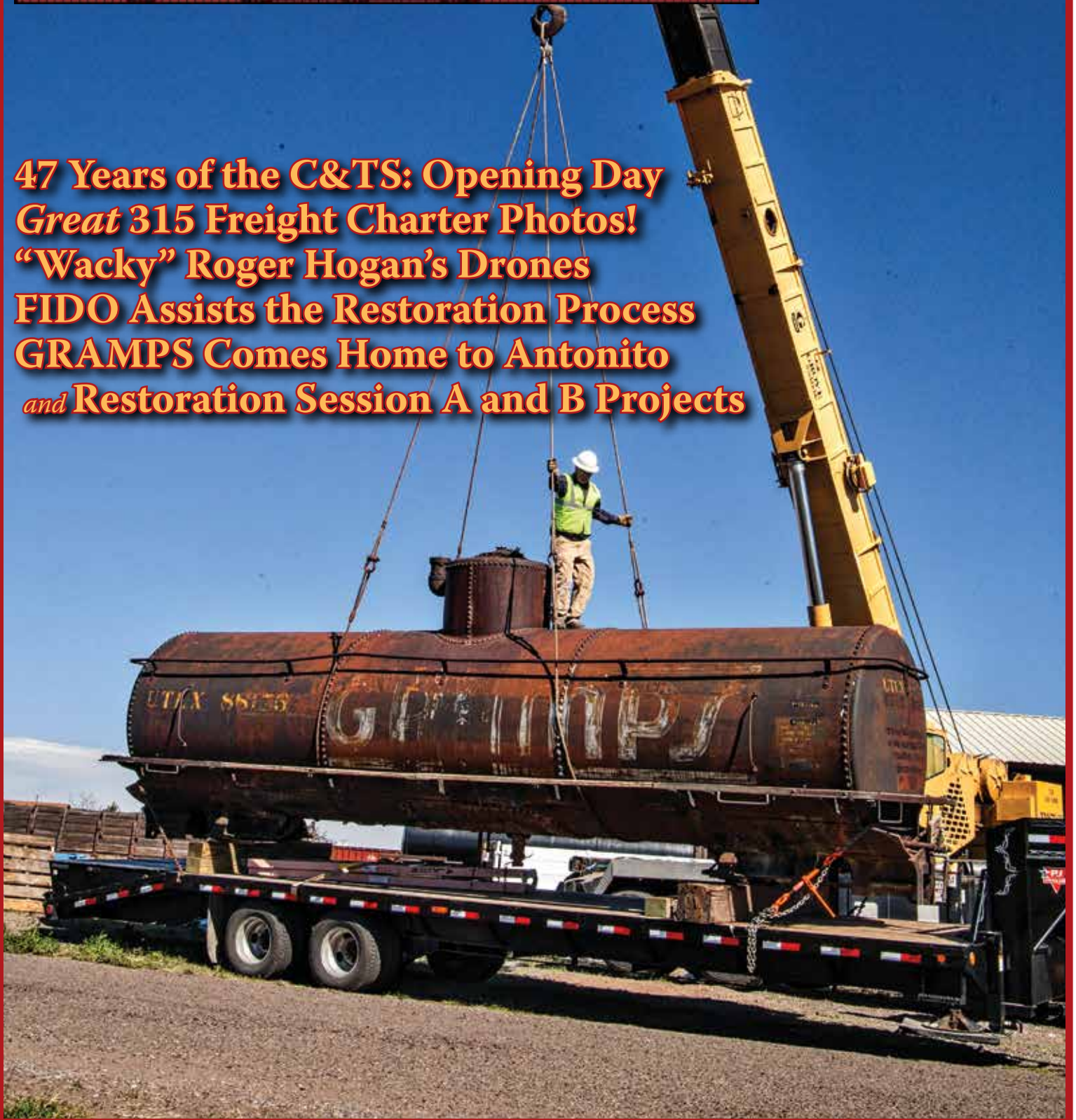




# C&TS DISPATCH

VOLUME 30 NO. 2  
SUMMER 2017

**47 Years of the C&TS: Opening Day**  
**Great 315 Freight Charter Photos!**  
**“Wacky” Roger Hogan’s Drones**  
**FIDO Assists the Restoration Process**  
**GRAMPS Comes Home to Antonito**  
**and Restoration Session A and B Projects**







# C&TS DISPATCH

Friends of the Cumbres & Toltec  
Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 30, No. 2 ☞ Summer, 2017

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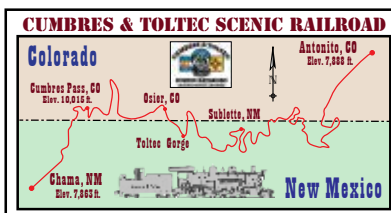
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long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

Email—[timtenant@cumbrestoltec.org](mailto:timtenant@cumbrestoltec.org)



Denver & Rio Grande Railway: 1880-1886  
Denver & Rio Grande Railroad: 1886-1921  
Denver & Rio Grande Western Railroad: 1921-1970  
Cumbres & Toltec Scenic Railroad: 1970-today

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

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## President's FORUM



### Talking Charters

Over the past couple of years, the Friends have made an effort to expand our efforts as an organization into the rail charter market. We have endeavored to go beyond just the annual Moonlight & Wine Tasting train to offerings that attract a broader audience of rail enthusiasts.

Such charters as the MOW Train, Flanger Extra, Locomotive 315 Special, and the upcoming RGS 455 Recreation are a few examples of what the Friends have offered and are continuing to market. We also threw in a few private railcar charters to various destinations that ran behind scheduled Amtrak trains.

All of these events have proven to be good fundraisers and have provided the Friends with excellent exposure beyond our membership base. This variety of offerings has attracted different audiences and that allows the organization to broaden its base.

Another positive and important benefit coming out of the photo freight charters on the C&TS is the fact that we put on display all the historic restoration work that our members perform on the rolling stock fleet. We get to show off the efforts that so many of you put into our seasonal work sessions, and frankly, these charter trains would not oper-

ate if it wasn't for you! These instances in which we recreate the past as it was on the Denver & Rio Grande Western narrow gauge system are so vital to our overall mission. We have the ability to take people back in time to an era when the D&RGW was a common carrier hauling a variety of freight to market over the narrow gauge.

As I mentioned above, there are audiences that vary in their interest. We have found a market with the high end photographers who are avid rail enthusiasts and historians. They desire and demand a historically-accurate train consist, so a great deal of research goes into recreating scenes from historic photos in our archives. This group also looks for unique run-by locations with proper lighting that will produce the best shot possible. These folks pay a good price and come from all over the world so the end product *must* be exceptional. I believe we are hitting the mark. Thank you to all the people who are collectively assembling the many good operating opportunities. I appreciate all these efforts.

We also want to be cognizant of the fact that the Friends members be provided with opportunities to partake in charters such as these without having to pay an arm and a leg. Such was the case with the 315 Photo Freight in early June, following work Session B. The objective is to make it attractive to our members and reward them for their hard work. A pricing differential that provided a lower fare for Friends members actually resulted in ten new members for the organization! There were two full days of run-bys, and although the summer mid-day sun doesn't provide the best lighting, passengers did capture some good early morning and late afternoon shots.

These charters cannot be everything to everybody. Because this train was a success, we are talking with the Lo-



### On the Cover:

After over 50 years since its last miles over the D&RGW, and almost as long sitting on a farm in La Jara, Colorado, GRAMPS car No. 11056 has come home to Antonito for restoration and operation over the C&TS. Story and photos in page 18.

Photo by Chris James

## C&TS Friends Telegraph: NEWS

comotive 315 folks about offering a similar charter out of Antonito next year on Saturday, June 2, 2018, which will again follow Session B. This would be a one-day event with plenty of run-bys and lunch. Mark this date if this is something of interest.

We have also come to an agreement with the railroad whereby the Friends will offer a three-day event in the fall of 2018. This charter would be structured in a similar fashion to the RGS 455 re-creation this year. The event will encompass a one-day lower fare train on Saturday, September 29<sup>th</sup>, and a two-day "high end" event on Sunday, September 30<sup>th</sup> & Monday, October 1<sup>st</sup>. Watch for more details as we advance through the year.

So, when you hear about these charters or partake in one, please remember the importance of them in the grand scheme of things. The Friends generate revenue for continuing restoration projects; the events provide excellent visibility for the Friends, and you as a work session attendee get to show off some of your work! These efforts represent historic restoration work that indeed resonates to an audience around the world. Thanks to you for making it happen!

*Tim Tennant*



**DREAM**  
BY MOONLIGHT TRAIN  
Friday, August 4, 2017  
Call now: 505-880-1311



TRAIN BULLETIN  
DENVER & RIO GRANDE WESTERN RAILROAD

DIRECTION	TRAIN NO.	TRAIN NAME	DESTINATION	LEAVE	REMARKS
EASTBOUND	# 216	THE SAN JUAN	OSIER/ALAMOSAS	4:05 PM	
WESTBOUND	# 215	THE SAN JUAN	CHAMA/DURANGO	11:15 AM	

CUMBRES & TOLTEC SCENIC RAILROAD  
**FRIDAY, AUGUST 4, 2017**  
**DEPARTS CHAMA: 5:00PM**  
**RETURNS CHAMA: 11:30PM**

Prime Rib and Cod Dinner  
Regional Wine and Cheese Tasting  
Cash Bar  
Special Photo Run-by will be staged en route.

Return under a beautiful full moon!

Make your reservations now!

This trip fills up every year!

Call now!



## In Memoriam

Joyce Louise Shostrom passed away May 1, 2017, at Spearfish, South Dakota. Joyce and her husband Keith were long-time members of the Friends and worked 15 continuous years on the summer work sessions. During her first summer, Joyce was on the team that restored the porch of the Car Inspector's House at Cumbres. She worked on surveys and drew plans for various structures in Chama, Cumbres and Osier. Several summers were spent as a chronicler and the last several years she worked in the tool car where she was known as the "Tool Lady." She loved working in the tool car where she could meet all the volunteers. She also learned more about tools than she ever wanted to know. Her first ride on the C&TS was in 1974 and her last in 2013.



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

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







## C&TS Friends Telegraph: *NEWS*

### **FRIENDS' TEAM LEADER APPRECIATION PROGRAM RETURNS FOR 2017!**



Through cooperative efforts between the C&TS and Friends, an incentive program for Team Leaders is again being offered. This appreciation program is based on the number of work-session weeks a Friends member serves as a Team Leader throughout the 2017 Friends work-session season. The reward will be one or more complimentary coach tickets on the Cumbres & Toltec Scenic Railroad.

When a Friends member volunteers to be a Team Leader for a **minimum of two (2) weeks during the season**, that individual will receive one (1) complimentary coach fare ticket.

When a Friends member volunteers to be a Team Leader for a **minimum of four (4) weeks during the season**, that individual will receive two (2) complimentary coach fare tickets.

When a Friends member volunteers to be a Team Leader for a **minimum of six (6) weeks during the season**, that individual will receive a complimentary season pass.

**Complimentary tickets and season passes must be used during the 2017 season.**



Recognition of the Team Leaders' accomplishments on the many projects that help preserve the Cumbres & Toltec Scenic Railroad also supports the Friends mission of "preserving the railroad's historic assets... and interpreting the railroad to the general public." This well-deserved recognition has been a long time coming. Knowing that Team Leaders have limited time to spend on the railroad, those earning a "comp" ticket will have the opportunity to utilize them any time during the season. There are railroad guidelines that apply to the use of coach tickets. Plan to make your reservation when you arrive or earlier if you wish. With this reward, we hope to encourage more members to step forward and accept the challenges of becoming a Team Leader. It is not too late for you to become a Team Leader during the 2017 work session season.

Prior to opening day, the Projects Committee will post an eligibility list with the railroad. If you have committed to be a Team Leader for the required number of weeks, your name will be on that list. The railroad coordinator is Roberta Martinez.

To discuss the opportunities of becoming a Team Leader, contact John Engs (e-mail: [jengs@cumbrestoltec.org](mailto:jengs@cumbrestoltec.org) or phone: 719-499-1228) or Don Atkinson (e-mail: [atk3985@comcast.net](mailto:atk3985@comcast.net) or phone: 757-846-8241).



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

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



## Friends of the C&TS TIMETABLE

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

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



### FRIENDS' C&TS RESTORATION WORK SESSIONS, 2017

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

**There are still THREE Restoration Work Sessions this summer! Volunteer now!**

**Session E—July 24-28; Session F—July 31-August 4; Session G—Sept. 25-29**

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

**Coach Restoration (Colorado Springs shop)—Monthly on 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> Saturdays**

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

### OVER 100 PROJECTS TO CHOOSE FROM (WE NEED TEAM LEADERS, TOO!)

**Support services of all varieties:**

- Food Preparation
- Chronicling Photos and Notes
- Tool, Bolt and Paint Car Operation
- Carpentry Shop... and more!

**Antonito, New Mexico:**

- Landscaping
- Maintenance of Antonito Entrance Sign
- Car Painting
- Car Lettering
- Restore Long Stock Car 5995
- Restore UTLX Tank Cars 11036, 11037
- Restore UTLX Tank Car 11050
- Construct Period Trucks for Pass. Cars
- Cosmetic Restoration of Box Car 3159
- Cosmetic Restoration of Stock Car 5774
- Rebuild Drop Bottom Gondola 878
- Maintenance/Repair Flat Car 6601
- Remove and Install Freight Car Trucks
- Backing Plates, 3 Drop Bottom Gons
- Complete Concession Car 3244
- Major Repairs, Caboose 0306
- Replace Train Line Air Brakes
- Build Storage "Lean-To" at CRF
- Repair and Maint. of RGS Caboose 0400
- Install 40-foot Wood Container at CRF

**Lava, New Mexico:**

- Restore Lava Pump House Masonry

**Osier, Colorado:**

- Replace Old Flag Poles
- Install Historic Signage

**Cumbres, Colorado:**

- Restoration of Car Inspector's House
- Repair of Cumbres Section House

**Chama, New Mexico:**

- Landscaping
- Car Painting
- Car Lettering
- Caboose Roof Maintenance
- Rider Mower at Stock Pens
- Stock Pen Repairs
- Coal Tipple Operational Equipment
- Restore Locomotive 484 for Display
- Rebuild Idler Flat Car 1515
- Survey Shop Trailer for Repairs
- Restore GRAMPS Oil Rack
- Restoration of Wheel & Tie Car 60692
- Restoration of Water Service Car 04904
- Restore Jordan Spreader
- Repair Roof Leaks, Kitchen Car 3591
- Repaint RPO 54 to Correct Color
- Repair Box Car 3073

- Repair Stairs between Hiway 17 & Depot
- Restore Chama Sand House
- Repair Sheep Car 5674
- Rebuild Box Car Coach back to 3537
- Rebuild MOW Bunk Car 04258
- Repair/Maint. Rider Gondola 6205

**Along the C&TS Right-of-Way**

- Trimming Wild Growth along Track
- Wood Preservative Treatment
- Maint./Upkeep of Railroad Signage
- Future Project Survey and Discovery

**Colorado Springs, Colorado Site (all year)**

- Restoration of MOW 0252 to Tourist Sleeper Car 470.

...and more!



See the full list and schedule at [http://fctsfido.org/FIDO/proj\\_sched.php?public](http://fctsfido.org/FIDO/proj_sched.php?public)

Friends with any skill are encouraged to attend and all skill levels are welcome! There's something for everyone!

Registration opened on February 1, 2017! Register now!

### MARK YOUR CALENDARS WITH MORE 2017 EVENTS!

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

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





# C&TS Friends Telegraph: *NEWS*

# A Grande OPENING



Photos by Chris James

You couldn't have asked for a better day or a warmer welcome in Antonito and Chama on the Cumbres & Toltec Scenic Railroad's opening day, May 29, 2017, with the music, flags, blessings, speeches and, best of all, the the acknowledgment of 47 years of success of the steam, smoke and history of the C&TS.

The day was made extra special with a doubleheader that pulled out of the Antonito depot at 10AM with 122-year-old No. 315 on point followed by C&TS K-27 2-8-2 No. 463.

As another season gets underway, take a moment and think about everything that has been done to make this 47<sup>th</sup> year possible. The C&TS is certainly more than a railroad; it's a piece of history that survives on the dedication and support from people like you!

Thank you! 🐾







**D&RGW No. 315 PHOTO FREIGHT CHARTER,  
JUNE 3 & 4, 2017**

*Photographs by Jerry Day and Don Atkinson*



*315 pauses at Cumbres after a long climb up the east side*

*Photo by Jerry Day*



*Climbing toward the summit*

*Photo by Don Atkinson*



*Heading for home!*

*Photo by Don Atkinson*



*Looking back toward Antonito and the Sangre de Cristo Range*

*Photo by Don Atkinson*



# "Wacky" Roger's Point of View



Story and Photos by *Chris James*  
Drone Videography by *Roger Hogan*

Perhaps you are working in the Chama or Antonito yard when you hear a buzzing in the sky. Don't be alarmed. The Rocky Mountain mosquitos haven't mutated into giant insects; it's most likely the eye-in-the-sky drone of "Wacky" Roger Hogan.

Roger, along with his wife Barbara, run The Hotel and Shops on Terrace Avenue, directly across from the Chama yard. As the Cumbres & Toltec Scenic Railroad's resident photographer and videographer, Roger began filming from the skies above and along the railroad several years ago. His amazing drone videos now appear almost daily on both the Friends Forum and on his YouTube channel, presenting a whole new way to see the C&TS.

His long-time love for both railroad and wildlife photography made him a natural to explore the whole new world of aerial drone videography along the railroad.



A view from directly above the Chama engine house shows C&TS No. 487 steaming and ready for a trip up the pass.



Roger flies his drone cameras to capture scenes that the usual railfan-photographer can't possibly capture from the ground. He also takes his aircraft into places along the railroad that are difficult to access on foot, creating images that would make William Henry Jackson proud. Whether flying high above Lobato Trestle from a safe, ground-based and not-worried-about trespassing location along Highway 17 or catching the westbound train exiting Rock Tunnel from a point of view suspended in space, Roger's videos take the viewer into places never before seen except perhaps by playful crows and soaring eagles.



Roger programs in specific way-points above Lobato Trestle. Each way-point controls the speed, altitude and direction of the flight path.

The aerial photos shown here, screen grabs from Roger's many YouTube postings, hardly do the scenes justice. To view them in all their spectacular glory, along with great



music and titles, you should visit Roger's YouTube channel. Here you will not only find Roger's amazing drone footage, but lots of good on-the-ground sights and sounds of steam railroading along the C&TS, along with wildlife shots, movies and slide shows. Thanks to his well-placed GoPro cameras, you can ride along in the cab during one of the engineer and fireman schools, or ride in the front seat of a Galloping Goose as it waddles its way over Cumbres Pass. There are hundreds (yes, *hundreds!*) of videos posted at <https://tinyurl.com/wackyroger> and on the Friends Forum.

Not all of Roger's drone footage is from high in the sky. He also pilots his four-rotor craft low around some of the Friends' Restoration Work Sessions capturing a new view of projects, higher (and safer) than standing on top of a box car. The drone gets close enough to the action on the ground that you can watch as Friends members work on rolling stock, or follow as the camera records recent renovations on the structures in Chama yard or atop Cumbres Pass any time of year.

Flying the drone is a lot more difficult than simply taking off and piloting it through the Rocky Mountain skies. Like flying a Cessna, Roger begins each flight with a flight



As the drone proceeds through the way-points, the camera mounted to the base captures the image on a digital chip. Battery life is limited so every step of the way is important.



The Antonito-based diesel and plow attacks the snowdrifts just below Tanglefoot Curve shortly before Opening Day, 2017.

plan that he creates on his land-based controller. Here he programs in the altitude, speed and direction of the drone for the specific shots he envisions. These are stored and he can call up specific and repeatable actions to create exact replicas of previous flights, making possible, for example, the same flight in four different seasons that can then be seamlessly edited into a video of the same portion of the railroad over the course of a year. Because the drone is guided by GPS signals, Roger can set up anywhere that is within the range of the drone's frequency and the pathway of stored commands will always remain the same.

With all the coordinates set, Roger's predetermined commands allow the drone to follow, track or hover as the program proceeds over time. Because of limited battery time, flights are generally limited to several minutes. Controlling the drone under windy conditions saps even more power, so he must keep a close eye on the power reserves.

The shooting complete, Roger returns to his studio and begins editing the video into its final form, adding catchy music and titles. He then uploads the footage to the Friends Forum and to his YouTube channel, usually within hours of the day's shooting.

All in all, it can be said that "Wacky Roger" isn't really all that wacky after all!



In his studio, Roger edits the digital video on his computer. He is now experimenting with live sound from the drone so he doesn't have to add any additional "bells and whistles" to the film.



With Roger's drones, you can always get your live-action "steam fix," not only from the Chama yard cams, but all along the C&TS!





# FIDO: The Friends' Best Friend!

by Mark C. Jennings

The screenshot shows the FIDO website interface. At the top, there's a navigation bar with 'Home', 'Log In', and 'Projects' buttons. Below that, there are buttons for 'Return to Projects', 'PDF Color', and 'PDF Gray'. The main heading is 'RESTORATION PROJECT PLAN & SCHEDULE FOR 2017' with a 'Go' button. Below the heading, it says 'Friends of the Cumbres & Toltec Scenic Railroad, Inc. (Revised 03/28/2017)'. The main content is a table titled 'Support Services Projects' with columns for Project Num, Project Description, and Sessions A through G. The table lists various projects like 'Registration Deadline', 'Restoration session Site Leader provides supervision', 'Friends Merchandise Sales', 'Food Preparation Chama', 'Food Preparation Antonito CRF', 'Tool Car Operation Chama', 'Bolt Car Operation', 'Tool & Bolt Operation Antonito CRF', and 'Paint Car Operation'.

Proj Num	Project Description	Session A 5/22 - 5/26	Session B 5/29 - 6/2	Session C 6/19 - 6/23	Session D 6/26 - 6/30	Session E 7/24 - 7/28	Session F 7/31 - 8/4	Session G 8/25 - 8/29
	Registration Deadline	5/6	5/15	5/6	5/12	7/10	7/17	8/11
0200	Restoration session Site Leader provides supervision over all session operations and activities.	J. Enga	J. Enga	B. Ross	C. McMullen	G. Gordon	J. Enga	J. Enga
0210	Restoration Session Check-in & Registration	R. Falk (Asst. M. J. Smith)	R. Falk (Asst. M. J. Smith)	R. Falk + 1	R. Falk + 1	R. Falk + 1	R. Falk + 1	R. Falk (Asst. M. J. Smith)
0222	Friends Merchandise Sales - The sale of apparel, books and miscellaneous to members attending work sessions.	M. J. Smith	M. J. Smith	H. Ross	H. Ross	H. Ross	H. Ross	M. J. Smith
0230	Food Preparation Chama - Assemble sack lunches, drinks and snacks for attendees at work sessions.			M. J. Smith (Asst. N. Gordon) + 4	M. J. Smith (Asst. N. Gordon) + 4	M. J. Smith (Asst. N. Gordon) + 4	M. J. Smith (Asst. N. Gordon) + 4	
0231	Food Preparation Antonito CRF - Assemble sack lunches, drinks and snacks for attendees at work sessions.	P. Hancock (Asst. M. J. Smith) + 2	P. Hancock (Asst. M. J. Smith) + 2	P. Hancock + 1	L. Duker + 1	P. Hancock + 1		P. Hancock (Asst. M. J. Smith) + 2
0240	Tool Car Operation Chama - Issue and recover hand & power tools used during work sessions. Maintain tools in a serviceable and safe condition. Issue support stock as needed for operation of tools.			C. McMullen + 1	C. McMullen + 1	C. McMullen + 1	C. McMullen + 1	
0241	Bolt Car Operation - Assist teams with all types of fasteners. Cut and thread bolts and tie rods. Maintain bench stock of fasteners as necessary.			M. Smith (Asst. J. Heilmann)	M. Smith (Asst. J. Heilmann)	M. Smith	M. Smith	
0245	Tool & Bolt Operation Antonito CRF - maintain tools in serviceable & safe condition. Issue support stock as needed. Maintain bench stock of fasteners, assist teams with all types of fasteners, cut and thread bolts.	M. Smith (Asst. J. Heilmann)	M. Smith (Asst. J. Heilmann)					M. Smith + 1
0246	Paint Car Operation - Issue, control & repair spray painting equipment. Setup and issue all air/line control. Issue and maintain bench painting tools.	B. Lounsbury	B. Lounsbury	B. Lounsbury	B. Lounsbury	B. Lounsbury	B. Lounsbury	B. Lounsbury

Several years ago, the Friends' Projects Committee teamed with Friends member and programmer *extraordinaire* Phil McDonald to create an Internet-based program to streamline the management of the Friends' ever expanding list of projects and the blizzard of associated paperwork. The result was the *Friends Integrated Data Online* database: **FIDO**.

As the Projects Committee and Team Leaders began taking advantage of FIDO, its capabilities expanded and it became easier to use. Today, FIDO provides easy, online access to project information, not just to the Project Committee but to *all* Friends members. It is now possible to access FIDO directly from the Friends' website without the hassle of user names or passwords. In short, FIDO is ready for prime time!

## What are the advantages of using FIDO to view the Project Schedule and plan your Session participation?

All Friends members, as well as the general public, are invited to use FIDO to learn about Friends' current and ongoing projects. FIDO will give you the most up-to-date version of scheduled projects, as the Projects Committee now uses FIDO for all Project schedule creation and changes. You no longer need to wonder if you have the latest version of the annual schedule.

## Here is what FIDO provides you, a Friends member, along with some TIPS for using FIDO.

First and foremost, unless you are an authorized user, accessing FIDO from the Friends' website is **READ ONLY**. There is nothing you can do that will hurt FIDO. Pushing the wrong button will not erase FIDO, cause Chama and Antonito to evaporate, or New Mexico and Colorado to turn into pumpkins. So relax and enjoy exploring!

To begin, access FIDO from the Friends' website menu.



The software works with Windows systems (*XP, Vista, Windows 7 and 8*) and current *Apple Mac* operating systems along with most popular web browsers, including the new *Microsoft Edge, Safari, Firefox* and *Chrome*. (**Note: It does not work with Internet Explorer!**) Other browsers and operating systems are not supported but may work. However, if they don't, the FIDO support team doesn't want to know about it.

When you access FIDO, you will see the FIDO mascot icon. (**Hint:** Once you have located FIDO, bookmark the FIDO link on your browser so you can go directly to FIDO in the future.) Click on the FIDO icon and you will access a page with three buttons: **Master Project List**, **Project Schedule**, and **Team Leader Input**.



NOTE: Because of the variety of operating systems and browsers and the subtle variations in interactions between them and software, FIDO handles all functions required to navigate and edit within the application directly. *While many of these functions are normally handled by the browser, when using FIDO, browser navigation should not be used* to avoid unpredictable behavior during the FIDO experience. The regular user will generally only see the green "Back" icon:



Those authorized to modify and update FIDO entries will find other editing icons upon logging in. Information



on those advanced icons is found in the HELP feature in the upper right corner of each FIDO page. If you need additional help, you can contact the FIDO Support Team at: [FIDOservedesk@gmail.com](mailto:FIDOservedesk@gmail.com). You can also contact the Service Desk with suggestions or to report any errors you may spot in the application.

**OK, I'm in! How do I use FIDO for information?**

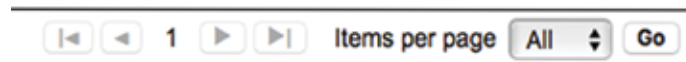
Most Friends members are interested in the latest Project Schedule. Click on the second button. (If you would like information on a previous year's Project Schedules, any year from 2011 on can be viewed by clicking the down pointing arrow to the right of the year box, clicking the desired year, and then clicking the "Go" button to the right.)

**TIP: Like the "Back" icon, always use the "Go" button provided by FIDO and NOT the "Enter" or "Return" key on your keyboard; the latter can give funny results.**

The selected Project Schedule shows the **Session** and **Dates** of the project for the current year, the **Project Number**, a summary **Project Description**, the session's **Team Leader**, and the **Number of Additional People** needed for the team. Projects are also broadly grouped by location along the railroad, e.g., Antonito (AN), Lava (LA), Osier (OS), Cumbres (CU), Chama (CH), along the Right-of-Way (RR), Site Leaders and Supervisors (AS), and so on.

The displayed Project Schedule can be printed directly from this page in either color or black and white. It can also be downloaded and saved to your computer as a .pdf file using your computer's "Save As" feature.

Suppose, for example, after perusing the Project Schedule, you decide you might like to work on Project 1282, the reconstruction of Caboose 0306 in Antonito. Before making a final decision, you may still want to know more about the project. Return to the entry page (by using the green "Back" arrow) and click the top "Master Project List" button to get a complete list of all the Friends' projects—past, present, and proposed—listed numerically. Past and present projects are identified by their project number; proposed projects are listed "TBD" until a project number is assigned. By going to the far right "Items per page" and clicking the small down-pointing arrow to the right of the box that initially says "10"—the default setting—you can select how many projects at a time are displayed in numerical order.



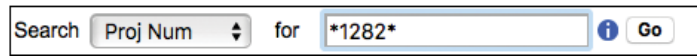
Click "All," and then the "Go" button on the far right. A list of all the Friends projects appears, and you can scroll through them to find projects of interest that fit your schedule. The "Description" header shows the comprehensive information presented for each project.

**The Master Project List is searchable in as variety of ways:**

If you are interested in Project 1282, restoration of Ca-

boose 0306, click on the down-pointing arrow to the right of the "Search" box at the far left, and click "Proj Num".

Then go to the next box to the right and enter \*1282\*.



**TIP: Begin and end your entry with asterisks (\*) to insure every occurrence of 1282 is shown.**

Finally, click the "Go" button immediately to the right (not "Enter" or "Return"). Details for Project 1282 are presented, including a comprehensive list of the work proposed under "Description."

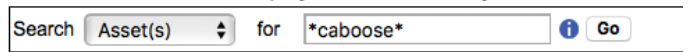


Sometimes project work expands as problems are discovered during the project that are not visible without invasive inspection. Nonetheless, the "Description" gives you an excellent starting point, allowing you to decide if this project interests you and whether your skills can support the proposed work.

You can also search the Project List by **location** of the work (**Loc**), **asset number** (**Assets**), **Description** (using keywords of your choosing) and other key project information.

For example, suppose you wanted to work on a caboose project but you don't know the project number. With "Assets" or "Description" and keywords, you can find every current caboose-related project to make your selection.. Once again, begin and end each keyword with an asterisk (\*) to insure a "wildcard" search to find each occurrence of the keywords.

To **VIEW** the details of a project, click on its Project Number.



With FIDO's comprehensive, up-to-date project information, you can make informed decisions about volunteering for projects. Additionally, Team Leaders and the Project Committee can track restoration progress and plan for subsequent Work Sessions and seasons.

Further expansion of FIDO is planned to facilitate and enhance the volunteer experience. The Friends' membership will be alerted as new capabilities become available. Meet FIDO! We think you will like it!



**Interpretive Signs Are Back in Osier!**

Each fall, the Osier interpretive signs are taken down for the winter to protect them from the elements and vandal-



ism. They were to be installed in Session A but heavy snow precluded getting to the site. In B, John Engs, Emma Adams, Michelle Hackmeyer and Bob Ross completed the installation with transportation provided by Doug Fredrick.





# HISTORIC PRESERVATION ON THE C&TS, 2017

## PRE-SEASON SPECIAL SESSIONS AND SESSION A (MAY 22 - 26)

### AND SESSION B (MAY 29 - JUNE 2)

Photos by Joe Kanocz, John Cole, Becky Falk, John Lock, Dave Jenkins, Chris James, John Engs and the Friends' A and B Chronicling Teams: Sharon McGee, Tim Smith, Sharon Trader and Susan Templeton

## PRE-SEASON SPECIAL SESSIONS, CHAMA

### Teardown of Stock Car 5674D

The restoration season began in early May with "The Wrecking Party" for the tear-down of stock car 5674D. Team Leader **Bill Lock** supervised Friends Bob Rieb, Dave Jenkins, Dave Ferro, George Trever, Brad Lounsbury, Greg Coit and Leon Beier on the project.



Tearing into the car revealed more deterioration than expected, but Bill feels the car can still be completed during the 2017 season, although an additional 30 man-days will be needed.



By Bill's estimation, the team did over 90 man-hours during the two-day session. Rebuilding the stock car will begin in Session D.

In the end, a massive pile of rotten wood was hauled away to clear the way for repairs on the historic car.

### Replace Wooden Stair Steps to the C&TS Parking Lot with Reinforced Concrete

The stairs between Terrace Ave. and the depot had deteriorated badly over

the years, so it was decided to replace the wooden portions with concrete. **Bob Conry** and **Bob Rieb** laid in new rebar and **Leon** and **John Sutkus** helped mix, pour and finish the concrete. Two days were lost to rain but the project was finished on May 14th.

**Bill of River Lumber** deserves a shout-out, as he came out after closing to deliver two large pallets of cement on his trailer, which allowed us to finish the job before the beginning of Session A. Thanks, Bill!



## PRE-SEASON SPECIAL SESSIONS, ANTONITO

### Install 40-foot Wood Storage Container at East Door of CRF

During the Spring Special Session, a new 40-foot container was brought in and placed at the east end of the CRF for wood storage by **Don Atkinson**, **Jack Heiermann**, **Bill Lowes**, **Marshall Smith**, **Ian Kelly** and **John Engs**. Excavation for a foundation was completed during the Special Session and the container was moved into place during Session A.



Work continued through Session B with **Marshall Smith** and **Jack**

**Heiermann** installing wood storage racks. **Wayne Klatt** and **Sam Hauck** installed a cable hoist with the help of **John Stover** and **Tom Hiscox** during Session B.

### Complete Restoration of Long Stock Car 5995



After ten years of work, Long Stock Car 5995 was turned over to the railroad following a complete restoration. Team Leader **Dan Pyzel** along with **Mike Horner**, **Kevin Corwin**, **Bill Horky**, **Ken Halterman** and **Bill Lowe** completed the last of the small repairs to make the car road-worthy.

The B-end truck was removed and the bolster was modified to correct the ride height. Brake rigging on the truck was fabricated, modified or repaired as necessary and the truck was reinstalled.

The ends of the floor boards between the doors were deemed to be in poor condition so those boards were replaced with new material. New bolts through the side sills into the body bolsters were installed. A little paint touch-up and installation of the lubricating pads in the journal boxes finished the job.

Says **Dan**, "5995 is the only 34-foot stock car that will ever be restored. It's been ten years since we started, but we're all pretty proud of it."

And well you should be! It's that sort of dedication that exemplifies the Friends.



## CAR REPAIR FACILITY, ANTONITO, COLORADO

### Fabrication of Replica Trucks for the Tourist Sleeper, Cook Car and RPO 54: Sessions A and B

Russ Hanscom continued progress on truck replication in Sessions A and B, along with Ian Kelly and John Weiss, with additional help from Wayne Weiss in Session B.

“Progress was slow,” says Russ, as he also assisted in a number of other projects and spent considerable time fixing pedestal castings for the RPO car that had been incorrectly cast. Only recently was the error discovered. Russ spent considerable time welding new top braces to replace the incorrectly-placed braces.

Still, the crew managed to drill and ream holes in eight pedestal castings with the pedestal and mounting arm clamped together on eight pedestals. The pedestals also received 1-inch holes for future safety-chain eyes.

A nice touch that will rarely be seen are the name plates that will be machined into the truck pedestals.



The team also repaired a number of RPO journal boxes. For all this heavy steel work, Russ also built a gantry to move heavy castings to the drill press.

### Maintain Steel Flat Car 6627: Session A

Repair work that was begun in 2016 was continued in Session A. New decking, consisting of 2x8-inch ship-lapped planks, was installed by Team Leader **Bill James**, Bill Ottmanns and Sam Hauck. All the wood was sealed, and the paint crew primed and



Painted the car. Minor repairs were also made to the brake system.



The car was then lettered and numbered in Session B by the lettering crew.

### Extend Concrete Work Pads on West End of Car Repair Facility: Sessions A and B

Preparations were made to add aprons on each side of Tracks 4 and 5 on the west end of the Car Repair Facility. The 50-foot aprons will allow for easier work outside the CRF. Team Leader **Chuck Dueker** along



with Tom Hiscox and Dan Schmidt prepared a stone base and completed

the wire mesh and forms during the two sessions.

Concrete is scheduled to be poured and finished by an outside contractor in June.

### Construct “Lean-to” Addition to CRF: Sessions A and B



Along with constructing the CRF track aprons, Team Leader **Chuck Dueker**, Tom Hiscox, Dan Schmidt and A. J. Hackmeyer built the foundation forms and rebar for an additional “lean-to” structure on the north side of the CRF, adjacent to the existing compressor room. The concrete foundation will be poured at the same time as the CRF aprons. It is estimated that two more work sessions will be needed to complete the structure.

### Friends Merchandise Sales : Sessions A and B



**Mary Jane Smith** received and sold Work Session T-Shirts and other merchandise to the volunteers. Remaining inventory was boxed and sent to Chama for Sessions C and D.



### Maintenance of Antonito Entrance Sign: Session A



Every two years, the Friends perform maintenance on the C&TS Entrance sign in Antonito. Jim McGee, assisted by Bob Michel and a manlift, painted the front and back of the sign. They also applied two coats of Thompson's Water Seal to all the wooden parts of the structure prior to opening day on May 27.

### Maintain and Repair Steel Flat Car 6601: Session B



Steel Flat Car 6601 was in fairly good structural shape but needed restoration of its wooden parts and brake work. Team Leader **Greg Coit**, assisted by Bill James, A. J. Hackmeyer and Bryce Templeton, cut and replaced the wooden decking, ran a brake test, replaced the cutoff valve and brake wheel, scaled the car and applied rust inhibitor to prepare for painting. By the end of the week, Brad Lounsbury had primed and painted the car. A crew will return in Session G to complete the car, whereupon it will be handed over to the railroad.

### Project Chronicling: Sessions A and B

Chronicling the progress of every Friends project during the course of the season is an on-going task, supervised by Team Leader **Sharon McGee**. Chroniclers photograph and make notes on each step of every project, and upload the information to the Web for documentation and historical reference

for the railroad, the Friends and the various historical preservation offices. Thanks to the new Dropbox system, nearly 700 chronicle photos were up-



loaded during the two sessions. Along with Sharon McGee, Session A included Chronicler and new Friends volunteer Sharon Trader. Susan Templeton and Tim Smith joined the two Sharons in Session B.

### Food and Snack Preparation: Sessions A and B

Like the Army, the Friends' volunteers travel on their stomach. And while there was no food service in Chama during Sessions A and B, the crew in Antonito was well fed by Patty Hanscom, Mary Jane Smith, Linda Dueker and Mary Lowes.



The "Kitchen Ladies" served 194 lunches during Session A and 165 lunches during B. On Thursdays, they also served members of the train crew from the C&TS shop.



On Wednesday of Session A, they prepared a wonderful evening meal at the Mogote RV Park. The Session B Group Dinner was provided by the Conejos River Ranch.

### Tool and Bolt Management: Sessions A and B



**Marshall Smith** and Jack Heiermann supervised the check-in-and-out of the many tools needed at the CRF. Bolts and other fasteners were supplied along with an inventory and orders for restocking.

They also worked with the various welding systems and provided the Friends staff with a list of damaged tools and suggested purchases.

### Landscaping Depot and CRF: Sessions A and B



Not every project on the Friends agenda includes heavy lifting of timbers and beams. The railroad also has to look nice for the guests on both ends of the line, and to that end, the Friends provide landscaping work around the two depots. In Antonito, **Michele Hackmeyer** and Elizabeth Dyer did a lot of weeding, hoeing, and planting around both the Depot and the CRF. "A mountain of tumbleweeds" was removed from the stationary cars along the tracks, not to mention "picking up a large trash bag of pink packing peanuts between the tracks and Locomotive 494."



Cloy Richards and Eddie Carroll moved to the other side of the pass and continued landscape work in Chama.

### Repairs, Maintenance and Restoration of RGS Caboose 0400: Sessions A and B

Rio Grande Southern Caboose 0400 is on extended loan to the C&TS from the Colorado Railroad Museum and will be showcased, along with RGS Locomotive 455 (relettered from C&TS No. 463) during the September Photo Charter event.

Work began in Session A with Team Leader **Bill Ottmanns**, Jeremiah Ottmanns, Don Atkinson, Duane Dyer, and Bill Lowe inspecting and cleaning the car. The B-end sill was in poor shape and repaired with resin.

In Session B, 15-year-old Remington Temple returned again this year and joined Jim Hickman and Elizabeth Dyer on the restoration.



Two coats of Elastomeric were applied to the roof, the exterior was scraped, and pieces of siding were



replaced along with parts of the letterboard. Roofwalk boards were cut and primed and safety equipment was tightened. The interior got a fresh

coat of paint. The caboose will be repainted and lettered with the RGS "sunrise" herald for the Charter.

### Car Lettering: Session B



The Antonito Landscape Team finished their tasks early in Session B, so Team Leader **Fred Pittroff** "borrowed" Michele Hackmeyer to assist team members Michele Jeter and Emma Adams to complete the lettering of cars 1357, 6627, and 783, and to redo portions of the lettering on car 3244.

Lettering is another of the low stress, on-going tasks that any Friends volunteer can do in either Antonito or Chama during most Restoration Sessions.

### Major Repairs and Reconfiguration of Boxcar Caboose 0306: Special Session plus Sessions A and B

Caboose 0306 began life as a boxcar and was converted to a caboose in the 1970s. Restoration work began last year with the removal of the siding for a structural inspection. It will continue most of this summer under the leadership of **Don Atkinson**. In Session A, Don was assisted by Jim Hickman, Duane Dyer, Bill Lowes and Jeremiah Oltmanns. They were joined in Session



B by Cole Adams, Elizabeth Dyer, Ian Kelly, Remington Templeton, and Wayne and John Weiss.

Over the winter, replacement windows were constructed by Don Atkinson and Jim King and beautiful new end doors were built by Jim Hickman.

Work continued during a Special Session in mid-May. Leaks over the years created black mold and rotten framing timbers needed to be treated or removed. New framing structure was created as needed and liquid epoxy was applied to the side sills on both ends.

During Session A, two coats of Elastomeric roof coating was applied and much additional cleaning, gluing,



sanding, and staining was accomplished. A 12-volt electrical system was installed and much of the ancillary hardware was removed.

In Session B, the interior woodwork was stained and new fiberglass insulation was installed. The A-end white oak sill was replaced, 30-lb tar paper was applied to the exterior, and the interior was given two coats of varnish.

Don expects to have the car completed and ready for paint by the end of Session E.

### Construct Two Flag Poles for the Osier Lunch Facility: Session A

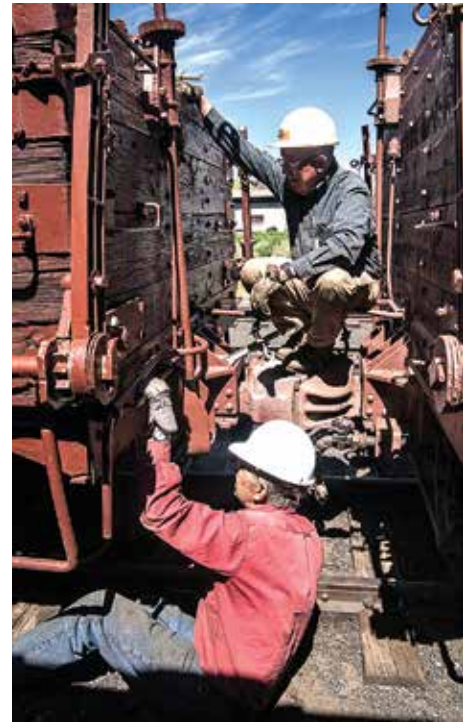


New flag poles were constructed by **Russ Hansom** and painted by Brad and Patti Lounsbury for installation at Osier to replace the existing poles that are seriously deteriorating.



## CHAMA, NEW MEXICO

### Mechanical Maintenance of Car Brake Systems: Sessions A and B



### Paint Preparation, Car Painting: Pre-Season and Session B



**Brad Lounsbury** is one of the Master Painters in the Friends of the C&TS. He, along with his wife Patti Lounsbury, kept the paint flowin' and flyin' as they completed the painting tasks on a number of C&TS pieces of rolling stock including:

#### Session A:

Primed and painted High Side Rider Gondola 1357; primed and painted Drop Bottom Gondola 0783; primed, painted, and oiled Flat Car 6627; started painting Osier flag poles; supervised Paint Car operation.



#### Session B:

Scraped, sanded, primed & painted Drop Bottom Gondola 0756; touch-up painted Concession Car 3244; touch-up painted Caboose 05635; painted & oiled Flat Car 6601; finished painting Osier flag poles.

Along with their active painting duties, Brad and Patti also spent nearly 150 hours doing paint preparation work in the paint supply cars in Antonito and Chama, conducted a survey

of medical equipment in Chama and Antonito, and gave the Safety Briefing to Chama project personnel at the beginning of Sessions A and B.

**Install Freight Trucks, Cars 3159 and 5774; Change Freight Trucks on High Side Gondolas 1239, 1413, and 1741; Install Trucks under High-Side Gondolas 1239, 1413, 1741; Restore Tank Cars UTLX Nos. 11036 and 11037: Sessions A and B**

This long list of wheel and truck shuffling fell to Team Leader **John Cole** and assistants Wayne Klett, John Stover, Thom Hindman, and Sam Hauck.

The railroad moved all of the tank cars on Track 3 in the Car Barn and, with the help of the fork lift, the crew slowly pulled out the four sets of trucks and replaced them with temporary trucks. Freight cars can't move very far without wheels so the wheel



swap will allow the assorted cars to be rolled around the yard and CRF for restoration and painting. Additionally, some of the cars had borrowed trucks from other rolling stock and these too needed to be swapped out.

Many of the trucks didn't have good bearings, so Craig McMullen created "dozens" of beautiful oak bearings to allow the cars to be moved. John Cole and his team members hope to have all eight wheel sets ready for installation under the two cars in Session G this fall.

**Clyde Putnam** and his A-Team (Dan Robbins) and B-Team (Dan plus Mike McGinley and Ron Hassell), inspected 24 pieces of rolling stock in Sessions A & B, passed seven cars in the Chama yard without additional work, repaired and passed another ten, and referred the remainder to the Project Committee for additional maintenance, including brake shoes, triple valves and a brake cut lever "held up with bailing wire" to make them road-worthy.

Several additional cars were identified as BO ("Bad Order") and not road-worthy without additional major maintenance.

Not bad for ten days' work!



**Restore Chama Sand House Sand Dispensing Tower System to Operational Use: Sessions A and B**



For many years, train crews have had to sand the C&TS locomotives by hand as the Sanding Tower adjacent to the Coal Tipple was inoperable and the tower itself was unsafe.

The restoration process began in Session A with the erection of scaffolding to remove the sand tank and rotting wood. Lead by **John Suskus** and **Bob Conry**, and assisted by Blake Forbes, George Trever, and Bob Rieb and, during Session B, Ward McCartney, and John and Larry Ferrell, new support timbers were put in place over several long work days. Because of clearance issues with the locomotives, the scaffolding had to be removed before opening day on May 27.

The project will continue throughout the summer with the plan for realistic (and easier) locomotive sanding by next season.

**Rebuild Boxcar Coach 202 to Original Box Car 3537 for Charter Service: Sessions A and B**



Boxcar Coach 202 was converted for tourist passenger service from D&RGW Boxcar 3537, early in the C&TS's existence. In order to provide another realistic boxcar for charter trips—albeit one that includes seats for charter passengers—**Don Bayer** and his crew of Druby Herbert, Ron Lira, and Alan Robson began the tear-down of 202 in Session A.

By the end of B, 320 man-hours later, they had torn the car down to the frame, removed the Murphy roof, built and installed corner posts, door posts and studs, built complete door sides, cut and installed right-side diagonal braces, and installed steel support rods to support the car frame.

The project will continue throughout most of the 2017 work season.

**Restoration of Water Service Car 04904: Sessions A and B**

At the beginning of Session A, **Terry Rider** was a one-man Team Leader and crew. But Session B crew Jim and



Yvonne McKelvey showed up early and pitched in removing hardware and rotting siding.

**Jim and Yvonne** stayed on as Team Leaders and were joined by Bob Hewett and later by Ward McCartney, who came over from the Sand House team.

The remainder of the bad siding was removed along with all the materials stored in the car over the winter. New

siding was applied. The project will continue through Session E.

**Repair Roof Leaks on Kitchen Car 3591: Session B**



Despite repairs last year, the Kitchen Car was still leaking, so Team Leader **Joe Kanocz**, Ron Schaefer, John and Larry Ferrell, and John Conry hosed down the roof and found the leak. They removed the Murphy roof, repaired wood, installed a flat roof membrane, reinstalled the Murphy roof and touched up the interior paint.

**ALONG THE C&TS  
RIGHT OF WAY**

**Project Discovery: Sessions A and B**

The long and hard winter packed a lot of snow in the mountains and the spring run-off has been extra heavy this year. One result is that the banks of the Los Pinos River have been eroding in the direction of the Lava Pump House.



**John Engs** took photos and measurements of the damage. An emergency request has been made to the historical preservation office and the Army Corps of Engineers to provide stabilization of the bank to protect the unique Lava Pump House structure.



# GRAMPS

By John Cole  
Photos by Chris James and John Cole

## Comes Home!

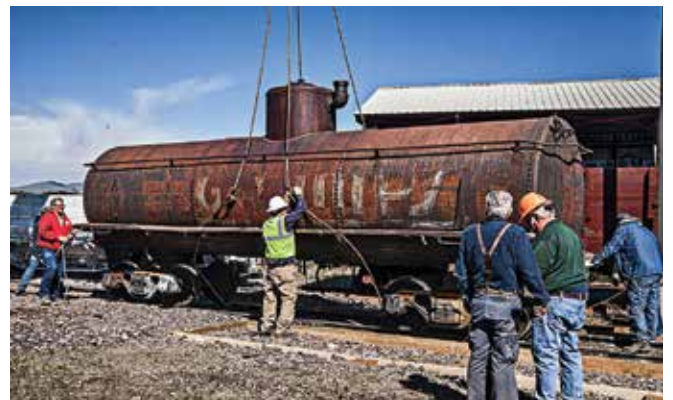


After nearly 50 years on the Crowther family farm, north-east of La Jara, Colorado, GRAMPS Tank Car No. 11056 returned to Antonito. Evan and Wilma Crowther bought the car around 1968 from a La Jara scrap yard that acquired a number of tank cars after the 1964 Oriental Refinery fire that spelled the end of oil refining in Alamosa. The plan was to use the tank to store diesel fuel on the farm. The Crowther's son Blake says they stopped using the car around 1979, as the volume of the tank was too large for the quantity of the diesel fuel they were using.

Dan Pyzel learned of the tanker from Grant Houston who, with his father, would drive around the San Luis Valley searching for narrow gauge equipment after the abandonment of the railroad. Chris Trunk (who has been leading the restoration teams on the frameless tankers) had driven out to the Crowther farm on many occasions to take photos and measurements of their tank as it is the most complete of all the GRAMPS cars, both in original equipment and lettering. Dan had been working on getting the car for over a dozen years or so, but had not been able to come to an agreement with the Crowther family.

About two years ago, Dan passed his contact information on to me and over the course of two years, I was able to work out an agreement with the Crowthers. This, along with a generous donation of a Friends member, covered not only acquiring the car but also the transportation costs between La Jara and Antonito. Tim Tennant worked out the details with the Crowthers, and on May 25, the trucking company arrived at the Crowther farm to pick up the GRAMPS tank from its resting place of almost a half century. By 9:30 AM, the GRAMPS car was not only at the Friends CRF building, but sitting on trucks on home rails in Antonito for the first time since the 1960s.

I still have to pinch myself that we finally pulled it off. 🐉





# 2017 FRIENDS PHOTO CHARTERS



## RIO GRANDE SOUTHERN NO. 455 RE-CREATION CHARTER SEPTEMBER 4, 5 & 6

On September 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>, in conjunction with the National Narrow Gauge Convention in Denver, the Friends will be partnering with the Cumbres & Toltec Scenic Railroad on re-lettering C&TS Locomotive 463 into RGS 455 with the Rio Grande Southern "sunrise herald" to represent how she looked between 1941 and 1943, prior to her November 1943 wreck near Dallas Divide. RGS Caboose 400 will also be part of these three days of freight charters.



Photo: Richard L. Dorman Collection, RD164-067



Photo: Dorman Collection, RD160-048

The event is a fundraiser for the restoration of D&RGW T-12 No. 168 as well as the Friends' various restoration projects. No. 168 will be on display in Antonito during this event. All trips will originate in Antonito. Coffee, pastries, soft drinks, bottled water and lunches are included.

**September 4<sup>th</sup> Fare**  
(1 Day Package) \$269.00/person

**September 5<sup>th</sup> & 6<sup>th</sup>**  
(2 Day Package) \$899.00/person

Limited to 45 passengers

Deposits are \$100 per package to hold space. Balance of fare amount will come due in early June. More information will be available soon.

E-mail Tim at [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org) if you have an interest in riding this special photo freight charter.

For each copy of *Silver Rails* ordered through the Friends of the Cumbres & Toltec Scenic Railroad, the author donates \$23.98 (40% of the purchase price) to the Friends for preservation and restoration of the C&TS, a National Historic Landmark! To order through the Friends, call Gwen @ 505-880-1311.

*"All roads, it is said, lead to Rome.  
All railroads in Colorado try to lead to Leadville!"*  
— A. A. Hayes, *Harpers's New Monthly Magazine*, February, 1880

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Review the complete Table of Contents and download a FREE chapter for your pre-purchase consideration at:

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Photo: Chris James

*The Cumbres & Toltec Scenic Railroad is indeed "A Place For Those Born Too Late!"*