Chris James



Friends convert a P-Box in Chama. Photo by Pat Maufrais



Locomotives always attract a crowd! Photo by Pat Maufrais



Filling the tender the old fashioned way. Photo by Pat Maufrais

Several people in the 470 Pullman were interested in having the lower bunks put down into the sleeping configuration. We moved several down but I do not think much sleep occurred due to the vibrations and noise inside the car. We did stop at Cumbres Pass for water and a night photo shoot with 168 and the train in front of the section house. Then it was off to Osier for a quick restroom stop. The train departed Osier and arrived at Ferguson Trestle about an hour before sunrise. We waited inside until about thirty minutes before sunrise and then the photographers got out to photograph the train on the trestle. Spectacular photos were had by all. The train arrived in Antonito a little before 8:00 AM. What a wonderful way to end the event...but wait, *Trains Magazine* still had two photo charters scheduled with RGS Locomotive 20.

The following day *Trains Magazine* sponsored the first charter trip with RGS 20. All the staff of the C&TS Railroad did not get a chance to slow down until the second week of September.

### John Bush

After the restoration of RGS No. 20 was completed at the Colorado Railroad Museum, interest was shown in having it be part of the Roundup. Unfortunately there was not a time slot during that week when it could be operated. Still, working cooperatively with the Museum and Jim Wrinn from *Trains Magazine*, an arrangement was made to have a special charter two days after the Roundup.

### Don Atkinson

*Trains Magazine* scheduled charters after the Victorian Iron Horse Roundup with RGS 20. I attended the August 31<sup>st</sup> charter which featured RGS 20 and RGS 455 (D&RGW 463 in disguise), both painted in the World War II lettering scheme. The charter featured several run-bys on the way to Osier and one run-by on the return at Phantom Curve with the freight train. This set-up was a

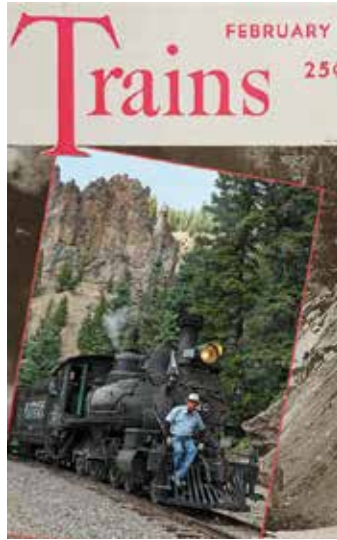
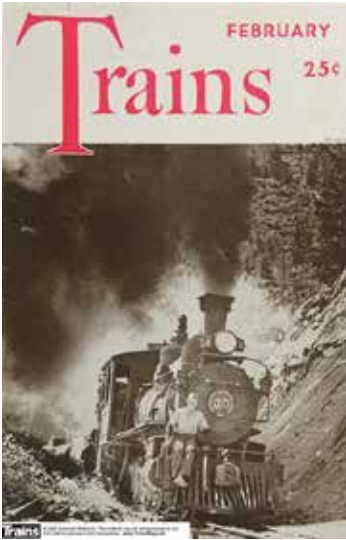


Photo by Don Atkinson, composite by Chris James

## La célébration de l'anniversaire de Cumbres & Toltec Railroad revient sur la bonne voie | Nouvelles locales



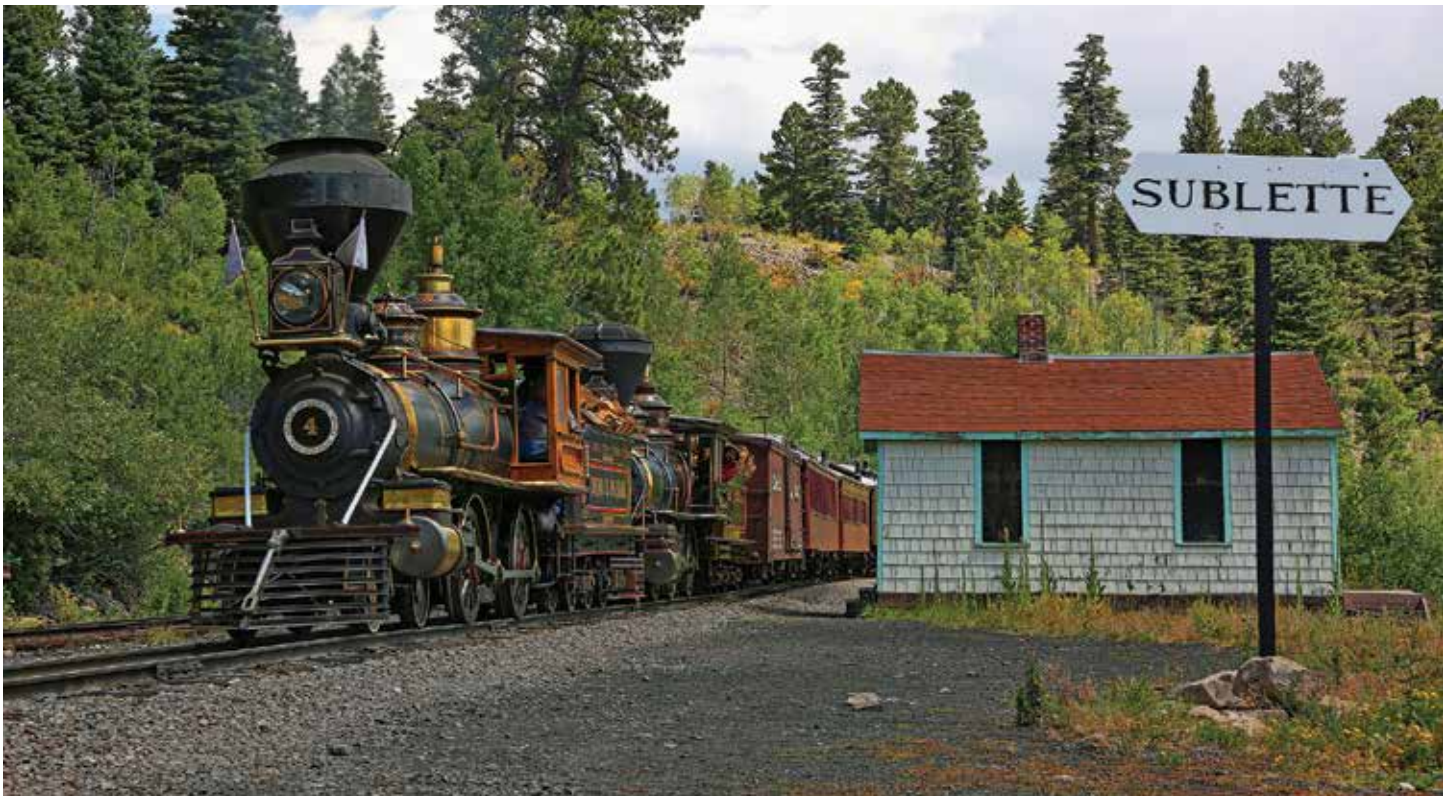
No. 480 rolled all the way to France! Photo from Scripps TV recreation of the famous Moedinger photo of Locomotive 20 featured on the front cover of the February 1942 issue of *Trains Magazine* with the front brakeman riding on the pilot looking for rocks. What a way to end a wonderful series of events!

### Scott Gibbs

There was not a person on the Railroad that did not go above and beyond to make these events happen for the 546 people who purchased tickets and the hundreds of people who came to watch the Victorian Iron Horse Roundup!



Bob Conry prepares a Coal Tipple demo. Photo by Pat Maufrais



The Eureka and the Glenbrook pause at Sublette, as so many locomotives over the years have done before.

Photo by Don Atkinson

# CUMBRES CAR INSPECTOR'S HOUSE

## STABILIZATION PRESERVATION RESTORATION RE-CREATION, PART 1: 1911-2013

**4%** doesn't sound like much. Four feet of change, up or down, in one-hundred feet of distance; a 2.29-degree angle; 221 feet (the wingspan of a 747) per mile. It's no problem unless, of course, you are a railroad. Uphill, that 2.29-degree angle is just about as steep as you can climb with a traction locomotive; each of the driving wheels provides that traction with the approximate equivalent of the face of a dime. Downhill? Well, you had better have well-functioning brakes for a 4% descent. And between Cumbres and Chama, that 4% grade has been fact of life for the D&RG since 1880.

BY CHRIS JAMES AND VANCE BEHR

In late summer of 1879, the D&RG was rushing to build the San Juan Extension to Silverton, Colorado and a number of routes were under consideration and partially surveyed (see *C&TS Dispatch*, Spring, 2017). As John McMurtrie, D&RG's chief locating engineer, was preparing to look at one of the possible surveys to enter Silverton from the north, he received a communique from Denver:

**Concentrate all your Engineering Corps on the route across Pinos-Chama Summit to Durango**

The 245 miles between Alamosa and Silverton by way of the Pinos-Chama summit—Cumbres Pass—made this new survey longer than any of the other surveys. While McMurtrie had spent no time considering this southern route, Palmer was the boss, so he moved his engineering corps south to begin this new pathway into the San Juans.

What was General Palmer thinking? According to the Allen Nossleman in his book *Many More Mountains: Volume 3, Rails Into Silverton*, "...[S]ome theories...included the reasoning that the existing Park View & Fort Garland Toll Road offered easy access for men and supplies for the first leg of the construction; that there were coal deposits existing along this route which were not present on the northern options; and that such southerly construction might serve to forestall construction of any tracks into

the San Juan Basin by the [Santa Fe]." Moreover, a route through the Chama River Valley had already been proposed in the D&RG's original charter in 1870, a time when Palmer was trying to claim every acre of economic opportunity in Colorado. The overall terrain may have also influenced the decision as well: while it would be difficult to build over Cumbres Pass, the longer right-of-way may have been seen as easier, faster and less expensive to build than a shorter line directly to Silverton from the north through one of the most rugged corners of Colorado. Time was of the essence and the terrain couldn't get in the way.

Neither would ex-Colorado Territorial Governor Alexander Hunt. Hunt was President of the Rio Grande Extension Co., the development arm of the Railroad that "colonized" towns and sold land to create settlements and business infrastructure to support the Railroad, a common practice with western railroads. Hunt, more a politician than an engineer, insisted to the D&RG Board that the Cumbres route could be built with a maximum grade of 75 feet-per-mile, about a 1.4% grade. This was an accurate assessment for the right-of-way between Alamosa and Cumbres. But Hunt either neglected to study—or perhaps ignored—the descent from Cumbres to Chama. After all, he had purchased land in Durango, the newly-colonized town on the San Juan River, and might have been looking

for some return on his investment. Palmer's decision meant that McMurtrie would need to build on a 221 foot-per-mile, a 4% grade, creating a longer, but faster and cheaper, route to Durango, a 4% grade that remains to this day.

It was a steep descent into the division point at Chama but given the light-weight Consolidation locomotives and rolling stock of the late 19<sup>th</sup> Century, it could perhaps be viewed as only moderately treacherous. For the first twenty years or so, the twelve 4-6-0 T-12 locomotives, built in 1881 and 1882, and the sixty Baldwin 2-8-0 C-16 through C-25 engines, built between 1881 and 1903, were the mainstay of the D&RG's motive power. But as time went on and D&RG traffic grew with more ore, agriculture and passengers, heavier loads and longer trains dictated the need for stronger locomotives with higher tractive effort.

Beginning in 1903, new locomotives began to roll on the Rio Grande rails, Baldwin Class K-27 2-8-2s. More than double the weight of the diminutive Class T-12s and C-16s, and with a tractive effort of 27,000 pounds (thus their "K-27" designation, "K" being the wheel arrangement), the fifteen new Baldwins, numbered 450-464, could pull twice the load of the older, smaller engines. These heavier and longer trains needed train brakes that were safer and more efficient than having a brakeman race across the car tops to "club down" the hand brake on each car, turning each brake wheel using a wooden club for leverage.

At first, the K-27s were restricted to the Salida-Sargent route over Marshall Pass where heavier rail allowed their use. In 1913, new 65-pound rail was laid between Chama and Cumbres and the K-27s began running as helpers on the west side of the Pass. After 1920, the upgrade of the entire line between Alamosa and Durango was completed and the K-27s (and later K-class locomotives) became the freight and passenger power over the entire route.

The new locomotives weren't the only upgrade. George Westinghouse's "straight" air brakes, first patented in 1869, were followed in 1872 by "automatic" air brakes with a triple valve control in the locomotive's cab and individual brake cylinders on each car. Their effect on railroad safety

was monumental. In 1893, Congress passed the first of three Railway Safety Appliance Acts that, among other things, required air brakes on trains engaged in interstate transit.

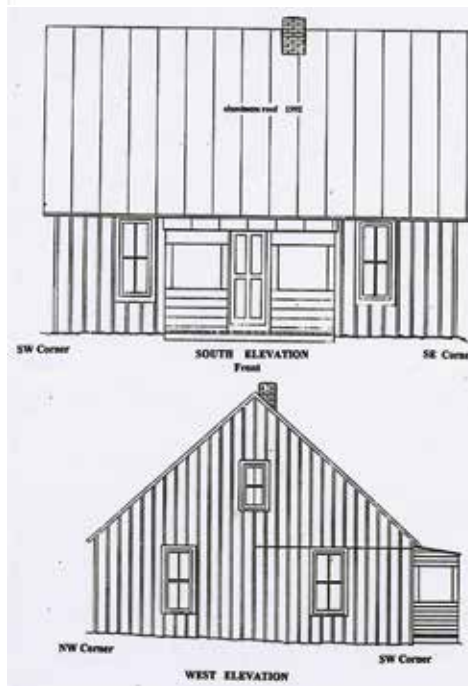
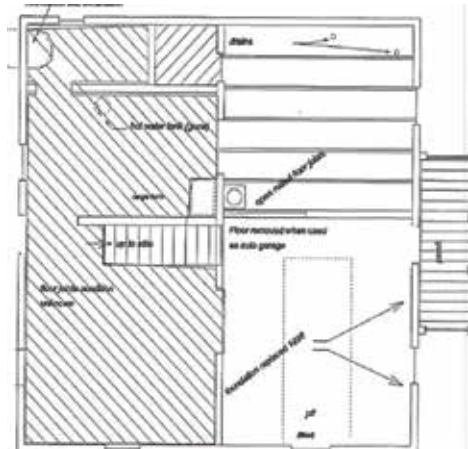
The initial act wasn't fully implemented until 1900 and it took two reauthorizations of the law to fix loopholes that allowed some railroads to bypass the regulations. Still, by 1905, over two million freight, passenger, mail, baggage, and express cars and 89,000 locomotives were equipped with Westinghouse air brakes. By 1910, the Railway Safety Act was mandated throughout the railroad industry, requiring Westinghouse brakes across the board. When the ink had dried, 1910 could be considered a pivotal year for safety on the D&RG.

It's unknown whether a brake inspection atop Cumbres Pass was required by the regulations or the Railroad simply considered it a good idea where air brake technology met the 4% grade. These inspections, however, required that personnel be available at Cumbres for every train. To that end, a Car Inspector was appointed and an Inspector's home was built in 1911 atop Cumbres Pass. The Inspector's duties included air-pressure testing, as well the inspection of brake shoes and brake rigging, and to perform any minor repairs that were deemed necessary prior to the train's descent into Chama.

The siting of the house has been a subject of conjecture and confusion for many years. There has been a long-held misconception that the building was built exactly on a north-south axis. In fact, it is sited at a forty-five degree angle to the major compass points. Rather than referring to the walls as facing those four points, they should perhaps be referenced as "track side-back side" and "Chama side-Antonito side," terms that will be used here (unless quoting from an original source).

The Car Inspector's House was a 1½-story, 28-foot by 28-foot frame structure most likely built by the D&RG's Railroad's Bridge & Building (B&B) crew. Valuation records show that the construction cost was \$350. The frame was constructed with full dimensional, rough cut lumber straight from the sawmill, a common practice in early construction, most likely one of the mills in Chama. Unlike the lumber at Home Depot, full dimensional lumber is neither milled smooth nor cut to standard dimensions or lengths.

*These contemporary illustrations include the "grease pit" and show the location of the garage door that was not part of the original structure.*





*The Car Inspector takes a break outside on a typical Cumbres winter day. The date is unknown but the season is unmistakable.* FCTS RD064-021



*This is a portion of a photo taken to show the 1922 dismantling of the snowshed that covered the turntable. The Car Inspector's House looks fairly civilized, especially with the addition of a picket fence.*

Photo by Charles R. Lively. FCTS RD013-102



*Forty-three years later, in 1965, the structure was showing its age. Portions of the roof have deteriorated down to bare boards.*

Photo by Ernie Robart. FCTS ERNG19670817-0333

The structure consisted of four downstairs rooms and a two-room upper floor, making it large enough not only for the Car Inspector but also any family members who didn't mind spending the winter atop Cumbres Pass. The structure also had an annex accessed from the rear door of the house by a covered walkway. This unique attendant structure led to a rock-lined well and hand pump, coal storage, pens for chickens, pigs and sheep—foodstuffs for the winter months when snowfall might block the rail traffic for weeks at a time—and, at the far end of the walkway, an outhouse. The covered walkway offered the occupants a passage beneath the deep snow to the outbuildings.

The outhouse itself was different from Grandpa's pit privy back on the farm, as there was no pit. Instead there was a metal tray that could be extracted from a horizontal door at the rear of the structure. The tray would be removed and its contents disposed of some distance away. This may have been due to the proximity of the well and pump. An archeological review between 2004 and 2011 gave an indication that the Inspector's House may have housed family members, as the outhouse included two adult seats and one smaller, and lower, seat for a child.

Unfortunately, few photos of the Car Inspector's House exist from that era. There are several early photos, probably taken by Charles R. Lively, the station agent at Chama between 1909 and 1938. He generally concentrated on snapshots of the summer and winter activities around the Depot, the snowsheds and along the nearby portions of the line. Probably the earliest Car Inspector's House photo, perhaps by Charles Lively though no credit or date is given, shows a man, possibly the Car Inspector himself, standing in front of the building, surrounded by the massive snowdrifts typical of Cumbres Pass. The Car Inspector's House also appears in the background of a 1922 photo, credited to Lively, taken during the dismantling of the Cumbres covered turntable.

Charles' son, Ken Lively, opened a post office, gas station and some tourist cabins to the north between the House and the existing dirt road to serve the growing tourist traffic between Antonito and Chama. Not long after being purchased by the states, the Railroad's then-operator rented out the building and a garage door and grease pit were added on the southwest corner. With little interest from the Railroad, the structure was a low priority and it appears little or no maintenance was done.

Nearly fifty years passed before the next known Car Inspector's House photo appears, taken by Ernie Robart in 1965. Only the roof of the building is visible behind K-37 No. 498 but it is obvious that the deterioration of the structure is already well-advanced with pieces of the roof missing down to the roof decking.

When the States of Colorado and New Mexico acquired the railroad in 1970, the historic deal included locomotives, rolling stock, MOW equipment and a host of structures including the Chama Depot and yard complex, several water tanks, smaller structures at



Sublette and Osier and the three major structures at Cumbres: the Snowshed, the Section House and the Car Inspector's House.

The Inspector's House was by far in the worst shape of all these structures as the others had continued to perform limited Railroad functions and probably received some minimal maintenance. Given its condition, the Car Inspector's House might as well have been haunted.

If there were any attempts to stabilize or restore the building after the founding of the C&TS in 1970, or during the intermittent vol-



*The Car Inspector's House as it appeared in the winter of 1979. The track-side-facing roof took the brunt of the sun and wind damage.*

FCTS Dorman Collection, RDS080-111

unteer efforts throughout the 1970s, the early 1980s and the organization of the Friends of the C&TS in 1988, they remain hidden. Surviving Friends members from that era don't recall any attempts to save the building. In the mid-1980s, the building was still an empty shell, with missing windows, a covered-over garage door opening and ragged roofing exposing bare wood. The annex portion was basically a pile of sticks.

In 1988, the Friends' work was focused on basic restoration work on rolling stock and preserving the most visible and important structures along the line. Given both the limited number of volunteers and amount of available funds for materials, the Car Inspector's House was a low priority and little more than a structural assessment was done. Still, stabilization was necessary, not only to save the building but also for the safety of the volunteers and visitors to Cumbres. As Friends membership grew, efforts began to look toward preserving the "living museum" of the C&TS in its entirety. With membership growing, volunteer work expanded to a variety of projects. Back issues of the *C&TS Dispatch* and some early Team Leader reports document some of the first efforts of stabilizing the Car Inspector's House that were undertaken, first with an inspection of the building in 1989.

The assessment gave no indication of any



*In 1989, the Friends began surveying the building, planning for stabilization projects to begin the following year. To the left, shown here from the Chama side, is what remains of the annex and covered walkway. Photo by David Dye*



*Car, plus chain, plus building? It would appear that the 1990 Friends crew is attempting to square up the sagging building so reinforcements can be placed. The building's color clearly shows the deterioration. You can see evidence of the covered-over garage door in the near corner of both of these photos.*

Photo by Tina Tebbens

stone or concrete foundation. Instead, the structure was built on either logs, sawn timbers, railroad ties or bridge timbers, by now well rotted in the damp soil. Unlike many of the Railroad's structures, it doesn't appear that the Car Inspector's House was built to withstand the test of time, something borne out by the condition of the building when the Friends' restoration efforts began eighty years later.

Over the next several years, the volunteer crews performed stabilizing tasks on a structure considered so unsafe that it had been fenced off to keep the public from injuring themselves inside or hastening its collapse.

In 1990, Friends placed unspecified "new foundation material under the [sinking] southwest corner of the building," replaced second-floor joists and installed new roof rafters. The original rafters were spaced on four-foot centers; how the roof managed to support the typical Cumbres snow load is an engineering mystery, especially given the years that the building was unoccupied with an unheated interior allowing the accumulation of snow. The crew also replaced a "substantial amount" of the original roof decking with plywood and the trackside roof was covered with new "40-pound roof material." In a memo to C&TS Historian Spencer Wilson, Team Leader John Rupley proclaimed, "WOW! The makeshift garage door is gone..." from the southeast corner; the crew had framed a wall and window in its place and covered it with new board and batten siding. The *Dispatch* noted that stabilization continued by "installing two

walls that had been removed several years ago,” non-load bearing walls on the second floor. According to the *Dispatch* report, Friends completed sealing the rest of the roof in June 1991. “A temporary roof is now completely in place, with all new decking underneath and structural repairs made beneath the decking.” The crew noted that, “there were up to five layers of old roofing material in places. The bottom layer was actually cloth, covered with tar.” They also noted that the floor joists are rotten and are “beyond repair.” In August, “a carpentry crew [did] much work on the siding and battens and even some interior work...” The work session also primed and painted the entire building a “saffron yellow” color. The report ends on a hopeful note: “This building has come a long way [from] two years ago when it was thought that the structure was ready for imminent collapse.”

In June of 1992, the two-year roof project was completed with the installation of galvanized-metal roofing, either by the Friends or perhaps a contractor. The entire front porch was “rebuilt...using original materials wherever possible.”

There appears to have been no work on the Car Inspector’s House during 1993 and 1994, but in 1995 volunteers returned to Cumbres for two work sessions that included some serious work, beginning the shift from stabilization to preservation.

The building was still standing but thanks to its rudimentary foundation it was sinking into the soft ground.

The existing foundation, or what was left of it, was dug out by hand, section by section. After jacking up portions of the structure, a new bottom sill plate was placed around the entire building atop a 10 x 10-inch treated wood foundation. The upright 2 x 6 studs attached to the old timber sill were found to have serious decay at their base and each had to be “sistered,” that is, strengthened with new upright studs attaching the new sill to the original framing. With the help of a backhoe, a trench was dug, and plastic film and drainage pipes were laid around the new foundation and backfilled to protect the foundation from moisture, then graded for better drainage. The team added additional interior sheathing and roof cross ties to increase the building’s overall strength. For security, they added reinforced doors and shutters that could be closed and latched from the inside.

Despite the new wood-sill foundation, it was determined that the building had settled nearly eight inches over the years, and the 1995 crew was not able to level it. The chimney had cracked and shifted, though it was unsure whether that was caused by jacking up the building or the overall settling of the entire structure. The top portion of the chimney was offset by a few inches though the crew thought it still seemed to be “securely positioned.” With much of the stabilization complete, the building was deemed to no longer be a threat of imminent collapse and the chain link fence that surrounded the structure was removed. By the



Initial roof repairs were begun in 1990 with at least ten Friends removing the old roofing material and replacing it with new sheathing.  
Photo by Tina Tebbens



With work ongoing up on the roof, a Friends crew begins painting the Chama side of the structure.  
Photo by Tina Tebbens



1995: Digging out the the original, rotten foundation and raising the structure to place a new, treated wood foundation and sill was arduous work.  
Photo by C. Edward Walton



With the building raised slightly, a 10 x 10 treated wood foundation and sill plate was installed under the entire building.  
Photo by C. Edward Walton



New sistered studs are attached to the new sill plate and original studs.  
Photo by C. Edward Walton



The Inspector's House chimney, 1995. Don't expect anything from Santa this year.  
Photo by C. Edward Walton



Some of the many attempts to shore up the roof rafters and rafter cross ties.  
Photo by Friends Chronicle Team



Not ready for occupancy, but by the end of the summer of 1995 the Car inspector's House was a much nicer looking piece of real estate and much more likely to remain standing.  
Photo by Glenn Hall

end of 1995, it almost looked habitable, at least from the outside.

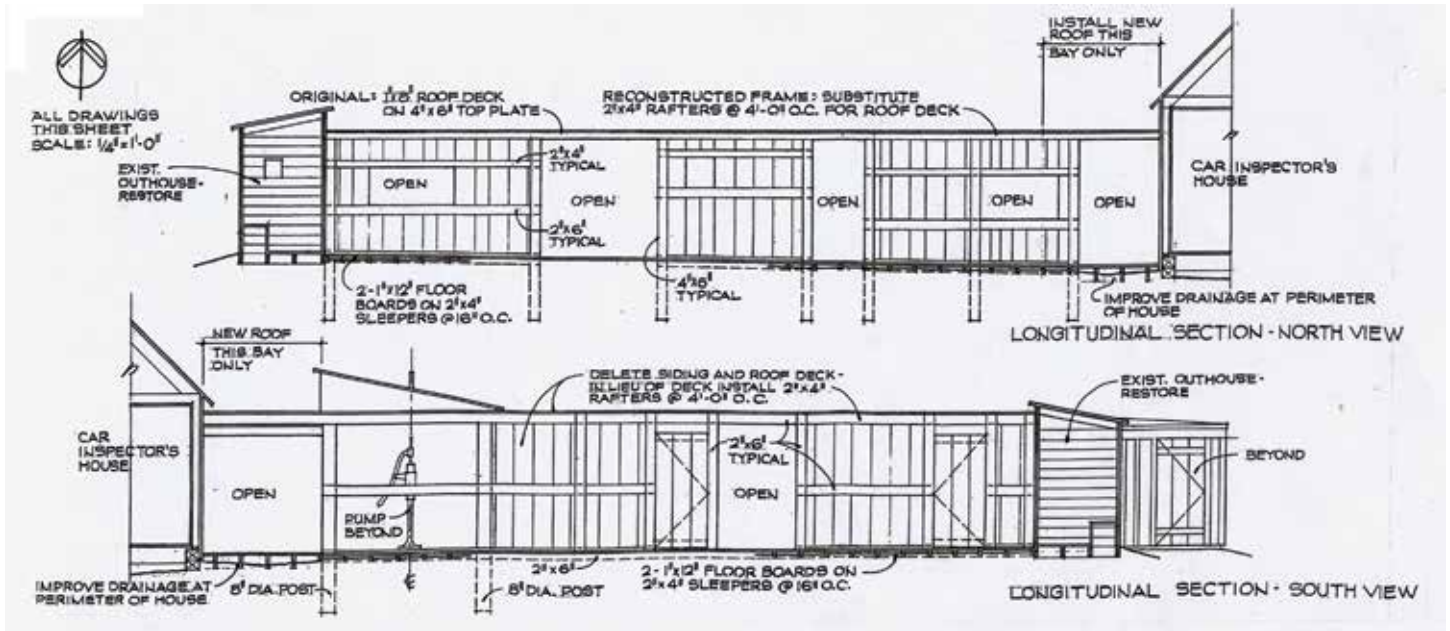
One more project was undertaken in 1997 before the restoration went into a six-year hiatus. The "saffron yellow" paint, applied in 1991, was not only historically inaccurate but had faded in the high elevation sunlight to a color "best described as peach." Rio Grande Gold and "Grizzly Bear Brown" (the D&RGW-approved color for trim) paint was applied. The crew also applied a preservative mixture of linseed oil and mineral spirits to the front and rear porches.

Work on the house didn't resume until 2004. During that summer a volunteer team led by archaeologist Laura Kammerer did a complete survey of the Cumbres yard and environs to identify the significant features that had vanished over the years. With old photographs and historical research, the team dug survey trenches across specific areas to intersect with probable locations of the ancient foundations and artifacts. Behind the Car Inspector's House, the team found wood flooring, wall siding and posts indicating the location and remnants of the annex and its varied components.

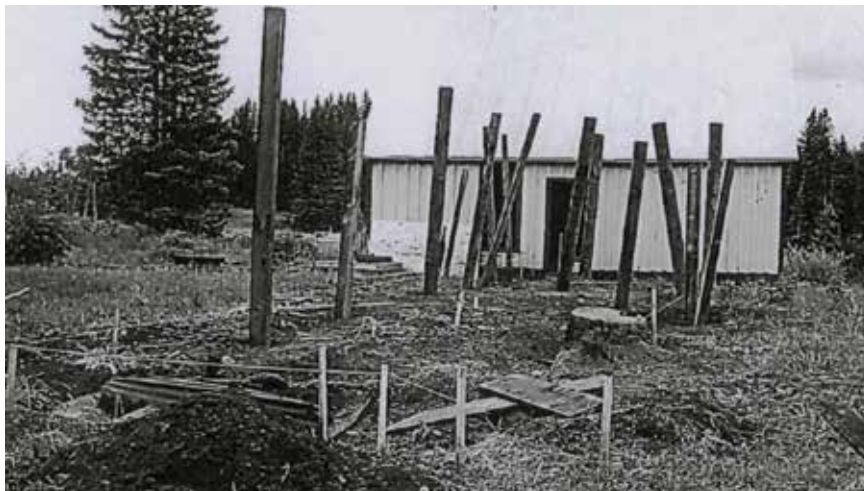
Friends member Dave Ferro drafted architectural renderings for a historically-accurate reconstruction of the



Behind the Inspector's House, the annex was basically a pile of rubble.  
Photo by Lynn Huber



(Above and right) Architectural renderings of the Car Inspector's House Annex by Dave Ferro. From the 2011 Archaeological Survey



Armed with accurate plans, reconstruction of the Annex began in 2005, beginning with pressure-treated posts.

Image scanned from final 2011 Archaeology Report



After several delays, the reconstruction was completed in 2008.

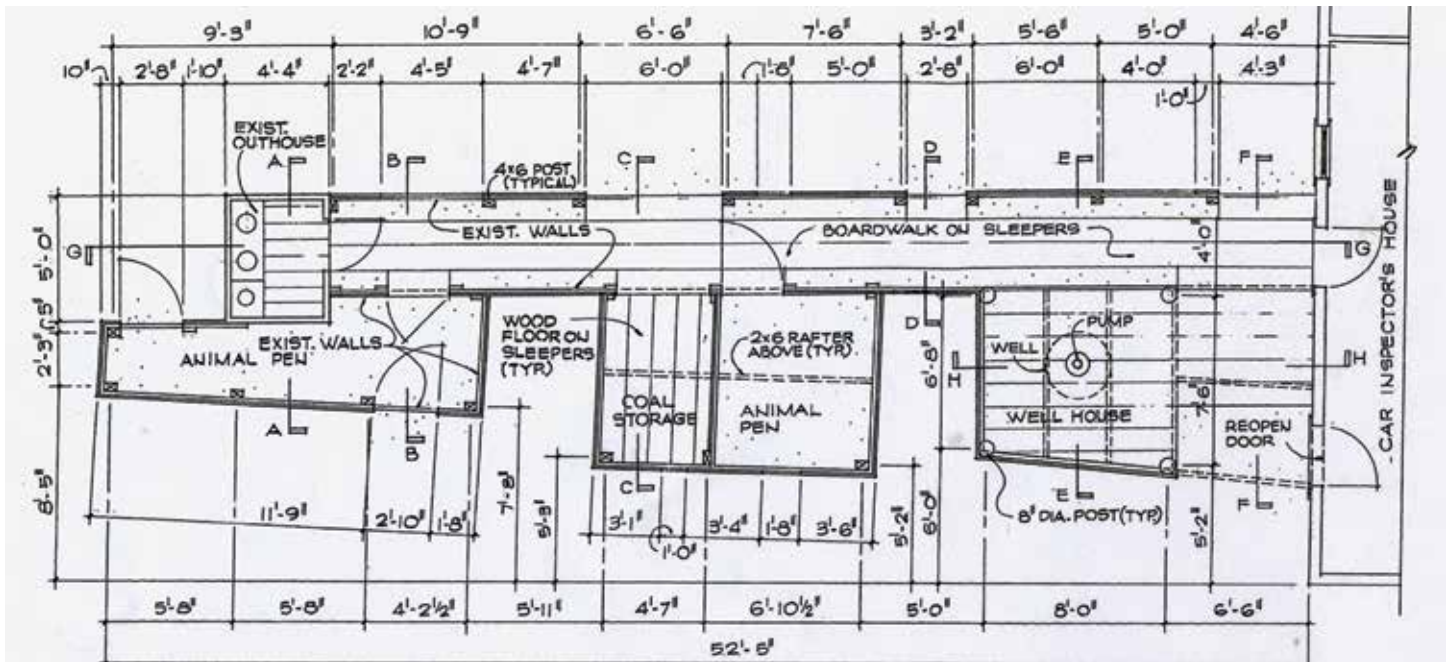
Image scanned from final 2011 Archaeology Report

outbuildings, including the wellhouse, the animal pens, chicken hutch, a coal storage bin and the outhouse. Combined with the archeological data, work began in 2007 on the first reconstruction at the site, an interpretive presentation of the annex. Volunteers augured holes for installation of pressure-treated posts, installed sills, horizontal framing and roof supports. Reconstruction of the outhouse was completed that summer along with roofing and the covered walkway.



Volunteers created a period-accurate chicken roost inside the completed structure.

Image scanned from final 2011 Archaeology Report



Heavy snowfall later that winter had caused some damage to the partially-completed structures but once repaired the following summer, board and batten siding was applied. For the animal pens, volunteers fabricated traditional chicken nesting boxes and roosts in the chicken coop and a feeding rack in the goat shed. The annex was completed during two sessions of 2008.

A 2008 structural inspection of the main house showed continued displacement of the Chama-side wall of the main building, the result of rotting framing and previous “railroad modifications” of the garage door. Additionally, bracing and plywood decking installed during previous stabilization activity prevented rafters to remain plumb in a safe manner.

Because of the heavy snow load at Cumbres, the 2008



Additional structural support was added in the attic in 2008 for long-term stability as no specific plans for the Inspector's House were on the table. Photo by Friends Chronicling Team

team had decided to install supplemental bracing supports in the attic area. Because no specific use for the building had been identified other than its historic significance, it was determined that repair of the building to make it structurally sound and restoration of the exterior to make it weather-tight was all that was necessary until future decisions could be made.

It appears, however, that 2008 was last time any work was done on the Car Inspector's House for another five years. According a 2013 report from Friends member and contractor Bob Conry, “considerable discussion was had in 1990 whether the roof could be saved without collapsing [during] stabilization work. 2008 found the roof to still be shifting and requiring more elaborate and extensive bracing...”

Conry noted there were other problems with the structure as well. The gables were in poor condition with rotten studs and sheathing. Over the years, portions of the siding had been repaired or replaced twice during Friends' work sessions and the chimney was still split in the attic area. There was also a “hodge-podge of band-aid fixes” in the first floor wall framing over the years.

Not all the problems were strictly structural. When it came to the historical accuracy of the structure, previous restorations had used modern, not full-dimensional, lumber, steel joist hangers and straps, plywood and construction adhesive, none of which would be appropriate for a period-representative structure.

Thanks to the stabilization and restoration efforts since 1988, the Car Inspector's House was standing after 100-plus years but it was still problematic in so many areas.

In the next issue of the *C&TS Dispatch*, the restoration of the Car Inspector's House continues, but with a number of interesting and unexpected twists.



Note: The authors wish to acknowledge the kind assistance and collaboration of Wes Pfarnar, Dave Ryerson, Richard Lind, Bob Conry, John Eng, the Friends' Chronicling Teams and the late Tim Smith in the research and preparation of this article.

# HISTORIC PRESERVATION ON THE C&TS, 2021

## SESSIONS D, F1, F2 AND G PLUS SPECIAL SESSIONS

**A note from the Editor:** Normally the *Dispatch* Work Session Reports present work performed, participants, and multiple photos for each project in each session. Most summer Work Sessions were focused on preparation for the Victorian Iron Horse Roundup. Still, other non-Roundup projects were happening and they are briefly summarized below. Space limitations prevented more photos and details on each project. In some cases no photos were available. We apologize for not giving all projects, participants and photographers their due.

**“Support Services”** ranged from Registration to Food to Painting to Tools and Bolts and so much more!



**Proj. 0700-1: Landscaping at Antonito and Chama Depots**



**Proj. 0710: Removal of Plant Material Along Right of Way**



**Proj. 0785: Preparation and Training on the Pile Driver and Derrick**



**Proj. 1286: Construction of Friends Off-Site Storage Building**



**Proj. 1354: Repair MW02 Speeder to Operational Condition**



**Proj. 1317: Reconstruction of Drop Bottom Gondola 731**



**Proj. 1351: Reconvert P-Box 207 to Rider Box Car 3424**



**Proj. 0623: Repair and Restoration of Old Unnumbered Stock Car**



**Proj. 1005: Restoration of Car Inspector's House at Cumbres**



**Proj. 1246: Restore UTLX Tank Car 11050 to Gramps Car**



**Proj. 1345: Maintenance and Repair of Sublette Section House**



**Proj. 1361: Replace Deteriorated Deck at the Carpentry Shop**



**Proj. 1336: Maintenance and Repair of Stock Car 5691**



**Proj. 1313: Reconstruction of High Side Rider Gondola 1204**



**Thank you Friends, for everything you do!**





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*In a photograph almost from the past, the trainmen of Rio Grande Southern No. 20 and the Eureka and Palisade No. 4 compare timepieces at the Antonito shop during the Cumbres & Toltec Scenic Railroad's Victorian Iron Horse Roundup.*

Photo by Don Atkinson