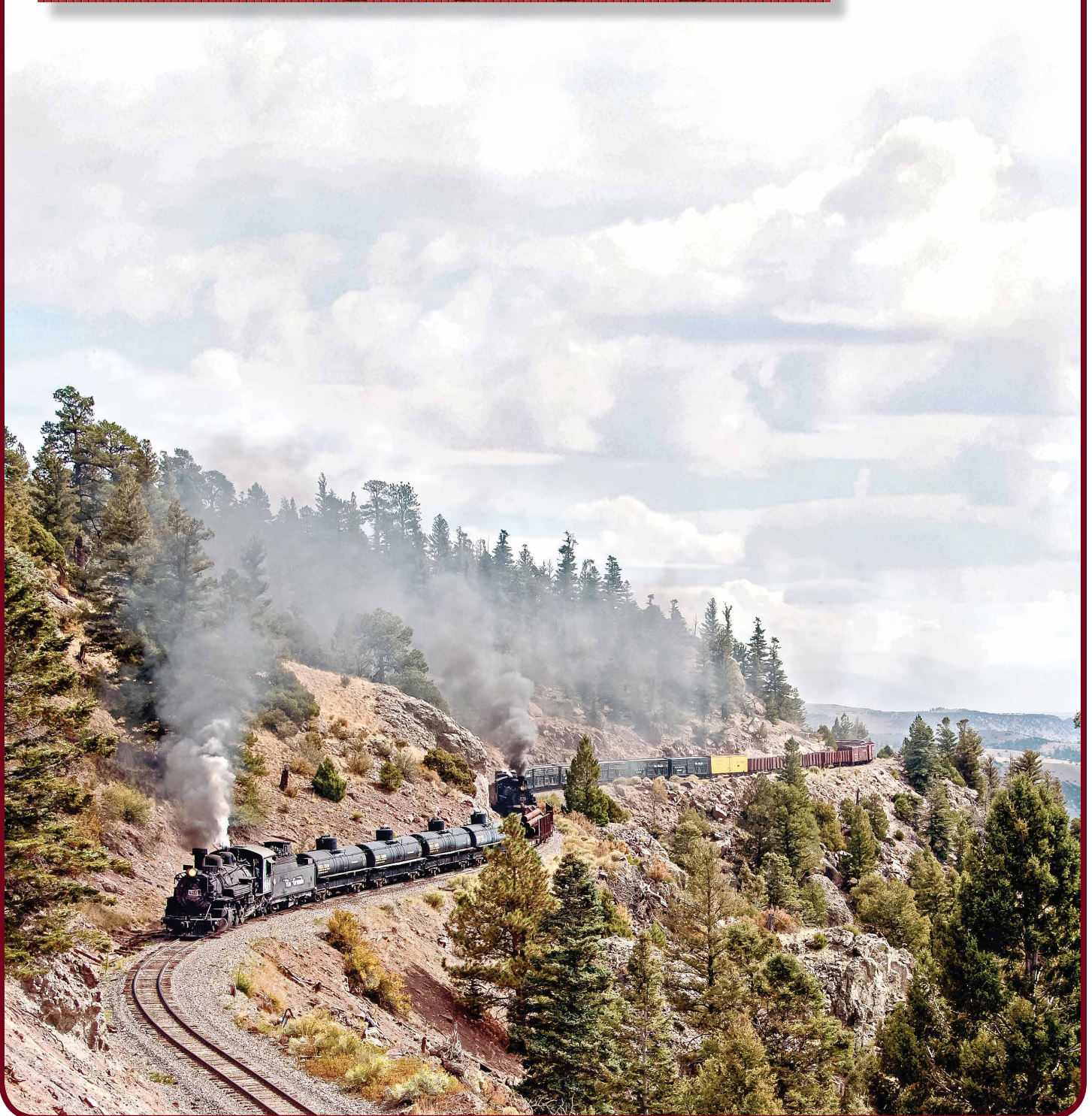


C&TS DISPATCH

VOLUME 28 NO.3
AUTUMN 2015



C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

William Lock, Founder

Directors

Terms ending in 2017:

John Engs, James Herron, Bill Lock
Craig McMullen, Dan Pyzel, Linda Smith
Caroline Tower

Terms ending in 2016:

Arno Grether, Scott Hardy
Edgar Lowrance, Bob Ross
Warren Smalley
Dennis Sterosky, Don Stewart

President and CEO	Tim Tennant
Chairman of the Board	Bob Ross
Vice Chairman	Don Stewart
Secretary	Linda Smith

Editor
Rich Murray

Assistant Editor Jason Rose
Please write the editor at
e-mail: timtennant@cumbrestoltec.org

The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad Inc., 4421 McLeod Rd. NE, Suite F, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad Inc., is a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARM (Association of Railway Museums) and a member of TRAIN (Tourist Railway Association). Family membership in the Friends is \$30.00 per year, outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic site.

Cumbres & Toltec Scenic Railroad

Denver & Rio Grande Railway 1880 to 1886
 Denver & Rio Grande Railroad 1886 to 1921
 Denver & Rio Grande Western Railroad 1921 to 1970
 Cumbres & Toltec Scenic Railroad 1970 to 2015

© 2015 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

PRESIDENT'S COLUMN



Never Enough Thank You's !!!

Once again summer has come and gone. The calendar says it is autumn and the cooler nights provide a hint that fall is upon us. As the month of October begins the Friends last work session of the year is taking place in Antonito with 40+ attendees!

So rather than wait until the end of the year, I want to take this column and time to express my appreciation to our members for what they have done during the course of this past season. I really wonder sometimes that in our fast paced world of today, if we say thank you enough? In my book, manners and etiquette seem to be in short supply but of course that is just my opinion. Maybe I'm old school but that is how I was raised and I suspect many of you grew up in similar fashion.

We have an organization with very passionate and caring members. You give of your time and resources, year in and year out. You come from points across the globe to ensure that the Friends continue in its

mission of preserving and interpreting the Cumbres & Toltec Scenic Railroad.

If some of these statements sound familiar it's because they are. This is a message I want to convey not just once a year but frequently. You are all very special people and as I've stated in the past, belong to a unique organization. Just think of the history that you as members immerse yourselves in, dating all the way back to 1880!

As caretakers of the railroad's historical assets, we have a very important role to play. Whether it is a structure or piece of rolling stock, tens of thousands of people view what we do each year. They ride the train, walk about the yards in Antonito and Chama or view our webcams. Our work is out there in front of many sets of eyes so it is always crucial that we put our best foot forward and our members do!

We are fortunate to have so many dedicated members who take ownership of what they are doing. In the last Dispatch I spoke about what it means to be a Friends member and what a member of the general public does witness when they see a work session taking place. You all come from some very diverse backgrounds and bring with you unique skillsets. Like a sports team, all those skills and talents are blended together to form a project team and the end results are phenomenal.

I also need to make mention of those members who docent on the trains, work in our library and pho-

Cover photo of the HTP Charter as it winds its way past mile post 309. This special included 36 cars all of which were rebuilt and maintained by the Friends Photo by John West

to archives, serve on the Board of Directors plus provide the organization with their monetary resources through gifts to our various fundraising initiatives. Your contributions are very integral to our overall success.

As we enjoy the fall colors and the passing of another season on the Cumbres & Toltec I once again want to say thank you for everything you, the members, do to help us achieve our goals as an organization. Your dedication and hard work are noticed and these efforts do make a difference! I care immensely about saying thank you because you all care so much about the Friends and the railroad. You have all helped to make it another rewarding year!

Tim Tennant

The Friends of the C&TSRR are looking for a library volunteer to work with our collections of books and articles located in our Albuquerque office. The work is on-going, consisting of cataloging and arranging the collections. Our library has been cataloged with professional software and shelved. It contains many interesting items on the narrow gauge and western railroads.

This is an opportunity to browse and study the literature related to New Mexico and Colorado railroads, some of it not often found elsewhere. For further details, please contact the Friends office at (505) 880-1311 or email at...

timentnant@cumbrestoltec.org

We will put you in touch with our library volunteers for questions and discussions.

VJG: July 7, 2015

Articles needed for the Dispatch

Team Leaders, Project Managers, Friends members. We are looking for interesting articles about Friends activities and/or projects, articles that have to do with the railroad or its history. Maybe you have a D&RG/C&TS memorabilia collection or model railroad layout?

If you have a story (hopefully with photos) that you feel others would like to see or could benefit from, please contact the editor at e-mail:

timentnant@cumbrestoltec.org or Rich Murray shadraq@ptd.net

2017 Calendar Photo Request

It will soon be time to start assembling photos for the FCTSRR, Inc. 2017 Calendar! We know many of you have wonderful photos of the Cumbres & Toltec Scenic Railroad. We invite you to submit up to 10 of your favorite photographs. Please know that we have to be careful about including photos with people in them for whom we do not have a photo release. Please make sure your submitted images are at least 300ppi (dpi) and will be clear enough to reproduce in a 10 inch x 10 inch format. Please provide a brief bio and captions for each photo including approximate date of photo and where it was taken. Photos that do not meet those criteria will be eliminated from the selection process. All photos received become available for the Friends to use in other promotional materials, with credit to the photographer, as deemed appropriate by the Friends of the Cumbres & Toltec Scenic Railroad, Inc. e-mail your submissions to timentnant@cumbrestoltec.org

Thank you!

A SEASON TO BE PROUD OF

This past season provided a strong testament to the dedication of the Friends and their commitment to the preservation of the historic equipment and structures of the former D&RGW railroad. From the rebuilding of the section house at Cumbres to the Friends MOW charter, the evidence of how well the organization is doing to meet its goals, both short and long term, was on public display for all to see.

The progress made by all the work session teams was outstanding and while some of that effort may not shout to the casual observer “look at me”, for anyone who has an appreciation of the railroad the work is quite evident. The major structural rebuilding of the section house and its foundation by Bob Conroy and his team, could not be ignored by any observer. Although to the “casual observer” the section house might look like a brand new building. The work is that well done.



Joe Kanocz photo

The more apparent demonstrations were by the two charters held towards the end of the season, a 36 car HTP (Historic Transport Preservation) freight train and the Friends MOW (Maintenance of Way) train. These two trains, made up of rolling stock restored and maintained by the Friends, were a visual banquet for any rail fan. In addition to the running of the MOW train, a demonstration of the equipment was held in Antonito



John West photo (The caboose was just after the last car seen here)



Richard Hunn photo

which again showed the skill of the Friends. Not only did all of it look great, they also worked as they were designed to. No small feat. Members of the Friends can be justifiably proud of the organization they belong to when they look at all that has been accomplished over the years. If however you need a little more encouragement, the many positive comments posted at various web forums such as the Narrow Gauge Railroad Discussion Forum or Trainorders will make your day. The incredible work (both in quality and quantity) done by the Friends is recognized and appreciated by the entire railroad community and many aren't afraid to say so.

Rich Murray

Silver Rails: The Railroads of Leadville, Colorado

A book review by Wes Pfarner – Dorman Collection Volunteer

Friends' member Chris James has authored a great book on the railroads of a Colorado area almost everyone knows something about, but few know the whole story of its railroads. Three major lines built to and through Leadville in the late 19th century: the Denver & Rio Grande (serving Leadville from 1880 – 1996), the Denver South Park & Pacific-Colorado & Southern-Burlington (1880-1986) and the Colorado Midland (1887-1921). All three railroads are covered along with over forty “paper railroads” that were incorporated to build to Leadville that were either someone’s dreams or another’s devilment and were never built.

Chris has researched his topic well and has accumulated over 400 photos from a wide spectrum of sources, both well-known and obscure, that gives the reader a wider insight into the railroads’ expansion into central Colorado in the last half of the 19th century. He reprints seven historic maps and has created eighteen detailed maps of various locations that are important to this history. From his own collection and other sources, he includes prints, posters and specimens of railroad publicity pieces. While most of the older photos are necessarily in either sepia or black & white, there are numerous color illustrations of various artworks and artifacts related to the railroads as well as depictions of more modern times on the Climax molybdenum and tourist operations.

While Leadville is some distance from the C&TS country, the D&RG used the same equipment when it was narrow gauge and operated in a similar fashion, so Leadville is a part of the whole story of Colorado railroading on the Western Slope. The reasons for the South Park and the Rio Grande straining to get to Leadville are the same as those to reach Silverton, Telluride and the San Juans – gold and silver.

Leadville's silver was hidden deep in the heavy black sand that clogged the early gold miners' sluice boxes. It took metallurgy to discover that the heavy sand was in fact cerussite, a rich silver-bearing lead ore. Suddenly, Leadville had a name, Colorado had a new mining mecca and the railroads had new goal.

The book includes a good history of the Rio Grande/Santa Fe dispute over the Royal Gorge which was the 1878 gateway to the Leadville area and had a great impact on the Rio Grande’s future. Further chapters cover each of the major roads and their particular problems and successes as well as the transition from silver to molybdenum in the 20th century. A chapter on snowfighting will ring familiar to those of us familiar with Cumbres’ and Silverton’s winter climates. There are even a couple of photographs from our Dorman Collection.

This 288 page hardbound, horizontally-formatted book is available at www.silverrailsleadville.com at the nice price of \$59.95. You may download a free sample chapter prior to purchase. **Also, (big surprise!) it is now available from the Friends office for \$59.95 plus shipping. (40% of the cover price [\$24.00] goes to the Friends as a fund raiser.) Call Gwen at (505) 880-1311 to request a copy.**



REEFER MADNESS

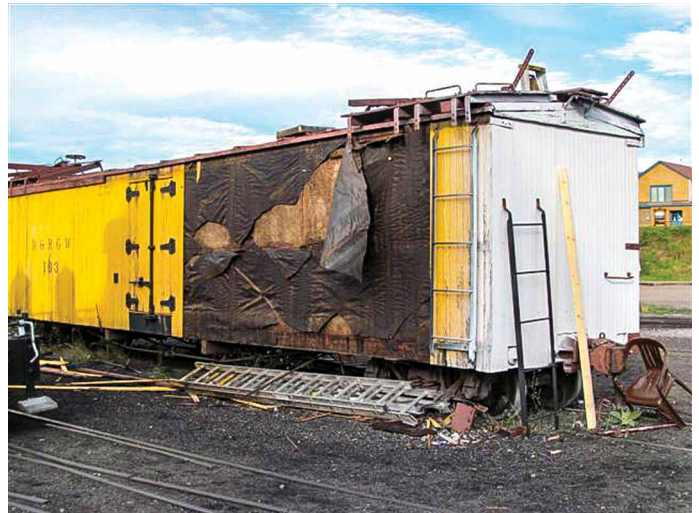
Originally a melodramatic film produced by a church group to warn of the dangers of smoking marijuana, for Friends of the Cumbres & Toltec Scenic RR Inc. the title refers to my past eight years working as Team Leader on half of the C&T's 40' refrigerator cars, or reefers in railroad jargon. And a madness it is. The film achieved cult status and since few would want to tackle a reefer car project but "the Reefer Boys" perhaps we have become cultists ourselves. Only time will tell if anyone follows in our footsteps. Hopefully so, as they are very unique cars.



My exposure to the dark mystique of reefers began in 2007. I credit, or blame Bob Tully for my spending 8 years in the dank underbelly of a reefer, like Jonah inside the whale. No one now or since could pump up zeal for a project like the mustached master himself. I was just completing my second year as a Friend and first as a project Team Leader and was in the throes of "the project from hell"to quote Tully, a simple little caulking to repair a presumed window leak on the Hinman car. Ah yes, the Hinman Car, the infamous derailleur. Tommy, one of the RR employees even had a name for the car,

"El Caro inferno", the car from hell, in Spanish. Suffice it to say, the simple little leak repair turned into a major job when we discovered holes in the steel roof. Tully felt badly about it of course and with a crocodile tear running down his cheek to atone for the Hinman car offered me a "nice little cream puff project" which was to perform "minor repairs" on one of the reefer cars...No. 169. He said it needed new freight doors and hatches but should be pretty straight forward. How could I tell the enthusiastic man "no"?

In the early fall, Tully sent me photos of the 169 with repair items circled in red marker. The car looked like



Partially repaneled Reefer 163

some derelict chicken coop from a rural ranchette off the grid in the San Luis Valley. The doors were crumbling and sagging off the hinges. The hatches and covers were in even worse shape yet. Built in 1928, the car had seen better days but honestly no one could remember when. For certain it hadn't hauled freight since the D&RG abandoned the line in the late sixties, maybe not even since the fifties. I called Tully and expressed my ambivalence about taking on the resuscitation. I could hear his cheer-leading pom poms swishing over the phone, and after all, it couldn't be as bad a project as the Hinman car was. How could I say no?

Tully had said that many years past, a team led by the Smucklers were the original reefer boys and repaired one or more of the reefers and built new freight doors. He promised to contact them and see if any drawings or plans could be resurrected. Within a month, Tully sent a copy of Mr. Smuckler's rough sketches of the reefer doors with notes referencing materials and measurements. There were even scribbles in the margins of what the ladies in the kitchen car had served for lunch. Tully knew of no construction drawings or blueprints in existence so he recommended I try to recruit someone with carpentry skills to the team. How could I say no?



Caged steel lined wall of ice bunker

Now as serendipity would have it, a talented finish carpenter named Larry Jennings had signed on with us to do "finish carpentry" on the Hinman Car. Poor Larry. What he got was two days of interior repair work and three days of blood sweat and tears with the roof patch job. But we became friends and since a little Tully had rubbed off on me by then, I was able to talk Larry into using his carpentry skills on the reefer doors. How could he say no?



Year one of Reefer Repair 101 began in earnest in 2008. The rotting freight doors on the "A" side easily succumbed to the grinder and cut off wheel as we sawed off umpteen hinge bolts and the two doors fell into waiting arms and a wheelbarrow scattering horsehair insulation to the four winds. Not trusting the handwritten sketch Tully had gone to the trouble to obtain, Larry took measurements of the existing doors and started from scratch. With Jim Nissen, my brother as his apprentice, they disappeared into the carpentry shop to be seen only at lunch. Their hair covered in sawdust, they emerged at the end of the week with the shell of one door mostly assembled. Larry

stayed another session and worked by himself to finish the door and after two weeks, he had this one door hung.

Miraculously I had found a three page record, almost like a diary inside the car when I opened it to start the week. It was written by Rob Lenichek who, as part of a previous team, had begun to fabricate new hatches and fascias but never returned. The notes were invaluable and were left for us, much like in a time capsule, for whoever trudged into the depths of reefer madness after their team. I wondered why their team didn't return to continue with the project. As a tyro reefer boy at the time, I couldn't answer that. I can now. Oh well. At least three partially built hatches were inside the car along with an immense amount of other lumber and assorted flotsam and jetsam. Reefers make great warehouses; much better than box cars. The walls and ceilings carried the fascinating sig-



Jim Nissen painting all of the new wood



natures and dates of previous “passengers, some dating to when the car was first put in to service on the D&RGW.

In addition to doors and hatches, the car needed new sills. We were able to tear out rotted wood under the metal sills and fill it in with epoxy. But not before tearing out all of the flooring in between the freight doors to gain access to the framework of the car. That and building a new floor pretty much consumed the first work session. Over the winter, Tully had asked Bill Mackey to measure and draft a set of beautiful scaled drawings of the ice hatches and covers so that we could build new ones that fit.

In 2009, Larry returned to finish the second door. After it was mounted, we removed the “B” side doors and Jim and Larry again disappeared into the wood shop for the week. Mike Kennedy, Art Montgomery, and I greeted Rob Lenichek who, maybe feeling guilty, returned to help pick up where he had left off. Using the drawings we resized three inner hatches, and began building new hatch platforms, stringers and fascias. Since the mounting bolts for the platform stringers had been sawn off, we mounted them with lag bolts. I wish we knew then what we know now; the bolts could have been saved. More on this later.

Larry returned to help us finish the doors in 2010 but advised that Russ Hanscom had begged him to help on the OP derrick car (or was it derelict car?) next year because he was so good at making mortise and tenon joints. Fortunately, the doors were now complete and hung and fit great. We were joined by Keith Doyle from Great Britain who helped us put new padded seals on the doors and hatches. By mid-session of 2011 we had completed the repairs and hand primed and painted all of the hatches, catwalk, platforms, hatch covers and doors and replaced some paneling damaged by woodpeckers. The car even got to run on a photo freight special.



Larry Jennings with Door #1



Reefer 169 completed and ready for use

Unfortunately, Bob Tully went to that great mountain railway in the sky before we finished the project. John Eng began trying to fill his steel-toed shoes and in the fall called to discuss future projects...one of which was some repair to another reefer, #163. Initially this didn’t make sense as we had used 163 as a model when we were reassembling 169 and to us it seemed to be in pretty good shape. One positive was this reefers’ proximity to the carpentry shop, and all the Friends’ supply cars. John said the car needed to be repaneled but that the doors and hatches were intact. Some of the catwalk, platforms and hatch covers probably needed some repair too. John must have also taken lessons from Tully, using the words “since you and your team are now reefer experts how’d you like to do another one?” All that was missing were the words “pretty please”. How could we say “no”?

So, 2012 saw our merry little band busily sawing off bolts that mounted grab bars, corner braces, ladders, hatch stringers, steps, and enough other iron to sink a battleship. Reefer 163 had been repaneled in about the year 2000 according to the record and was showing some weathering. Up top, the outer hatches, platforms, and catwalk were in very poor shape. Fortunately the freight doors and inner hatches which were likely also rebuilt at that time, remained solid. Still, no one currently around had repaneled a reefer and couldn't advise us of how to deal with reattaching the hardware we were sawing off.

A refrigerator car is a strange cat. Unlike a box car, where rusty nuts can be sawn off and the bolt pounded through to the inside and replaced, the interior of a reefer car was assembled after the basic structure was built. Thus none of the bolt heads are accessible or even visible. This is because the cars were heavily insulated. The floors for example have 4" of cork underneath the decking. The ice compartments themselves are sheeted over with heavy gauge galvanized steel then caged with very heavy wire mesh around ¼" thick.

Once the hardware on the "A" end had been removed, stripping off the old paneling went pretty smoothly except for disturbing the yellow jacket nests behind the nooks and crannies. By the end of the first week our team which included Richard Dick and Raymond Hoppes had repaneled one side and the "A" end which also received a spliced fascia. We continued to rack our feeble brains to decide how to reattach the hardware we had removed at the beginning. Jim and Art spent a fair amount of time in the ice bunker trying to figure out which bolts might emerge. We decided to relocate what bolts we could and drill through the steel sheeting and cut into the mesh to mount nuts. In those other holes along the sides and bottom of the car we were forced to use 6" long lag bolts as the holes were not visible on the interior of the bunkers.

It was slow and tedious work that continued though the second work session in 2013, but two of the team started removing paneling on the other side. Because the RPO Car was going to be painted adjacent to the reefer, we picked up all our tools and material and our project was moved mid-week to a different track and nearer the carpentry shop. We again set out the compressor and tools only to have daily rain-outs. Not much



Phil Nissen, Mike Johnson, Mike Kennedy, Art Montgomery, Chase Montgomery, Jim Nissen

was accomplished this year. Still, with its new paneling and a coat of primer the old frigidaire was starting to look pretty sharp.

Project 1185 continued to be shuttled around the yard and in 2014 we found her in the swamp. The only thing handy about this location was that the ladder car was directly behind it. All of us got our share of exercise going to the carpentry shop, to get tools, bolts, etc. Still, there was some shade part of the day and no one bugged us but the paint crew who were anxious to put some color on the old girl. Last year saw the addition of my long time buddy Mike "Magic" Johnson and this year another newbie, Art Montgomery's grandson Chase Montgomery. Magic is a retired power plant mechanic and machinist who taught us how to remove rusted peened-over nuts without sacrificing the bolts. By grinding off one flat of the nut, it could be removed with minimal damage to the bolt thread. Some careful work with a couple of his thread files and a die, and we could attach new nuts. Our days of relocating hardware and using lag bolts were finished! But we weren't... We ended our last two days huddled in the car out of the rain.



Art Montgomery, Phil Nissen, Richard Dick,
Mike Kennedy, and Jim Nissen with 169

Despite the ever present afternoon downpours, we completed paneling the car and reattached all of the hardware removed to that point. Once more, we were the last team done on Friday. The paint crew primed and painted the car during the session immediately following ours and eureka the reefer was proudly on display on track one for the remainder of the season.

In 2015 most of the team took to the roof and when we weren't getting smoked out by the morning locomotive we worked like arthritic gandy dancers with wrecking bars and dismantled the decayed hatch covers and removed the myriad of hardware attached to each. Better late than never, we got smart and brought our own saw horses, chop saw and circular saw, drills and hand tools and got a flying start Monday morning after the safety meeting. One new upper side fascia, new platforms and a cat walk were built while Magic and Chase constructed four new hatch covers and attached them to the inner hatches as the sun was setting on Session E of 2015. New canvas door seals are still needed to truly complete the restoration of 163 and the roof needs to be painted in 2016 after the wood dries.

We are pleased with what we accomplished. None of us have a background in construction and a refrigerator car is much more complicated than the other freight cars. They were built "inside out" and none of the bolts that mount the hardware are replaceable from the inside. On top of the car one goes to remove one thing and finds it is attached to something else, which is attached to something else. With the hinges, each inner and outer hatch weigh well over 50# combined. The freight doors themselves are heavier yet. Considering future reefer projects, should the Friends decide to replace the paneling or all of the top components and a team does not have at least four or five concurrent sessions to complete the job, it might best be tackled in the CRF or at least under covered storage.

My pedometer indicated I had walked 22 miles by end of the session, but the car looks great! In summary, the question arises. Would we tackle another reefer rebuild? How can I say no.....just ask me. But I have a three-ring binder full of drawings, plans and notes to pass along....some complete with notes on what the ladies in the kitchen car served on a given day.

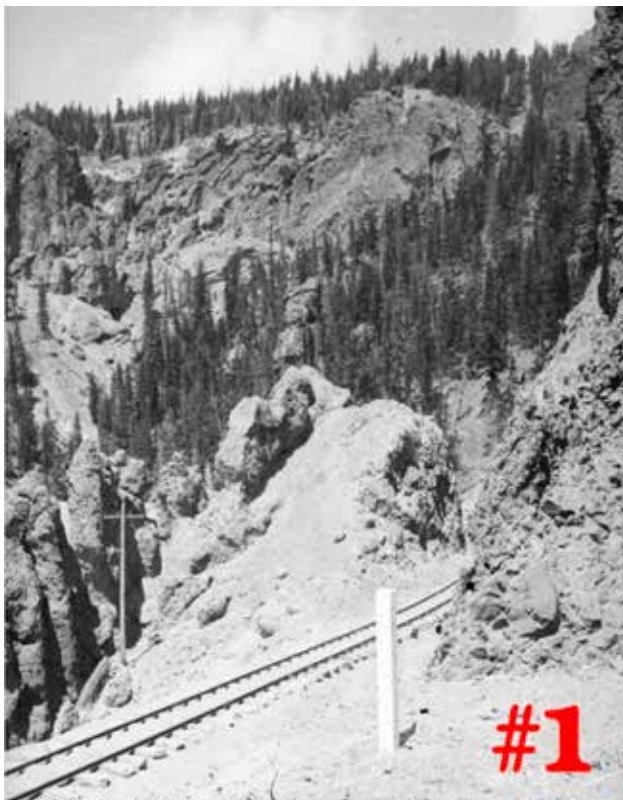
Phil Nissen TL 1085 and 1185 - 2008-2015

Historic Milepost 311 with W. H. Jackson Help Part 1 of 2 - First Question

Well, this story starts with an e-mail from Paul Davenport on August 17, 2015, one of my team on the Milepost & Whistle Board crew. He gave me a question and a link to the postings on the Narrow Gauge Discussion Forum (NGDF). Actually two questions: First was the photo shown in the link Phantom Curve and was the white post a milepost. The second question was about another DGDF discussion showing a flat-roofed car on a track not connected to the main.

To answer this type of question you need a very good reference and for D&RG photos and other historic photos and documents, it is Denver Public Library Digital Collection at <http://digital.denverlibrary.org> with 808137 on line documents in the collection. All but one of my reference photos are from The Denver Public Library (DPL) and are marked "Denver Library" to credit DPL as the source of the photo. The DPL gives you all kinds of information about their photos, but the most important is the Call Number. I always put the DLP Call Number in the file name so I can get back to the other information and photo at a later date. The most informative photos I found were from the DPL William Henry Jackson, 1843-1942 collection of 6965 photos.

Each photo referenced in this discussion has a red number (ex. #1) shown in the lower right corner. The photo in



MP 312.20 Phantom Curve
1880 MP 311 Circa 1880

William Henry Jackson
Denver Library

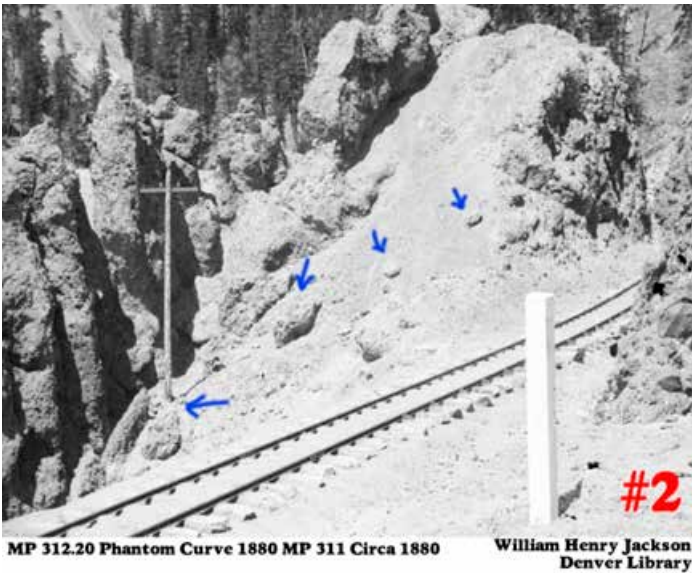


MP 312.20 Phantom Curve Circa 1880

William Henry Jackson
Denver Library

question was posted by Chris Webster on the NGDF so Paul asked Chris, back channel, for the Call Number. He gave Paul the link and we got the Call Number as C-255 the photo C-255 (#1) title was "Railroad Track in Colorado" and Creator as Collier, Joseph with no mention of D&RG or Phantom Curve. All three of us believe it is Phantom Curve and it had to be early as the shot showed log-type ties, so off I went trying

to prove it. I had many of W. H. Jackson's and other photographers' pictures of Phantom Curve but not large ones. The one thing the DPL site lets you do is zoom in on an area in the photo. I looked at many photos, but to shorten the story I will only talk about Call Numbers WHJ-1393 (#3). I compared Jackson's 1880 photo WHJ-1393 (zoom #5) to C-255 (zoom #2) that also had log-type ties. In the zoom shot of WHJ-1393(zoom #4) note the blue arrows pointing at the telegraph pole, then the big rock, and last the two little rocks, then look at C-255 (zoom #2) and you will see the same items. Other photos show the same items but not as clearly as C-255 (zoom #2) shows them. All this proved to me that photo C-255 (#1) is at Phantom Curve at about today's current mile 312.2.



MP 312.20 Phantom Curve 1880 MP 311 Circa 1880 William Henry Jackson Denver Library



MP 312.20 Phantom Curve Circa 1880 William Henry Jackson Denver Library

As we start the question on the white post, it should be pointed out that the railroad did a realignment that lengthened the route and changed milepost locations. To answer the white post question, we need to go to a Jackson 1880 photo of the west end of Toltec Tunnel WHJ-747 (#5). You can see three white posts in this shot, including one short post on each end of the trestle. These are the trestle location numbers, in this case number "28." The third white post next to the tunnel portal is a milepost. In the book "Chama/Cumbres with a Little Chili," Richard Dorman page 124 (#6) is a photo of the same milepost just over the right engine marker light, but now painted as milepost D-314-M or old 1880 MP314. Here is the math; it is the only way to find the milepost number in C-255 (#1). Today, the East Toltec portal is today's current mile 315.2 and west Toltec portal is today's current mile 315.3 so today's current MP314 is 1.3 miles east or closer to Denver than old 1880 MP314 at Toltec Tunnel. There are three miles between Phantom Curve and the old 1880 MP314. Phantom Curve's milepost would be old 1880 MP311 as it is three miles closer to Denver. The surveyors would tell you where the milepost location should be, but between a tunnel and a big rock face, it looks like we have a tenth of a mile error.



MP 315.30 Toltec Tunnel West end Circa 1880 William Henry Jackson Denver Library



Chama/Cumbres with a Little Chili - Richard Dorman

In conclusion, I believe the Photo Call number C-255 (#1) is of Phantom Curve and the white post is old 1880 MP311. The second question will be answered in Part Two. I hope you enjoyed this first part of discovery and learned a little about W. H. Jackson, one of the 19th century's outstanding artists and photographers. Go to <http://digital.denverlibrary.org>, use the call numbers and zoom in and discover the detail in the photos.

--

Jim

The Friends' Bookstore Closeout Sale

The Colorado Rail Annuals are published on an irregular basis by the Colorado Railroad Museum in Golden, CO and are excellent histories and resources of railroading in and near Colorado.

New copies:

CRA No. 8	Scenic Line of the World	3 copies	\$30.00
CRA No. 10	Narrow Gauge To Central & Silver Plume	2 copies	\$20.00
CRA No. 15	Idaho-Montana Issue	3 copies	\$15.00
CRA No. 18	Railroading In the Rockies a Half-Century Ago	2 copies	\$40.00
CRA No. 19	Coal, Cinders and Parlor Cars	1 copy	\$40.00
CRA No. 20	Dreams, Visions & Visionaries	2 copies	\$38.00
CRA No. 22	Journeys Through Western Rail History	2 copies	\$33.00
CRA No. 23	Santa Fe In the Intermountain West	1 copy	\$50.00
CRA No. 24	A Ticket to Ride the Narrow Gauge	1 copy	\$50.00

Used copies:

Collected Colorado Rail Annual [includes No. 1 (1963) through No. 6 (1968)]	Book & DJ are like new	\$15.00
CRA No. 7	(1969) Special Chili Line Issue Original pamphlet style; very good condition	\$25.00
CRA No. 11	North Mexico; Otto Perry; Ouray Book is very good, DJ has wear & chips	\$18.00
CRA No. 15	Idaho-Montana Issue Book is like new, DJ is very good	\$15.00
CRA No. 15	Idaho-Montana Issue Book is like new, DJ is torn with missing paper	\$12.00
CRA No. 16	Short Line to Cripple Creek Book is like new, DJ is very good	\$22.00
CRA No. 17	Rock Island; Tennessee Pass; Birneys Book is like new, DJ has some small tears, 4 maps	\$23.00
CRA No. 20	Dreams, Visions and Visionaries Book and DJ are like new	\$20.00
CRA No. 21	Robert W. Richardson's Narrow Gauge News Book is like new, one small DJ tear	\$25.00

There are limited quantities of these books, so please **call Gwen at (505) 880-1311** to reserve your copies.

Packing & shipping is an additional cost and averages around \$4 per book (multiples are cheaper).

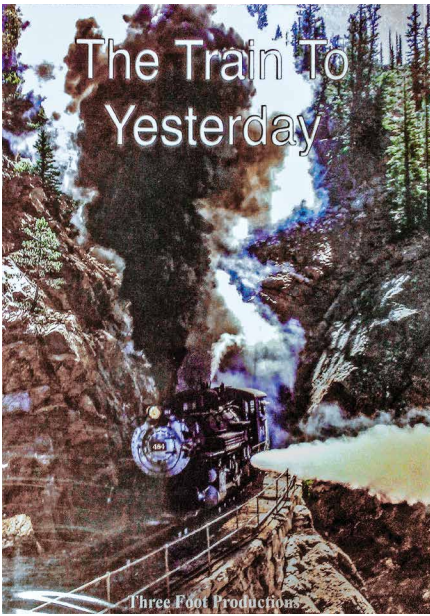
Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch, The following deadlines for material to be received at the Friends' office for inclusion:

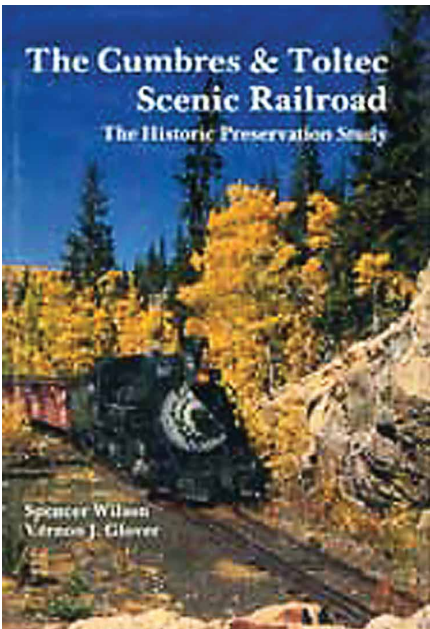
Winter Issue Mail on Dec 31, 2015	All materials must be received by Nov. 30, 2015
Spring Issue 2015 Mail on March 31, 2016	All materials must be received by Feb 29, 2016

Note: The Dispatch wishes to identify photographers whenever possible.

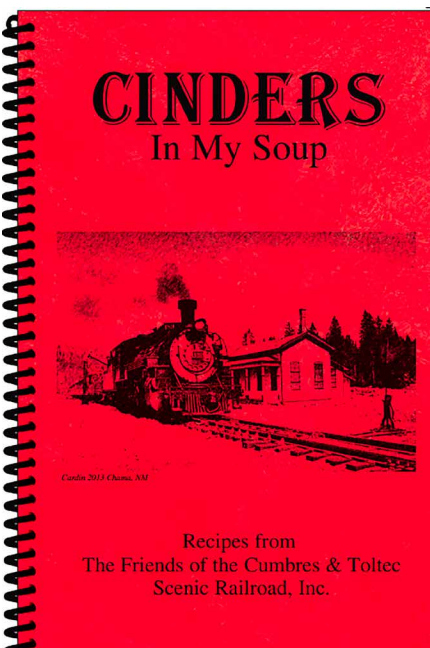
If a name is not included with a photograph, the photographer is unknown



THE TRAIN TO YESTERDAY: This DVD was produced by Ian Rattray, Steven Forney and Christian Romberg. Additional footage, narration, cover photos, etc. from Roger Hogan, Dennis Tebo along with others. “Join us as we follow the steam powered narrow-gauge trains as they wind their way through this fantastic landscape. A landscape widely untouched and still looking like the first settlers found it...A trip back in time” Runtime 54 minutes. Three Foot Productions \$25.00



HISTORIC PRESERVATION: The report to the historic preservation offices of the states of New Mexico and Colorado about the historic significance and unique qualities of the railroad property jointly purchased by them in 1970. It described the condition of the structures, equipment, places, and features and discussed the property as a living museum of railroad history and technology. It was the call to action for volunteer involvement and led to the formation of the Friends. Photos, sitemaps, historic documents. \$10.00



CINDERS IN MY SOUP: Cookbook containing recipes from some great cooks among the Friends of the Cumbres & Toltec Scenic Railroad, Inc. \$20.00

(Required fields)

Name _____ Phone _____

StreetAddress _____ City _____ State _____ Zip _____

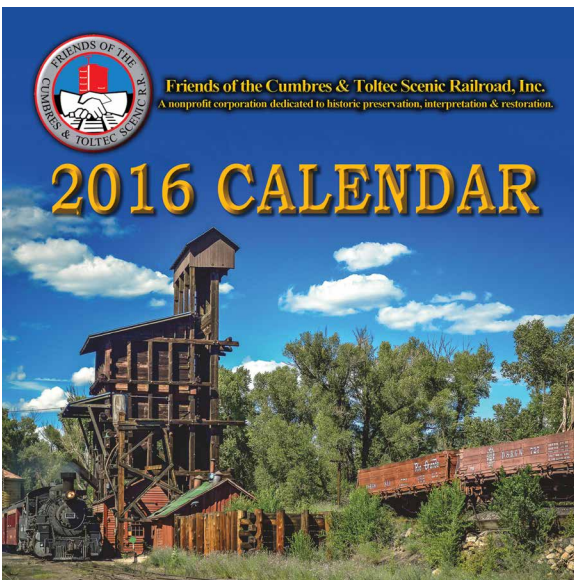
Credit Card Number _____ Expiration _____

Signature (for Credit Card Authorization Only) _____

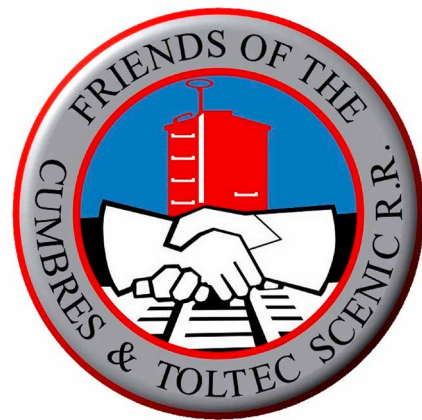
ITEM	Price	Quantity	Total
2016 Calendar	\$20.00	_____	_____
HISTORIC PRESERVATION	\$10.00	_____	_____
TRAIN TO YESTERDAY	\$25.00	_____	_____
CINDERS IN MY SOUP	\$20.00	_____	_____
**GIFT MEMBERSHIP	\$30.00	_____	_____
FOREIGN SHIPPING	\$12.00	_____	_____
GRAND TOTAL			_____

ALL PRICES INCLUDE U.S. SHIPPING. FOREIGN ORDERS WILL BE CHARGED \$12.00 PER SHIPPED ADDRESS
**PLEASE LIST GIFT ADDRESS SEPERATLY **

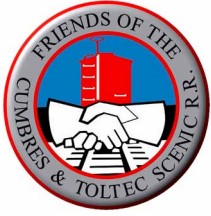
Friends of the Cumbres & Toltec Scenic Railroad, Inc.; 4421 McLeod Rd NE, Suite F; Albuquerque, NM 87109
Phone orders welcome at (505)-880-1311



2016 CALENDAR: 2016 12-month calendar featuring photographs taken by Friends of the Cumbres & Toltec Scenic Railroad, Inc. members and volunteers. \$20.00



GIFT MEMBERSHIP: Give the gift of membership to the rail enthusiast you know and support the efforts of the Friends of the Cumbres & Toltec Scenic Railroad, Inc. in preserving this railroad for future generations! \$30.00



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

4421 McLeod Rd NE, Suite F

Albuquerque, NM 87109

Return Service Requested

**Non-Profit
Organization
U.S. Postage
Paid
Albuquerque, NM
Permit No.1710**



D&RGW Durango switcher #345 exiting the turning loop near the Graden Flour Mill with San Juan consist. The Animas River highway bridge and a portion of the D&RGW bridge are at the left side. From the Richard L. Dorman collection file no. RD003-196