



C&TS DISPATCH

VOLUME 32
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Docents: Interpreters of the World of Steam
Preview of the 2020 Season: A 50-Year Celebration!
D&RGW Antonito Depot's Renovation
E. M. Frimbo at Cumbres Pass
Summaries of Sessions E, F and G
...and more!



President's FORUM



C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 32, No. 4 Winter, 2019

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C&TS DISPATCH

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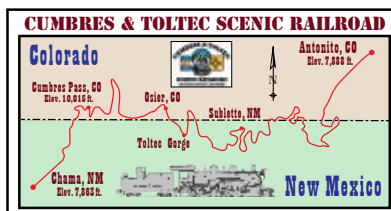
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long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



Denver & Rio Grande Railway: 1880-1886

Denver & Rio Grande Railroad: 1886-1921

Denver & Rio Grande Western Railroad: 1921-1970

Cumbres & Toltec Scenic Railroad: 1970-today

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

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A Look Back and a Preview of 2020

Summer is soundly in the rear-view mirror, autumn is fading and winter is upon us. The days are shorter, we've turned back our clocks (except those Arizonans) and the holidays are here.

This is the time that I tend to sit back and reflect on what we accomplished during the past year. I think about those of you whom I met at work sessions, or perhaps riding our annual Moonlight and Wine Tasting Train, or in attendance at one of the Friends dinners. It is always satisfying to see so many of our members during the course of the season.

So what did we accomplish during 2019? Some pretty amazing stuff! That really hit me when John Engs was recapping projects during the Board Meeting in October. We are blessed with a lot of talent and skill within the Friends.

We had some dedicated members who completed a new roof on the Lava Pump House. The new roof looks absolutely amazing, along with the vent that allowed the heat to escape back when the pump was still in use. The vent had been used for target practice over the years but now looks brand new.

Another project I particularly

want to showcase is the continuing work on Tourist Sleeper 470 in Colorado Springs (see page 20 of this issue). Many of us viewed the car Saturday after the fall Board Meeting, and 470 is really taking shape. The crews are now working on the seats and partitions inside the car. The woodworking is a beautiful sight. This car will be moved to Antonito in early 2020 to complete its road-worthiness certification and preparations for operation on the C&TS. Once again we have a historic piece of rolling stock in which the Friends can take real ownership and pride. These were just a fraction of the many projects and I apologize for singling out just these select few.

I want to thank everyone who participated in our work sessions during 2019, including several special sessions, particularly for the restoration of Rotary OY. The Friends are doing their part to prepare OY for service early next year for a historic demonstration of the Rotary's role in keeping Cumbres Pass open to railroad traffic.

I must also state my appreciation for our docents who helped present the history and environment of the Railroad to the many passengers during the operating season (see page 10).

Now, let us look ahead to 2020.

Next year, the Cumbres & Toltec will have a special celebration taking place. The railroad will mark its 50th Anniversary of ownership by the States of Colorado and New Mexico next summer. It will also mark 140 years of narrow gauge steam over Cumbres Pass! What a momentous occasion!

With this celebration comes a change in the usual Friends' Work Session schedule, familiar to many of you for so many years. You, the Friends' volunteers, will be asked to



On the Cover:

Friends of the C&TS docent, Pat Maufrais of Round Rock, Texas, is in Osier and about to continue his eastbound interpretive duties. A long-time C&TS rider, Pat joined the Friends three years ago and began volunteering on work sessions in 2018. Later that same year, he signed up for Docent training. In 2019, Pat alternated between Docent and Work Sessions and plans to continue alternating both tasks in the future.

Photo by Pat's daughter, Jennifer Maufrais-Kelly

assist with the many special events and trains planned during the course of the season. As an organization, we are encouraging our members to become involved and be part of this anniversary. John Eng outlines the schedule of the Friends' participation in the 50th Anniversary celebration on page 4 and 5 of this issue of the *Dispatch*. Please review the opportunities and select how **you** would like to participate this summer. Then fill out and return the form on page 6 to the Friends' office. Further details and updates of the schedule and activities will be included in the *Winter Dispatch*.

The Rotary OY Charter will operate February 28 and March 1, 2020, a fantastic way to kick off the year! As I noted above, the Friends contributions to putting the OY back in service makes this event even more significant.

Opening Day for the Railroad is Saturday, May 30, 2020, and will feature Locomotive 168, restored by the Railroad and the Friends, with a historic car fleet as well as the regularly scheduled trains. And mark your calendars for the Friends Moonlight & Wine Tasting Train, Friday, July 31, 2020.

Then the celebrations begin. From August 22nd thru 30th comes the "Gala Week," which consists of many special trains and events. Included will be appearances by "wood burners" *Eureka* and *Glenbrook*. Again, we are asking you, our Friends' volunteers, to participate in the variety of activities that are planned during this amazing celebration of history.

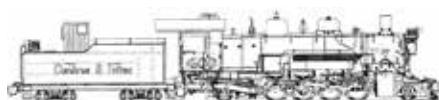
I can't express enough what a significant anniversary this will be. Does it feel like it's been fifty years since the States of Colorado and New Mexico purchased the railroad from the Denver & Rio Grande Western? There is a great deal of history contained during this celebration. The C&TS has faced some bleak years with the Railroad's actual existence in question, but today we're fortunate to have a Railroad with a sound infrastructure and outstanding historic significance!

We've seen a capital track program which has upgraded the Railroad over the course of the last thirteen years. There have been continuous upgrades to the car fleet with more to come over the next few years. The locomotive roster is in tremendous shape, including K27 No. 463 which has now been back in operation for seven years.

Over the past 31 years, the Friends have been hard at work enhancing the Cumbres & Toltec. As a testimonial to our membership we have remained steadfast in our mission to preserve, interpret and restore the rich history of a Railroad that dates back to 1880!

For this I want to thank you again for all the support that is provided during the year. Have a Merry Christmas and Happy New Year!

Tim Tennant



DON'T WAIT! JOIN US THIS YEAR ON THE C&TS!

2020 is going to be a special year for the Railroad and the Friends! If you love trains, history and volunteer activities, JOIN US as we help preserve the "Living History" that is the Cumbres & Toltec Scenic Railroad.

For \$35 a year, you and your family can become Friends and receive the quarterly *C&TS Dispatch*, train ride discounts, invitations to special events, and the opportunity to participate in restoration projects each summer, along with the satisfaction of supporting and investing in the historic cultural heritage that is the Cumbres & Toltec!

Only \$35 per year!

See the Friends Application Form found on page 21 of this issue for membership details!

Already a member? Give the gift of membership to a friend!



C&TS Friends Telegraph: **NEWS**

The Historical Interpretation Committee is looking for members!

You're probably a member of the Friends because you love historic railroads. If you want to help the Friends with their mission of interpreting the history of the C&TS, consider joining the **Friends' Historical Interpretation Committee**.

Chaired by Board member John Ferrell, the committee is looking to expand its current membership. Your partici-

pation does not necessarily require "boots on the ground." You can work from home, regardless of your location, helping with research, planning and more. We'd love to have your active participation.

For more information about the committee, contact John Ferrell at jwferrell@gmail.com



C&TS Friends Telegraph: NEWS

CELEBRATING STEAM AND NARROW GAUGE HISTORY WITH THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD

By John Engs, Friends Project Coordinator

2020 will be a historically extraordinary year for the Railroad and the Friends. It will mark the first half-century of the Cumbres & Toltec Scenic Railroad—the inspiration behind the Friends of the C&TS. It will also be the 140th anniversary of steam power on the D&RG's San Juan Extension from Alamosa, Colorado, over Cumbres Pass, to Chama, New Mexico, ultimately reaching Silverton, Colorado, and Farmington, New Mexico. The San Juan Extension transformed the San Juan Mountains into one of the 19th century's greatest silver mining bonanzas.

To celebrate these extraordinary events, the C&TS Railroad and the Friends of the C&TS are planning a Festival of special railroad-oriented activities in February and August of 2020.

In February, July and August, Rotary OY will be operated for the first time in 25 years. In July, a number of Galloping Geese will be at the C&TS, based in Chama. August will host the **19th Century Steam and 50th Year Celebration** featuring Engine 168 with a historical 1916 passenger consist, Engine 425 with a historical 1900 freight consist, and two special wood burning engines, the *Glenbrook* which has never visited the C&TS and the *Eureka* which visited over twenty years ago. There will be displays and demonstrations of narrow gauge equipment and operations. Enticed by the Railroad's 2020 promotional and advertising campaign, a chance to see historical railroad equipment in action, and a variety

of family-related activities, a large public attendance is expected.

With extraordinary events come extraordinary challenges and extraordinary opportunities. Part of the Friends Mission is "...interpretation of the C&TS as a living museum." To meet this challenge the Friends 2020 Work Sessions will be restructured to fully support Festival events. This will also be a singular opportunity to showcase the Friends to the public. We are going to show what we do, how we do it, and how much fun we have doing it. From this we will recruit new members and volunteers.

To maximize our contribution to the **19th Century Steam and 50th Year Celebration**, the Friends created **Project 1364**. To accomplish this, we need our members' support; the Friends needs your support.

Project 1364 has five categories in which you may participate.

1. Demonstration of Preservation Projects: At Chama and Antonito, August 20th-30th (Sessions F1 and F2).

2. Equipment Static Displays and Operation Demonstrations: Rotary OY and Jordan Spreader OU (Static Displays, Chama); Pile Driver OB; and Derrick OP (Operational, Antonito), and 'Speeder' Motor Car, Coal Tipple, Sand House (Operational, Chama).



Photo: Tanglefoot Curve by Chris James

3. Public Relations: Welcome and Information Booth, Walking Yard Tours, At-Large Public Information and Assistance, Parking Assistance (On-Site and Remote).

4. Children's and Family Activities: Thomas Model Train Set, Bouncy Castle, Cinder Bear and Children's Tours (Chama Depot); Bouncy Castle, Cinder Bear and Children's Tour (Antonito).

5. Administration: Team Leaders, Assistants, Special Teams, Site Support, Projects 0230 and 0231.

Although extensive planning is underway, an operating railroad brings surprises and unexpected demands. In addition to staffing these five categories, Project 1364 will permit the Friends to respond to unanticipated developments by assembling quick response groups from its team. A Project 1364 Volunteer may be asked to perform an array of tasks, either within or across Project 1364 categories.

Do you enjoy variety and something new and different?

Do you want to convey the excitement of narrow gauge stream railroading to the public?

Do you want to contribute to growing the Friends Membership and assuring our future?

If your answer is "YES!" please consider joining the Project 1364 team. You may volunteer to participate

in any or all of Project 1364's five categories. **A form is provided on the following page for you to join the Project 1364 team and indicate which Project 1364 activities you prefer.** Please complete the Volunteer Form and return it to the address shown. This form, and all other volunteer forms, are also available for download from the Friends website under "Volunteer / Forms and Information." It will also be enclosed in the winter issue of the *Dispatch*. The Friends would appreciate your early response to assist in the planning of the **19th Century Steam and 50th Year Celebration**, an extraordinary accomplishment for both the Railroad and the Friends.

Please keep in mind that **registration for Work Sessions F1 and F2 and Project 1364 still requires completion of Form R-2 by each attendee, available for download on the website.** Remember the waiver on the back of form R-2 must also be signed or the registration will be returned.

If there are questions regarding registration please review Form R-1, also available on the website.

All other forms for 2020 will be available on the Friends website the first week in January. Please try to submit them as soon as you can so we can begin our planning process and volunteer assignments.

**FRIENDS PROJECT 1364
VOLUNTEER FORM**

Either tear out and submit this form (or a facsimile) or download a copy from the Friends website at www.cumbrestoltec.org. Under "Volunteer," select "Volunteer Forms and Information" to locate this form (available in January.)

Mail the completed form to the address below.

*** NOTE: This is NOT the Registration Form. Use this form to indicate your interests in participation in Project 1364 and return it as soon as possible.**

Registration on Form R-2 MUST still be completed for Work Sessions F1 and F2

YES, I want to volunteer for Friends Project 1364, and help make the C&TS Railroad's and Friends' celebrations a success!

I would like to volunteer for the following **Project 1364 Sessions**. Both Sessions are 6 days long, and your commitment **MUST** be for the full 6 days. You may also volunteer for both:

Session F1* 08/20/20 — 08/25/20
Session F1 will be primarily in Antonito

Session F2* 08/25/20 — 08/30/20
Session F2 will start in Antonito and move to Chama

Sessions F1 and F2 overlap on Tuesday, August 25th to transfer expertise between sessions.

I would like to participate in the following Project 1364 activities. Volunteer for as many as you like.

Demonstrate Preservation Projects: Two each at Chama and Antonito

Equipment Static Displays and Operation Demonstrations: Rotary OY, Jordan Spreader OU, (Static Display, Chama), Pile Driver OB, Derrick OP (Operational, Antonito), 'Speeder' Motor Car, Coal Tipple and Sand House (Operational, Chama)

Public Relations: Welcome and Information Booth, Walking Yard Tours, At-Large Public Assistance and Information, Parking Assistance (On-Site and Remote)

Children's and Family Activities: Chama Station—Thomas Train Set, Bouncy Castle, Cinder Bear and Children's Tours; Antonito—Bouncy Castle, Cinder Bear and Children's Tour

Administration: Team Leaders, Assistants, Special Teams, Site Support

Name: _____ Phone: _____

Email: _____

Additional comments or suggestions you would like to make:

*** Remember:** Registration on Form R-2 MUST still be completed for Work Sessions F1 and F2

Mail to:

**FRIENDS PROJECT 1364
Friends of the Cumbres & Toltec, Inc.
4421 McLeod Road NE
Albuquerque, NM 87109
505-881-1311**

www.cumbrestoltec.org

Tear out (or copy) this form and return it to the Friends' office at the address below



C&TS Friends Telegraph: NEWS



Antonito Depot: Renovating History

Article and color photos by Kim Grant, Colorado Preservation, Inc.

The long-vacant Denver & Rio Grande Depot in Antonito is now entering the second phase of grant-funded rehabilitation and adaptive reuse, with a new tenant, Conejos Clean Water, planning to move into the building in the future. The Depot, listed on the National Register of Historic Places and constructed out of quarried rhyolite volcanic stone in 1890, served the town of Antonito and the surrounding communities until 1951. The significance of the Depot is evident in the fact that all of Antonito's original buildings were constructed to face the station.

When listed on Colorado's Most Endangered Places in 2007, the depot had been vacant for over fifty years, with neglect and deferred maintenance taking a toll on the structure. The town of Antonito formed a partnership with Conejos County Commissioners, Los Caminos Antiguos Scenic & Historical Byway and the Friends of the Cumbres & Toltec Scenic Railroad, Inc. to help the town with preservation, grant writing and fundraising. This paid off in

2016, when Colorado Preservation, Inc. (CPI), the Town of Antonito and the Sangre de Cristo National Heritage Area partnered to obtain a \$128,694 State Historical Fund grant for restoration of the Depot. This initial phase began in late summer 2016 to repair windows, doors and woodwork, replace the roof and to rebuild the chimneys. Schuber-



Darden Architects and Empire Carpentry were the contractors on the project, with CPI managing the grant.

In October, 2017, CPI was the recipient of another State Historical Fund grant of \$74,806, matched with \$25,001 in funding from the Town of Antonito, to continue exterior renovation. This phase is well underway today and includes stucco repairs, masonry repointing, custom storm windows and exterior lighting, including retrofitting the historic gooseneck light fixtures with LED lighting.

When completed, the rehabilitated Depot will be a centerpiece of beautification efforts meant to revitalize the town's downtown district. The Depot is several hundred yards north of the Cumbres & Toltec Scenic Railroad complex just south of the town. It is also a block east of Antonito's Town Hall, putting it in the middle of two parts of proposed downtown revitalization.



C&TS Dorman Collection, RD016-007

In its heyday, the Denver & Rio Grande's Antonito Depot was a thing of beauty. The Depot was built of rhyolite lava stone when D&RG arrived in Antonito in 1880. The Depot served the D&RG and D&RGW for the next 71 years.

Story reprinted with the permission of Colorado Preservation, Inc.



C&TS Friends Telegraph: NEWS

C&TS Trades, Sells Surplus Rolling Stock

The summer of 2019 was a busy time on the Cumbres & Toltec Scenic Railroad with exchanges of rolling stock between the C&TS and other historic properties.

The C&TS transferred D&RGW narrow gauge Stock Cars 5784D and 5543D to the Galloping Goose Historical Society, Inc. In exchange the Galloping Goose Historical Society, Inc., transferred approximately 275 pieces of 75 lb. rail to the C&TS. The stock cars, which were deemed to be surplus by the Railroad Commission and not part of the museum collection, were transferred without trucks. The rail received is primarily for the purpose of building a car shelter in the Chama yard to protect various pieces of rolling stock from the elements.



D&RGW 3161 (C&TS 214)
Rebuilt in 1972-73

The C&TS transferred passenger boxcars (P-Boxcars) 205, 206, 207 and 3161 to the Durango & Silverton Narrow Gauge Railroad. In exchange, the D&S transferred four 3000 series boxcars 3263, 3102, 3323 and 3566 to the C&TS. This exchange will benefit the Durango & Silverton by having the passenger boxcars available in their operations and will benefit the C&TS by elimination of the need to rebuild the passenger boxcars back into traditional boxcars.

Two Butte, Anaconda and Pacific Railway hopper cars, 2765 and 3148 were transferred by the C&TS to the Durango & Silverton in exchange for two D&RGW steel flatcars, 6635 and 6699.

After open bidding, the C&TS sold flat roof Passenger Car 503 to the D&S in exchange for the payment of cash in the amount of \$51,000.00 plus tax. This sale of the first generation passenger car—built on a fish-belly 6500 series flat car—was made possible by the completion of the new generation Passenger Car 524.



C&TS Coach 503
Rebuilt on 6500 series flat car, 1982

As of this writing, some of the exchanges have not been completed while transport is being arranged. ~ **Bill Lock**

Photos: C&TS Rolling Stock Database

Rich Muth Takes on Docent Manager Role

Rich Muth has accepted the position of Docent Manager and will oversee the program, serve as liaison with Railroad operations and coordinate scheduling and recruitment. Our docents are an integral part of the overall experience when one rides the Cumbres & Toltec and the organization is always looking for more recruits. (See page 10.)

Rich has been associated with the Friends for over 22 years. Initially drawn by the opportunity to be part of a 100+ year old institution still alive and well in southern Colorado and northern New Mexico, Rich has been fascinated by the steam-powered locomotives and narrow gauge technology that was driven by the landscape of the San Juan Mountains. From there he went on to immerse himself in the history of the Railroad, culture of the region, diverse geology of the area and pockets of wildflowers found along the route.



Rich Muth, onboard

Inspired by the late Chuck Heroneme, who served as Docent Coordinator, Rich found the Docent Program's focus on accuracy to be an inspiration. He is committed to keeping alive the "living museum" that is the C&TS while keeping passengers engaged with his commentary on the evolution of the Railroad from 1880 to the present. One of his greatest pleasures is engaging with children, whose perceptive questions and unflagging curiosity keep him on his toes.

Rich was born and raised in New York City, attended Regis High School and graduated from Canisius College. He's been a resident of Colorado for 46 years. Rich and his wife Kathy have raised three children and are thoroughly enjoying their five grandchildren. He is a husband, business owner, outdoorsman, photographer and model railroader. Rich and Kathy currently reside in Chromo, Colorado.

~**Tim Tennant**

Photo courtesy Rich Muth

How much to you know about the C&TS Rolling Stock?

Did you know that the Friends' website has a roster of most of the rolling stock owned by the Railroad, and, in some cases disposition to other locations? Check out the Rolling Stock Database at:

<https://www.cumbrestoltec.org/about-us/the-railroad/rollingstockassets.html>

Here you will find data on nearly every piece of rolling stock on the C&TS, when it was built and how it was modified, rebuilt, repaired or restored over the years. It's an educational experience to learn about the rolling stock and a great resource for all.



E. M. Frimbo: World's Greatest Railroad Buff at Cumbres!

You may not recognize the name E. M. Frimbo. And you may not know that Mr. Frimbo, who died in 1981, referred to himself as the “World’s Greatest Railroad Buff.” If his name *does* happen to ring a bell, it’s probably because you first saw it one morning while waiting to photograph the eastbound train just west of the Cumbres Section House.

At least that’s how I first learned of E. M. Frimbo. Standing at the east end of the Cumbres trestle last summer, camera in hand, I happened to look down and spot what appeared to be a hunk of metal on one of the ties, a hunk of metal with rivets and what appeared to be writing. I bent down for a closer look:

E. M. FRIMBO
WORLD'S GREATEST RAILROAD BUFF
ROGERS E. M. WHITAKER
JANUARY 15, 1900—MAY 11, 1981
TRAVELED 2,748,674.78 MILES
ON RAILROADS ••• JULY 19, 1981

the President of Amtrak, riding “troublesome” trains and reporting back privately to the Amtrak offices. He once booked a multiple-train trip out west, ticketing them all “under forty-eight different aliases, so no one would know what [I] was up to.” His goal was to ride every mile of passenger service in the country. That goal included riding the Cumbres & Toltec in the 70s. Frimbo thought it was one of the best railroad rides he’d ever had. That’s saying a lot for someone who rode 2,748,764.78 miles on trains.

Upon Rogers Whitaker’s death, his younger brother,

Francis Whitaker, a renowned ornamental blacksmith who lived in Aspen, created the plaque



Photo courtesy Bill Howes

E. M. Frimbo with “his” car on the Chessy Steam Special, 1978

“If I rode around in a Buick all weekend, no one would say a word.”

E. M. Frimbo



Photograph by Chris James

Over the years, many people have been honored along the D&RG and Cumbres & Toltec right-of-way. From the 1881 monument to assassinated President James A. Garfield at the west portal of Rock Tunnel to the Cumbres memorial service for our own Friend of the C&TS, Ernie Robart, who passed away a year ago, the Railroad has been a place to honor and remember those we have lost.

But who was Mr. Frimbo and why is he honored here?

E. M. Frimbo, was the pseudonym of Rogers E. M. Whitaker, a long-time staff writer and editor for *The New Yorker* magazine. He loved train travel and meticulously documented every one of his 2,748,674.78 railroad miles.* In 1974, he wrote a book covering much of his travels, *All Aboard with E. M. Frimbo*.† During his 55 years with *The New Yorker*, he never stopped taking train trips, worldwide, whenever the opportunity arose. He also put his millions of miles of rail travel to use; during World War II, given an Army commission, he was put in charge of routing troop trains. In the mid-70s, he worked as a “secret consultant” to

and carried it, along with Frimbo’s ashes, to Chama where he and the placque would ride from Chama to Osier for a banquet with family and friends and back to Cumbres Pass to add the final 37.92 miles to Frimbo’s total accumulated mileage.

Upon scattering Frimbo’s ashes at Cumbres, he placed the plaque on a tie at the end of the trestle. Employees of the then-operator, Kyle Railways, attached it in place. It remains there today.

What better final place for Mr. Frimbo to come to rest than at the summit of one of his best train rides! 🐉

*The “.78” accuracy of E. M. Frimbo’s travels was questioned by David Morgan of *Trains* magazine. Was he measuring that distance from the locomotive or the observation car of the *Twentieth Century Limited*? The inside or outside radius of the curves? It was probably close enough for Mr. Frimbo.

†An expanded edition, including placing the plaque on Cumbres Pass, by co-author Tony Hiss was issued in 1997. Both editions of the book are out-of-print, but if you wish to acquire Whitaker’s book, look for the 1997 edition on used book sites such as abebooks.com or addall.com. 🐉CHRIS JAMES

Docents on the C&TS: Interpreting a World Made of Steam

by Chris James



Docent Coordinator Hank Morris chats with passengers at the depot in Chama.

Imagine, if you will, being invited to visit someone's home, people you had never visited before but always wanted to meet because they sounded as if they were very interesting. Your visit begins when your hosts welcome you at the front door and lead you into the foyer...and then they simply walk away, saying nothing, leaving you alone to explore their unique home with no guidance or explanation of all their fascinating rooms, each filled with interesting objects that are the stories of their lives. What do these objects represent? What's their history? Why are they here? You look for help, but no one is there. You are on your own. There are questions, but there are no answers.

As unlikely as the above scenario might be in someone's home, it might be parallel to the experience of a passenger riding any of the Cumbres & Toltec Scenic Railroad's passenger trains for the very first time. For many of the Railroad's riders, this is their first experience with a narrow gauge, steam-powered railroad, plodding through the mountains at fifteen miles-per-hour.

- "How much coal does the engine use?"
- "What's that dangling thing just before the tunnel?"
- "Is that little building by the track an outhouse?"
- "What kind of trees are those?"
- "How does the train stay on the track?"

For those of us who love the Railroad and try to ride the train as often as possible, these might be considered silly questions because, of course, we know the answers. But for many riders, from a family from Florida—or Germany—to a couple from Denver, these could be questions on a subject with which they are totally unfamiliar. To leave them wondering is to leave them with an incomplete view of this piece of history that is the C&TS. And they are bursting with questions.

To counter these many questions about their new steam and smoke experience, the Friends places one or more docents on every train and, whenever possible, around the depots in Chama and Antonito. The docents are the walking encyclopædias of C&TS knowledge about the train, the Railroad, the right-of-way, and the natural history along the route. They are also full-time ambassadors of the Friends and our mission, keeping the Railroad an educational as well as a scenic experience. Docent John Crawford explains that the term "docent" is typically "associated with a society's cultural activities such as art museums or other somewhat static venues. The C&TS is anything but static so our usage of the term must occasionally be explained to curious passengers."

**When answering a passenger's question,
the docents are like Wikipedia where
there is no Internet service.**

The docents are not part of the Railroad's staff; they are all Friends volunteers. Unlike the volunteers the passengers may see working around the depots, these Friends are working on the train itself. In fact, they are working just as hard, though perhaps in ways different than those wielding a power drill or a welder. They are on their feet all day explaining the train, the structures, the scenery and the history along the way and dealing with all kinds of questions. Riding in the open gondola or passing through the cars talking with passengers and answering questions, the docents are the riders' Wikipedia in a region with no Internet service.

- "How come we are going so slow?"
- "Those are really interesting rocks. What are they?"
- "Does this train have a bathroom?"
- "What does 'narrow gauge' mean? What's 'narrow'?"
- "Does the train stop for cows or does it have a cowcatcher?"

There are as many questions as there are passengers.

I

The Docent Program, or something like it, predates the Friends' founding in 1988. Not long after New Mexico and Colorado acquired the old D&RGW line and assigned the operation to Scenic Railways, volunteers—some of

whom had helped save the Railroad—began showing up to restore rolling stock and structures. The Narrow Gauge Railroad Association (NGRRA) was formed to or-

ganize the volunteers' activities. Along with the restoration work, the NGRRA also began scheduling "Car Attendants" on some of the trains.

The NGRRA's newsletter, the *Telltale*, noted that 1972 was the "second season" of the Car Attendant program. "In addition to helping members board the train, Car Attendants are experts in answering questions and pointing out specific areas of interest to their car's occupants." By 1973, a lengthy set of "rules" for Car Attendants was established, including the requirement to be a member of the NGRRA and a suggested dress code of "dark jeans, NGRRA jacket, and an engineer's cap with the NGRRA logo."

Unfortunately, the NGRRA discovered it had bit off a little more than it could chew. The group was rather disorga-

nized and struggled throughout the 1970s. Membership dropped and Car Attendants became hard to come by. Sometimes there were no Attendants for any train.

By the spring of 1975, the *Telltale* reported, "Certain events have taken place...that have caused ill feeling between Scenic Railways and the NGRRA." The friction was apparently based on Car Attendants voicing their negative opinions about the operation of the Railroad, its employees, and other issues such as complaining to the passengers about then-President Ford and the overall state of America, something neither Scenic, nor the passengers, appreciated.

Despite admonishments from the NGRRA, problems persisted so Scenic announced that it was taking over the supervision of the Car Attendants, stating, "In the interest of broadening the base of volunteers, membership in any participating volunteer organization is no longer required to be a Car Attendant." The Car Attendant program was no longer a part of the NGRRA.

The NGRRA struggled on for several more years but the group was dissolved in 1978. Thus ended the first organized volunteer and Car Attendant group on the C&TS. Scenic Railways was happy to see the group disappear.

II

By 1981, Bill Lock had discovered the Railroad and slowly persuaded a skeptical Scenic Railways to admit a few well-organized volunteers back onto the property for restoration work. As the number of volunteers grew, Scenic became more open to giving Bill a chance, and in 1988, Bill formed the all-volunteer Friends of the Cumbres & Toltec, Inc. In 1982, even before the establishment of the Friends, Bill and several other pre-Friends began riding the trains as interpretive guides: docents. They were not an organized group but provided the service; it was fun for them and informative to the passengers.

Things began to change in the 90s. The Friends had been established and was a growing organization, as was the success and ridership of the Railroad. In May, 1993, the U. S. Forest Service began providing volunteers on the trains as "Onboard Volunteer Train Hosts."

One of the original Forest Service volunteer hosts was Gerald "Moon" Mullins who rode the train during the 1993 summer season. He knew a lot about the Railroad and since he was wearing a green Forest Service uniform, many of the passengers asked him forest and wildlife-related questions. Said Mullins in the February, 1994 issue of the *C&TS Dispatch*, "I found that there were enough questions that I didn't need a stock presentation."

Unfortunately, funding for the program ran out and the Forest Service volunteers disappeared.



USFS Volunteer Docent Gerald "Moon" Mullins, onboard in 1993.



Pat McKenzie, Spencer Wilson, Howard Bunté, Frank Yockey and Bob Hey, Session D, 2001.

In the Fall of 1997, a posting in the *Dispatch* requested volunteers as "docents" for the following year. In the 1998 season, "seven hardy souls" began riding the train as volunteer docents. All they had was their knowledge of the Railroad and a desire to help. Howard Bunté and Spencer Wilson were two of the original group.

Seeing the idea's success, Bunté and Wilson began to organize an official Docent Program. To identify the docents, it was suggested that they each wear a hard hat, similar to the on-the-ground volunteers. That idea only confused passengers: why would one wear a hard hat on a tourist train? Spencer Wilson countered with the now-familiar blue apron with kangaroo pockets full of maps and Friends applications, still worn today. Later, blue denim clothing and a formal Docent Training Program were put in place.

Bob Hey, an early docent and former Docent Coordinator, recalls, "Frank Yockey and Howard Bunté were just getting the Docent Program organized. Those first years were quite exciting operations-wise as the track work was not in good repair. It was not unusual for us to have two or three derailments during one trip. This tested the skills of the docents to keep the guests from panicking and assure them that there would be no extra charge for all the activity of rerailling a coach. These events were usually in the area of Calico Cut, especially in wet weather. West of Osier, the track was so close to the edge of the drop-off at Martinez

Point that the conductor had to stand trackside and watch for any movement of the road-bed or signs of derailment."

III

As the program grew, the Friends were able to put docents on 60-70% of the trains and by 2000, the docents had accounted for up to 300 new Friends members from on-board contacts. By 2006, 33 docents handled 177 train departures. And the



Docent Founders Howard Bunté and Spencer Wilson, 1998, wearing...hard hats?

passengers? They have come to expect a docent on the train and were vocal in their praise of their knowledge and friendly manner.

Today there are over forty docents who ride the trains and assist around the depots, both for passengers awaiting the train and guests who stop in on their way through Chama or Antonito. Rich Muth, the newly appointed Docent Manager (see page 8),

oversees six Docent Coordinators—Chuck Halaska, Mike Faith, Tom Henderschott, Jack Warner, Hank Morris and Chuck Proudfoot. Rex Fockler is the Training Coordinator and Joe Hartigan is the Scheduling Coordinator.

Prior to official training, a prospective docent needs to be well-versed on the history, operation and safety of the Railroad as well as the natural history of the countryside between Chama and Antonito. Most are long-time railfans and history buffs as well as Friends members who have ridden the train many times and know much of the minutia of local history and the natural surroundings. More information comes from Doris Osterwald's book, *Ticket to Toltec: A Mile by Mile Guide*. As Docent Coordinator Hank Morris says, "There's a lot of Railroad details, natural history and answers to passengers' unexpected questions that you will need to know." As for the knowledge, a docent's quest is never-ending; there's always something new to learn that might become useful answering a passenger's question or telling a story.

With their background knowledge established, each prospective docent receives about a week of training, followed by two or three rides with one of the veteran docents. Passed the test? They are ready to fly solo on the trains.

John Crawford adds, "Each docent brings a little different outlook with some generalists having a broad knowledge...and others with very deep, specific knowledge, (such as) the intricate knowledge of every nut and bolt of a locomotive."

For those assigned to the trains, a typical docent's day begins well before train-time. Riders start showing up around 8:00, either to ride the train that departs at 10:00 or to catch the motor coach to the other end of the line at 8:30. Docents on the motor coach may spend some time welcoming passengers during the one-hour ride. The depot docents talk to the passengers, offer to take group photos, advise the guests on safety issues and, of course, answer a host of questions.



Cloy Richards at work on the platform.

In either case, it's a long day, much of it standing in a rocking open gondola car or walking through the train. Standing stamina is a must, as well as C&TS knowledge. Some of their presentations will be over the PA system in the open gondola, presentations that go on through all kinds of weather; sun, wind, rain, hail, maybe even some snow. But, as Hank Morris says, "The reward is getting to meet passengers and railfans from all over the world, being an ambassador for the Friends and the Railroad, plus you get to ride free and get one of those awesome lunches at Osier. Who could ask for more!"

IV

Today's docents are a varied lot, all ages and hailing from all over the country. Currently, all are male with one exception, Linda King from Kingston, New Mexico. Some,

like Tom Stewart, spend much of the year in Chama or nearby, like Docent Manager Rich Muth who resides in Chromo, west of Chama.

Others travel some distance to participate. Many docents come up from Colorado's Front Range. Cloy Richards, Pat Maurfrais and others travel from Texas, and Jim Lundquist hails from California. John Crawford lives in Illinois.



Docent Linda King on a non-docent day, working on the Rail and Tie Car, 2017.

Bruce Williams is a pastor in Iowa. Tom Sadd and his wife drive all the way from Pennsylvania and spend the summer in Chama. Linda King drove up from Kingston four times last summer for docent duties, each time for a week, and hopes to repeat that schedule next year.

Of the current docents, their tenure varies from 'just started this season' to decades of service to the docent team and the Friends.

A common misconception by folks who are considering docent training is that, like Tom Sadd, you have to stay and volunteer all summer. But like most of the restoration volunteers, most docents visit for a week or two and may only work the trains a few times each week, perhaps assisting on other projects in the interim. It all depends on your availability and the docent schedule needs.

Why do folks decide to become a docent? The answer is almost universal: "I do this because I love talking with people, I love history, I love this Railroad, and I love putting all of that together and sharing it with the passengers so they better understand the C&TS."

And of course, they all have stories and interesting

"Each docent brings a little different outlook with some generalists having a broad knowledge...and others with very deep specific knowledge, (such as) the intricate knowledge of every nut and bolt of a locomotive."

events that happen with every trip:

Bruce Williams, the pastor from Iowa, performed a wedding in the open gondola at Osier (see: *C&TS Dispatch*, Summer, 2019).

Cloy Richards watched the conductor kick a drunk off the train at the ranch crossing above Lobato and “had a 75-ish year old woman hit on me (her best friend said, ‘she always acts that way when she’s high.’)”

If you have been a docent as long as Rich Muth—seventeen years—you have had your share of oddball questions:

“Did you plant all these trees? They’re all the same height.”

“Is that a diesel up front?”

“When do the deer turn into elk?”

“Do we need passports to go into New Mexico?”

Chuck Halaska, a docent for since 2007, tells a most interesting and rewarding story:

A few years ago I was in the open car giving commentary and answering questions. The train was following the Los Pinos River in the fall of the year. Cowboys on horses, their dogs, and ATVs were rounding up cattle in the open range before winter set in. I was commenting that this was a timeless activity that “cowboys” had participated in for many years. Standing next to me was a lady dressed in western wear that was taking in my “spiel.” After a few moments of silence, she leaned over and whispered to me, “You know, cowgirls do that kind of work too.” I thought, ‘Oh oh’...and quickly acknowledged my mistake.



Chuck Halaska was reminded about “cowgirls” the hard way.

However, she was very kind and I learned she and her family owned and worked a large cattle ranch in northeastern New Mexico for many generations. The train pulled into Antonito later that day and as I thanked people for riding, the cowgirl came up and handed me some paper money all rolled up. Surprised, I thanked her and again apologized for my error. It wasn’t until later when I emptied my pockets at the motel that I took out the bill and unrolled it.

I was shocked to discover it was a \$100 bill! I gave the money to the Docent Coordinator the next day.

How about you? Have you ever considered becoming a docent? The Docent Manager and Docent Coordinators are looking for new applicants to the docent pool. Adding new docents would spread out the docent work flow and allow more flexibility of both the coordinators and the on-board docents for scheduling when and where their duties will be needed. The Friends would especially like to see more women become docents.

The only requirements are that you are a member of the Friends, you have the knowledgeable background in the operation and right-of-way of the Railroad, a willingness to learn new details about the ride and enjoy sharing that

knowledge with people from all over the world. You also need to be able to stay on your feet most of the day.

The rewards? Aside from getting to ride the train for free and getting that “awesome lunch” in Osier, the rewards are almost immeasurable. You feel the joy of helping people understand why the Cumbres & Toltec is such an important piece of historic railroading. You get to answer a myriad of questions on an almost-infinite number of topics ranging from the operation of a steam locomotive and the rock formations at Phantom Curve



Tom Sadd reflects on a day of interpreting the language of the C&TS to the passengers as the train approaches Chama.

to naming the wildflowers along side the right-of-way and explaining that no, you don’t actually need a passport to get into New Mexico. Like someone interpreting a foreign language—*mi casa* means *my house*—you are interpreting the language of the Railroad, the language of history, the language of the plants and animals and geology along the way to someone who probably speaks a language of Internet or business management or homemaking or perhaps the language of a small child who has just discovered there’s more to railroading than Thomas the Tank Engine and wants to know more. Every docent



John Crawford has the answer!

“Is there a monument to the people who built this railroad?”

I responded, “You are riding on it.”

will tell you that the rewards far outweigh the sometimes cold wind and rain while speaking in the Rider Gondola.

Perhaps one of the most moving replies to a passenger’s question came from John Crawford:

We were eastbound beyond Sublette. We were fifteen-minutes or so past the Big Horn Wye and I was visiting our patrons in the first car. As I walked through the car answering questions I felt a small touch on my left leg. I turned and sitting in her seat was a gentle older lady who asked in a very soft southern drawl, “Is there a monument to the people who built this Railroad?”

I responded, “You are riding on it.”

That answer, perhaps more than any other, is why being a docent for Cumbres & Toltec Scenic Railroad is important, not only to the passengers but also the Railroad and the Friends. 🐾

Source material and photos for this story were received from current docents along with articles in back issues of the NGRRA Telltale and the C&TS Dispatch.

HISTORIC PRESERVATION ON THE C&TS, 2019

SESSION E (JULY 29-AUGUST 2), SESSION F (AUGUST 5 - 9)

AND SESSION G (SEPTEMBER 23 - 27)

PLUS SPECIAL UPDATES OF THE TOURIST SLEEPER 470 AND ROTARY OY

Photos by Tim Smith, Cindie Deasey, Gerald Hook, Steven March, Blayne May, Jack Price, Chris James, Warren Ringer, Tom Simco, Pat Maufrais, Michael Mee, John Kennedy. Steve Meeks, Jason Rose and Don Atkinson. Photos are shown when available. Reports are based on Team Leader submissions to FIDO and volunteer assignment lists.

ANTONITO, COLORADO: ED LOWRANCE CRF

Proj. 1197: Construct Period Trucks for Passenger Coaches, Sessions E, F and G



Under the leadership of **Russ Hanscom** (E and G) and **Ian Kelly** (F) along with Tristan Wenger (F) and Chuck Dueker, Dave Hamilton and John Weiss (G), work continued on the replica passenger trucks, particularly for Coach 470. Of particular note was the machining of slots for placement of the Pullman nameplate in each of the trucks.



John Weiss created the cast-iron castings to match the original trucks on the Pullman coaches. The lettering will eventually be highlighted in white.

Wear plates for the 470 bolsters

were laid out, cut and welded. The bars were realigned on the 470 spring plank so the ends were flush with the wood and they located and drilled holes in the yolk plates for the RPO push rods.



Proj. 1304: Restore Converted Stock Car 5774, Session G

Dan Pyzel and **Ken Halterman** installed the roof walk and roof grab irons, and installed the first door. The next steps are the second door installation, the rest of the door hardware, some minor body repairs and addressing trucks and brakes.



Proj. 1332: Restore UTLX Tank Car 11056 to Operational Condition, Sessions E, F and G

Chris Trunk, **Randy Worwag** and **Bill McCall** removed the temporary drain valve from the car and closed it off with a patch plate. They also fabricated and installed supports for the missing walkway angle irons on the B-end, followed by bending and installing the walkway angle iron brackets.



Work continued with preparation of the A-end coupler pocket, test fitting the coupler and draft gear assembly and installation of cut-lever brackets. Then the A-end coupler and draft gear were installed and preparation work began on the B-end coupler pocket and Cardwell draft gear unit.

Proj. 1334: Exterior Restoration of Rotary OY, Sessions E, F and G plus Special Sessions 2 and 3



Don Atkinson led this major exterior restoration effort, made even more important as the Rotary is scheduled to operate on Cumbres Pass in February. Assisting Don were Rob Lenicheck, Scott McCollough, Barry Morris (E), adding Abraum Schiro, (F) and Greg Coit, Ian Kelly, Peter Sander, Bryce Templeton, Bill James, Rob Brigham, Vance Benson, Cathy Rheinberger and Kathy Bargsten in G.



But wait! There's more! Many of the above Friends were joined by John Engs, Ron Burkhard, Bob Reib, Pat Maufrays in Special Session 2 and Tim

Frade, Steve Jorgensen, Doug and Keegan Joslyn, Bill Moore and Tracy and Brigette Pruitt in Special Session 3.

During the multi-month project, the team built and installed new windows with laminated safety glass, epoxied compromised areas on the end sills, removed the original sheet metal roof and discovered the underlying roof was rotted so a new wooden roof was installed.

They scraped and removed the faded paint on the exterior, needle-scaled the metal parts and replaced wooden siding as necessary. On the Rotary's tender, they removed and replaced the wooden covers on the coal bin, epoxied rotten areas of the frame, and prepared the Rotary and tender for painting by the Railroad.

A complete summary of the Rotary OY restoration (with lots more photos) will be featured in the Spring issue of the *Dispatch*.



Proj. 1341: Repair and Restoration of Flat Car 6214, Session G

Work continued on Steel Flat Car 2614, with **Greg Coit**, Rob Brigham and Bill James, though it was limited so the team could join the crew working on Rotary OY. Still, they were able to apply rust inhibitor to the exposed metal parts, replaced the two outer side sills with new wood, attached all



the side stake holders, dismantled and reassembled the brake line angle cock and applied primer to the end sills.

Greg expects the car to be completed in Session B next summer.



Proj. 0701: Landscaping, Antonito Depot and CRE, Session G



The Antonito landscape crew, led by **Cathy Rheinberger** with assistance from Kathy Bargsten and Vance Benson, focused on clean-up and winterization. Work included major pruning of the willow and crab apple trees around the Antonito Depot, opening the tree structure to allow light to reach deep into the tree for better health. At the CRE, sand cherries and junipers were trimmed back to allow vehicles to park without interference from the plants. Each year there are many weeds, dried alfalfa, and trash in the beds. Cleaning them provided a neat and professional first appearance to the C&TS facility.

Proj. 1273-4: Reconstruction of Drop Bottom Gondola, DBG 731, Session F



Rhonda Tryon and her daughter Haley joined Team Leader **Warren Ringer** working on Drop Bottom Gondola 731. Rhonda's husband Ed joined the crew later in the session. The crew completed the replacement of the center car sills, needle beams and door stops, finished installing all the door hinges and two-thirds of the doors, installed the truss rods, installed the brake cylinder and associated brake rods and installed the train line. Other CRF volunteers chipped in whenever extra hands were needed.



LAVA PUMP HOUSE AND TANK, N M

Proj. 1331 (SHPO*): Secure LPH and Replace Roof Structure and Roof, Special Session 5

At the conclusion of Session D the structural work (replacement of rafters and sheathing) was completed but SHPO (State Historic Preservation Office) had not yet approved an appropriate roof covering.

In August another submission was made and approval was received mid-September for "DaVinci, multi-width shack, Tahoe color, fire rated Class A, impact Class 4, wind 110 mph-rated shingles with a 75-year warranty."



Special Session 5 was set up. **Steve Meeks** volunteered as Team Leader and with Wayne Klatt, Roy Lloyd, and Fred Kuhns, the team completed the installation of the new shingles between September 29th thru October 3rd.



CHAMA, NEW MEXICO

Proj. 0700: Landscaping Chama Yard and Depot, Sessions E and F



Even before the passengers see the train, they see the C&TS gardens. In Session E, **Becky Falk** and Lucinda Lenicheck continued the efforts from earlier in the summer, weeding, whacking and cleaning the Chama gardens. In Session F, **Becky** and Lucinda were joined by Rosanne Jameson and Becky Robbins, with a lot of the work focusing around the clock tower and brickwork adjacent to Terrace Ave.

Proj. 0730: Car Lettering, Session E



Given the number of completed rolling stock restorations that happen every summer, it's no surprise that the car lettering crew was never sitting around bored. **Patti Lounsbury** and LuEllen Schoen always had plenty to do, so much so that other volunteers who had completed other projects were recruited to the paint and stencils as well.

Proj. 1186: Cosmetic Restoration of Locomotive 483, Sessions E

The Locomotive 483 crew returned in Session E with **Bob Schoen** at the throttle and assisted by Dudley Bayne, Ben Sargent, Larry Springer, Dave Shannon, Rob Brigham and Chuck Armstrong.



They repainted the boiler shell, refitted and repainted the fireman's-side front cab door, repainted the pilot beam, drilled and tapped a cylinder casting for jacket studs, installed cylinder-casting bolts, installed a light in the firebox, primed and repainted the side cab windows, surveyed the hand-rail columns for future fabrication, installed grate-shaker rods, surveyed storage boxcars for additional engine



equipment, installed and painted the front cut lever, surveyed for fabrication of the front running-board steps and fireman-side pilot step and installed the fire-door actuating pedal. They also rotated the No. 4 driver 180 degrees and installed the fireman's-



side rear side rod.

The big news is that 483 now has a tender! The crew prepped the tender for movement from behind the coal tipple and the Railroad moved it into position behind 483.

Proj. 1358: Repairs to Chama Depot Decking, Session E

The loading dock deck boards at the Chama Depot have taken a beating over the years. Craig McMullen and several other "off the record" volunteers replaced twenty of the boards, but ended up running out of material to complete the job.



Proj. 1313: Reconstruct High Side Gondola 1204, Session E and F

According to Team Leader **Mike Kennedy's** report in the Friends' FIDO database, his Session E team had several encounters with wildlife, including attacks by a Queen Snake that slithered out of The Swamp, and a Very Large Bear along with a Bear Cat that somehow made it to NE New Mexico from SE Asia, resulting in some delays in the reconstruction.



No mention of critters was made by Team Leader **Jim McGee** in Session F and work proceeded normally.

The E Team located and installed a surplus truss rod bolster and began the process of laying a new Trex deck on the frame of the car.

Session E crews included Mike Johnson, Art Montgomery, Phil and Jim Nissen and Paul Weber.



The F Team continued installing the Trex flooring, installed uprights for the side posts, and notched the side boards for u-bolt support rods. They heated and bent support rods to fit, replaced missing brake rods, fabricated an air pipe for the brake cylinders, air tested the brake system and checked for leaks and operation.



They concluded with the installation of new air hoses.

F Crew included Chuck Graham, Rob Lenicheck Barry Morris, Kevin Sherrow, Gerald Stuebing and Mike Wissler.

Proj. 0795: Servicing of Yard Camera System, Session E

After being off-line for several months, those of us who are addicted to steam locomotives are indebted to **Jason Rose** who rode to the rescue from Texas and returned the Chama Yard cameras to service. John Cole and his cousin John Kloepfel arrived from California and Steve Forney showed up from Denver. The cavalry had arrived!



Age had finally caught up with the network gear that had run the cameras for over seven years. The harsh climate of Chama had taken its toll and in August, after months of band-aiding the escalating issues, the system finally died for good.



FCTS management approved the purchase of new gear that Jason had spec'd out early in the summer. The technology has advanced significantly since the original network and the new gear is simpler to operate and install and cost about half the price.



The team got started early Saturday afternoon and worked until dark. At the end of the day,

the network nodes on the bathroom building and the Coal Tipple were installed and the cameras were back online. They also discovered that the Depot Camera was dead.

Sunday, they again worked until dark. The weather didn't cooperate and most of the day was spent in the rain.



They got the network node set up on the Bunkhouse and removed nearly all of the old equipment from the bathroom building attic, the Tipple, and the Bunkhouse.

They also realigned both of the Tipple cameras for a better view and spent a significant amount of time troubleshooting the audio issues. They were unable to fix the audio, but have a good plan to resolve that in February. They also have a plan to replace the Depot Cam at that time.



Proj. 1325: Rebuild P-Box 213 to Boxcar 3476, Session E and F

Bill Stamm, David Sowell, Ray Randy Young and Carl Strauss (E) and Sam Beard, Tim Bristow, Herb Knoesel, Druby Hebert, William Hobbs, Dan Robbins and Ron Lira (F) continued the return of P-Box 23 to its original form of Boxcar 3476.



In E, they removed and replaced the Murphy roof parts, installed new roof walk boards, removed the old interior siding and insulation and replaced it with new material, and



began installation of A- and B-end stirrups.

Work continued in Session F as the crew completed grab iron and corner brace installation, a

manual brake wheel and coupler lift bars on both ends of the car.



Doors were installed on both sides and on the A-end along with all the necessary hardware.





By the end of F, the car was complete except for painting and lettering.

[A side note: While I was photographing the progress on Boxcar 3476, a yard visitor asked me why there was a door in the end of the boxcar. I didn't know the answer, so we both asked one of the volunteers. Apparently the end door was for loading lumber that was too long to fit through the side doors.

Now you know. ~ Editor]

ALONG THE C&TS RIGHT-OF-WAY

Proj. 0770: Project Discovery, Sessions E, F and G

Project Discovery Coordinators **Mark Jennings** (E and F) and **John Eng** (G) continued work with SHPO on acceptable roof materials to complete the Lave Pump House roof prior to winter and prepare for work in the spring on the Osier siding project to reinstall the Cattle Pen #2 fence on the south side for the track relocation. Jensen held meetings for restoration of the Sand House in Chama but drawings are needed to obtain approval of work to be done and installation of a concrete foundation.

Additionally they assisted in the design of the foundation for the Car Inspector's House at Cumbres. The concrete footing and foundation needs to be completed this fall before cold weather sets in.

Other future projects in the hopper include the reversion of P-Box 207 to Boxcar MW02, Fairmont Speeder maintenance, conversion of two stock cars to rider cars for photo charters, repairs at the Carpentry Shop, the OY Water Car and High Side Gondola 9249.

Currently there are more than twenty projects that have been written for accomplishment. Since the number of volunteers has decreased, projects are taking longer to be accomplished.

FRIENDS SERVICES AND SUPPORT

[Photos presented when available]

Proj. 200: Restoration Site Leaders, Chama

Craig McMullen
John Eng

Proj. /201: Restoration Site Leaders, Antonito

Chris Trunk
John Eng

Proj. 210: Check-in and Volunteer Registration, Sessions E, F and G



Mary Jane Smith
plus additional volunteers

Proj. 294: Hauling and Vehicle Operation, Sessions E, F and G



Bob Reib

Proj. 250: Carpentry Shop Supervisor and Crew

Craig McMullen
Tim Bristow
William Hobbs
James Earle
Dave Rickey

Proj. 240: Tool Car, Chama, Sessions E and F

Craig McMullen
Charles Stokke

Proj. 241: Bolt Car Operation, Chama, Sessions E and F

George Davies

Proj. 0230: Food Preparation- Chama, Sessions E and F



Caroline Tower
Nancy Gordon
Maggie McMullen
Yvonne Schmitt
Rochelle Sherrow
Christine Krutul
Eileen Shannon

Proj. 231: Food Preparation- Antonito, Sessions E, F and G



Patty Hanscom
Linda Dueker
Mary Jane Smith

Proj. 280: Equipment Preparation, Chama and Antonito

Doug Fredrick

Proj. 248: Lettering Coordinator

Patti Lounsbury

Proj. 246: Paint Car Operation

Brad Lounsbury

**Proj. 245: Tool Room, Antonito,
Sessions E, F and G**



Marshall Smith
Jack Heiermann

**Proj. 262/263: Chronicling Work
Projects, Chama and Antonito,
Sessions E, F and G**

Sharron McGee
Pat Maufrais
Michael Mee
Tim Smith

**Proj. 0203: Standards for Repair,
Maintenance and Restoration
Session E and F**

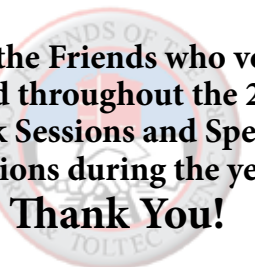


Bill Kepner

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

Brad Lounsbury
John Engs

**To all the Friends who volun-
teered throughout the 2019
Work Sessions and Special
Sessions during the year,
Thank You!**



COLORADO SPRINGS WORK SITE @ THE PIKES T

**Restoration of D&RG Tourist
Sleeper No. 470, Ongoing in 2019**

The ongoing restoration of Tourist Sleeper 740 has been an amazing process to watch. Participants in the restoration this year have included Tom Simco, Craig McMullen, John Engs, Bill Kepner, Leon Beier, Don Atkinson, Duncan Burdick, Dean Meyers, Bill Lowes, John King, Mike Barbec, John Caufield and Jim Barton. Did I miss anyone?

Much of the work was finishing the interior woodwork, assembling and installing the seats, work on the roof and clerestory, and finishing some of the amazing details that will trim the interior.

The car will be leaving Colorado Springs in March to travel to Antonito for the final fittings.

Over the course of the year, the crew submitted nearly 500 photos of the progress as the car neared completion. Since "one picture is worth a thousand words," here are something like 15,000 words on the restoration of Sleeper Coach 470. The photos speak for themselves.



Starting in February: Work on the underside of the car preparing the bolsters for the eventual installation of the trucks, while up above, work continues on the roof of the car.



March: The seat frames are being assembled and the exterior details are taking shape.



April: Interior work moves ahead with more finish work including a wonderful reproduction of the D&RG builder's plate on the car's floor.



PEAK TROLLEY MUSEUM AND RESTORATION SHOP

July: The floor is done and work can begin on installing the seats.



August: Work included assembling the seats and preparing many of the exquisite details that will be installed.



September-November: With the seats done, details like armrests can be installed. Work continues on the clerestory roof windows and the interior ceiling.



DON'T WAIT! JOIN US THIS YEAR ON THE C&TS!

2020 is going to be a special year for the Railroad and the Friends!

If you love trains, history and volunteer activities, **JOIN US** as we help preserve the "Living History" of the Cumbres & Toltec Scenic Railroad.

For \$35 a year, you and your family can become Friends and receive the quarterly *C&TS Dispatch*, train ride discounts, invitations to special events and the opportunity to participate in restoration projects each summer, along with the satisfaction of supporting and investing in the historic cultural heritage that is the Cumbres & Toltec!

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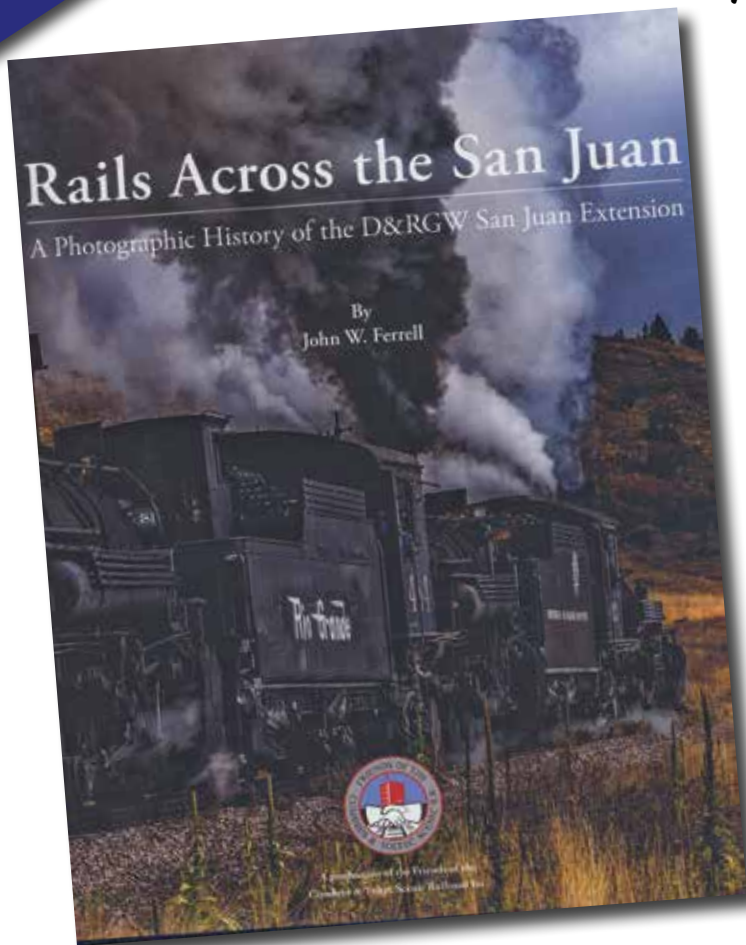


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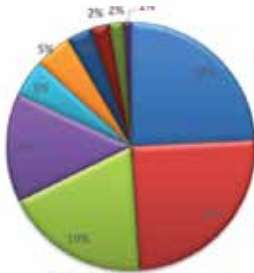
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A nonprofit corporation dedicated to historic preservation, interpretation and restoration

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

Statements of Financial Position December 31, 2018 and 2017

2018 Expenses by Category

- Contractors, Materials, Tools & Supplies
- Fundraising
- Indirect Program Expenses
- Management, General & Admin
- Other Direct Program Expenses
- Merchandise
- Professional Services
- Dispatch & Public Relations
- Travel Meals and Lodging
- Interpretation



Expenses

Contractors, Materials, Tools & Supplies	\$ 144,575.00
Fundraising	\$ 147,264.00
Indirect Program Expenses	\$ 112,581.00
Management, General & Admin	\$ 85,039.00
Other Direct Program Expenses	\$ 28,915.00
Merchandise	\$ 28,191.00
Professional Services	\$ 19,072.00
Dispatch & Public Relations	\$ 14,658.00
Travel Meals and Lodging	\$ 11,140.00
Interpretation	\$ 5,709.00
Total	\$ 597,144.00

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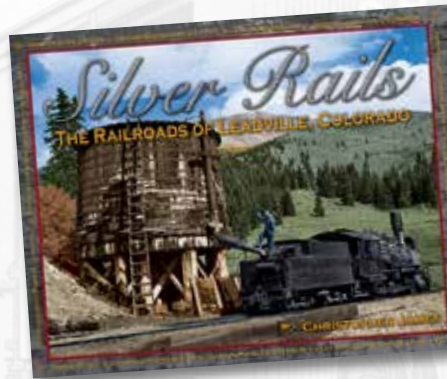
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	2018	2017
Assets		
Current Assets		
Cash and cash equivalents	\$568,912.00	\$428,578.00
Receivables	\$29,306.00	\$11,552.00
Inventory	\$19,310.00	\$6,336.00
Prepaid expenses	\$16,098.00	\$14,722.00
Total current assets	\$633,626.00	\$461,188.00
Property, furniture and equipment, net	\$573,811.00	\$534,876.00
Investments - unrestricted	\$21,085.00	\$21,585.00
Endowment investments	\$89,650.00	\$89,150.00
Collections	\$272,646.00	\$268,249.00
Total assets	\$1,590,818.00	\$1,375,048.00
Liability and Net Assets		
Current liabilities		
Accounts payable and accrued expenses	\$38,377.00	\$32,083.00
Deferred revenue	\$2,000.00	\$3,336.00
Total current liabilities	\$40,377.00	\$35,419.00
Net assets		
Without donor restrictions	\$997,278.00	\$839,405.00
With donor restrictions	\$553,163.00	\$500,224.00
Total net assets	\$1,550,441.00	\$1,339,629.00
Total liabilities and net assets	\$1,590,818.00	\$1,375,048.00

Full audits are available on our website



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Photo by Chris James

There's no better way to wait out a summer shower than sittin' in the Chama Carpentry Shop, talkin' trains!