

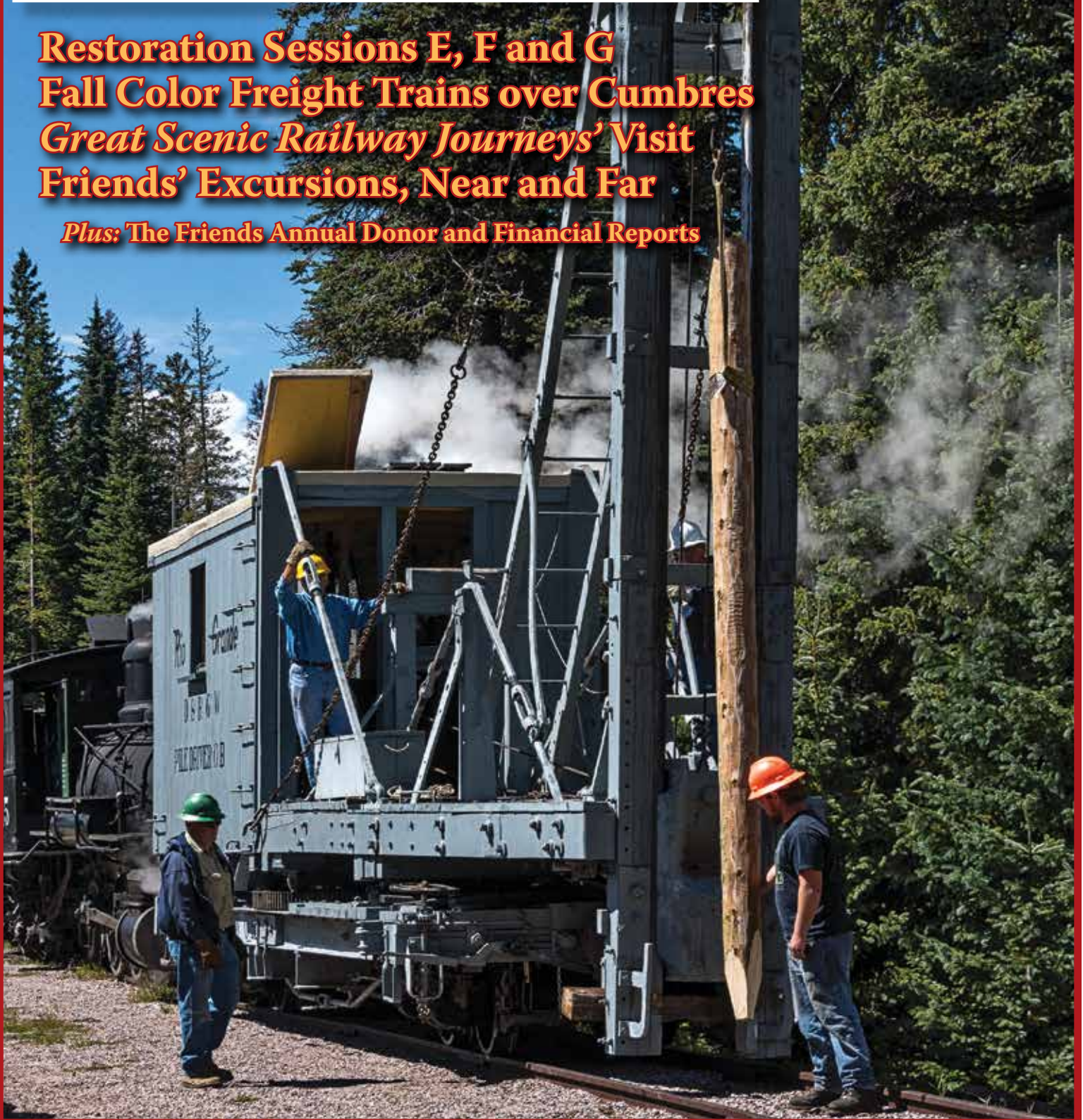


C&TS DISPATCH

VOLUME 29 NO. 4
WINTER 2016

**Restoration Sessions E, F and G
Fall Color Freight Trains over Cumbres
Great Scenic Railway Journeys' Visit
Friends' Excursions, Near and Far**

Plus: The Friends Annual Donor and Financial Reports





C&TS DISPATCH

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

William Lock, Founder-1988

Vol. 29, No. 4 ❁ Winter, 2016

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C&TS DISPATCH

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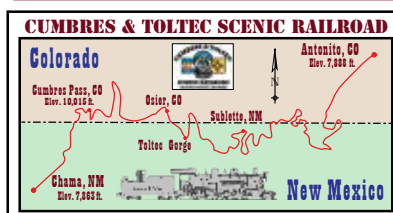
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long operating railroad and museum of railroad history and technology 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 Association of Tourist Railroads and Railway Museums (ATRRM). 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.

Email—timtenant@cumbrestoltec.org



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



Ending the Year with Great Appreciation

Those of you who read my columns on a regular basis have come to know that I try and wrap up the year with a bit of a recap and thanks for all our members do throughout the season.

It is that time of year again, and by the time you read this I'm sure you'll be immersed in the holidays and reflecting on what 2016 was about and probably question where it went. 2017 is staring us in the face and presenting us with another year with continued challenges and opportunities.

Those engaged in work sessions during the year did another outstanding job of completing an enormous amount of work during the seven regular sessions plus the many special sessions that were scheduled. I won't go into all of these projects here as Chris James has done a good job of highlighting them in past issues of the *Dispatch* plus the current issue.

Among the items I want to mention is the tremendous support received by Friends members to help ready some of our historic rolling stock for the two photo charters offered this year. The Flanger train in March plus the recently-completed Fall Color Freight were huge successes. Both attracted approximately forty passengers, which was our limit, and

generated some very positive feedback from the participants. The monetary return was also quite rewarding which allows us to put this funding back into restoration projects.

In addition to all those who attended work sessions including our dedicated group of team leaders, whom we thank immensely, I want to mention the ladies in the kitchen car who do such a marvelous job of feeding the troops! They put some great food out there on a daily basis and are a highlight of our sessions. There is a great deal of planning and behind-the-scenes preparation that takes place which not too many people realize.

In mentioning planning and prep work, I must thank John Engs and Ed Lowrance who do so much to prepare for the work sessions. Planning and execution of our sessions is a year-round job and a huge responsibility. Ed and John have been co-chairs of the Projects Committee for a number of years now. Ed just indicated that he is stepping down as co-chair so we need to acknowledge and thank him for all the hard work he has put into the success of our work sessions over the years.

When they hop onboard a regularly scheduled Cumbres & Toltec train, passengers immediately run into another passionate group of Friends members. That group is our docents, who, like work session attendees, come from all corners of the United States to volunteer. I know I have said it before, but it is worth repeating just how much they add to the overall experience of being on the C&TS. Their narrative provides so much information to the riding public, which in turn enhances the product that the railroad offers. They also elevate the exposure of the Friends as an organization so their efforts are greatly appreciated.

We also have a group of members at



On the Cover:

Cumbres & Toltec Pile Driver OB, "nearly as old as the railroad itself" (Wilson and Glover, 1980) and restored to operation by the Friends, is at work along the right-of-way during the C&TS *Narrow Gauge Rendezvous* in August.

Photo: Jerry Day



Membership Dues Increase

At the October Board Meeting in Alamosa, the Friends Board of Directors approved a slight increase in our basic membership dues structure. Effective January 1, 2017, the new basic annual membership fee will be \$35-Domestic Membership and \$50-International Membership. This is an increase from the current \$30-Domestic and \$40-International. We have not increased our basic dues in approximately ten years. This increase will help offset rising operating and restoration costs. We appreciate everyone's continued support and understanding for this increase. 🐾 *Tim Tennant*

the office who reside here in Albuquerque who form our Library and Dorman Photo Collection team. They are a very dedicated group who maintain an important resource that the Friends have. Our Library and photo archive has grown over the years and is a real asset to our organization. For those working on restoration projects and need historic photos as a reference, our collection is a great source, so please utilize it. I thank them for their hard work this past year.

My overall message would not be complete if I did not mention the Friends Board of Directors. This group of individuals works tirelessly with me to ensure that the organization is always on stable footing and that it maintains our mission of preserving and interpreting the Cumbres & Toltec. They are very professional and give of their time and resources throughout the year. I am very appreciative for everything they do.

If I missed any specific group of Friends members, I apologize and collectively thank everyone again for what you do to make our organization what it is today. Even though the message is similar to years past at this time of year, I'm not sure one can ever say "thank-you" enough. Your efforts, your resources and your dedication are what prove year in and year out how special the Friends are! See you in 2017.

🐾 *Tim Tennant*



Photo: Becky Falk



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Happiest of Holidays (and a great 2017!) to all of you from all of us at the Friends of the Cumbres & Toltec Scenic Railroad, Inc.!

C&TS Christmas Cards are still available, too!



C&TS Friends Telegraph: NEWS

C&TS named #1 Train Ride by USA Today!

The Cumbres & Toltec Scenic Railroad beat out nine other entries to win the *Best American Train Ride* contest, sponsored and reported by *USA Today*! A panel of judges made up of railroad notables and journalists narrowed a pool of twenty entries down to ten and then opened the competition up to the readers of the daily newspaper. And the results are in!

The *Cumbres & Toltec* beat out such notables as the *Durango & Silverton*, the *California Zephyr* and the *Pikes Peak Cog Railway* to be named the **Number One Train Ride in America!**

And while it was not mentioned in the results, the Friends can take pride in helping make that honor happen. Without our endless work on restoration and preservation along with the knowledge and experience of our docents, this award probably never would have been ours. You can pat yourselves on the back!

You can read the list of entries and judges on the Web at <http://www.10best.com/awards/travel/best-train-ride/>



1 CUMBRES AND TOLTEC SCENIC RAILROAD
Between Chama, N.M. And Antonito, Colo.

Cumbres & Toltec Scenic Railroad ranks among the most authentic steam-operated railroads still in existence. Passengers aboard this National Historic Landmark travel along a track laid in 1880 between Chama, N.M. and Antonito, Colo., passing through the San Juan Mountains and the scenic Conejos Valley, where it's possible to spot antelope and deer.
Photo courtesy of NM Tourism.org



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, 2017

Five-day restoration 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.

- Session A—May 22-26; Session B—May 29-June 2; Session C—June 19-23**
- Session D—June 26-30; Session E—July 24-28; Session F—July 31-August 4**
- Session G—Sept. 25-29**

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

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

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

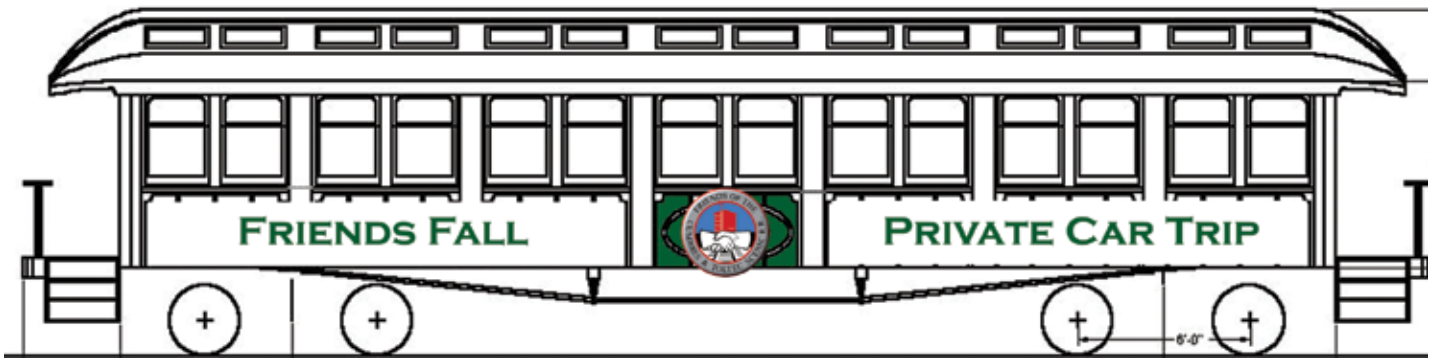
MARK YOUR CALENDARS WITH MORE 2017 EVENTS!

Friends Spring Banquet—March 17, 2017 (Location TBD. Watch for an announcement of time and place.)

Locomotive 315 Photo Charter— June 3 & 4, 2017

Moonlight and Wine Tasting Train—Friday, August 4, 2017

Fall Photo Charter—September 4, 5 & 6, 2017



The latest Friends-sponsored private car trip amassed over 5,700 miles from September 24th through October 3rd. Our route took us from Los Angeles to Portland to Chicago and back to L.A. Friends members aboard had a great time and we picked up eight new members in the process. Thanks to those who rode. 🍷 *Tim Tennant*



Jack and Karen Hart pause on the rear platform of the ex-Milwaukee Road Business Car Montana.



C&TS Friend David Nicastro brought his son Sam, a young railfan, along for the ride.

There was no better way to enjoy the wonders of Fall foliage than aboard a private railcar. Our Fall Charter journey emphasized affordable day trips as we made a circle trip over three of Amtrak's most scenic long-distance routes. For the journey, the restored ex-Milwaukee Road Business Car *Montana* provided private-car travel at its best.

Scenery, scenery and more scenery was our theme! The journey took us over the Coast Starlight route from Los Angeles to Portland, eastbound on the Empire Builder to the Windy City, and finally back west on the Southwest Chief. Day trip segments gave the Friends' passengers the opportunity to view the Pacific Ocean along the California Coast, the majestic mountains and forests of Oregon, the Columbia River Gorge, Glacier National Park, the mighty Mississippi south of the Twin Cities, and Raton Pass in northern New Mexico.

This was our third private car trip in 2016. A Los Angeles-Kansas City-Los Angeles is planned for April 29th – May 6th, 2017. Watch for details!

🍷 *Tim Tennant*



Chef Arlene Post, Chef Megen Breen and Chef Judy Tennant, a.k.a. "The Kitchen Crew," gather in the ex-Milwaukee Road Business car Montana. Photos by Tim Tennant





HISTORIC PRESERVATION ON THE C&TS, 2016

SESSIONS E (JULY 25-29), F (AUGUST 1-5) AND G (SEPT. 26-30)

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 us at <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/jlc2dq>

Between Sessions E, F and G, plus two special Antonito CRF sessions in August and October and continued work at the Colorado Springs site [<http://friendsofthectrrcos.blogspot.com/>], there were over 40 restoration and preservation projects along the C&TS during 2016! Plan on joining us for one (or more) of the sessions in 2017!

Photos by Ed Lowrance, Joe Kanocz, John Cole, Warren Ringer, Becky Falk, Sharon Evans, Chris James, Tim Smith, Sharon McGee and the Friends' E, F, and G Chronicling Teams

CAR REPAIR FACILITY, ANTONITO, COLORADO

Restore Long Stock Car 5995: Session G



The years-long restoration process of Long Stock Car No. 5995 is nearing completion. **Dan Pyzel**, Mike Horner, Kevin Corwin, Ken Halterman, Bill Horkey and Bill Lowes installed the train air line, triple valve and the retainer line, installed air cocks and hoses, brake rods and levers and began to lay out the floor. They also repaired the A-end truck and center plate and tightened and double-nutted all fasteners.

Repair Caboose 05635: Session G

Team Co-Leaders **Don Atkinson** and **John Cole** (assisted by Greg



Coit, Wayne Klatt, Roy Lloyd, Linda Dueker, and Bill and Mary Lowes) accomplished almost too much to summarize in one session or paragraph.

Work included the repair of the platform deck, patch end sill and repair of damaged siding, replacing the letter board, coating roof with two coats of Elastomeric, repair of the roof and roof boards on the long end, modifying the roof ladder to a pre-1950 appearance along with the ability to change the ladder and lettering the caboose for a realistic 1936-1939 appearance.

They also manufactured window cover for all four end windows for use in photo charters.



Construction of Period Trucks for Coach 0252/470, Cook Car 053 and RPO 054: Sessions E, F and G

Under the continued direction of **Russ Hanscom**, John and Wayne Weiss, Leon Beier, Chuck Dueker, Wayne Klatt, Bob Reib, Ian Kelly, and Roy Lloyd assembled the trucks for the Cook Car to the point of being ready for springs and wheel sets. The parts used have been fabricated over the past two years.

The side, intermediate, center and end sills were mated with the truss



rods and corner brackets using a large quantity of bolts. The hangers for the spring plank were mounted along with the upper pockets for the coil springs.

Repair High-Side Rider Gondola 1357: Sessions E, F and G

Bill Oltmanns, Jim Florey, Bill McCall and Warren Ringer installed the sides and both ends of the High-Side Rider Gondola as well as all of the remaining hardware.



During Session G, Bill was joined by Jim McGee, Wayne Klatt, Marshall Smith and John Eng.

They built and installed the access

doors, benches, steps, and foot rests and railings. Some painting, stenciling and simple maintenance is all that remains to be done.

Repairs and Upgrades to Drop Bottom Gondola 801: Session F



Co-leaders **Bill Pratt, Warren Ringer** and Ron Senek brought 801 up to “photo freight” standards with repairs to the five drop doors, “cripple” side posts, grab irons, steps and siding.

Upgrade Concession Car 3244: Sessions E and F



Concession Car 3244 was in need of an upgrade of its interior. **Russ Hanscom**, along with Bill Oltmanns and Ian Kelly replaced sliding cabinet doors and hardware. Each restroom stall received a new toilet, grab bars, sanitizing liquid and paper towel dispensers, and a timer switch for the fan and lights. Renovations complete, the car is now available for service.

Restore UTLX Tank Car 11050: Sessions F and G

Chris Trunk and Randy Worwag fabricated and installed end brackets for the walkways, installed angle irons and grab irons, and riveted defect card brackets in place.



Build Four Freight Trucks for Display Cars 3159 and 5774: Session F

Dan Pyzel and Bill Horkey rebuilt seven of the needed eight trucks out of parts salvaged from old truck sets in Antonito, spending over 60 hours on the task. The last of the eight trucks will be completed next year. Because the trucks are for display only, no rigorous inspection was needed.



Restore Drop Bottom Gondola 787 for MOW Service: Sessions E and F



Team Leader **Warren Ringer** and crew members Bill McCall, and Jim Florey cut and drilled cross member support plates, and formed, drilled and installed the metal for missing post supports. They removed the A-end truck for sill repair and repaired the cross member and A-end sill.

Restore Frameless Tank Cars UTLX Nos. 11036 and 11037: Sessions F and G



Chris Trunk, assisted by Hardy Cruise, Bill McCall and Randy Worwag spent much of Session F working on the brakes of the two cars. This

included testing and adjusting the air systems and installing the brake wheel and mechanical systems.

Walkway ladders and diagonal braces were hot-riveted, and walkway planking was installed and given preservative.

During G, they removed the walkway planks to install the defect card brackets on 11036, and installed the drain cap and chain on 11037.

CUMBRES, COLORADO

Stabilization, Repair, Restoration, Car Inspector's House and Section House: Sessions E and F



John Conry's crew, including Reed Elliott, Don Meaders, Vance Behr, Ron Horejsi and Geof Gordon (plus assorted helpers) continued their restoration of the two Cumbres structures. The Car Inspectors House received new board and batten siding. The new semaphore was installed at the Section House. With the removal of the radio mast, some additional siding will have to be replaced.

CHAMA, NEW MEXICO

Car Painting: Session F



Don Stewart's paint crew—Kevin Clayton, Richard and Susan Dick, Brad Lounsbury, Richard Hull and Richard Tower—was busy! Work included painting Box Car 3016, High-Side Rider Gondola 1357, touching up the paint on Flanger OK, painting the newly rebuilt Rail and Tie Car, the exterior of Caboose 0579, parts of Long Reefer 163, the interior of Caboose 0503 and application of silver paint to the handrails and steps of Caboose 05635. MOW gray paint was applied to the wooden portions of the Jordan Spreader OU.

Mechanical Maintenance: Session F

Mechanical maintenance of C&TS rolling stock in Chama continued with Team Leader **Clyde Putman**, Jay Wimer, Dan Robbins, Michael Gonnella and Leon Beier. They installed six brake pads (“stolen from a dead flat in the swamp”) on Box Car 3422, performed an air test, put a new air hose on Box Car 3125, and performed an air test and adjustment on the remodeled Kitchen Car 3016 and MOW 04258. They also worked with the Wheel and Tie Car crew in the re-installation of all the brake rigging and subsequent testing.



Test equipment included an ancient piece of Westinghouse gear that was found in the shop. It has two gauges, probably to compare line air to car air.



UTLX Tank Car 12692 had dropped its brake rigging on the right-of-way so the team recreated lost parts and performed an air test.

Stabilization, Repair of Coal Tipple Equipment: Sessions E and F

One of the C&TS's most iconic structures is the Coal Tipple that stands in the northeast end of the



Chama yard. The structure itself has been stabilized but the machinery inside designed to lift coal up into the coal storage bin hasn't operated

in decades. Work began in Session E under the direction of **John Soos** and crew members Bill and Gene Bailey, Bob Reib and Samuel Schechter. The team built a ramp for a front-end loader to clean out the coal pit, pumped out the coal pit, cleaned out the building and spent most of the rest of the session installing interior siding in the hoist room.

Herbert Knoesel and John Sutkus joined the crew in Session F and work continued with the crew measuring the coal buckets and clearances and modifying the interior for additional clearance. They expect the Tipple to be operational for demonstration purposes by late 2017.

Convert Box Car 3016 to Kitchen Storage Car: Sessions E and F



Over Sessions E and F, **Don Bayer's** crew (Barry Morris, Kevin Sherrow and George Trever in E along with Jim McGee, Bob Michel and Bob Reib in F) completed the conversion of Box Car 3016 into the new Kitchen Storage Car. With the exterior work having been completed in earlier sessions, E and F work focused on the interior of the car, including wall sheeting, vinyl flooring, shelves, electrical work, interior painting, counter tops and cabinets. On the exterior, a pipe-rack tent frame was created and installed for additional shade and weather protection. With a little touch-up paint and D&RGW lettering on the exterior, the car will be complete and ready for the kitchen crew to move in.

Repair Roof Leaks on Kitchen Car 3591: Session E



It was discovered that the Friends Kitchen Car's roof was leaking so **Bob Reib**, Chuck Graham and Ron Schaefer sprang into action. The team removed the roof walk and sealed all the seams on the metal roof. They then replaced the roof walk mounts and installed new roof walk planks. All the new wood was primed and painted.

Restoration of Wheel and Tie Car 06092: Sessions E and F



Work on the Wheel and Tie Car that began in Session C continued throughout Sessions D, E and F with **Don Atkinson's** team continuing their incredible progress on a piece of rolling stock that was rebuilt from the ground up. They began Session E by installing post pockets, preparing and installing needle beams, grab irons, brake beams, the brake wheel and cut lever, truss rods, the brake air tank, brake piping, steps and couplers. And *that* was just Session E.

Session F completed the air line fittings, installation of a new triple valve and retainer valve, new A- and B-end bulkhead boards, performing a brake test (that revealed a "massive leak" that was subsequently repaired), completion of the remaining brake rigging, decking, installing of the wheel chocks, priming the car and a final inspection to prepare it for winter storage.

Next year, the car will probably be painted with 1956 lettering data and, for added realism, wheels, ties and a rail push cart (speeder trailer) will be also added to finalize the care for both display and for MOW photo trains.

Along with Don Atkinson, the "official" E and F volunteers included Greg Coit, Brayden Blackhart, Tim Davis, Duane Dyer, Werner Kroebig and Jim King, but

many others joined in the project along the way. Don and his crews all deserve a massive "thank you" for the amount of time and effort put into this major restoration project.

Repairs to Long Refrigerator Car 163: Session E



The wooden hatch covers, ice decks and walkway were too green to paint at the end of the previous season, so much of the 2015 work needed to be redone in 2016 due to winter damage. **Mike Kennedy**, Mike Johnson, Jim Nissen, and Art Montgomery and his grandson Chase, 17, returned for a fifth session of reefer restoration. They replaced the decks and walkways (again), installed fascia boards, and replaced the side door seals and padding that were in poor shape. They also battled wasps, but that's another story.

Don Stewart's paint crew painted the new top, decks and hatch covers. Mike's team then painted all the hardware, the ladders, hinges, latching mechanisms and other metal hardware in black. The reefer was completed by the end of Session E and is road-ready for the C&TS.

Replace Damaged and Rotting Wood and Other Repairs, Rail and Tie Car 06051: Sessions E and F



MOW Rail and Tie Car was seriously in need of repair and restoration. While not as extensive as the Wheel and Tie Car (above), the Rail and Tie Car was plagued with rotting wooden sides and decking. The multi-session team, including Harold Carlson, Brenden Gilbreath, Ron and Andy Ross (E), Linda King and Dan and Patricia Sandt (F), were supervised by **Craig McMullen**. They removed the rotten wood and replaced them with new timbers. Hardware items such as grab irons and steps were returned to their appropriate locations and the new wood was primed and ready for painting and numbering. Upon completion, the Rail and Tie Car, like the Wheel and Tie Car, will be included in future MOW photo trains.

Landscaping: Sessions E, F and G



In Session E, **Becky Falk**, Cynthia Anders and Laurel Hoppes weeded, weeded and weeded around the Chama Depot, added rocks and rocky tree rings, placed additional seating in shady areas, trimmed areas around the depot, flagpole and tent, and repositioned the soaker hoses throughout the garden. After clearing an area near the stairway, they spread wildflower seeds provided by Laurel Hoppes.

Becky continued in Session F with the assistance of Becky Robbins and Cathy and Skip Hillegas. Work included cleaning up the weeds on the elevated track behind the Tipple and Sand House, and doing further clean-up south of the stairway and below the patio behind the Depot.

During Session G, Becky and Linda Dueker moved to Antonito to clear brush and trim and cut plants around the CRF and car shed.

The Ubiquitous John Cole and the Wandering Crews of Sessions E and G

[Editor's Note: **John Cole** and his E and G crews, including Tom Hinman, Al Stevenson, Chris Jensen, Steve Meeks, Roy Lloyd, Jim McGee and Wayne Klatt worked on a number of projects on both sides of the pass, first completing their assigned duties and then helping out on other projects wherever they were needed. Thus, rather than breaking John's two summaries into umpteen different reports, here's a run-down of what John's wandering crews accomplished during Sessions E and G.]



Repair and Paint GRAMPS Oil Rack (E):

Old decking was removed and the rack was cleaned and painted. New decking was cut, sealed, stained and installed with new hinges and gang planks between the rack and the tank cars.

Painting Rolling Stock in Antonito and Chama (E):

In Antonito, Roy and Wayne painted the OY Water Car with its final coat of MOW gray. Traveling to Chama, they repainted the Jordan Spreader and touched up the second Water Car.



Cumbres Section House Semaphore (E):

With the help of Roy and Wayne, they installed the new semaphore at the Section House, built and installed the semaphore's controls for inside the building, and electrified the red and green LED semaphore lights. This included installation of a solar power system for the semaphore lights and lighting inside the building.

Replace Roof on Interpretive Display Building, Car Inspector's House (E):

The crew then moved on to the outbuildings at the Cumbres Inspector's House and replaced the deteriorating roofing.



Clear Brush at Cresco Tank (E):

Additional brush and trees needed to be removed around Cresco Tank to improve the photographic sight lines prior to the Narrow Gauge Rendezvous.

Weld ladders for Caboose 05635 and walk plates for Rider Gondola (G):

Roy and Wayne fabricated steel walk plates for the new High-Side Gondola.

Welding Bolsters for Passenger Trucks (G):

Roy and Wayne also worked with Russ Hanscom welding the bolsters for the reproduction passenger trucks.



Welding Ladders for Caboose 05635 (G):

Welding continued with Roy and Wayne cutting and welding modification of the ladders on Caboose 05635 for Don Atkinson.

Replace 3/4-inch Air Piping with 1 1/4-inch Pipe on Cook Car 053 (G):

The crew replaced the 3/4-inch brake piping, and all trainline piping was replaced with new 1 1/4-inch pipe. The car valve, triple valve and pressure gauge were all adapted to fit the larger diameter pipe.

Repaint RPO 054 for Movie Shoot: Session F

A crew of nine prepared and painted Railway Post Office Car 54 for its role as a movie prop in a September movie shoot. Team Leader **Don Stewart** and a crew consisting of Lance Godfrey, Frank Higgins, Suzie Dunn, Jill Stewart, David Sherburn, Brad Lounsbury, and Rich Hull painted the car in primer by the end of June 2016 (Sessions C and D). Existing lettering needed to be removed prior to the repainting process beginning.

The final color was not known until late July when the movie studio provided the information, so the final coat of paint was not applied until Session E. It will be repainted into its proper color and lettering scheme during Session C or D in 2017.

The film, *Hostiles*, starring Chris-



tian Bale, tells the story of a legendary Army captain who reluctantly agrees to escort a Cheyenne chief and his family through dangerous territory. The film, with a \$40 million budget, will release in 2017.

Car Lettering: Sessions E and F

During Session E, Laural and **Raymond Hoppes**, Dick Cowles and William Stamm (E) lettered a variety of rolling stock including Flanger OK, ULTX Tank Cars 12962 and 13084



and began the lettering on one side of Rotary Plow OY Water Car 0472.

Lettering continued in F with **Barry Morris**, Billy Anders, Marilou Dailey, Christine Krutul and John Williamson completing OY's Water Car lettering, Box Car 3016 (except the herald), and revising data on Gondola 9558 and a number of UTLX cars.

In Antonito, the team partially completed lettering of Caboose 05635, Concession Car 3244 and the Rotary OM Water Car. Rain hampered the crew's efforts on both sides of the Pass.

ALONG THE C&TS RIGHT OF WAY

Project Discovery: Sessions E, F and G

Mark Jennings (E and F) and John Eng (G) surveyed potential new projects for the Friends and prepared proposed project reports. Among the FIDO prepared reports were a survey of Long Reefer 157, safety and utility improvements of the walkway between Terrace Avenue and the yard, refurbishment of the locomotive sand delivery system at the Sand House, repair and restoration of the Sand House dryer system, and investigation and characterization of the Lava Pump House status in preparation for a State Historical Preservation Office application including exhibits of Pump House grading and drainage.

At the Antonito CRF, John Eng proposed a "dog house" addition to relieve congestion in the main workshop portion of the building. This would add 462 square feet to the CRF and relieve congestion in the shop.

SPECIAL SESSIONS, ANTONITO CRF

Correct Operational Issues with Left Bearing of Flywheel, Pile Driver OB: August 24 - 26

In preparation for the NG rendezvous, Pile Driver OB needed repairs on the bearings and journal boxes. Paint was touched-up and minor issues were addressed and adjusted or repaired. The following day, OB



was pulled to Osier for a successful MOW demonstration.

The team lead, by Tom Simco included Don Atkinson, Duncan Burdick, Bob

Conry, Doug Frederick, Mary Lowes, William Lowes, Jim McGee, Craig McMullen, Bob Reib, John Eng and Hilde Simco.

Dismantle Caboose 0306 for Major Repair in 2017: October 28-30

Caboose 0306 had signs of water damage. Since the car was originally modified from a box car in the early 1970s and not built like a conventional caboose, it needed to be dismantled to assess the major structural components.



Don Atkinson and the team successfully completed the survey and began some of the epoxy repairs. The project will continue next year.

ANTONITO AND CHAMA SUPPORT TEAMS: SESSIONS E, F AND G

Site Leaders:

Geof Gordon, John Engs

Check-in and Registration:

Holly Ross, Becky Falk

Safety Coordinator:

Brad Lounsbury

Food Prep:

Mary Jane Smith, Nancy Gordon, Sharon Evans, Maggie McMullen, Jeanie Reib, Rochelle Sherrow, Caroline Tower, Patty Hanscom, Linda Dueker

Merchandise Sales:

Holly Ross, Mary Jane Smith

Equipment Preparation, Hauling and Vehicle Operation:

Doug Frederick

Tool Car:

Craig McMullen, Carol Mackey, Jeff Joynt

Paint and Supplies:

Brad Lounsbury, Patti Lounsbury, Richard Hull

Carpentry Shop:

Craig McMullen, Billy Anders, Wendell Dailey

Chronicling:

Sharon McGee, Christine Krutul, Gabrielle LaFargue, Billy Anders, Judy Gust, Michael Mee, Tim Smith



COLORADO SPRINGS SITE: MONTHLY: 1ST, 3RD & 5TH SATURDAY

Continued Restoration of MOW 0252 to Original Configuration of 1889 Tourist Sleeper 470



Work continued throughout the summer and fall on the car ends, installing the underside moisture barrier and cedar covering and welding the body truss rods saddles. All of the underside bolts received lock washers.

A wooden pattern for the pivot plates has been made for later reproduction in steel.

Above the frame, siding boards were glued together and routed out to fit over the steel frame members. After checking their fit, the siding was primed and prepared for installation, beginning with the ends of the car. With the ends complete, the crew began installing the new wooden siding on the car.

Crew members have included Don Atkinson, Duncan Burdick, John Engs, Tom Fitzgerald, Glenn Hall, Bill Kepner, Jim King, Bob Kohler, Bill Lowes, Debbie MacDonald, Craig McMullen, Otis Morland, Ron Schaefer, Tom Simco, Rich Weitzel and John Weiss. Together, they have put in over 3,300 hours of work on Tourist Sleeper 470 in the last 12 months.

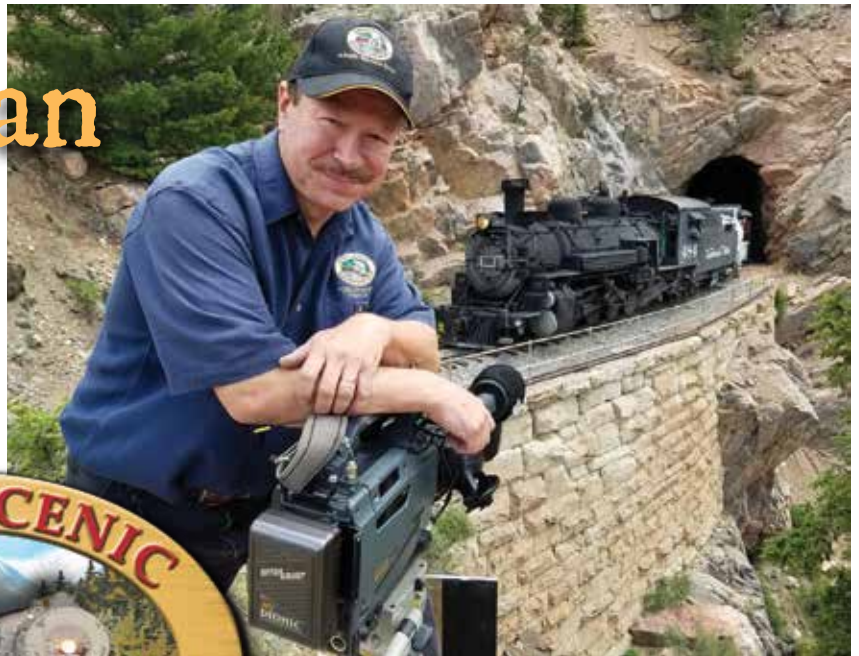
Rob Van Camp: Camera Man

Great Scenic Railway Journeys Returns to Highlight The Friends of the C&TS

The Cumbres and Toltec Scenic Railroad has been used in over twenty feature films, TV shows and commercials. Stars ranging from Robert Mitchum and Harrison Ford to Candice Bergen and Seth McFarland have graced the C&TS narrow gauge rails (or blown-up express cars) on the silver screen, on TV and over the Internet. But thanks to producer Rob Van Camp, a new star will soon be featured in your living room via your local public television channel: The Friends of the Cumbres & Toltec Scenic Railroad, Inc.

Rob Van Camp has traveled coast to coast and around the world producing his Emmy Award winning program, *Great Scenic Railway Journeys*, capturing around 50 different scenic railroads in North America and another 14 in Australia and New Zealand.

In late July, he returned to the C&TS—his fourth trip to the railroad over the years—to produce a new segment for an upcoming anniversary special for broadcast this spring.



Rob Van Camp and C&TS No. 484 both pause at Rock Tunnel. Photo courtesy Great Scenic Railway Journeys

And along with several days of shooting spectacular footage along the C&TS, he also spent a full day filming the activities of the Friends at work in Cumbres and Chama to supplement footage he shot of the Friends' work in Antonito last year.

Van Camp, a former news videographer and producer for a CBS affiliate in North Carolina, filmed a special on the Great Smoky Mountains Railroad in 1991 and returned in 1993 to tell its full story in a ½ hour documentary. The program quickly grew into a popular series and a staple for the fund drives that power public television. The program has been nominated for more than 70 Emmys and awarded 14 of the prestigious television awards. It's broadcast around the country and, thanks to the Travel Channel UK, it's also

seen in Europe, the Middle East, South Africa and the Pacific Rim.

Van Camp and his assistant rode and filmed the train, the passengers and the scenery on July 23rd and 24th. With the railroad well documented, the pair arrived in Chama the 25th to focus on the activity of the Friends, beginning with Tim Tennant's welcome to the 70 or so volunteers assembled at the depot for the beginning of Restoration Session E. He then ascended to the roof of the Engine House to capture an overhead shot of C&TS No. 487 and the departing eastbound train.

Midday was spent at Cumbres as Friends' members worked on the Section House and, across the tracks, the Car Inspector's House. Like any video produc-



Rob Van Camp trains his lens on Bob Conry and crew as they install the new semaphore pole on the Cumbres Pass Section House.

Photos by Chris James

tion, many different shots and angles were needed to edit each location and activity into a finely-crafted story. A convenient gravel pile at the Section House served as an excellent camera platform for some of the shots as the Friends erected the new semaphore mast on the historic structure.

Returning to Chama, the filmmakers selected work on the Wheel and Tie Car project as a good example of the Friends' many restoration activities. Special recognition was given to two young Friends members, Chase Montgomery and Bradyn Blackhart, teen participants at Session E. Van Camp's camera followed the two young men as they worked alongside other members of Don Atkinson's crew on the restoration project.

The shooting concluded with a trackside interview of Tim Tennant about the value of the Friends to the past, present and future of our historic line. All in all, Van Camp captured footage and interviews that will paint a positive picture of the symbiotic relationship between the C&TS and the Friends, a picture that should generate interest, not only in the railroad, but also in the Friend's organization, activities and membership.

With four days of footage "in the can," the footage will be edited down to a seven-minute segment that features both the railroad and its collaborative efforts with the Friends. The segment will probably first air during Public Television's March fund drive. As they say, "Check your local listings for date and time" or call your local public television station and enquire about the broadcast. And when you find it, watch for the Friends and know that our great work is being seen across the country and around the globe, thanks to Rob Van Camp and *Great Scenic Railway Journeys*.

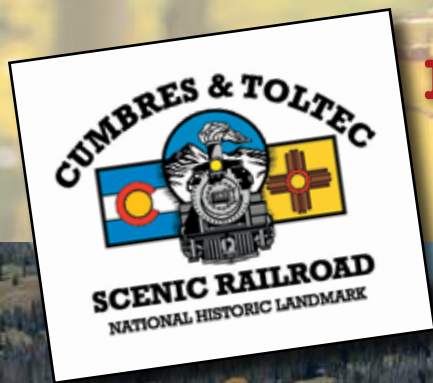


[Above] Van Camp and his assistant Trevor Rogers document work on the Wheel and Tie Car as Team Leader Don Atkinson, second from right, instructs young volunteers Bradyn Blackhart and Chase Montgomery on some of the processes needed for accurate restoration. [Below] An interview with Friends' President Tim Tennant wrapped up the day's shooting.



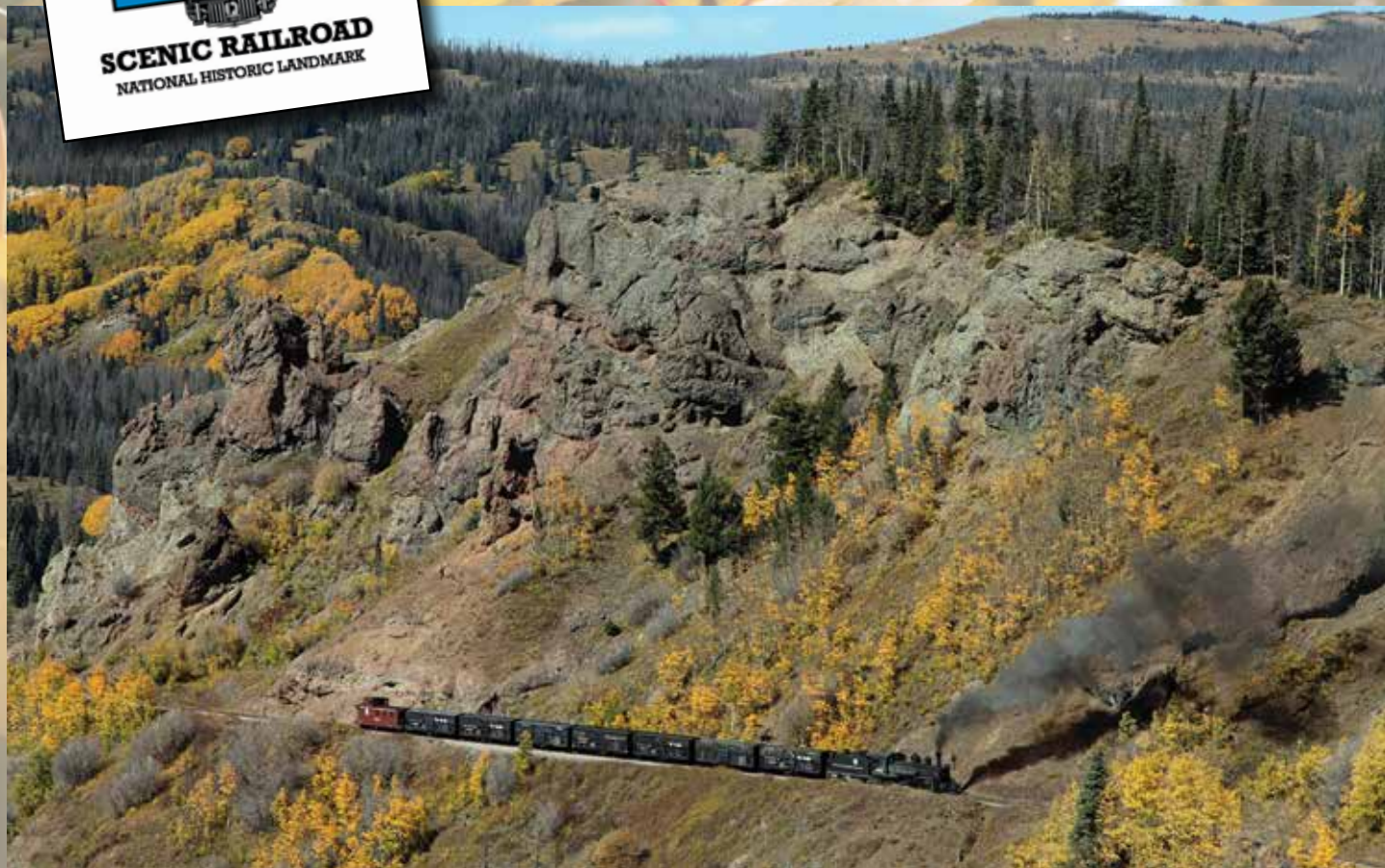
**Join or renew your membership to the
Friends of the Cumbres & Toltec Scenic Railroad, Inc. online!**

<https://www.cumbrestoltec.org/online-store/donations-all/membership-join-or-renew.html>



Friends Fall Color Freight Trains October 4 and 5, 2016

Photographs by Don Atkinson



A stock train climbs through the autumn splendor of New Mexico and Colorado. It might as well be October, 1951.



Yes, the Chama tank IS brown, painted for a movie shoot in September.



A string of empties approaches Cresco Tank.



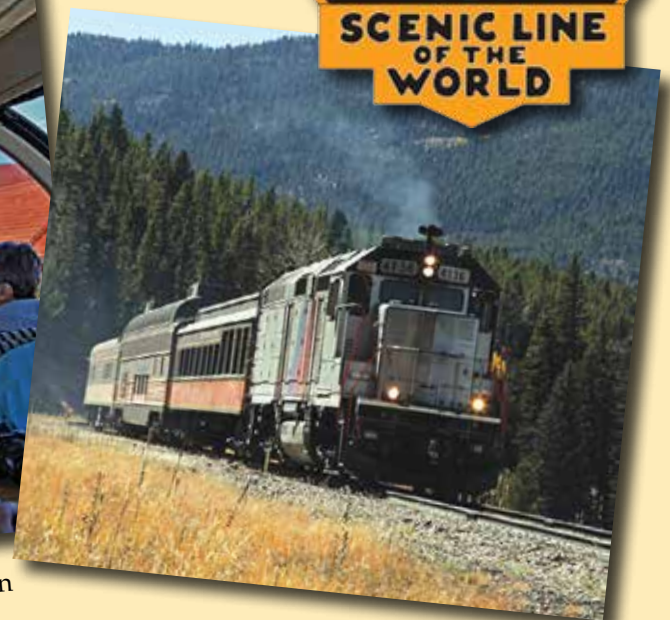
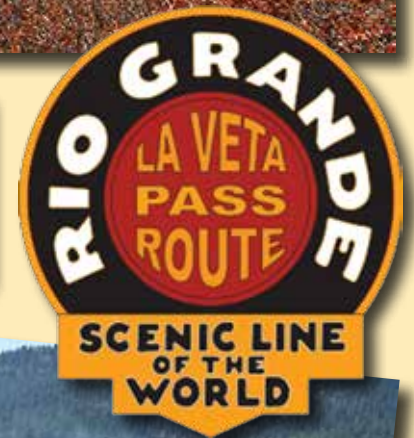
Following the October Friends' Fall Board Meeting and Banquet in Alamosa, Colorado, a number of the Friends boarded the passenger cars of the *Rio Grande Scenic Railroad* for a journey up and over La Veta Pass and back. The dome car provided a caboose-cupola-like view of the spectacular, day-long trip over 9,400-foot over La Veta Pass near the base of the Spanish Peaks and on

The Friends Take a Trip on the La Veta Pass Route!

to the village of La Veta and return. Several Friends also toured the Rio Grande Scenic Railroad's shop facilities where a number of passenger car restorations are taking place.

There may not be any K-36 locomotives but a good time was had by all of the Friends who participated.

We thank the RGS for the opportunity to ride this historic road!



Photos by Don Atkinson

***Over 900 donations to the Friends of the Cumbres & Toltec Scenic Railroad, Inc.
over and above our annual membership dues, January-December, 2015!***

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 Scott, John & Linda
 Sebright, Dan & Betty
 Seely, Neil
 Seiber, Samuel B.
 Serrurier, Richard
 Severns, Bill & Diane
 Sevin, Laura M.
 Seyfried, Craig
 Shaffer, Hal & Melba
 Shank, Joel F.
 Shanton, Elwood
 Sharratt, Tom & Sharon
 Shaughnessy, Jocelyn
 Shaw, James P.
 Shepard, Earl A.
 Sherburn, David
 Sherck, Timothy
 Sherrill, Gary & Judy
 Shriver, George
 Shumaker, Wesley
 Sidlauskas, Joseph & Kay
 Sigmon, William
 Simco, Thomas J. & Hilde
 Simley, Jeff
 Simpson, Rick
 Skidmore, Kerry
 Skinner, Mike & Bobbi
 Slaviero, Con
 Sloan, Robert E.
 Smalley, Warren
 Smith, Brian & Theresa
 Smith, Calvert
 Smith, Donald W.
 Smith, John & Cheryl
 Smith, Marshall & Mary Jane
 Smith, Peter & Nancy Nardella
 Smith, Richard M.
 Smith, Theodore & Linda
 Smith, Timothy L.
 Smith, Tom
 Snyder, Scott
 Solter, Donald, Jr.
 Spencer, Bob & Sandy
 Sperl, Brian
 Sperry, Russell
 Sporseen, John
 Sposato, Timothy
 Sprenger, John J.
 St. Clair, Ed & Annetta
 Stabler, Ed
 Stafford, Robert W., Jr.
 Stagg, Peter
 Stahl, Jack
 Staley, Scott J.
 Stamatov, John
 Stamm, William A.
 Stanko, Paul & Jan
 Stauber, Jerome
 Stech, Edward H.
 Stein, William E. & Constance K.
 Steinhoff, Dan
 Stelmak, Gregory R.
 Stepp, Larry, Pavioni & Marian
 Sterosky, Dennis S.
 Stewart, Don & Jill
 Stewart, Doug
 Stewart, Sigrid J.
 Stoll, Allison
 Stone, Cliff & Sue
 Storey, Jeff & Shelly
 Stott, Don
 Stotts, Rod
 Stover, Karen
 Strausbaugh, Tom & Loni
 Sturtz, Pamela R.
 Sublett, James & Naomi
 Sullivan, Charles
 & Susan Maycock
 Sullivan, Joseph P. & Carol Z.
 Sullivan, Larry
 Sumner, Dorothy Carsey
 Swanson, Paul
 Swift, Douglas & Jane
 Sylvia, Frank E.
 Taggart, Jim
 Tallyn, Kent
 Taylor, Albert
 Tennant, Tim & Judy
 Ter Maat, Bob
 The Candelaria Fund
 Thode, Mike
 Thompson, Don & Eden
 Timberlake, John & Ruth
 Tinkham, Clayton C.
 Titsworth, Jim
 Titsworth, Rudy
 Tobiasz, Wayne
 Todd, Phillip
 Toft, Thomas
 Tom E. Dailey Foundation Inc,
 Tower, Caroline
 Tower, Richard
 Train Stop Gifts
 Traudt, Dave
 Tremblay, Ross & Marybeth

Treuer, George & Judy
 Trousil, Robert
 Trubeck, William L.
 Trunk, Christopher
 Tryon, Harry B.
 Tuckey, Bert & Leigh
 Twedt, Robert M.
 Ulmann, C. E.
 Ulmer, David C., Jr.
 Urquhart, William & Nancy
 Urrate, Salvador
 Vaitkunas, James Alexander
 Valentine, Ernie & Mary Ann
 Valerius, Mark & Bev
 Van Doren, Robert
 Van Dyke, John & Marie
 Van Hoosear, Allen & Karen
 Van Vuren, Dirk
 Vane, Ronald
 Vaupel, Donald, Bruce & Susan
 Vern Van Voorst Family
 Vernon and Alice O. White
 Charitable Foundation
 Vos, Dave & Diane
 Vranicar, Martin, Jr.
 Wadsworth, Cowboy
 Waldele, Robert
 Walker, Mike & Sigi
 Warren, Phil
 Wartinbee, Ron
 Webb, Allen
 Weeks, George E.
 Wegelius, Kurt
 Weiss, John
 Weiss, Richard & Evelyn
 Wells, Donald C.
 Werner, George C.
 West, Jeffrey
 West, John B.
 Wheeler, Bill
 Wheeler, Tyson
 White, Paul
 White, Richard
 White, Richard Alan
 Wiatrowski, Claude & Margaret
 Wiggins, Bill & Nancy
 Williams, Andy
 Williams, Bruce D.
 Williams, Dwane K.
 Williams, Kenton & Ann
 Willis, Kenneth & Sally Mazzilli
 Wilson, Brooks & Colleen
 Wilson, Frank
 Wilson, Harry V. & Nancy
 Wilson, Hugh
 Wilson, Stan
 Wingo, Turner & Gloria Word
 Wisneski, Rich
 Wissler, Michael
 Wittekindt, John
 Wittenborn, Andrew
 Wittman, Robert
 Wolf, Robert F.
 Wolf, William & Marilyn
 Wolfe, Dick
 Wolverton, William H.
 Woodyard, Lisa
 Woolsey, Terry & Anne
 Wright, John
 Wright, Orville & Diann
 Zschau, Julius

Friends of the Cumbres & Toltec Scenic Railroad, Inc.
Statement of Financial Position
 December 31, 2014 and 2015

ASSETS	2015	2014
Current Assets		
Cash & Cash Equivalents	\$ 244,396	\$ 156,256
Receivables	\$ 3,045	\$ 2,610
Inventory	\$ 37,726	\$ 32,487
Prepaid Expenses	\$ 14,547	\$ 5,900
Total Current Assets	\$ 299,714	\$ 197,253
Property, Furniture & Equipment - Net	\$ 533,468	\$ 566,490
Investments, Unrestricted	\$ 40,196	\$ 38,598
Investments, Permanently Restricted	\$ 88,150	\$ 89,350
Collections	\$ 238,683	\$ 238,683
TOTAL ASSETS	\$ 1,200,211	\$ 1,130,374
LIABILITIES & NET ASSETS		
Current Liabilities		
Accounts Payable and Accrued Expenses	\$ 16,524	\$ 9,750
Deferred Revenue	\$ 48,115	\$ 4,880
TOTAL CURRENT LIABILITIES	\$ 64,639	\$ 14,630
Net Assets		
Unrestricted	\$ 773,153	\$ 851,914
Temporarily Restricted	\$ 274,269	\$ 174,480
Permanently Restricted	\$ 88,150	\$ 89,350
TOTAL NET ASSETS	\$ 1,135,572	\$ 1,115,744
TOTAL LIABILITIES AND NET ASSETS	\$ 1,200,211	\$ 1,130,374

Expenses

Contractors, Materials, Tools & Supplies	\$ 98,312.00
Other Direct Program Expenses	\$ 27,838.00
Dispatch & Public Relations	\$ 22,180.00
Fundraising	\$ 117,052.00
Indirect Program Expenses	\$ 88,804.00
Interpretation	\$ 4,800.00
Merchandise	\$ 15,157.00
Management, General & Admin.	\$ 161,614.00
Professional Services	\$ 18,748.00
Travel Meals and Lodging	\$ 5,823.00
	\$ 560,328.00

2015 EXPENSES BY CATEGORY



Income by Source

Contributions (Incl. restricted and unrestricted)	\$ 313,255
Grants	\$ 18,000
Investment Income	\$ 428
Member Dues	\$ 154,412
Program Fees - Work Session, Charter (NET) & Merchandise	\$ 83,729
In-Kind Donations	\$ 8,012
Reimbursed Commission Projects	\$ 2,320
	\$ 580,156

2015 INCOME BY SOURCE



Thank you!



Matching Funds Program

During the course of the year, the Friends receive a number of gifts from companies and corporations whose employees are Friends members. The list below shows companies that currently have programs that will match actual monetary contributions or provide a donation for volunteer hours. **As a Friends member, you may want to inquire if your place of employment has any sort of matching funds program.** These gifts all help and are greatly appreciated.

- American Express Gift Matching
- American Fidelity Corporation
- Apple
- Bank of America
- Benevity
- BNSF Foundation Matching Gifts
- Boeing Gift Matching Program
- Brinks Home Security
- Caterpillar
- Chevron
- Covidien Matching Gift Program
- Exxon Mobil
- GE Foundation
- Global Impact
- Houghton Mifflin Matching Gifts
- IBM Corp Matching Grants
- ING Community Matching Gifts
- Kraft Foods Matching Gifts
- MasterCard Matching Gift
- McDonalds
- Norfolk Southern Foundation
- Northwest Mutual
- Pfizer Foundation Matching Gifts
- Shell
- Textron Matching Gifts
- Telcordia Tech
- Union Pacific
- Wachovia Foundation
- Xcel Energy Foundation



Friends of the Cumbres & Toltec Scenic Railroad, Inc.
4421 McLeod Rd. NE, Suite F
Albuquerque, NM 87109

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Antonito Car Repair Facility Team, Session E, July 26, 2016 Photo by Sharon McGee