



C&TS DISPATCH

VOLUME 35
FALL

NO. 3
2022

Special Photography Edition: A Guide for C&TS Railfans and Photographers

**Restoration Session G Projects
New! The *Dispatch Extra* Newsletter
Scouts at Work on Cumbres**

PLUS!
A Special
Tear-Out Map
of Cool Photo
Locations along
the C&TS



C&TS DISPATCH

Friends of the Cumbres & Toltec
Scenic Railroad, Inc.

William Lock, Founder–1988

Vol. 35, No. 23 Fall, 2022

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C&TS DISPATCH

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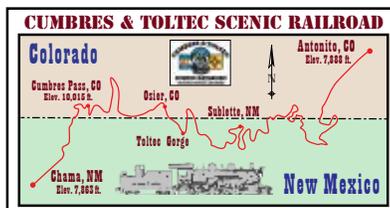
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The C&TS Dispatch is published four times each year by The Friends of the Cumbres & Toltec Scenic Railroad Inc., a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a sixty-four mile-long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



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

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

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President's FORUM



On Volunteering

Over the course of eighteen years I have attempted to keep these columns fresh and relevant and careful not to repeat the content. Now, I admit that I may have had columns that were somewhat similar in subject matter as I often write about our volunteers, as you are the heart of the Friends.

We often discuss our aging demographics. The heart and soul of the Friends are members who are now eighteen years older than when I arrived in 2005. I've aged, our Board has aged and our membership has aged. We don't necessarily like to talk about our advancing years, but it is a fact of life.

This really hits home when we look at our annual work sessions and watch as our overall attendance has declined over the years. When I arrived, the organization typically had six weeks annually: two in May, two in June and two in August. The schedule was expanded to seven weeks with the last work session taking place in September.

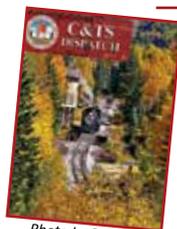
Back then the Friends had an abundance of members signing up for work sessions with Sessions C and D being the most popular. We were

even concerned that there would be too many attendees and not enough work to keep 140-150 volunteers occupied. There was a plethora of workers to tackle each of the projects planned each year. We were all younger, some of our members were recently retired, while others who were still working had generous amounts of vacation time that allowed them to participate. Since then there have been several factors which have precipitated a decline in work session attendance. There is, of course, the aging demographics of our membership. Unfortunately, we have had members who were staunch session attendees pass away. There are also members who have dedicated many years to volunteering and now have a desire to travel or occupy their time with other interests. Trying to replace these passionate individuals has not been easy. The Friends still have a core group of very dedicated attendees and each year brings in first-time volunteers. But, the number of our work session volunteers continues to decline.

This brings us back to where we are in 2022. The Friends continue to prioritize membership recruitment and work session volunteering. Given our mission to preserve and restore the Railroad's historical assets, there is never a shortage of work. Be it rolling stock or structures, the Friends membership will never run out of projects that require restoration.

We appreciate our members who enjoy our work sessions program and would like to encourage those who have not participated to think about becoming involved. It's fun, rewarding and helps the organization to fulfill its mission. You also get to meet fellow Friends members who come from many walks of life with interests similar to your own. As has been said many times, "I came for the work. Now I also return for the friendship."

Some of you may be apprehensive about what to expect.



On the Cover: Most of the photos around the C&TS have been taken either from the train, or around Chama, or from the few prime locations along the right-of-way. In this issue of the Dispatch, some of our best photographers share some of their favorite photo locations that are often "off the beaten track," such as Russ Sperry's shot of the westbound train at Cresco Tank, taken not from trackside but from the access road above. We hope this inspires you to boldly go where only a few photographers have gone before. Go grab your camera, take great photos, share them widely and stay safe.



The Friends' leadership understands this. I've taken the time to chat with prospective volunteers to address those concerns. I also put members in touch with John Eng, our Projects Committee Chair, who can answer questions about specific upcoming projects and skills. Combined, that often answers your questions and provides guidance for what fits your interests and skill set. We want members to be comfortable with what they're doing so it is fun and doesn't feel like work.

Another consideration if you want to try a work session is the multiple locations in which we have projects taking place. Some of our members enjoy the historical aspect of working around the Chama yard while others have gravitated to the Ed Lowrance Car Restoration Facility in Antonito. Since 2005, the Friends have invested in continuous improvements to the CRF and the

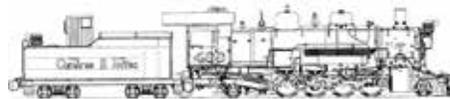
adjacent Car Storage Facility. It provides a great indoor venue for restoration efforts. For those who reside along the Front Range, the Friends' Colorado Springs Work Site provides a chance to volunteer on selected Saturdays to work on their latest project, the restoration of Express Baggage Car 163.

So as you look towards 2023, if you have never participated, please consider attending a work session. They are enjoyable and rewarding. If you have questions, just reach out to us.

Thank you for what you as members do to support our mission.



 Tim Tennant



DON'T WAIT! JOIN THE FRIENDS OF THE C&TS!



2023 is going to be a great year for the Railroad and the Friends!

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

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

Only \$35 per year for a basic Family Membership! Foreign: \$50

To join, send us this application (or a facsimile):

Name _____

Address _____

City, State, Zip _____

My check for \$ _____ is enclosed,
or

Charge my Visa / MC / Discover
[circle one] for \$ _____

Card # _____

Exp. Date _____

Signature _____

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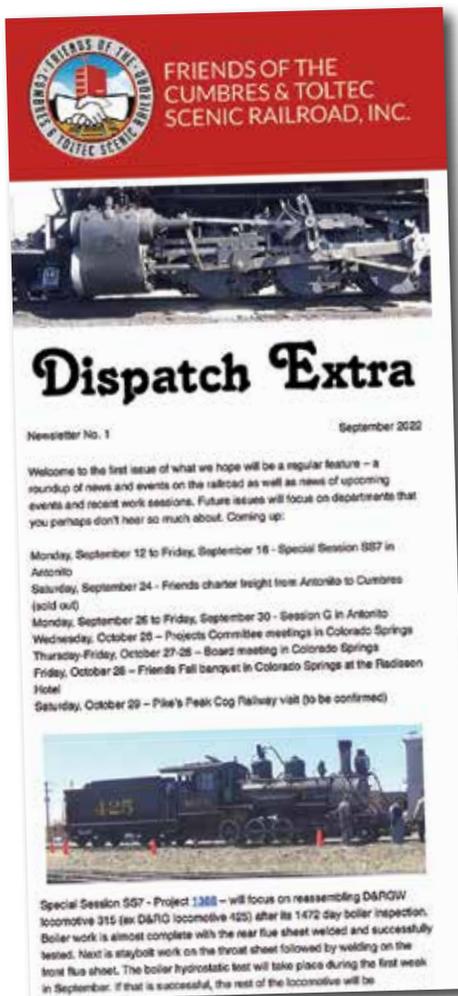
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505-880-1311

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**Already a Member?
Give this to a friend!**

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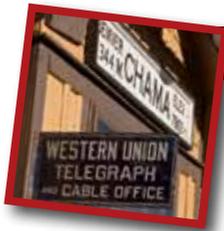


The *C&TS Dispatch* is long past being just a "newsletter." Yes, it has news but also lots more in the way of information, photos, history and work session summaries.

Still, because it's only quarterly, lots of important announcements and news come out either too early or too late to fit the *Dispatch's* quarterly deadline. An occasional "email blast" covers some of that but we wanted something that came out more frequently to keep the members up to date.

Enter the **FCTS Dispatch Extra**, our new Friends' newsletter that will be emailed to members on a mostly-monthly basis, particularly during the run-up and throughout the summer work sessions when projects and priorities often change as quickly as Rocky Mountain weather.

The *Dispatch Extra* was created and is coordinated by Board members Ian Kelly and Bill Kepner and sent to members who have their email address on file with the Friends office. If you don't think we have your email address and you want to receive the *FCTS Dispatch Extra*, contact the office at 505-880-1311 to be put on the email blast list. Then watch your inbox for the next issue, coming soon!



C&TS Friends Telegraph: NEWS

Fall Colors and Steam: A Picture-Perfect Match!



Photos by Don Atkinson



On Saturday, September 24th, the Friends ran a photo freight charter from Antonito to Cumbres. With Locomotive 463 flying white “Extra” flags, the train pulled nine freight cars and a caboos complete with 1930 paint schemes and lettering. Forty-seven passengers and photographers took in the fall colors and afternoon light.

The train pulled out of Antonito at 11AM with photo run-bys at Sublette, a stop for lunch in Osier, Cascade Trestle, Los Pinos Valley, Los Pinos Bridge and Los Pinos Tank, Apache Crossing and Tanglefoot Curve, arriving at Cumbres at about 6:15 PM. The return to Antonito was by motorcoach at the end of a beautiful autumn day.

Don Atkinson and Tim Tennant

The *Dispatch* Editor is looking for some photographic help! Have a computer? Volunteer! Work from home! It's easy!

Putting out an issue of the *C&TS Dispatch* every three months is a bit of a Herculean task. At least it seems that way. Each issue takes about fifty hours to assemble including writing, editing and preparing photos, creating the print layout, reading, re-reading, re-writing before I pass it off to the Assistant Editor at the Other End of the Dining Room Table who proofreads it, marks up all my zillion typos and bad grammar, and hands it back for repairs. This happens at least three times for each issue before it gets handed off to the printer.

Why am I telling you this? For the last several years I have also taken on the task of “processing” the submitted work session photos for posting on the Friends Forum. This summer was especially crazy, because along with cranking out several *Dispatch* issues, the Assistant Editor and I were fixing up two houses: one to sell, one we bought, moving, and all the effort and paperwork that goes on in between. The result was that I simply didn't have time to post Forum photos. I not only dropped the ball; it rolled off the court.

For the 2023 season, I would like to find a volunteer or two—and you can be anywhere with a computer—who would be willing to take over posting the Forum photos after each work session.

The qualifications are simple: a very basic working knowledge of Photoshop, Lightroom or another image processing application (and I can provide some lessons); understand (or know how to identify) the content of the photo; and enjoy supporting the Friends mission.

I could really use the help next year getting the photos onto the Forum in a timely manner. Even several people trading off would work.

Interested? Write me: cjames.nm@gmail.com and we can discuss it. ~ed



RD063-098.jpg

Oops! The last issue of the *Dispatch* listed our Facebook correspondent Kathy Walser's email address incorrectly. The correct address is:

kswalser@fctsrr.org



The Scouts Come to Cumbres Pass!



During the weekend between sessions E and F, July 29th–31st, several scout troops from Bloomfield, New Mexico, east of Farmington, made their way to Cumbres Section Town in Colorado to camp out and participate in a service project. Sponsored by the Friends of the Cumbres and Toltec, the Scouts were involved in the construction of walking trails within the Section Town. During the three days of the project, based out of the Section House, trails to the Trestle Overlook and from the Inspectors House to the site of the Turntable were completed.



Because the Cumbres Section Town is part of the C&TS National Landmark, trails are constructed to National Park Standards. This requires a four-foot-wide trail with drainage where necessary, a weed preventative fabric with a 4-inch compacted base, 4-inch sand and gravel mix compacted and 2-inches of crusher fines as a walking surface. Eventually, eight trails will be completed.



The Scouts also spent time learning about the Railroad and received some training for the Railroad Merit

Badge. Sunday before departing, the scout troops were given a tour of the Chama Rail Yard, a briefing by the Railroad's Dispatcher and a chance to tour a caboose.



We have invited them back in 2023 to continue the trail work at Cumbres. The Friends would like to thank the Council coordinator for his help in arrangements for this initial scout project.

John Engs

Photos by Michael Mee, FCTS

Photography Along the C&TS

A Primer and Guide for Railfans and Photographers by Paul Davenport and Mike Mahoney

with Don Atkinson, Jim Gross, Chris James, Olaf Rasmussen, Russ Sperry and John West

Photo by Russ Sperry

A little initiative and basic outdoors know-how combine for a very satisfying experience railfanning the Cumbres & Toltec Scenic Railroad, especially photographing trains, particularly in places ripe for new approaches or that aren't well known.

While inhospitable terrain, that which makes the C&TS so unique, and restrictions on access keep some sites out of reach, there are access opportunities for railfans in many standout locations: Windy Point; Tanglefoot; Los Pinos; Big Horn; Sublette; Osier and Hangman's Trestle. Some of these locations are easily accessed, some more challenging, but all will find you a bit in the boonies.

Apart from photographic aptitude, imagination and the ability to read a map, it will help to have a capable vehicle and a personal tolerance for exercise at high altitude. Most important is to bring some common sense of where *not* to go while railfanning and how to keep yourself safe when you're making your way to remote stretches of the right-of-way.

But when discussing primo C&T photo spots, the obvious places to start are the yards in Chama and Antonito. Historic equipment, in use or in storage, is right there for all the close-ups you want. But do so safely and always keep the yard-safety mantra in mind: assume any equipment can move in any direction at any time. Don't climb on any equipment and stay out of the mechanical shops. Be wary of moving equipment and keep your distance because that engine whistle blast you hear may be meant for you. While entry into the shops is prohibited, the open doorways can provide enlightening views of the shop workers and the equipment under repair. There are wheeled treasures aplenty on the storage tracks in Chama and under cover in Antonito. In general, the best approach

to enjoy the yard access is to be safe, sensible and don't get in the way.

"The Railroad allows that access and encourages railfan photography because it publicizes the Railroad," said C&TS President Scott Gibbs, who met his future wife while riding the train in 1979. "These people's photographs show up on all sorts of websites, blog sites, etc."

"The Railroad may be able to accommodate requests by visitors to climb on equipment, under the supervision by an employee, for purposes such as taking pictures for modeling," said Gibbs, "But ask first and if we say no, take no for an answer. Maybe we've got something else we've got to get done that afternoon or evening."

Outside the yards, the right-of-way between Antonito and Chama is just as special with its own unique opportunities and challenges.

The four Highway 17 and Dalton road crossings on the west side are popular, easily accessible and fairly safe locations to watch and photograph trains. Make sure to keep yourself, and any others with you, a safe distance from the tracks; use your camera zoom or photo app to create those close-up shots. Be aware of the Fire Patrol Speeders following a few minutes behind every train; they can cause you as much grief as getting smacked by a locomotive.

As you chase the train along the various Highway 17 locations, don't be that unsafe driver in a rush to beat the train or other photographers (or both) to the next location. Rather than following the herd, savvy shooters pick a few preselected locations along the highway to score first dibs on the best photo spots; they avoid the following rush and allow time to preplan their camera shots.

While the scenery on the west end is well forested and ruggedly mountainous, the east side is characterized by

broad, open desert with wide, flat mesas and rounded mountains, including extinct ancient volcanos. Things are very different on the east side of the C&T.

Compared to the west side locations, there are usually few railfans in the high desert on the east side. The attraction of Antonito? The CRF's (Car Restoration Facility) handiwork on display and the two oldest operating engines on the C&TS, Mikado K-27 463 (1903) and recently restored Ten Wheeler T-12 168 (1883); these engines typically work out of Antonito. The 463 usually works the day train or special "extras" the C&TS operate, such as the Geology train. On occasion the 168 is used on special "vintage" passenger consists and this can raise a bit of a railfan crowd along the normally-quiet, long straight right-of-way out of Antonito

Access to the right-of-way is easy from Antonito out to Hangman's Trestle and possibly a little further via a two-track dirt road mostly running parallel to the tracks. Most vehicles can make the drive out to the trestle without issue. The right-of-way is straight, level and punctuated with a few small wooden trestles providing excellent locations to shoot low-angle pictures. The train can be seen far in the distance. This long tangent out of Antonito is definitely the "Racetrack" section of the C&TS as the trains typically move along at their maximum authorized speeds. It's a great place to listen to the fast, syncopated shuffle of the engine as she stretches her legs on the straightaway.

Access to points in the middle section of the east-side right-of-way can be tough. Rugged terrain and primitive road networks limit where you can drive and can put into question whether your vehicle is suitable to handle the conditions of existing roads. Forest Service roads to Sublette and Big Horn* are rocky but passable for vehicles with high clearances and/or four-wheel drive. The Forest Service road to Osier is usually passable by all vehicles during dry conditions. On the other hand, getting to Lava without damaging your vehicle is flat-out dicey. Opportunities to safely get photos of the right-of-way in Toltec Gorge are limited and require careful planning, off-trail hiking, and an awareness of your personal safety

So think twice before going solo. In fact, we submit that some places along the right-of-way are simply too poten-

tially dangerous and should be avoided because no photo is worth your life.

When planning off-highway shoots, seek out satellite views, USGS topographical maps, and Forest Service maps before deciding whether particular places are feasible for you and your vehicle. And keep an eye on the Narrow Gauge Discussion Forum (ngdiscussion.net) for threads about photography and access in the remote corners of the C&TS.

Then there's the altitude.

"People need to understand that a huge portion of the Railroad sits above 9,000 feet and if you happen to be coming from a much lower elevation, you're going to find you're very short of breath," Gibbs said. "If you're not in very (good)

physical condition, you can find yourself in trouble in a hurry."

Understand there is no cellphone coverage between Cumbres and Big Horn. This will make it hard, if not impossible, to get timely help in event of injury or vehicle breakdown. Exercise caution when exploring new territory and tell somebody back at your base camp where you're going and when you expect to return.

To this, Gibbs added, "On some dirt roads on the east side, it's easy to find yourself lost and turned around. If you think you're going to use a map on your phone, forget it. Take a paper map or download a hard map into your phone before you leave."

Keep in mind that the C&T is located in the southern Rockies and winter weather can make its presence known in late spring, early fall or even summer. That means harsh conditions in the form of rain, sleet, hail, even snow can make things difficult for both you and your vehicle.

Gibbs said heavy rain during the summer of 2022 flooded the desert road along the tracks from Antonito. Be aware of weather conditions "so you don't find yourself stuck in a lake," he said.

As with anybody heading into the wild, take protective clothing, good footwear, a first-aid kit, plenty of water and some snacks in case you get stuck. If you're out in the boonies and your exit route consists of a dirt road that gets greasy slick when wet, consider waiting an hour to allow the surface to dry some before trying to head out. And if your vehicle gets stuck in a ditch, it may help to have a tow strap so a kindly soul passing in a beefy vehicle can pull you out. Yeah, we're speaking from experience.

Another circumstance meriting prudence on your part is respecting private property. Many sections of the C&T's right-

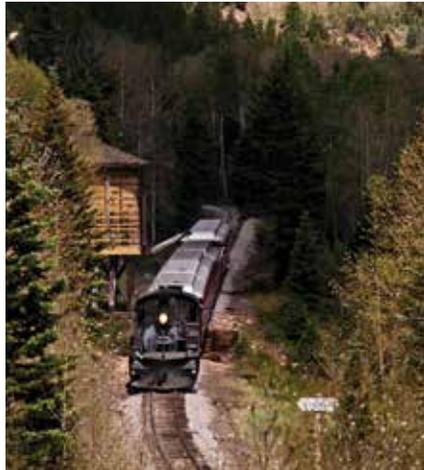


*Most photographers and railfans don't venture beyond trackside but if you are willing to spend much of the day to venture to one or two specific, and remote, locations, the result can be well worth the effort.
Photo by Olaf Rassmussen*

*There are two spellings of Bighorn: "Bighorn" is correct as one word when referring to the mountain. "Bighorn" is also the correct spelling for the mountain sheep. On the C&TS, "Big Horn" is the site of the wye and a former Section House.

of-way are on private property. The Railroad can legally operate in those places because it has long-established easements, but you don't. So don't trespass on private property to access the right-of-way or other tempting shooting locations.

Those privately-owned places typically are conspicuously posted to prohibit trespassing, have locked gates, or both, and they include the access road to Cresco, Los Pinos residential areas, and ranch property around Lobato and Dalton.



For a different point of view at Cresco, stay behind the locked gate and shoot down toward the tracks.

Photo by Chris James

If you park a vehicle along the highway in the Narrows or near Lobato Trestle and head into the woods or walk across the grassland to reach the tracks to shoot the train, don't be surprised if a ranch employee comes looking for you. The ranch (surrounding Lobato and Dalton) "is very, very serious about patrolling," Gibbs

said. "If somebody thinks they're going to sneak in, think again." When railfans disregard no-trespassing signs and hop fences, that makes it harder for the Railroad to maintain good relations with its neighbors, which Gibbs said has led to access restrictions.

There is one positive thing about private property for railfan photographers to consider: it may be a reason to buy that zoom or telephoto lens and tripod you've been thinking about.

But enough with cautions and things to worry about. It's time to talk about the fun stuff: the photos and where to shoot them.

In the pages that follow, this story includes photography site recommendations shared by individuals with extensive time at the C&T. The idea was to identify a few spots that don't require special access such as charter trains and to shoot off the beaten track in terms of location or approach.

But first, here are some thoughts about the photography part of all this:

- Know how to work your camera. If you're a novice, taking "snapshots" with your cellphone camera, take a little deeper dive and get familiar with some of the manual adjustments. Many cellphone cameras are quite good. For instance, you might be able to choose what the camera focuses on, instead of letting the camera make that choice. Similarly, you might also be able to select what part of the scene the camera uses to set its exposure. Typically, these focus and exposure choices are simply done by putting your finger on the screen on the

appropriate spot; you'll see the change on the screen image. Another function of most cellphone cameras is zooming. Learn how it works. There are usually two modes of zoom in cellphone cameras: the zoom capability of the actual lens and a "digital" zoom. In general, stay out of the digital zoom range as picture quality usually degrades dramatically. Also, if you're going to zoom, camera shake is a lot more noticeable (but you may have some kind of image stabilization in the camera) so consider using a tripod.

- Not using a cellphone camera? Use your camera controls to your advantage. As you wait for the train to come 'round the bend, take your camera off "auto" mode and bracket and shoot several photos to pre-check your exposure. You may be surprised at the difference in exposure quality when you switch to manual settings.

- Make sure your camera battery is fully charged and installed in the camera. It's also a good idea to take along a fully-charged spare battery (or two) if you have one. Some cameras with an image stabilization feature will typically burn through a battery a lot faster than a camera that doesn't (or if you turn it off). In the age of digital photography, memory chips are the new "film". (Remember film?) Make sure you have enough memory; bring along at least two or three robust capacity cards in addition to the one in the camera. Taking pictures (and videos) uses a lot of memory. But being able to take a lot of pictures of a particular event means you have a greater chance of getting that perfect shot, so bring lots of memory and shoot, shoot, shoot. It's far better to have way too much storage capacity and not use it, than to miss photo opportunities because you burned through your battery and storage memory a lot faster than you anticipated. Carrying more supplies than you think you will ever need is cheap insurance.

- Another consideration comes from Chris James, a photographer and editor of the *C&TS Dispatch*. "Consider your composition," he says. "Don't shoot all your photos in horizontal, 'landscape' format. Some photos demand a vertical, 'portrait' composition. Not only do they often work better vertically but if they are used to illustrate a *Dispatch* article, they add variety and interest to the story. And if they are really spectacular, they might even end



Photo by Don Atkinson

on the cover of a future issue!" Don Atkinson shot a photo at the 2020 Rotary plow event specifically for a *Dispatch* cover, keeping in mind both the vertical format and the necessary space for the *Dispatch* masthead.



Even a slight elevation gain can result in a point of view that many photographers miss standing at trackside.

Photo by Olaf Rassmussen

Railfan Etiquette 101



• One way to avoid crowds and pursue unique shots is to make height your friend. On both sides of the line, height can help you get striking shots of the train, particularly if you want terrain to be a big part of the shot. On the west side, hiking trails up the ridges on both sides of Highway 17 near Cumbres provide unusual views of the train as it climbs toward Windy Point. A bit to the east, look around (and up) for vantage points to take distinctive shots of trains arriving at Cumbres, traversing Tanglefoot, and across the Los Pinos Valley. On the line's east side, you might try Whiplash.



Late afternoon in the Chama yard. As the day wears on, the quality of light begins to shift toward warmth until sunset.

Photo by Chris James

The best natural lighting conditions are usually in the early morning and early evening. Obviously, the daily schedule rules the lighting conditions if shooting the train. But for static shots, take advantage of the "magic light" that comes just after sunrise and just before sunset. In photographic circles those times are often called "the golden hours."

• And don't let the sunset slow you down. Keep a tripod at hand and head for the Chama yard. One or more locomotives will be outside the shop, hot and watched over by a hostler. Be safe, of course, but some long night exposures can yield some spectacular results.



The C&TS operates 24/7, just not always in motion. Look for steam and smoke at night and experiment with some long exposures.

Photo by Chris James

So have your camera ready, look for good light, use your imagination to seek out that unique location and take plenty of photos. And don't forget to submit the best for publication in the annual Friends calendar. Keep your safety in mind, have fun and be sure to wave to the passengers on the train.



You don't need smoke and steam (or a wayward Goose) to take spectacular photos on the C&TS. Use the weather to your advantage.

Photo by Don Atkinson

As you drive along Highway 17 out of Chama, as the day train leaves town, it will become readily apparent where all the "Kodak Moments" are located along the right-of-way; they will be inhabited by a handful (or more) of photographers and videographers waiting in anticipation, who have planned and pre-positioned themselves to get what they hope will be an outstanding picture or video. When you show up, look at the way the array of photographers are lined up. To establish some cred, you should ask, "Where is the photo line?" And you will be politely shown the photo line by the folks already there and you will be held in silent esteem.



Photo by Pat Maufrais

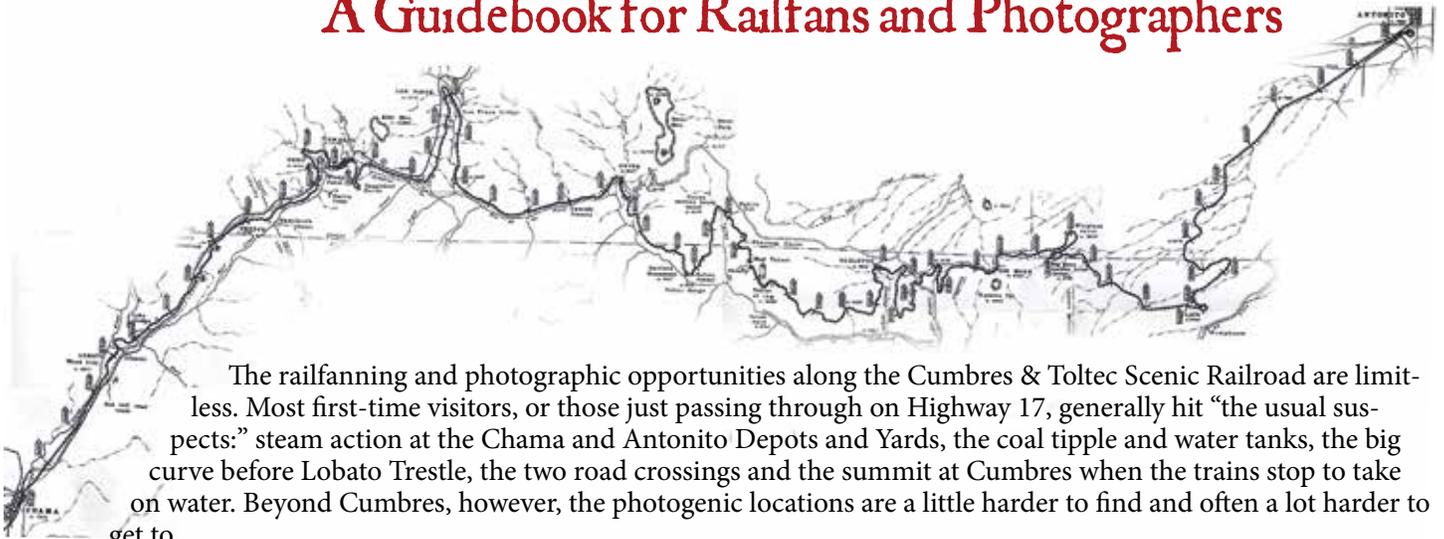
The first person at a photo opportunity is the one who sets the photo line. Subsequent photographers/videographers should respect that line by not crossing it. If a new arrival has any question as to his or her location, they should ask the others already there if it's a good location or not. "Good" meaning you and your equipment are not going to intrude into anyone else's established sight line. And don't be offended if someone suggests you move. Some day, when you're first on site, it may be you asking another photographer to choose a location out of your photo line of sight.

Many folks take video and with video goes audio. So not only do you not want to photobomb anyone else's shot visually, you don't want to be blabbering or yukking it up and destroy the stack talk and shuffling syncopated high-def soundtrack of those K-36's as they work up grade. One of the first things you should do with a new camera is disable the obnoxious in-focus "bleep" and fake "shutter" sounds. **Mike Mahoney and Jim Gross**

Between them, longtime Friends members **Paul Davenport** and **Mike Mahoney** have worked dozens of ROW projects during work sessions. Friends member **Jim Gross**, a veteran of three decades of Friends work sessions, also contributed to these articles.



Photography Along the C&TS: A Guidebook for Railfans and Photographers



The railfanning and photographic opportunities along the Cumbres & Toltec Scenic Railroad are limitless. Most first-time visitors, or those just passing through on Highway 17, generally hit “the usual suspects:” steam action at the Chama and Antonito Depots and Yards, the coal tipple and water tanks, the big curve before Lobato Trestle, the two road crossings and the summit at Cumbres when the trains stop to take on water. Beyond Cumbres, however, the photogenic locations are a little harder to find and often a lot harder to get to.

You probably have enough photos from the popular spots to last a lifetime, so it’s time to head for new and unexplored places (to you) and leave the other shutterbugs behind. Some might even be in places you’ve visited multiple times but when given some thought to new and creative angle, the results might amaze you!

For this issue of the *C&TS Dispatch*, we asked some of the Friends’ best and most prolific photographers to share some of their favorite locations along with some of their photographs. Space does not allow the *Dispatch* to publish all of the wonderful photos the photographers submitted but what follows is a sampling of their work and some brief descriptions of where to find a variety of shots on your own.

Railfanning in and around trains also require an awareness of both personal safety and photo etiquette. Along with their photos, several of our photographers submitted their thoughts on keeping yourself, and other railfans, happy and safe.

~Chris James, Editor

The overarching “must” for railfanning along the Cumbres & Toltec is to be safe. There are many remote places on the right-of-way where you can get hurt or worse. Here are some tips to help avoid or cope with trouble:

- Best practice for safety, especially if you’re not familiar with the ROW, is to travel and shoot with a buddy. It’s also more fun.
- Realize that much of the ROW has no cellphone coverage; you can’t call in the cavalry if you get hurt. Out of Chama, phone coverage ends east of the Cumbres section house; out of Antonito it might go as far as Lava tank or Big Horn. However, your phone may still be within texting range even if beyond voice-call distance.
- Tell someone—a person not going with you—where you’re going and when you expect to return. That person can come looking or call authorities if you don’t return within a reasonable time. Work that out before you leave.
- Take a backpack, plenty of water and some energy snacks, maybe some extra food. Even if you plan to stay “local,” your plans may suddenly change. Carry a basic first aid kit with some bandages and disinfectant. And don’t forget some insect repellent.
- Clothing, especially footwear, is especially important.

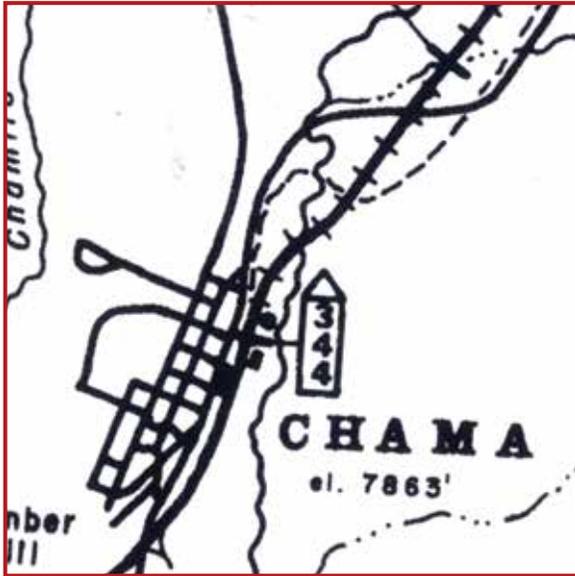
Railfanning: Tips for Safety, Comfort and Great Photographs

A decent pair of hiking or military boots will give your feet protection and support. A water-proof or -resistant jacket or a poncho is good to have in your pack. Weather in the southern Rockies is fickle and blue skies can quickly turn to rain, snow and lightning. A hat is necessary, too. In fact, maybe *two* hats: one to protect you from the high elevation sunshine and one to help keep you warm when it starts snowing in September.

- Self-assess: be physically able to actually travel on foot, especially if you are not used to higher altitudes. Take it slow. At higher altitudes, drink plenty of water and wear a good, broad-rimmed hat to avoid dehydration or sun stroke. You don’t want to kill yourself figuratively or literally (and it has happened).
- If you’re hiking along the right-of-way, be acutely aware of the train schedule and any scheduled “extras” (student, geology, botany trains and equipment reposition). And be alert for non-scheduled equipment movement such as track equipment and inspection speeders. As noisy as a steam engine can be, they can sneak up on you when coasting downhill. There are places along the right-of-way where you won’t hear any distant whistles because of curves and foliage. Always be aware of your surroundings.

Mike Mahoney and Paul Davenport

Chama



Small graphic maps by Doris B. Osterwald ©1975



You don't even need to get out of the Chama Yard to make great, and unique, photographs. A nice shot is to walk past Switch 1 and shoot back into the yard. This makes an interesting shot with or without a train.

Jim Gross



At the eastern end of the Chama yard, there is a nice location to get a train leaving or entering the yard. Most people try and get the coal tipple, water tank or both in their shot. Instead, walk past the water tank to just before Switches 1, 2 and 3. This way you can get the tracks as they open up into the yard and the end of the train as it is leaving.

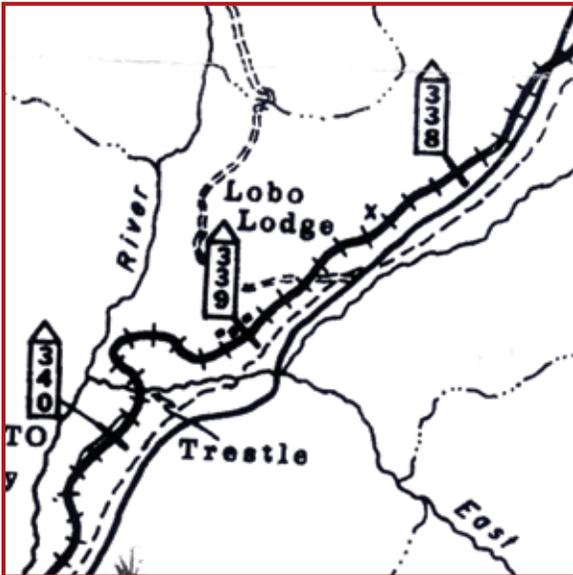
Jim Gross

There is also a variety of interesting possibilities at the western end of the yard. At the end of the day when the train has returned and turns at the wye for the following day's run, there are shots that most passengers and railfans miss. There you will also find a variety of interesting rolling stock. And don't forget that every shot doesn't have to be shot at "eye level." Shooting from a low point of view adds a level of interest that many photographers overlook.

Chris James



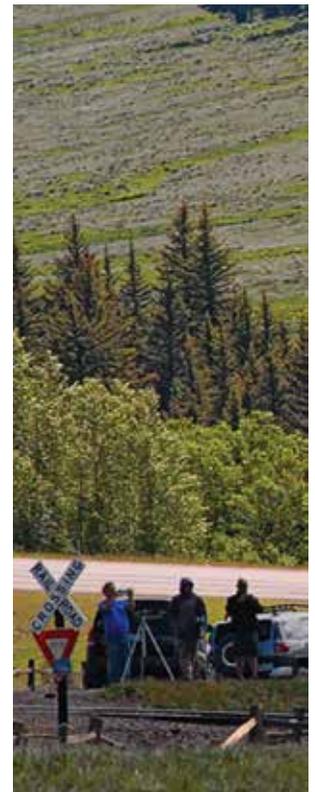
Dalton



Location, location, location. Instead of the common railfan locales—Cresco, the coal tipple and water tank in Chama, Cumbres, the Dalton crossing—try for a different perspective or shot angle and don't shoot the same shot that's been taken a million times by other railfans. How can you identify these “million shot” locations? Everyone is there, so try for “unique!” Use your imagination.

The shot below was taken about 200 feet past and slightly uphill of the crossing along the same public Forest Service road. In the same vein, do some location pre-planning and scouting with an eye towards that unique shot perspective; it's a great way to spend an afternoon or even a day. Use your eyes and think outside the box. Let the creative juices flow. Make it your mission NOT to take the same pictures in the same spots everybody else shoots.

Mike Mahoney



A basic piece of photo composition is to utilize a “strong foreground object.” This is a snap at Dalton and you can leave the grade crossing for the rest of the railfans.

Chris James

Cresco



Aside from the Chama Tipple and Water Tank, the tank at Cresco is probably one of the most famous and popular photo locales on the C&TS. And everyone will shoot from the same location: uphill of the water tank with the train working upgrade towards you. You get the train, lots of smoke, the tank, the short trestle and maybe the whistle board. What's not to like? For me? I've got a bunch of shots from that location. During a photo opportunity, while working as part of a Friends volunteer crew, I took this shot: I went *downhill* from the tank to the switch for Cresco siding. I shot the train as it passed me working uphill. This is what looking for something different in a popular location can get you. The gated road down to the Cresco is on private property and there have been incidences where the owner/rancher has approached railfans and pointed out that fact. I have never personally run across the landowner in my many forays down his road, either officially or unofficially.

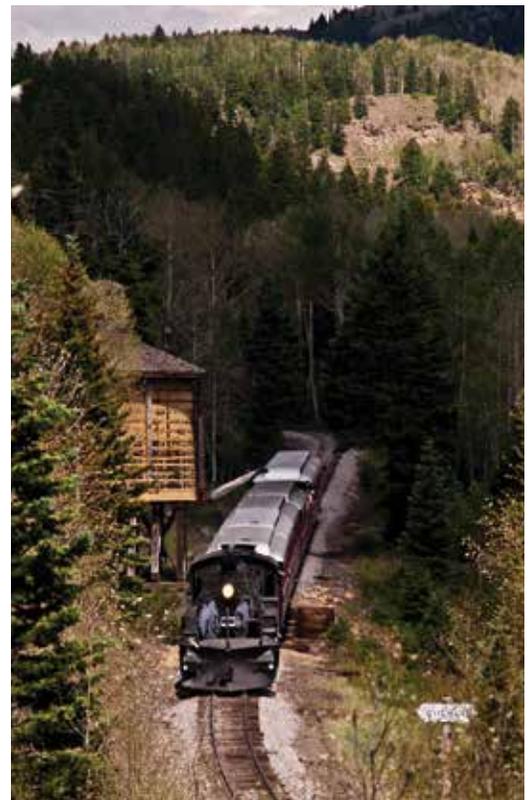
There is an alternative trail down to Cresco accessed from the "Welcome to Colorado" pull-off; The trail is a bit steep and you have to be careful going downhill. It brings you to a spot just uphill of the tank. Going back up the trail is a test of your high altitude aerobic health, which is why few use it. We did have a Friends volunteer meet his demise a few years back when he had the "big one" once he got down onto the tracks at the Cresco Tank.

Mike Mahoney



You needn't trespass, or if you arrived too late to get down to trackside in time for the train, you can still get a great and unique shot at Cresco, similar to Russ Sperry's shot on the cover of this issue of the *Dispatch*. By standing at the gate and shooting down at the right-of-way, you can catch an angle that few photographers have discovered. Catching the westbound run in the mid-afternoon is probably the best shot because you get the locomotive as it descends toward Chama, lit by the beginning of the warm afternoon light.

Chris James



Russ Sperry has been photographing the C&TS since the D&RGW days. He originally posted this material on the Narrow Gauge Discussion Forum (bit.ly/3Ek9FvZ) a number of years ago and has given the Friends permission to reproduce the map and photos here. Space does not allow us to include Russ's many photos of the C&TS. Instead, the *Dispatch* is providing Russ's maps and web links to tell the story, not only for how to wend your way to some great photo opportunities but also basic directions for driving the dirt roads to Sublette and Osier.

Note: This map of some of Russ Sperry's favorite locations is placed at the "centerfold" staples of this issue of the *Dispatch*



Valley View is a wide, grassy hillside above Milepost 333.5 where charters often stop for run-bys, as there is a wide area along the southeast side of the tracks with plenty of room for a good-sized group of photographers, some of whom prefer to cross over and climb the hill for a better view of Hamilton's Point and Dalton way behind. It is accessed from the highway by parking near the dead tree in a shallow dip adjacent to the road and hiking down through the woods to the meadow. The farther one hikes down and across the meadow the better the view, but the longer and more strenuous the hike back to one's car, and thus the longer it takes to get to the next photo op.

so it can be removed (or at least copied) to take along on your next photo expedition.

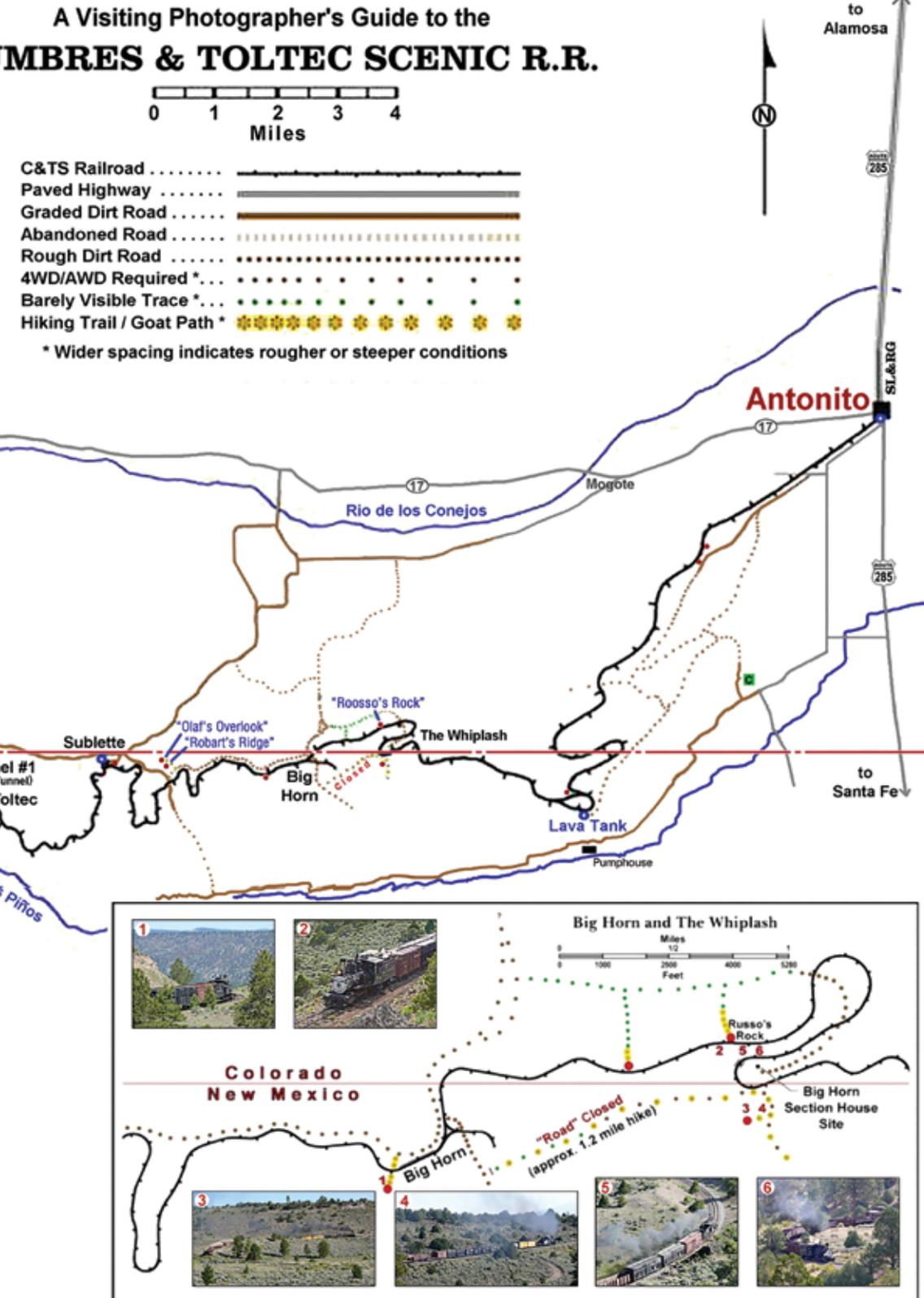
Olaf's Overlook is the top of the hillside where Robart's Ridge is located, uphill to the west from the road into Big Horn, after it tops out on the steep and rough climb away from the wider road that crosses the tracks near Milepost 302.5 and descends to the Los Pinos River and the Lava pump house. A 4WD can make it partway up the ridge, but it's best to park near the road and hike up to the overview where stretches of the Railroad can be seen from the upper leg of the Whiplash all the way until it passes near Milepost 302. It's just a short but steep hike farther up the ridge to "Olaf's Overlook" which provides views of the track near Milepost 303 and, just a bit farther on, an overview of Milepost 305 and the curve to the west.

The locations of roads are approximate—I don't own a GPS device, but have driven or hiked the ruts and trails shown and have trusted my memory to some extent. The relationships of the roads shown above and in the enlarged "corners" below will hopefully prove close enough to allow you to find the locations where all the attached photos were taken.

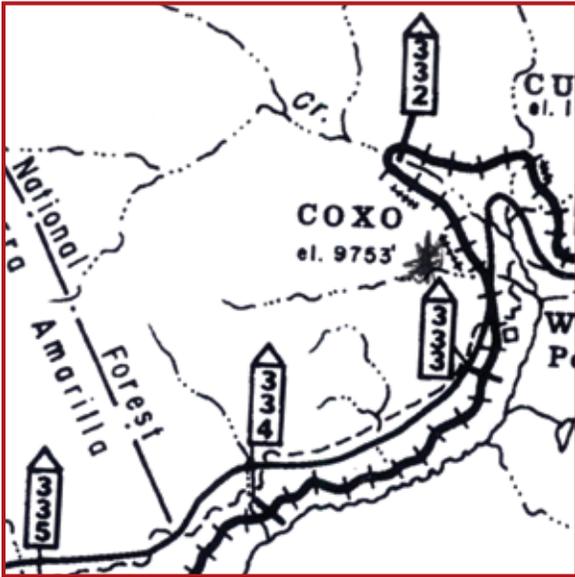
See ngdiscussion.net for further information and enlarged versions of Photos 5 and 6. For larger versions of Photos 2, 3 & 4, and others taken from "Russo's Rock," visit:

- <https://bit.ly/3egH7ca>
- <https://bit.ly/3V4Apqs> and
- <https://bit.ly/3e99AAN>

Russ Sperry



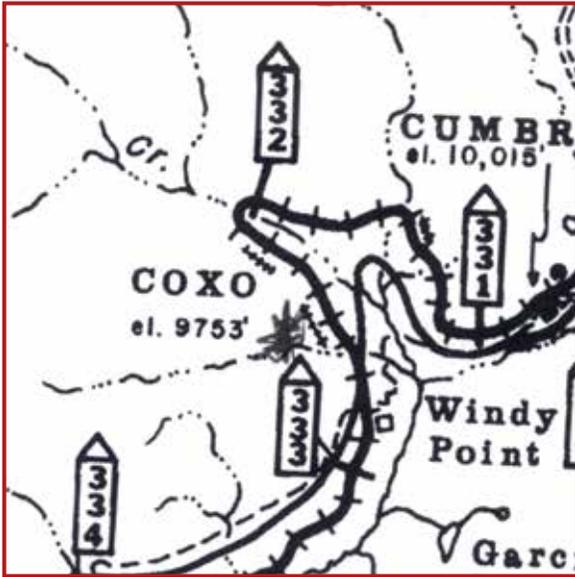
Coxo



This small pond is a nice spot if you would like to have a little water in your photo. This little gem near Coxo is easy to miss on the right side of the Highway 17 out of Chama. Look for it about 200 yards before the Coxo highway crossing. Pull off the road slowly, as not all of the shoulder area is wide enough for parking. There are many good photo opportunities in the 200 feet or so along the pond with the train behind it. You can also step down from the current highway onto what's left of the old highway in front of the pond, and then turn to your left to shoot the train as it crosses the old highway with Windy Point in the background. **Jim Gross**

This shot provides a little different perspective from the usual Coxo photos most people take from near the road. There are several ways to access this area. The way I prefer is to drive a short way down the old Highway 17 access road just north of the Coxo parking area. About 100 yards in you will find a small parking area with large boulders blocking the old highway. Park here and walk down the old road to the track, then follow the track down to the telegraph booth. Another great spot is to stay on the hillside north of the tracks and shoot the train. Either one is a great shot in the morning, especially during wildflower or fall color season. **Don Atkinson**

Windy Point: “West”



I enjoy photo locations that involve both getting some exercise and some of the wonderful scenery along the C&TS. Two such locations are along a well-worn trail that climbs northwest from Cumbres, and overlooks the loop back into Wolf Creek Canyon on the final climb to Windy Point. One nice thing about these two spots is they work for the regular passenger trains; you can take advantage of the high mid-day sun by shooting down.

The Windy Point West trail starts from an informal campground that is on the north side of the original Highway 17 road just before it passes under the Railroad trestle. The trail crosses a marsh and then climbs a hillside northwest of Windy Point. When the trail is close to the ridge line, an expansive view to the west opens up that covers the valley down toward Chama and the track from the Coxo phone booth to Coxo spur (*below*). Directly below you is the approach to the Cumbres yard limit sign.

John West





The first spot (*page 17*) is about a quarter mile from where you park. It is shortly after you first see the Railroad and the trail turns to the right to follow the ridge. It is a great spot for fall color. But after the leaves have fallen more of the track is visible. The photo possibilities start with the train passing the Coxo telegraph phone booth, then the crossing, and on toward Coxo siding.

The train then disappears for a while and reappears for the final climb to Windy Point. After it passes below you can see the track passing the Cumbres yard board, but at that point it is usually obscured by smoke.

The second spot overlooking the big curve over Wolf Creek (*left*) is about a quarter mile farther along the trail, and then cross country about another quarter mile.

These rather long hikes can yield great rewards, but at the expense of sacrificing most of a morning, or a day, of shooting anything else.

John West

Windy Point: “South”

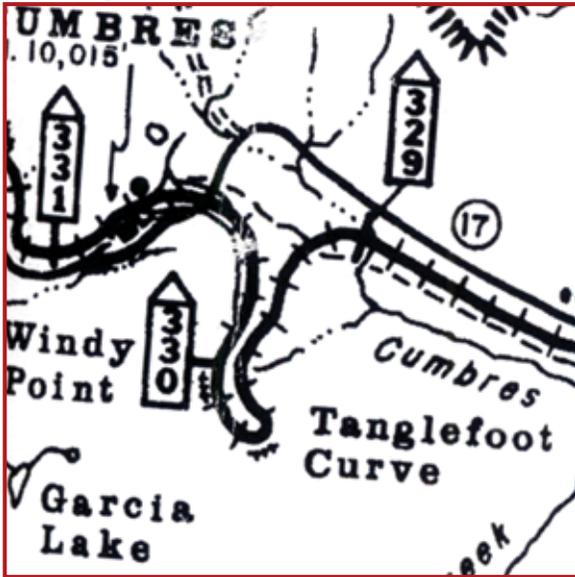
An overlook along the old highway right-of-way near Cumbres and Windy Point provides a nice view of the valley below as the train passes by the phone booth at Milepost 332.9 just before Highway 17 and moves through Coxo and on to Windy Point at Milepost 331.00. Out of Chama going up the hill, the turnout for the area known to some of us as “South Windy” is on the right 1.2 miles past the Coxo railroad crossing. If you are coming down the hill from Cumbres, the railroad crossing is .2 miles on the left. There is room to park a few cars.



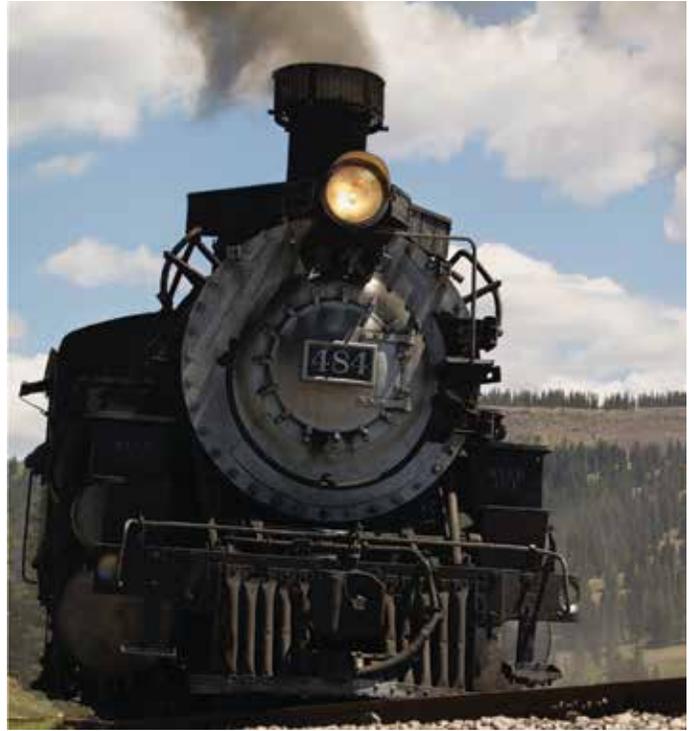
There are two trails you can go out on. One of the trails goes to the top of the ridge, but head to the right if you want the abandoned Highway 17 roadbed going down toward the valley; it is basically flat. Walk out for about .2 miles and you have a view of the valley in front of you and the Railroad coming around Windy Point on the right.

Jim Gross

Tanglefoot Curve



Tanglefoot Curve offers some unique opportunities to shoot the train; you can walk all over the place up there. For Antonito-bound trains, the coal smoke show is over once the train



moves off from Cumbres. But just 'cause the smoke show is over doesn't mean photo opportunities are as well. This shot was taken at a low angle and aided by the fact the right-of-way is up on a fill section of the curve. This is down the track from Milepost 330 just as the track begins its sweeping curve. While it appears I was very close to the ROW—I wasn't; this is the magic of using the zoom function on your cellphone camera or a zoom lens on a digital camera.

Mike Mahoney



Tanglefoot Curve is great for both morning and afternoon trains. Park in the Cumbres Pass parking lot and walk east down the tracks about ½ mile. You can either stay on top or walk to the lower level depending on the lighting and time of day. This is a great spot with multiple photo angles!

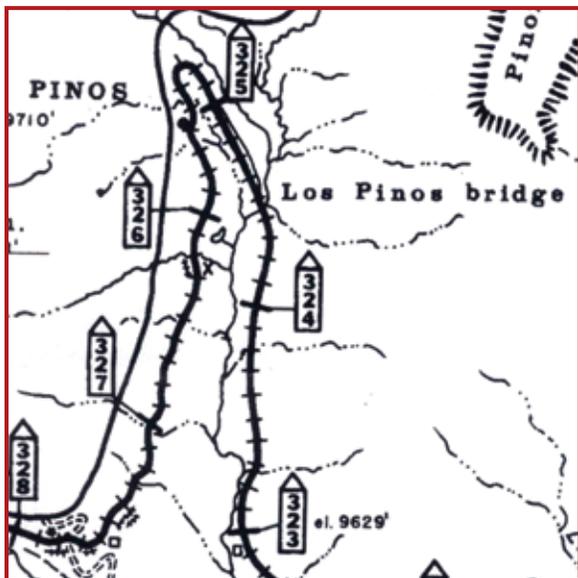
Don Atkinson

Most photographers shoot Tanglefoot Curve from the highway to get all the meandering levels of the Tanglefoot's right-of-way. This shot was from the highway as well, but I wanted to let the location (and smoke) tell the story.

Chris James



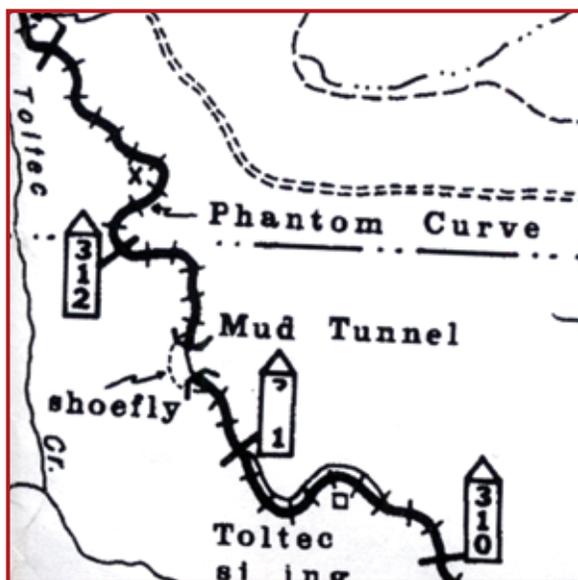
Los Pinos



Below and to the east of Highway 17 between Los Pinos and Apache Crossing, two-track roads make it possible to drive near the right-of-way and hike to vantage points on nearby hillocks, including some where remnants of snow fences still stand guard in the vicinity of Milepost 327. Before or after the train crosses in front of you, it's visible as it hugs the other side of the Los Pinos loop. To the north, deeper inside the loop, most of the land east of the highway including the land around the Los Pinos bridge, is private property, so take note of fences and signage.

Paul Davenport

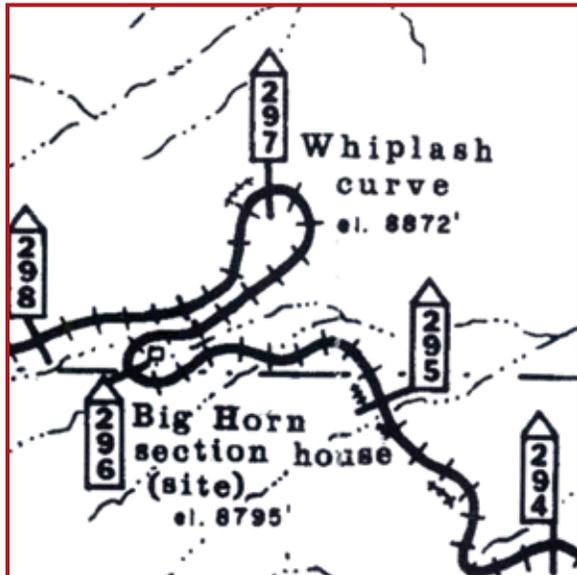
Phantom Curve



Drive the Osier road uphill until the road levels off and a straight section starts. Park next to a large dead tree on the left and hike straight south, which should put you on the ridge dividing the Phantom Curve area at right from the Mud Tunnel area at left. Hike along the right side of the ridge to view points of Phantom Curve. A little lower on the left side of the ridge there will be a view of the Mud Tunnel portal. (If you drive to where you can look into the Los Pinos Canyon, you will have gone about $\frac{1}{3}$ of a mile too far).

Olaf Rasmussen

Big Horn and Whiplash Curve



This is a great afternoon shot of the train returning to Antonito. To get to Big Horn from Antonito, drive west on Highway 17 to Mogote and turn left on County Road D.5. Drive on this road until it dead-ends at FR 103. Drive on Forest Road 103 until just past the New Mexico state line and turn left on a forest road by the stock pens. Keep on this road until you reach Big Horn. Park near the Railroad's wye and walk down the tracks past the end of the siding, and then start up the hill on your left. The higher you go, the better the view and photos (especially if it is a clear day). Enjoy the view of the San Juans and train! Please note, you do need a vehicle with good ground clearance and take it slow as there are several rocks and low spots on the forest road (4WD is not required). *Don Atkinson*



Drive the Osier road and turn left on road to Big Horn. The Big Horn road requires good clearance after the first half mile; hiking would be an alternative. Park at the base of Bighorn Peak and hike up the open slope to the flat top. Views of the Whiplash Curves and approach to Big Horn from the east are available at the eastern edge of the summit and down a few feet. From the western edge one can follow the track winding around for several miles. Telephoto lenses are recommended for numerous scenes.

Olaf Rasmussen

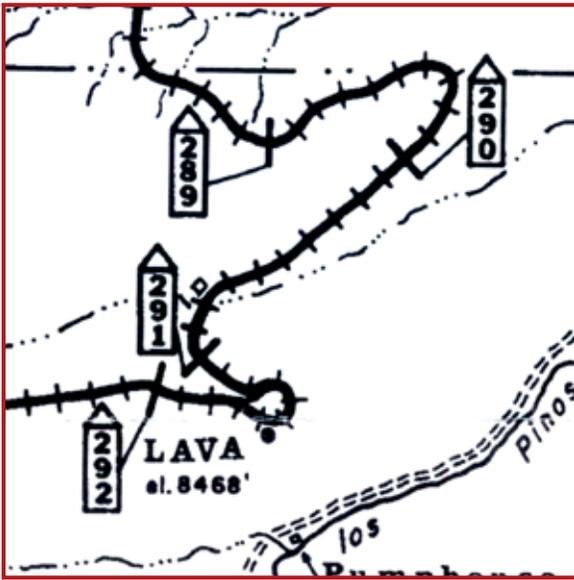


If you want to visit "Russo's Rock" above Whiplash Curve—visible in the upper right corner of the photo to the right—check out the NGDF link <https://bit.ly/3egH7ca> and the map on pp. 12 and 13.

Russ Sperry

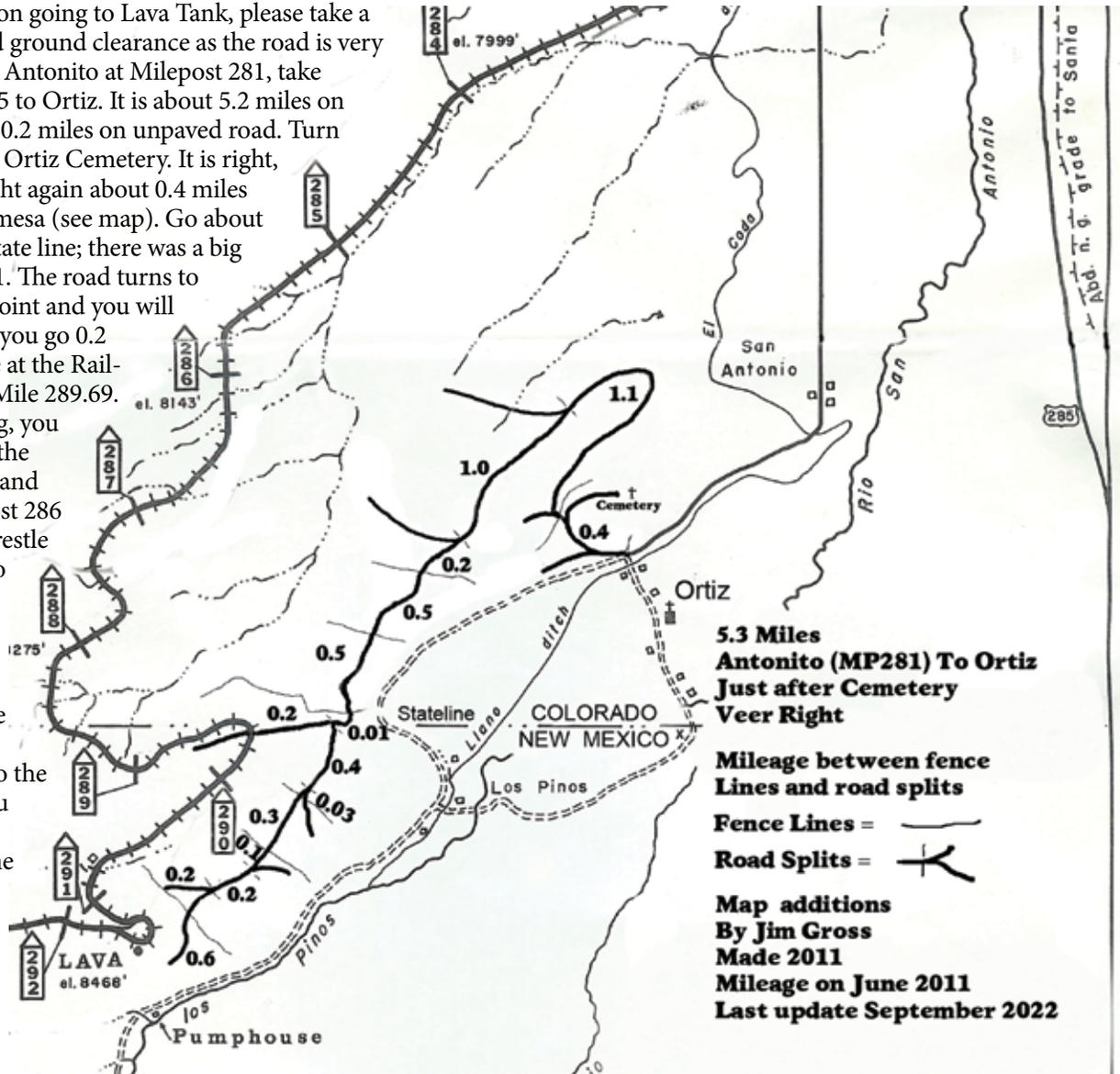


Lava Tank and Lava Loop



First, if you plan on going to Lava Tank, please take a vehicle with good ground clearance as the road is very rocky. Starting in Antonito at Milepost 281, take County Road 12.5 to Ortiz. It is about 5.2 miles on paved road, then 0.2 miles on unpaved road. Turn right towards the Ortiz Cemetery. It is right, then left, then right again about 0.4 miles to the top of the mesa (see map). Go about 3.3 miles to the state line; there was a big sign there in 2011. The road turns to the right at this point and you will be facing west. If you go 0.2 miles, you will be at the Railroad crossing at Mile 289.69. From the crossing, you can walk over to the edge of the mesa and see out to Milepost 286 and Ferguson's Trestle at Mile 285.87. To get to Lava Tank, you need to turn left here at the Colorado-New Mexico State Line and go about 1.0 miles. The road to the right will take you over by Milepost 291 and the phone booth at 290.76. The road to the left is 0.6 miles to Lava Tank.

Jim Gross



The “Racetrack” and Antonito



The “Racetrack” is the tangent of narrow gauge track, about five miles in length, that runs southwest out of Antonito. Along the portion of the right-of-way, locomotives can really stretch their legs to the maximum allowable speed, about 15 mph. Along the way the right-of-way crosses several low timber bridges that add to the interest in any photograph.



This is a good afternoon shot with the train returning to Antonito. The sign is just west of the Highway 17 intersection. Parking can be found near the parallel road. This is where the dual-gauge tracks ended in 1970. **Don Atkinson**



The yard limit sign is located about one mile south of the C&TS Antonito Depot on the parallel road next to the tracks. There is a wide spot to park here. This shot is best in the morning. Also, don't forget to get the going-away shot! The sign is just past the US 287/Colorado Highway 17 intersection. **Don Atkinson**

At the far end of the “Racetrack,” coming off of “Gravity Hill,” the line turns east from 10,908-foot San Antonio Mountain. Drive the parallel dirt road out of Antonito until the road veers left and two-wheel tracks head toward the Hangman Trestle. Park, and hike west uphill after crossing the Railroad. The higher you go, the more panoramic the views get for eastbound trains. **Olaf Rassumssen**



HISTORIC PRESERVATION ON THE C&TS, 2022

SESSION G (SEPTEMBER 26-30), SPECIAL SESSION SS-7 (SEPTEMBER 12-23) AND COLORADO SPRINGS WORK CENTER

Photos by Don Atkinson, Robert Huffnagel, and the Friends' G Chronicle Team: photos and Team Leader reports are shown when available.



SESSION G, ANTONITO CRF, SEPTEMBER 26 - 30

Project 0210-0211: Session Check-in and Merchandise Sales



Mary Jane Smith supervised the volunteer check-in procedures at the CRF, beginning Sunday afternoon, September 25. For Session G, she checked in twenty-eight volunteers for Antonito and five for the Right-of-Way Signage Project.

There was one new volunteer, **Robert Huffnagel**, and a host of long-timers including five-year volunteers **Timothy Davis** and **Dean Myers**, twenty-five year volunteer **Marshall Smith** and with an amazing thirty-five years, **Randy Worwag**.

Mary Jane also sold some merchandise. At the end of the session, all money, registration forms and materials were sent to the Friends office.

Project 0206: Dispatch Editorial Photography

The Dispatch Editorial Photographer shoots images specifically for the *C&TS Dispatch*. New volunteer **Robert Huffnagel** didn't take any selfies so here's one of his great shots instead:



Project 0231: Food Preparation at the CRF

Mary Jane Smith, with assistance from Don Atkinson, Marshall Smith and Jane Mitchell laid out snacks and lunches for the CRF crew and prepared off-site lunches for the crew on the MOW.



Antonito's Hometown Market and Deli provided sandwiches and Mary Jane and crew offered coffee, drinks and munchies each day.

Project 0245: Tool and Bolt Room Supervision and Operation



The Friends crews couldn't work without good, safe and functional tools. Marshall Smith, assisted by George Davies inventoried, prepared, and maintained those tools, checking them out to the volunteers.

Along with the tools, Marshall supervises the nut and bolt inventory to provide the materials that, well, help hold everything together.

Project 0701: Landscaping and Clean-up, Antonito Yard and CRF



Often-overlooked aspects at Antonito is the landscape around the depot and the CRF. Team Leader Jane Mitchell knew weeds are a fire hazard, so they

had to go and her crew set to work with weed whackers and buckets. She was assisted by Johnny Nelson



Weeds and landscape beautification are not the only tasks. Some of the non-vegetative aspects of the yard and its surroundings receive maintenance as well including painting the depot picnic tables.



Project 0750: Signage Repairs and Updates Along the ROW

Normally the ROW Sign crew is based out of Chama but because Session D was truncated, Team Leader Larry Marquess moved the crew—Jim Milheim, Kirk Middleton and Paul Davenport—to Antonito.



The crew inspected and repaired signage throughout much of the 64 miles of ROW along the route. Several rotting milepost markers were discov-

ered and noted for replacement along with the installation of a sign indicating a portion of the original 1874 Toll Road at Osier.



Project 1118: Restore UTLX Tank Car 11037 to Operational Condition

Originally a standard gauge frameless single-dome tank car, this car was converted to run on narrow gauge tracks and was used primarily on the rail line between Alamosa, Colorado and Chama, New Mexico. This car is one of 15 or 16 cars identified with the unique GRAMPS logo on the sides of the car.



Chris Trunk and Randy Worweg have worked on the C&TS Tank Car fleet for about as long as anyone can remember.



During Session G they prepared the wheel bearings and assembled first of two Bettendorf trucks for GRAMPS Tank Car 11037. The second truck is going to have to wait until next year.



Project 1286: Off-site Equipment Storage Building, Chama

While technically it was completed prior to Session G, the Off-site Equipment Storage Building in Chama, just southeast of the Yard, is almost ready for occupancy.



The storage facility only requires the final installation of the rolling shutter door, currently slated for October. It will then be fully operational and ready to store all the Friends' mechanical equipment during the winter months.

Project 1354: Restore MW02 Speeder to Operational Condition

The mechanical work now complete, Team Leader **Jim McGee** along with *Terry Mitchell* and *Timothy Davis*, continued construction of the MW02's bodywork. Session G focused on the roof structure. The roof support is now about 90% complete and almost ready to accept the newly-



fabricated roof with oak framing replacing the rotten wooden parts.

As master carpenter *Craig McMullen* put it, "How do you measure something that isn't there?"



When completed, MW02—nick-named *Matilda* sometime in the past—will be a restored piece of maintenance-of-way equipment and will once again travel the rails of the Cumbres & Toltec.

Project 1360: Prepare for Addition of a Covered Structure at CRF



The Friends have been given approval to design and construct an

all-steel structure on west end of the CRF, which extends from the existing building 45 feet west and is the width of the existing CRF structure.

The structure's eaves will match the existing roof line, though approximately 24 inches lower. It will be adjacent to the existing building but will be free-standing.

The new structure is to be constructed without walls and all building bracing will be in the ceiling to provide clear access between structural members. Bumper posts will be installed at the exposed structural members, away from the existing structure.

The first step in the construction began in Session G with the removal of the light poles that are currently in the new structure's footprint.

Project 1363: Rebuild Disassembled 9569 as an Idler Flat Car

Ages ago, the Friends partnered with Sandia High School in Albuquerque to rebuild Gondola 9569 as an Idler Flat Car. Ultimately it was not rebuilt and the project was cancelled and the parts returned to Antonito.



Bill Oltmanns and a host of helpers including *Tom Stewart*, *Steve Jorgensen*, *Glenn Butcher*, *Marshall Smith*, and *Dean Meyers* added wood-rot protection to the steel framework, and built and sealed the final wooden deck on the car.





Rather than working on the construction of passenger trucks for RPO 54 and the MOW Cook Car, *Ian Kelly* transferred his skills to assist in setting up the mechanical portion of Car 9569.

Project 1383: Reconstruct Frameless Tank Car 10054

Originally a standard gauge frameless, single-dome tank car, this car was converted to run on narrow gauge tracks and was used primarily on the rail line between Alamosa, Colorado and Chama, New Mexico.

The previous owner had cut the top out of the tank on Car 10054. Historical restoration of the car would use the upper half of the tank on Narrow Frame Tank Car 10100 with the remainder of the tank salvaged.

During Session G, **Chris Trunk** and **Randy Worwag** began the initial assessment and feasibility study of combining both tank car. Consultation with an outside fabrication shop is currently ongoing. Tanks will need to be moved off-site for the two tank car components to be combined.

Project 1384: Disassemble Derelict Drop Bottom Gondola at CRF

The remains of the derelict Drop Bottom Gondola that has been stored at the CRF was cut up and the last of the parts salvaged.

Loaded onto a truck, scrap was hauled away.



Project 1385: Rebuild MOW Cook Car 053 Steps and Platform Decking



The end platforms and steps on Cook Car MOW 053 had been built in Chama during E session by the Friends Session E woodshop team led by **Craig McMullen**. All wood is white oak. The completed though unpainted steps had been installed on both ends of car. The steps were removed to be primed and painted in Session G. In addition to the steps, the platform decking was given a coat of sealant. The steps will need a second coat of black paint next year.



Project 1373: Colorado Springs: Restoration of D&RGW Express Baggage Car 163

D&RGW Baggage Express Car 163 arrived in the Springs from Antonito this summer. At the latest work session at the Colorado Springs Work Center at the Colorado Springs Trolley Museum, the skeleton frame for the canvas tent was erected during the latest session, though the tent has yet to arrive.

As with the previous Colorado Springs project, Pullman Sleeper 470, work will continue year around, several times each month. In mid-October, they completed more work on the tent frame, installed steps to access the car, and removed the lower sheet metal siding on the exterior. They found a lot of rotten wood under the sheet metal.



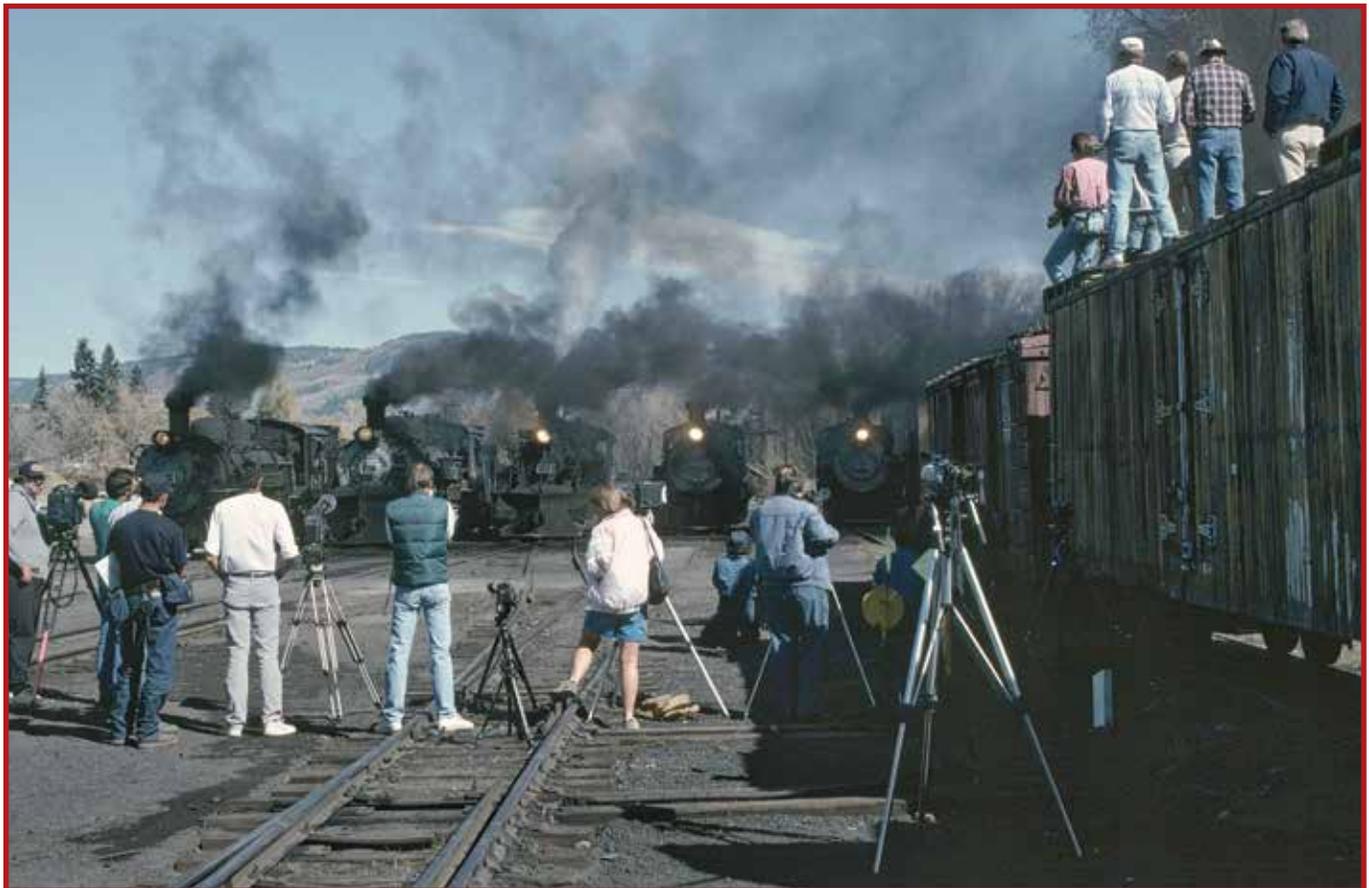
If you would like to join the fun, camaraderie and historical importance of projects like these—or many others—please consider joining us at any of the Friends work sessions in 2023!



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You don't have to go far to shoot great photographs on the C&TS! Railfans shoot a lineup of five C&TS locomotives—four K-36s and one K-37—in the Chama Yard for a photo shoot, October 14, 1992.

Photo by John West. FCTS Photo Collection, TGH01-094