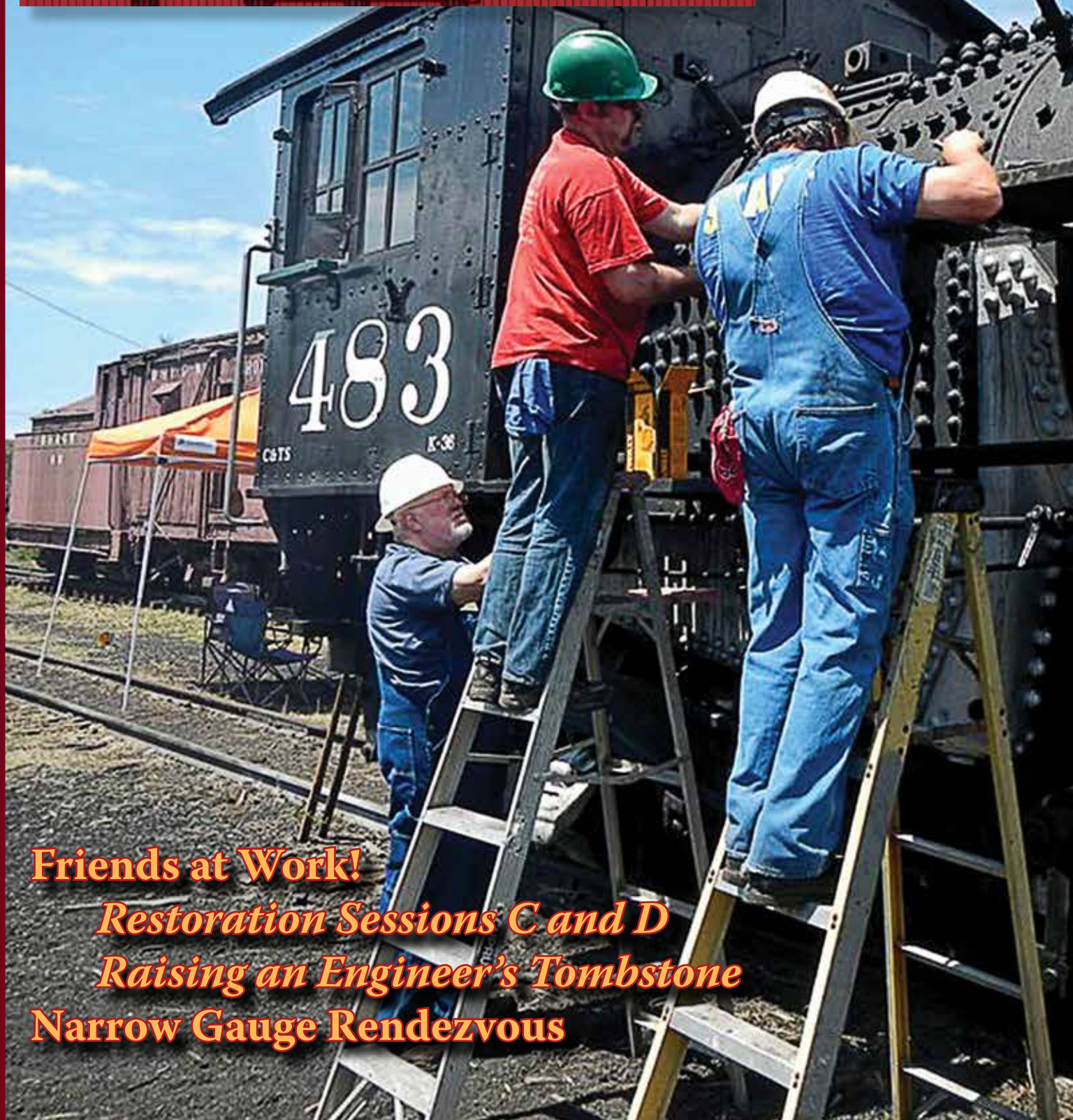




C&TS DISPATCH

VOLUME 29 NO. 3
FALL 2016



Friends at Work!

Restoration Sessions C and D

Raising an Engineer's Tombstone


Narrow Gauge Rendezvous



C&TS DISPATCH

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

William Lock, Founder-1988

Vol. 29, No. 3  Fall, 2016

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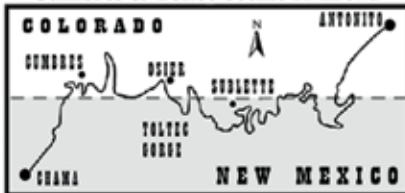
Editor Emeritus — Rich Murray

Email—cjames@silverrailsleadville.com

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 operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a member of TRAIN (Tourist Railway Association). Family membership in the Friends is \$30.00 per year, outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. 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.

Email—timtenant@cumbrestoltec.org

Cumbres & Toltec Scenic Railroad



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



As Summer Turns to Autumn

As I sit here at the keyboard, the end of August is approaching and Labor Day is within sight! Chris James is looking for a column so that means I better start pecking away at the keys.

It continues to amaze me how the summer, and whole year for that fact, seems to slip away on us. I seem to remember us talking about this in the office as opening day for the railroad was upon us back in May. At that time I remember saying, “Here it’s Memorial Day and before we know it will be the 4th of July and then Labor Day!” Well, here we are!

Besides opening day being long behind us, the Friends have completed six work sessions and our Moonlight & Wine Tasting Train is done and over. We do have another work session yet to come in late September but wow, where has the time gone?

As autumn approaches we start to think about fall colors and the beauty of riding the Cumbres &

Toltec during this magical time of the year. One of the single most-asked questions I receive is “when is the best time to see the colors on the railroad?” That in and of itself is a testimony to the reputation the C&TS has during the fall as an awesome event to take in.

I also look back and realize that our work session volunteers and docents put in a lot of hours and accomplished a ton of work again this season. From near and far you make the journey to Chama or Antonito and all for the betterment of the Cumbres & Toltec.

As usual there were many veteran work session attendees this past summer but as well a number of first-timers! I think this is fantastic and we thank you for joining our work session efforts. I also took note of attendance by a few young gentlemen of the younger generation. Grandfathers who brought their grandsons and to this I say WOW! Thank you and we appreciate you doing this. We talk about this at length realizing it is a challenge and opportunity that faces our organization as well as others in the historic preservation community. It’s about passing the torch to those who will follow so as to keep the preservation and interpretive efforts of the Cumbres & Toltec alive!

Think about that last statement, “Passing the torch to those who follow us.” Much too often today we think about the “here and now” but what about tomorrow? What



On the cover:

D&RGW Class K-36 2-8-2 No. 483 may never be under steam again, but with the Friends’ cosmetic restoration continuing during Session C, she will once again be a beauty to behold as a static display locomotive in Chama.

Photo by Ed Lowrance

does the future hold for the railroad and our organization as we know it today?

We know the Cumbres & Toltec has made considerable strides over the past 15 years and I believe the railroad has a very good product to offer to the riding public. The C&TS has remarkable history, awe-some scenery and amenities. In a recent poll of readers of *USA Today*, it was voted the #1 train ride in the United States! I believe the railroad is in good hands and continues to move forward in the right direction. The challenge being is to stay on the course of building ridership.

Now, backing up a bit, let's talk about the Friends. The reason I made mention of the young gentlemen who participated in this past season's work sessions is that this represents a very positive sign. For us to be successful and prosper over the long haul, we must introduce young blood to the organization. So grandfathers bring your grandsons and/or granddaughters; we welcome it and encourage it! Our members embrace having them around as they are indeed the future. I know they are learning some valuable skills by being amongst us but equally as important, we are learning from them.

Continuing along those same lines, we also are working to connect with the scouting community. While we have had scouts engaged on a small scale in the past, the organization is trying to encourage this and engage the scouts again. Our hope is to see more troops that will consider an outing around one of our work sessions. If you are involved in scouting or know someone who is, mention this and

drop me a note. We want to explore any opportunity that may exist out there.

So, passing the torch to those who will follow us is definitely within reach and we have a pretty good idea who we have to reach out to. Now, it is our job to ensure that it gets done so the history and story of the Cumbres & Toltec lives on.



 Tim Tennant



Photo: Chris James

A Letter FROM the Editor

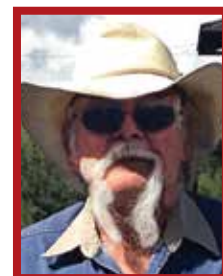
I won't always have opening words on page 3 of the *Dispatch*. But given that this is my second issue as editor, I thought I would take a moment to thank those of you who wrote and offered their congratulations, (or sympathy), suggestions, and support for the editorial and design changes in the Summer, 2016 issue. I also received some of good ideas for future content, always a relief for a harried editor in search of ink.

That said, I also need to offer two *mea culpas*.

First, the Summer, 2016 issue was late. Way late. Most had to do with my promotion to the editors' desk and the transfer of files, templates, artwork, and knowledge from Rich Murray in Pennsylvania to me here in New Mexico. I spent a lot of time on the phone and e-mail with Rich figuring out the processes and techniques that he perfected during his time as editor. That knowledge helped me a lot in picking up where Rich left off but it also threw the schedule for a loop. The result was that by the time you received the July 1st Summer issue it was already midsummer, the July 15th Wine and Dinner train had already departed and some of you missed out on a great dinner and good *vino*. To that, my apologies. With the assorted problems ironed out, this issue and those to follow should arrive on time.

Also, a big *mea culpa* to Bob Conry for the incorrect caption on the photo in Ian Kelly's fine semaphore story in the Summer issue. I had not yet met Bob when I wrote the caption and upon meeting him in Session E, I immediately knew I'd made a major mistake. Bob is probably the most recognizable of all the Friends.

This issue has, among other things, some fine photos from Restoration Sessions C and D, plus a heartwarming story of Friends honoring a D&RGW engineer who gave his life in the line of duty. It is this dedication of the Friends and stories the emerge from that dedication that make us such a great organization!



The real (and unmistakable)
Bob Conry!

 Christopher James, Editor



Friends of the C&TS **TIMETABLE**

The *Timetable* showcases upcoming events for *Friends of the Cumbres & Toltec Scenic Railroad, Inc.*

(Note: For events sponsored by the railroad along with C&TS schedules and fares, visit: <http://cumbrestoltec.com> or call the railroad at 1.888.286.2737)



FRIENDS' C&TS RESTORATION WORK SESSIONS

Five-day work sessions: Friends members work in Chama, New Mexico, and Antonito, Colorado, along the C&TS's right-of-way and in Colorado Springs with the restoration, preservation and interpretation of the Cumbres & Toltec Scenic Railroad, an official *National Historic Landmark* and a *Registered State Historic Site* for Colorado and New Mexico.

Look for the 2017 Restoration Session Schedule in the Winter issue of the Dispatch, the 2017 Session brochure, the year-end letter, and the Friends' Web site! Plan now to attend during 2017!

Visit the Friends' website at <https://www.cumbrestoltec.org/volunteer.html> for more volunteer information.

Coach Restoration (Colorado Springs site)—Monthly on 1st, 3rd and 5th Saturdays

Visit the Friends' Colorado Springs website at <http://friendsofthectsrccos.blogspot.com> for more information.



OCTOBER 4 AND 5, 2016 — FALL COLOR AND FREIGHT TRAINS

For schedules and fares, see page 5 of this issue of the *C&TS Dispatch*.

Additional information at <https://www.combrestoletc.org/online-store/charters.html>



OCTOBER 14 AND 15, 2016 — FALL MEMBER BANQUET IN ALAMOSA ALONG WITH AN EXCURSION ON THE RIO GRANDE SCENIC RAILROAD



Date: Friday, October 14, 2016
Place: *Bistro Rialto*
716 Main Street, Alamosa, CO
Time: 6:00PM Cocktails-Cash Bar
7:00PM Dinner
8:00PM Program
Cost: *Banquet—\$36/person*



Buffet includes prime rib, chicken marsala, whipped potatoes, Italian salad, garlic bread, fresh vegetables, assorted desserts, tea and water.

Then join us for a day riding the Rio Grande Scenic Railroad from Alamosa to LaVeta and back on Saturday October 15th. The cost is \$117/person and includes dome seating and lunch. Depart Alamosa at 9:30AM and return at 5:30PM. For banquet and/or train reservations please call our Albuquerque Office at 505-880-1311.

For those looking for lodging we have a block of rooms at the Fairfield Inn & Suites, 721 Mariposa Street in Alamosa. Their telephone number is 719-587-4000 with a rate of \$89/night. Reference FCTR.



C&TS Friends Telegraph: **NEWS**

Russ and Patty Hanscom Win President's Award!



Russ & Patty Hanscom were presented the **2016 President's Award** at the **Annual Dinner** on Friday June 24th in Conejos, Colorado, for their continued dedication and efforts towards the success of the Friends. A dedicated husband and wife team from Farmington, New Mexico, Russ is currently team leader of the Trucks & Brakes Project for several pieces of equipment including the Tourist Sleeper, Cook Car 053 and RPO 54. Patty is member of our tremendous food crew, heading up the Antonito team ensuring the volunteers in Antonito are fed. Russ was also just elected to the Friends Board. Congratulations to Russ & Patty! Thanks for all your hard work.

Friends Receive AED Training

The Friends have added three HeartSine Automated External Defibrillator (AED) units to the inventory. One unit is located in the Antonito CRE, next to the first aid kits; the other two are in the Stencil Car in Chama, also next to the first aid kits. Both Chama units will be available for check-out to remote teams, signed out through the tool car. A fourth unit also is available inside the Chama station, just inside the dock-side office door.

With the units on site, the Friends are obliged to provide training, starting with all Team Leaders. The first session was held August 4th in Chama. A second session was held in Antonito on September 28.

A 4½ minute training video is available online at www.heartsine.com/support/aed-training-videos/ and select "How to use the HeartSine Samaritan PAD 350P?" Consider watching it several times.



Happy Birthday, Wes Pfarner

At the Friends' office in Albuquerque, photo curator and database manager Wes Pfarner often bakes (from scratch!), brings and shares cakes and cookies with the Friends' office staff. On July 13th, Wes brought one to celebrate his 81st birthday!

Wes has been working in the Friends' library organizing, scanning and tagging the Richard Dorman photography collection since June, 2006. The library recently added two additional collections, the Burkstresser Collection and the Payne Collection that now occupy Wes' volunteer time. Happy birthday Wes!





HISTORIC PRESERVATION ON THE C&TS, 2016

RESTORATION SESSIONS C (JUNE 20-24) AND D (JUNE 27 - JULY 1)

The focal point of the Friends' activities are seven week-long work sessions conducted annually at different locations along the railroad. While the projects change from year-to-year, many of them are multi-year efforts. You can help, too! Visit <https://www.cumbrestoltec.org/volunteer/>

Space on the pages of the *C&TS Dispatch* limits the number of photos we can print. For more photos of the many projects and their participants, visit the Friends Forum at: <http://tinyurl.com/jlc2dqe>

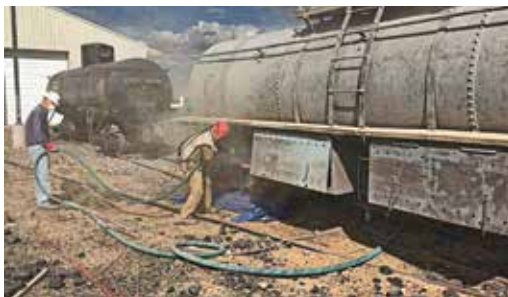
Photos and project descriptions are provided by Team Leaders, participants, chroniclers, and other Friends. Project summaries, crew members and other details are taken directly from Team Leader Reports. Unless otherwise noted, both C and D sessions are combined in each project description.

In Sessions C and D there were 30 or more (!) projects along the C&TS. Read on for the summaries!

Photos by Ed Lowrance, Joe Kanocz, John Cole, Warren Ringer, Sharon Evans, Paul Davenport and Chris James

CAR REPAIR FACILITY, ANTONITO, COLORADO

Sandblast, Paint and Letter MOW Water Cars 0471 and 0472: Antonito, Session C



John Cole and a crew that included Roy Lloyd, Tom Williams, Wayne Klatt, Terry Rahne and Andy Graham sandblasted three tank cars (two water cars and the GRAMPS car, below) down to bare metal in three days, hot and heavy work inside the breathing apparatus. The first two cars, narrow-frame MOW Water Cars, were first coated with a "50-year primer." One of the water cars was painted with typical MOW gray, but the crew ran out of paint before the second water car could be painted. It will be completed at a later session.

Sandblast, Paint and Letter UTLX (Gramps) 11050: Antonito, Session C



John Cole's crew then moved on to the frameless GRAMPS tank car. Hand sanding revealed painted over stenciling information, reporting marks and other car information that was recorded and kept. The car was then sandblasted along with the two water cars, primed and painted. Unlike the MOW gray, the crew had plenty of black paint. It is currently awaiting brake work and draft gear repairs by Chris Trunk's team.

With the three tank cars completed, John's crew moved to the Lava Pump House and helped Jim Herron and his crew with the installation of a new chimney liner and pointing on the top of the chimney.

Restore Frameless Tank Cars UTLX Nos. 11036 and 11037: Antonito, Session D



Gramps Oil Company shipped crude oil from Chama to Alamosa in the distinctive GRAMPS tank car. Team Leader **Chris Trunk** and Randy Worwag continued work on two of the GRAMPS cars for the C&TS. Session D consisted mainly of brake work with balancing the air brake system and fabrication and installation of air brake hoses. They also fabricated and installed a number of mechanical components including rods, yokes, pins and various supports. A sheave-wheel yoke was fabricated for the brake chain holder and work was done on the hand brake shaft keyway.

General Pick-Up and Clean-Up: Antonito, Sessions C and D

At the request of C&TS personnel, **Ted Norcross**, Ron Carder, Fred Kuhns, Emmanuel Lopez, Dan Robbins and Cletus Wander performed general repair and clean-up around the Antonito engine house including replacing the rear wall of the coal bunker, reworking of the nut and bolt parts bins and weatherizing the yard's shipping container storage and standard gauge box cars. The project continued through both sessions C and D.

Repair High Side Rider Gondola 1357: Antonito, Session C



Team Leader **Bill Oltmanns**, assisted by Jim Florey, Bill McCall and Warren Ringer completed the decking and installed both sides of the car, the A and B ends and all the remaining hardware. Bill estimates that only one more session will be needed to complete the modifications on the car. This would include access doors on the ends, benches and railings. Bill noted that a total of 94 man-hours of work was spent on the project during Session C.

Restore Drop Bottom Gondola 787 for MOW Service: Antonito, Session D



Co-leaders **Bill Pratt** and **Warren Ringer**, along with members Matt Jameson, Bill Oltmanns, Lee and Randy Parks, and Don, Gene, and Ron Senek, removed all external metal items, such as grab irons, post straps, brake wheel, etc. All wood was removed to the center frame, including the hinge blocks, nailers, and drop doors. The brake cylinder bolts were removed, and the cylinder was temporarily suspended with chain. Rotten wood was removed from the frame for replacement in the future. Eventually the car will be a working MOW gondola for the railroad.

Construction of Period Trucks for Coach 0252/470, Cook Car 053 and RPO 054: Antonito, Sessions C and D



Team Leader **Russ Hanscom** and team members Fuzzy Anstine and Chris Nixon were busy! They completed welding the center cross members for RPO trucks and drilled four 1 3/4" diameter holes in each member for swing link pins. They also welded the fourth swing link and started assembly of fourth flying bolster. On the RPO project, they completed repairs to first of eight RPO pedestals, cut reinforcement plates for all eight and made eight pins for RPO swing links. Welding on fourth flying bolster was completed. The first three flying bolsters each need 1-2 days of detailing to be complete.

The crew sandblasting tank cars had some time and sand available so most of the large truck parts got blasted and primed. There are still many small parts to be done.

Repair Drop Bottom Gondola 756: Antonito, Session D

With most of the major work completed in previous sessions, co-leaders **Bill Pratt** and **Warren Ringer** and crew Don, Gene, and Ron Senek concentrated on finishing up the details to complete the project. They made and installed four inside corner blocks and the B-end brake platform. Wood was replaced on one drop door, and on the A-frame as necessary.

No other work was required and the car was returned to service.

Attach Backing Plates, Drop Bottom Gondolas 724 and 727: Antonito, Session D

This was intended as a “low priority” project that would only require about two hours on each car and would utilize crew members when not working on higher-priority DBG 787 (see page 7). Plates were made, not only for 724 and 727 but also Drop Bottom Gondolas 811 and 859, projects scheduled for Session F later in the summer. The plates were installed on 727; the rest will wait for a later session.

LAVA PUMP HOUSE, NEW MEXICO

Restore Lava Pump House Masonry: Lava, Sessions C and D



Jim Herron led teams during both sessions, including (C) Doug Christensen, Phil Todd, John Cole, Wayne Klatt, Tom Williams, Terry Rahne, and Roy Lloyd and (D) Warren Ringer, Bill Oltmanns, Leon Beier and Ron and Gene Senek. Built in 1883 to serve Lava Tank, Pump House’s lava stone walls and chimney were in serious need of repointing, particularly on the top three layers. The upper three feet of the chimney liner were also missing and needed replacement.

Doug Christensen, Phil Todd and Jim Herron made progress on repointing the west wall (the most deteriorated of the four walls), but additional work is still needed. John Cole, Wayne Klatt, Tom Williams, Terry Rahne, and Roy Lloyd fabricated a replacement chimney liner at the Antonito Car Repair Facility, trimmed it to size and mortared it in place. This stabilized the chimney structurally, though exterior grouting and facing was deferred to future years.

Earth was also excavated from the north and south sides of the building with the backhoe to expose the foundation stones. The site was then graded for drainage, first with a front end loader, then with rakes and shovels.

OSIER, COLORADO

Installation of Historic Markers: Osier, Session C



In 2016 a new high-current, engine-driven welder was purchased by the Friends. Using the new welder and a specific type of rod, most of the joint bars were removed from the existing poles, the old welds cleaned and the joint bars were again welded into position. Even with this procedure there was one bar that came loose and was re-attached.

In Session C, having not drilled the mountings, a welding torch was taken to Osier and used to blow out the remaining mounting holes. During the last days of the session all signs were installed. Almost immediately visitors began taking pictures of the signs. Time allotted in this session did not permit the installation of placards on tops of vertical posts. That will be scheduled for Session B in 2017.

The docent program will arrange to take down the signs at the end of the C&TS season and store them inside the Osier station over winter.

Relocate Solar Panels and Controller: Osier, Session D



Joe Kanocz and Karl Strauss finished electric work at the Osier Section House, including an inspection of the electric lines in the attic to determine they were free of damage from rodents. They completed the installation of the switches and installed LED light bulbs with porcelain sockets in all rooms of the Section House.

All rooms in the Osier Depot and Section House now have LED lights. The solar system is able to power every light in every room in both buildings simultaneously.

CUMBRES, COLORADO

Stabilization, Repair and Restoration, Car Inspector's House and Section House: Cumbres Sessions C and D



Another of the on-going projects is the stabilization and restoration of two of the C&TS's most important and recognized buildings, the Car Inspector's House (photo: left, top) and the Cumbres Section House (left, bottom). Due to their location atop 10,000-foot Cumbres Pass, the two structures take a beating from the elements.

Bob Conry headed up a team on the Car Inspector's House including John Pierce and Wayne Shirley. The team removed one half of the front of the building, along with the front door and the east window. They re-framed the wall with full-cut 2 x 4s and installed a rough finish.

Elsewhere in the building, they plumbed and lined the walls, and removed rotten plates and replaced them with new treated plates made from historically accurate rough sawn lumber.



Across the tracks at the Section House, Bob supervised members Pete Dahlberg and George Trever as they tore out the existing signal pole and siding from the front side of the structure. They began installing new siding. Future sessions will complete the siding and the installation of the signal pole and semaphore, currently under construction in the Chama wood shop.

CHAMA, NEW MEXICO

Landscaping: Chama Sessions C and D



Despite 97° weather, **Jim and Naomi Sublette** and their crew accomplished miracles around the Chama depot with application of thousands of pounds of gravel, tree trimming, clearing of undergrowth to prepare for terracing in Session D, planting of annuals and the usual weeding. In addition to working both Sessions C and D, Naomi and Jim also spent the break between B and C repairing the drip irrigation system for the planters on the platform.

Car Painting: Chama, Sessions C and D



Painting is an ongoing task by the Friends. Team Leader **Don Stewart**, assisted by Suzie Dunn, Lance Godfrey, Frank Higgins, David Sherburn, and Jill Stewart were originally scheduled to paint two drop bottom gondolas in Antonito, Short Reefer 55 and Stock Car 5841. The team was redirected to repair peeling paint on Rotary OY and to prepare RPO 54 for repainting so that the car could "star" in an upcoming movie shoot. Brad Lounsbury [L] and others removed the old lettering and re-primed the car for painting a "new" color, as specified by the film crew, during a future session. The gondolas, reefer and stock car will be rescheduled for future work.

Mechanical Maintenance: Chama, Sessions C and D

Clyde Putman, Brooks Wilson and Jay Wimer performed brake tests, evaluation and repairs on 30 pieces of C&TS rolling stock. Nine cars and the Jordan Spreader were identified as needing repairs and six of those pieces of equipment were repaired, either completely or partially, awaiting further parts.

Car Lettering: Chama, Sessions C and D



Lettering is done with special stencil brushes and stencils that have been custom-made for historically accurate lettering on the cars from the 1920's thru the 1960's. Paint is carefully applied through the stencils, the same technique the railroad used in the 1920's. Several stencils were originals from the Chama shop, dated from the 1950's. The work can be tedious but the final result is worth the effort.

The Session C lettering crew of **Fred Morton**, Anne Woolsey and Larry Jennings began by taking care of some missing capacity and dimensional data lettering on MOW cars 03161 and 04549, as well as stencilling "For Trainmen Only" on the car side. Two high-sided gondolas needed entire stencilling all the way around, a two-day project. Drop Bottom Gondola 769 received detail lettering.



Session D freight car lettering continued where Session C left off with Team Leader **Larry Jennings** and able assistant Pat Sallen. Several high side and drop bottom gondolas had been repaired and repainted, as well as a caboose, and were ready for lettering. The cars are used in photo freights and for film production work.

Restore 483 for Static Display: Chama, Session C



Robert Schoen, Rick Kroytz, Ed Sargent and Larry Springer made substantial progress on Locomotive 483 in its new location near the oil rack. They remounted the running boards and hand rails; retrieved, cleaned and painted the air tank; re-glazed the rear cab windows; measured the cylinder saddle for a new jacket; removed, cleaned, greased and re-hung the fireman's-side driving rod; measured the pilot beam for future replacement; cleaned both the overall site; and cleaned the locomotive of soot and repainted some parts. They also inventoried for future parts to complete the project.

Rebuild Idler Flat Car 1515: Chama, Sessions C and D



Idler flat cars were used as spacers between regular flat cars when additional clearance was needed for long loads such as oil pipe. On Idler Flat 1515, **Jim Davenport**, along with crew Gary Ehler, Markus Hagemann, Jack Heiermann, John Sprenger and Bob Goin reassembled the brake pipe and fittings, cut and attached two needle beams plus cut and attached a center sill, and intermediate sill, and end sills (each with 39 bolts!). They also detached four tension rods and cut and attached four brake support blocks. A second side sill was cut to fit. Work on sills and brake appliances will continue in future sessions.

Convert Box Car 3016 to Kitchen Storage Car: Chama, Sessions C and D



Don Bayer lead teams during Sessions C and D. During Session C, they installed the side door strike, door slide bar, door track supports and door latch for both the right and left side of the car. They built and installed a new end door and door frame, door track and door guides on the A-end.

With jacks, they straightened the car to prepare for truss rod installation and interior plywood, installed a handbrake shaft and checked it for proper operation. They also installed cut levers on both the A- and B-ends and installed side and end grab irons. Middle and top corner braces were installed on all four corners.

In Session D, they drilled holes for the truss rods and drilled and installed the grab irons and stirrups on all four corners of the car. They repaired the Murphy roof system and repainted and installed the roof walk, including the end platforms. Inside, they installed the interior wall plywood on the A-end.



Restoration of Wheel and Tie Car 06092: Chama, Sessions C and D



Don Atkinson, team leader of both sessions said, “Advanced planning and sufficient manning and great work by both C and D work session teams enabled us to accomplish a tremendous amount.” Session C began with removing the car’s wheels, both bulk heads, railroad wheel chocks, the tie cage, most of the decking, brake wheel, truss rods, the step and hand rail from the A-end, side picks, brake hangers, grab irons and steps, all the brake rigging and brake equipment, the cast iron coupler pockets and couplers, needle beams, top plate from the bolster and the side sill on the west side of the car.

Rebuilding began with cutting tenons for the side sill, cutting dados and recesses for the coupler pockets, cutting, ship lapping and priming

the floor decking. Session C ended with cutting tendons, dados mortises and holes in the west-side center sill on the B-end, priming the back side of the decking, beginning work on the B-end bulkhead and laying out the new railroad wheel chocks.

In Session D, they finished installing the west-side center sill and intermediate sill, began work on the outside intermediate sill, finished priming the deck, began work on the A-end bulkhead, cut the wheel chock semi-rounds and worked on a new A-end needle beam, installed coupler side plats on the A- and B-end center sills, manufactured a new brake hanger block, installed both side sills and pressed both ends into the sills, manufactured new corker braces, attached the side sills to the bolster plates and linseed oiled all the sills and brake hangers.

The project will continue into Session E with truss rods, brake cylinders and rigging, couplers, side pockets and steps and grab irons. An amazing accomplishment in two weeks, guys!

Repair Damaged Conduit to Flag Pole Light: Chama, Session C

Marshall Smith and Bob McCain repaired the broken PVC conduit, drove angle iron stakes to support the junction box, drove pins in the bordering 12 x 12s to protect the light from future damage and installed a new bulb.

Repair Outer Sills on Flanger OK: Chama, Sessions C and D



Most of the remaining major work was completed on Flanger OK by **Craig McMullen**, Bob Hewett and Phil Barney. This included replacing the metal weights, replacing the railings and decking, installing the lifting mechanism, installing the air cylinder and cleaning and lubricating the brake cylinder. Grab irons and the brake wheel were reinstalled and the flanger was prepared from primer, painting and lettering at a later session.

Restore Jordan Spreader OU: Chama, Sessions C and D



The Jordan Spreader is being repaired for demonstration purposes and to ready it for MOW charters. **Chuck Dueker** lead the team including Terry Rider, Dan Schmidt, Mike Wissler and Bob McCain. They freed up the wing arm angling positioning arms, tested all seven pneumatic cylinders and adjusted the cylinder rod packing. Two cylinders were in need of replacement.

All the functions of the spreader were tested, yielding difficulties with the air volume and pressure. The team began the process of replacing the wooden decking and oiled the journal boxes. They expect to have the spreader complete in one or two more sessions.

Repair Stock Car 5553D: Chama, Session D (and more!)



The railroad is anxious to have as many operable stock cars as possible for photo freight trains. Restoration of Stock Car 5553D began last year when the railroad moved the car into the shelter tent behind the engine house before the end of the 2015 operating season.

Knowing the project would take longer than a normal five-day session, work began pre-season during the first (cold) weekend of April. Fortunately, working in the tent provided a warmer workplace than the April air. Team leader **Bill Lock**, Dave Ferro and Dave Jenkins were the core crew but others, including Leon Beier, Becky Falk, Brad and Patty Lounsbury and George Trever, assisted the crew as they were able.

The first two days consisted of removing the old roof and assessment of the work and materials needed. With the additional help, the team was also able to start the challenging restoration of the top side sills during that April weekend.

Beginning on the Sunday prior to and throughout Session D, the crew made tremendous progress which included a lot of liquid putty and scabbing of the heavily damaged west upper side sill. Additional work included splicing the southwest corner of the upper side sill, manufacturing a new side door, new fascia boards and installation of a new roof with a water shield and sheet metal roofing. George Detweiler worked all week with the Session D crew along with help from Larry Marquez, Steve Schroeder, Brad Lounsbury and Don Atkinson.

With only one more day's work required to complete the car, the crew reassembled on Saturday, July 16, during the break between Sessions D and E. The roof walk was painted and installed and various letter boards were replaced along with the last of the body work.

A total of nine workdays was required for this portion of the restoration. The car is now ready for painting and lettering to be completed at a later session.

Repair Roof and Water Damage on Caboose 0503: Chama, Sessions C and D



For Sessions C and D, Caboose 0503 was moved from the Antonito Car Repair Facility to the Chama Yard. Team Leader **Don Atkinson** and assistants George Detwiler (C) and Bob Hewitt (D) prepped and applied a third coat of elastomeric roof coating to the roof (all three sections), installed grab irons to cupola roof and reinstalled the stove pipe, installed cleats and roof walk boards on both ends of caboose roof, caulked the roof cleats and touched up box car red on roof boards, grab iron ends and miscellaneous areas around the caboose.

By the end of Session D, the caboose roof and siding repairs were complete. The interior of caboose still needs painting with Seafoam Green paint, exterior grab irons could use touch-up with silver paint and the chimney could use some touch-up with high temp flat black. Additionally, the broken door lock on the B-end of the caboose was removed during B session. The part is on order and will need to be installed during Session E.

ALONG THE C&TS RIGHT OF WAY

Trimming Wild Growth: Right-of-Way, Session D



Paul Davenport returned again to supervise the tree and brush trimming along the right-of-way, assisted by Ron Horejsi, Ron Hassell, Natalie Davenport and Robert Morrison.

Photo sites were a prime focus of the team's work. The team cleared brush and trees at and near Jukes Tree, an historic site near Chama along the ROW. At Cresco, they fulfilled railroad requests for clearing of two sites, including one for a photo line along the siding and another for a track-direction east view of the tracks, trestle and tank. The crew also trimmed and removed trees

and brush along the ROW between Big Horn and Toltec and at the Coxo siding, the Sublette powder magazine, the Chama yard and the Cresco trestle.

The railroad has exhibited a new (or renewed) interest in preserving and enhancing opportunities for photography of its operations, particularly to foster its hosting of charter and other special trains, so additional requests of that nature are expected.

Paul noted, "We received outstanding support on a routine basis from the Chama kitchen car team (Project 230), which provided takeaway lunches before 8AM daily and before 7AM on one day when dictated by circumstances beyond our control. We also appreciated the chain saw preparation and related support provided by Doug Frederick in advance of our team's arrival.

Maintenance and Upkeep of All Railroad Signs: Right-of-Way, Sessions C and D



Jim Gross and team members Mike Mahoney [R], Terry Woolsey, Paul Davenport, and Jim's grandson, Titan Kroytz [L] installed a new station sign at Toltec and touched up the sign at Los Pinos. They also added new video surveillance signs on the property. The work included eight mileposts, six whistle boards, twelve trestle numbers and one each of state line signs, speed limit signs, a flanger sign and the Chama bridge herald. Brush was cleared around the mileposts and whistle boards as needed to keep the signs visible to train engineers and passengers.

In Session D, Team Leader **Bob Ross** and crew members painted eight mile posts, seven whistle boards, two yard limit signs, one state line sign and dug a hole for mile post 320 to be placed later by the track crew.

Project Discovery: Chama, Antonito and Right-of-Way, Sessions C and D



Mark Jennings (C) and Craig McMullen (D) surveyed potential new projects for the Friends and prepared proposed project reports. Among the FIDO prepared reports were projects relating to Concession Car 3244 and flag poles for the Osier area.

Surveys were made of Bunk Car 04258, Caboose 0306, Refrigerator Car 169, the cut up and disposal of the Bridge Crane I-beams, preparation for repainting RPO 54 for an upcoming movie role, conversion of Rider Gondola 6314, and additional picnic tables on the railroad property.

Additional survey and assessment of the Lava Pump House were also made.

IT'S NOT JUST THE PROJECTS, IT'S THE FRIENDS THAT MAKE IT ALL WORK!



ANTONITO CAR REPAIR FACILITY CREW



WHEEL AND TIE CAR CREW, CHAMA



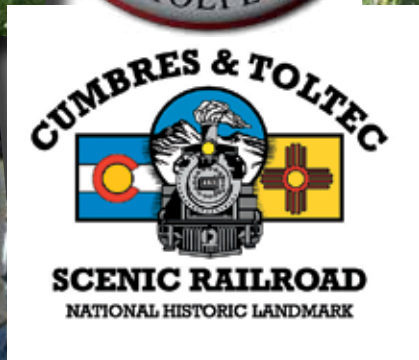
LANDSCAPE CREW, CHAMA



STOCK CAR CREW, CHAMA



PAINT CREW, ANTONITO



BRUSH CLEARING CREW, RIGHT OF WAY

Photos by John Cole, Paul Davenport, Bill Lock and Ed Lowrance

OTHER IMPORTANT TASKS AT EVERY RESTORATION SESSION!

Not all of the tasks in each restoration session are glamorous or photogenic. Many of the “behind the scenes” tasks are often taken for granted but are nonetheless as vitally important as restoration and interpretation. Thanks are given to those Friends who keep the crews organized, fed, operational, supplied and documented during Sessions C and D, including:

Session Leaders, Chama: Bob Ross and Craig McMullen

Session Leader, Antonito: Russ Hanscom

Check-in and Registration: Holly Ross

Food Preparation: Patty Hanscom and Mary Jane Smith

Tool Car Operation: Carol Mackey

Bolt Car Operation: Marshall Smith

Paint Car Operation: Brad Lounsbury

Carpentry Shop Operation: Craig McMullen

Equipment Preparation: Doug Frederick

Work Session Preparation: Bob Rieb

Hauling and Vehicle Operation: Doug Frederick

Project Chronicling: Sharon McGee

Safety Coordinator: John Engs and Brad Lounsbury



*Carol Mackey at the Tool Car
(OK, Carol is both glamorous AND photogenic).*

While only the team leaders are listed above, many of these important duties are supported by additional Friends volunteers, many of whom serve on other projects as well.



The Carpentry Shop supports many projects every session.

Everyone, from Tim Tennant to the newest Friends volunteer deserves a hearty **Thank You** for all the work and effort you put into the Friends of the Cumbres and Toltec that has helped make us one of the premier volunteer historic railroad restoration organizations in the country.



Lunch Time, direct from the kitchens of Patty and Mary Jane!



Chroniclers document the projects' progress every session.

Photos by Ed Lowrance



Raising an Engineer's Tombstone

by Dan Robbins

On September 29, 1922, Engineer David M. Wright and Fireman L. J. Knee were crewing D&RGW Locomotive 169, pulling passenger train No. 115, the *San Juan*, westbound out of Antonito, an hour behind schedule. At MP 309.5, east of the Toltec siding, 169 collided head-on with eastbound locomotive 411. 411's Engineer, R. Lee Smith, had misread his train orders at Cumbres and believed he had fifty more minutes to get to the next siding. Smith and Fireman Paul McGuire were injured; David Wright and L. J. Knee were killed. Three other railroad employees and 20 passengers were injured. David Wright was buried in the Chama cemetery

Two years ago, we discovered his tombstone had fallen over and decided that it needed to be raised to honor a D&RGW locomotive engineer who died in

the line of duty. As represented on a smaller stone, he was also a member of the Masonic Fraternity and the Brotherhood of Locomotive Engineers.

The actual raising of the 400-600 lb. tombstone began with lifting with pry bars and placing timbers under it to get it even with its base. The five of us worked meticulously raising it a few inches at a time to raise it off the ground. Once we gained the elevation we wanted, Bob Reib had the great idea to use ratchet straps to hold two 8 ft. 2 x 4s and lever up the tombstone in a vertical position. Everything worked out fine, and we got the tombstone upright so that you can read the family name of "Wright."

David Wright was survived by his widow, Rena, and three sons, Roy, David and William. Rena passed away in 1955 and is buried next to



[L to R] Jay, Bob, Becky Falk and Becky Robbins examine the fallen gravestone of D&RGW Engineer David L. Wright. Photos by Dan Robbins and Becky Falk



First, the 400-600 pound block of granite had to be raised with pry bars and timbers to the level of the base.

her husband. William kept the family's railroading tradition alive as a D&RGW engineer, mainly on the 3rd Division out of Salida.

This was a great example of teamwork and I would like to thank my colleagues that helped in this project: Friends of the Cumbres & Toltec Scenic Railroad members Bob Reib, Jay Wimer, Becky Falk, and Becky Robbins. It couldn't have been done without them.

2 KILLED AND 23 HURT IN A D. & R. G. WRECK

Many New Mexicans in List of Injured in Accident Near Antonito, Colorado, Yesterday.

Denver, Sept. 29.—Two engineers were killed and 23 persons were injured when Denver and Rio Grande Western train No. 115 crashed into a locomotive this afternoon, 26 miles southwest of Antonito, Colo., on a narrow gauge line, according to a dispatch to the News here.

The dead are David M. Wright of Alamosa and L. J. Knee, engineer and fireman, respectively, on train No. 115.

The passenger train was running an hour late when it met the locomotive on a sharp curve in Toltec gorge on the boundary line between Colorado and New Mexico. Neither engineer was able to stop his locomotive in time to avert the crash.

Railroad officials are quoted as saying that the wreck was due to misreading of orders.

A. E. Neethard of Roswell, N. M.; R. Lee Smith, engineer on locomotive No. 411, and Paul McGuire, fireman of the locomotive, were the most seriously injured.

Among the injured passengers were P. T. McGuire, Denver; Floyd W. Shore, Las Animas; Mrs. A. A. Arnold, Denver; Joe T. Gerry, Denver; A. A. Miller, Chicago; Maria Trujillo, Columbus, N. M.; Mrs. F. M. Schilder, Sebastopol, Calif.; C. G. Penter, Silverton, Colo.; Mrs. C. G. Penter, Silverton, Colo.; Ralph W. Smith, Denver; John P. Vall, Denver; Phil Flynn, Silverton; J. H. Stark, Farmington, N. M.; Ralph W. Monamee, Brush, Colo.; Mrs. C. S. Lively, Cumbres, Colo., and Andriana Martinez, Ignacio, Colo.

Most of the injured passengers suffered from internal injuries, fractures, sprains and cuts and bruises. None of them was believed to be in a serious condition.

Albuquerque (NM) Morning Journal, September 30, 1922





Bob straps eight-foot 2 x 4s to the tombstone with ratchet clamps. They will need all the leverage they can muster to tip the heavy headstone back into place.



The tombstone is lifted back on to its base and is centered and stabilized.



Success! [L to R] Dan Robbins, Bob Rieb, Jay Wimer and Becky Robbins.

You can read about David Wright and the tragedy of September 29, 1922 in the Winter 2008 issue of the *C&TS Dispatch*, Vol. 21 No. 4, page 17.

☞ Dan Robbins

David Wright's locomotive, No. 169, was taken out of service in 1938. It was refurbished to appear at the 1939 New York World's Fair. In 1941, the railroad donated it to the City of Alamosa and she is now on display in Cole Park, near the City Complex. Since 1999, the *Friends of the 169* in Alamosa have been working to restore the locomotive. No. 169 was added to the National Register of Historic Places in 2001.

Her sister engine, 168, on static display for many years in Colorado Springs, is undergoing restoration in Antonito by the Cumbres & Toltec Scenic Railroad.

☞ Editor



Wright's membership in both the Masons and the Brotherhood of Locomotive Engineers is honored on a small stone nearby.



David M. Wright's grave, Memorial Day, 2016, 94 years later.

Photo by Chris James



C&TS Narrow Gauge Rendezvous August 26 - 28, 2016

Photographs by Don Atkinson



Denver & Rio Grande Locomotive 315 pulls a long freight with a variety of cargo. Given the different heralds on the locomotive and the freight cars, you can choose your own date for the photograph.



RGS Galloping Goose No. 5 and D&RG No. 315 meet on the C&TS. They may have met sometime in the past in Durango or Ridgway.

Mixed weather only added to the variety of backdrops during the **Cumbres and Toltec's 2016 Narrow Gauge Rendezvous** with Locomotives 315, 463, Goose 5 and Goose 7 in attendance

Friends member Don Atkinson made over 1,000 images over the weekend. Unfortunately, *The Dispatch* doesn't have room to print them all but here is a sampling of some of his best work.

Don will be on hand for the October 4 and 5 Fall Color Freight Event and promises to provide more great photos.



Denver & Rio Grande No. 315 turns at the wye and snowshed atop Cumbres Pass.



It's a hard climb up the 4% grade to the summit of Cumbres Pass under a cloudy sky .



The Denver & Rio Grande never sleeps!

Some Helpful Guidelines for Submitting Your Photos to the C&TS Dispatch and the Friends Online Forum!



Photo by Paul Davenport

The two best pieces of promotional media for the Friends of the Cumbres & Toltec are the *Friends' Online Forum* at <http://www.coloradonewmexicosteam-train.org/FriendsForum/> and the *C&TS Dispatch*. The *Dispatch* is sent to the 2,400 or so members of Friends around the world and additional copies are sent as informational and promotional material to various parties. The *Friends' Forum*, on the other hand, can be viewed on the Web by anyone, anywhere in the world and receives *tens of thousands of hits* every year (and that doesn't include those of us who check in with the Yard Cams every day to watch the activity in Chama!). Both the *Dispatch* and the *Forum* also rely heavily on photographs (and video) to get our *Friend*-ly message across. The result? New members to bolster our budget, our workforce and our exposure. This is where you come in! Here's how:

1. You probably carry a smart phone or a camera with you when you are here working or riding the train. Use it! Take *lots* of photos, especially of your Restoration Session projects. Yes, we have chroniclers every session, but the more photos we get, the better we can strut our stuff, especially online where space is unlimited.
2. Try to include Friends at work in your photos. We're more than trains, boxcars and close-ups of grab irons. We're *people* working to restore and preserve a National Historic Landmark.
3. Identify which project you are showing and, if possible, name the participants in your photos.
4. Shoot some of your photos in vertical, as well as horizontal (landscape) format. Want to see your work on the cover of the *Dispatch*? We're always looking for good cover material.
5. Shoot or send your photos in .jpg mode at a high resolution (300 dpi is the best for reproduction in print). Every smart phone is a little different but if shot with your normal settings, your photos can usually be easily converted to 300 dpi for publication. Upload to the Web at 300 dpi, too. We can download them from there.

To upload your photos to the Forum! (It's easy!)

- Go to the *Forum* link (above).
- Select the *Work Session*, e.g.: Work Session D (June 27 - July 1).
- Go to an existing *date*.
- Click on *Reply* for an existing date (e. g. June 29, or start your own); click *New Topic* to start begin.
- Go to *Upload Attachment* and select your file(s) to upload (must be a .jpg for the Web).
- Explain your photos in the space of *text*: who, what, where, when, why and how.
- *Preview* your posting and, if all is well, click on *Submit*.
- Sit back and *admire* your work! And check back to see how many hits it gets! You'd be amazed.

Another solution for posting is to send your images to me [cjames@silverrailsleadville.com], or one of the other frequent posting members such as John Cole, Joe Kanocz, or Rich Murray and we will upload them for you.

Chroniclers: This goes for you, too. Upload your best shots to the Forum as well as submitting them to Sharon. We want to use them. Sometimes they are the only photos we have of a specific project during that session.

To submit photos to the Dispatch, send them directly to me [cjames@silverrailsleadville.com]. Try to have them fit the guidelines mentioned above in terms of resolution, exposure, content, and project and participant identification. I will use that information to create a caption *and* give you a credit line. Fame and fortune is sure to follow.

The more we can toot our photographic horn (whistle?) in print and online, the more people will know and appreciate what we do. And with more people, who knows what we can accomplish!



C&TS Friends' BOOKSTORE

The Friends' Office and Library have a number of new and used books for sale. Here's your chance to pick up some hard-to-find books. New books are just that: *new*. Used books are generally in good condition unless otherwise noted. All sales are final. **Thanks for looking!**

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<i>Cumbres and Toltec - Furukawa</i>	1st edition	\$50
<i>D&RGW 1000-1499 High Side Gondolas - Blanchard & Mulina</i>	spiral	\$12
<i>D&RGW K-28 Class Locomotives #470-479 - Conder & Mulina</i>	spiral	\$12
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<i>Sand and Smoke (San Luis & Rio Grande RR) - Osterwald</i>	1st edition, soft	\$12
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<i>The Rio Grande's La Veta Pass Route - Rasmussen</i>	1st edition	\$70
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<i>Silver Rails: The Railroads of Leadville, Colorado</i>	hardbound	\$60

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<i>Colorado Rail Annual - V. 16 - Short Line To Cripple Creek - Wilkins</i>	1st printing	\$12
<i>Ency. Of Western RR Hist. - Vol. 1 - Desert States</i>		\$75
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— A. A. Hayes, Harper's New Monthly Magazine, February, 1880

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Your editor would like to hear from you! Please contact the **C&TS Dispatch** at:
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Dispatch Deadlines

To establish a dependable schedule for mailing the *C&TS Dispatch*, the following deadlines for material to be published must be observed:

Winter Issue 2017 mails on January 3, 2017 — **All materials must be received by Nov. 23, 2016**
Spring Issue 2017 mails on April 3, 2017 — **All materials must be received by Feb. 23, 2017**



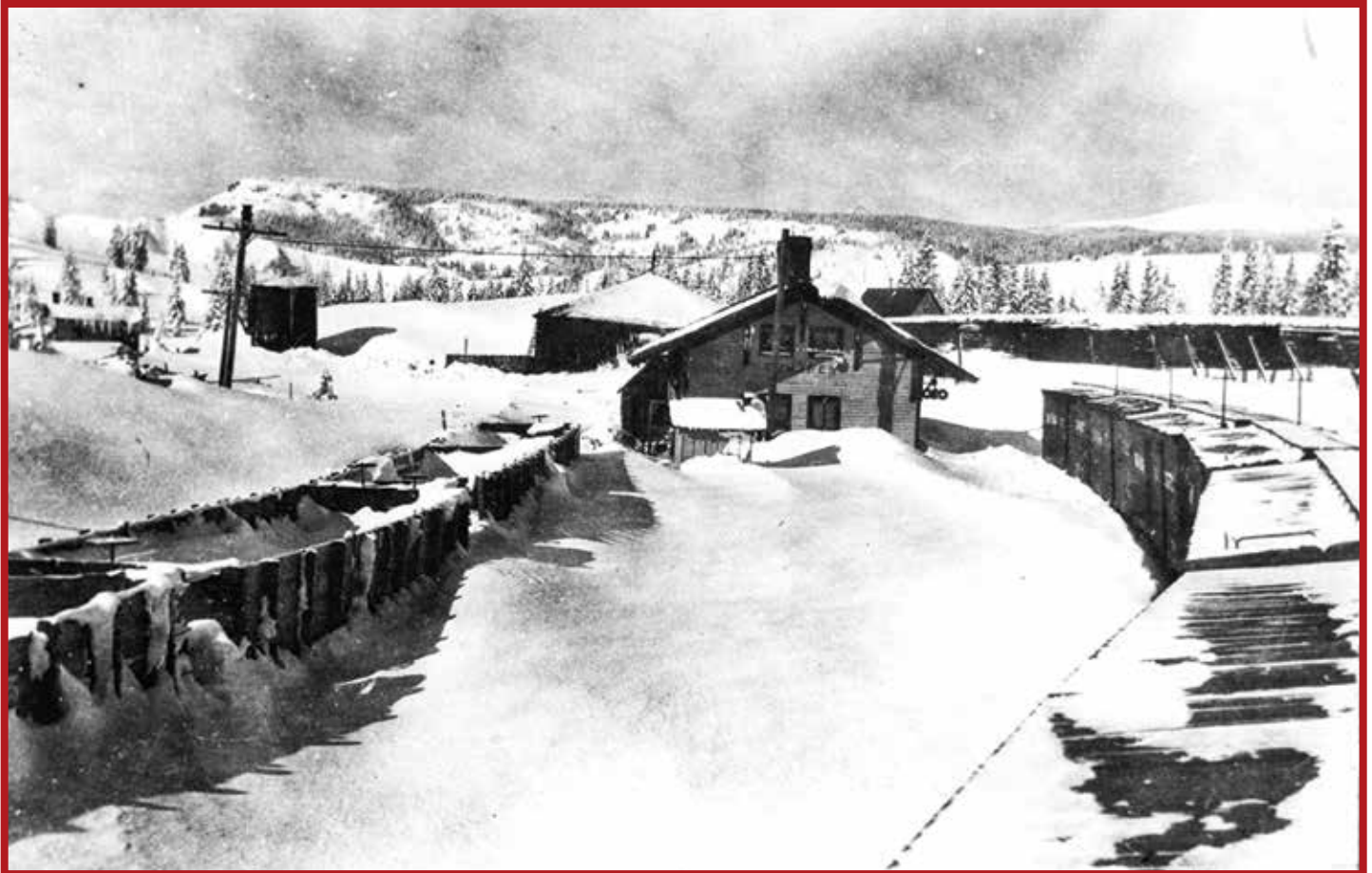
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Cumbres Pass Depot in the snow (date unknown). Richard L. Dorman Collection, RD064-052