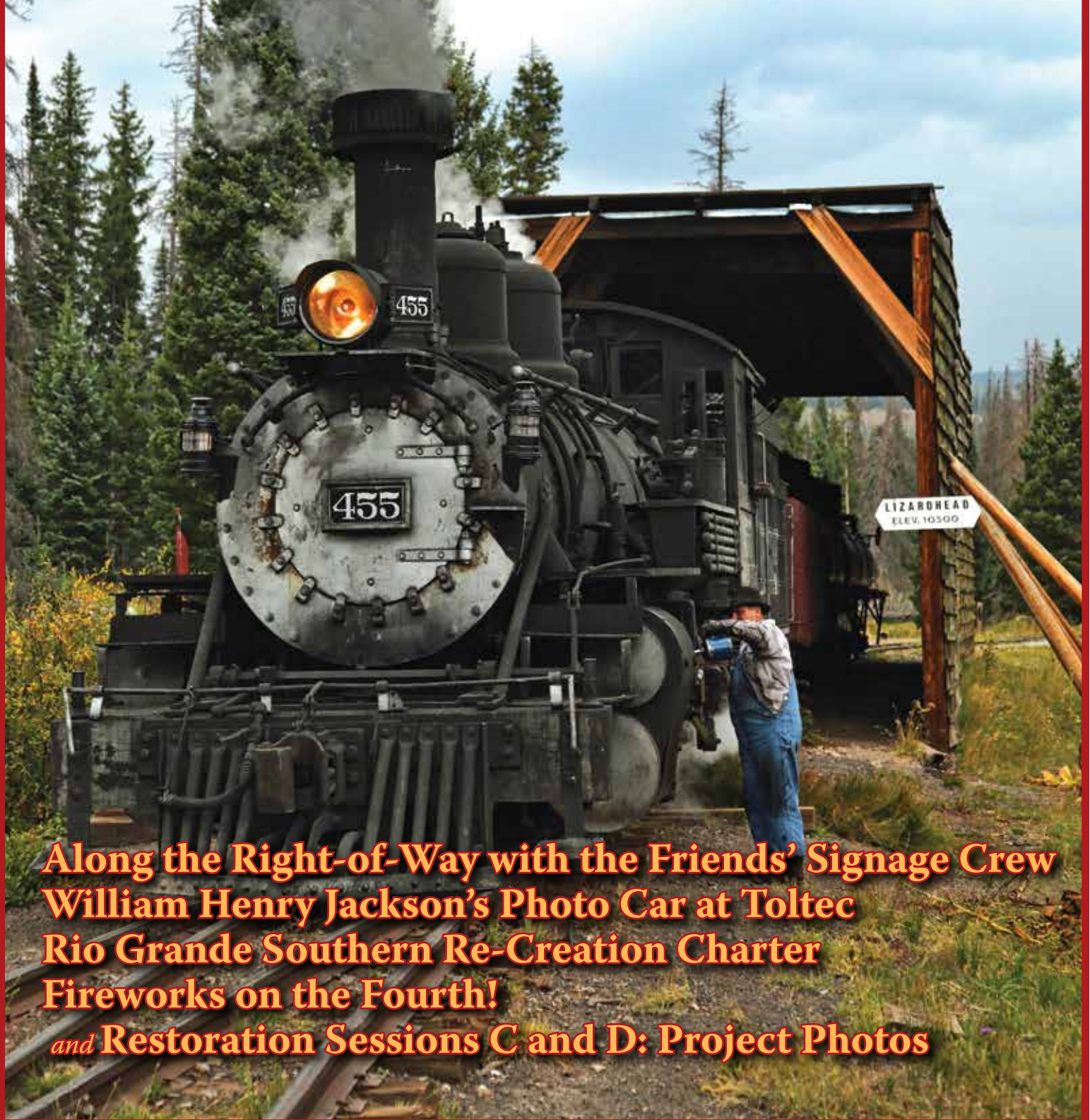




C&TS DISPATCH

VOLUME 30
FALL

NO. 3
2017




**Along the Right-of-Way with the Friends' Signage Crew
William Henry Jackson's Photo Car at Toltec
Rio Grande Southern Re-Creation Charter
Fireworks on the Fourth!
and Restoration Sessions C and D: Project Photos**



C&TS DISPATCH

Friends of the Cumbres & Toltec
Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 30, No. 3  Fall, 2017

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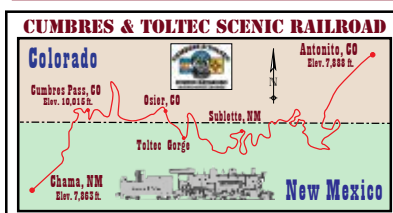
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long 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—timtennant@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



What's in our Mission?

Many, many words in the English language have multiple definitions and that, no doubt, is one of the reasons it is a tough language to learn. I was looking up the word "mission," and as expected there were several meanings for this single word.

Here is what I found; "*Mission: a specific task with which a person or a group is charged.*" A mission: companies have them; sports teams have them; people have missions in life and organizations have missions as well.

The Friends have a mission, one that keeps our members coming out year after year to volunteer, as well as providing us with the kind of financial support that allows the organization to undertake all this work. It's a mission that helps the Cumbres & Toltec Scenic Railroad function as one of the most authentic steam tourist railroads in the world.

Simply stated, the organization's mission is to "preserve and interpret" the history of the Cumbres & Toltec Scenic Railroad and its predecessor, the Denver & Rio Grande Western. This mission is central and is the underlying reason for why we exist and do what we do year after year.

I realize that most of you who are members volunteer and contribute for a myriad of reasons. You may enjoy attendance at work sessions

because of the camaraderie, or you view it as a rewarding summer-camp type of atmosphere. You might have a skill that you can use on a broader stage which provides an enormous sense of accomplishment. Or, perhaps you contribute resources on account of your fondness for the Rio Grande's narrow gauge system.

Regardless of your personal reasons for participating, ultimately your efforts support our preservation and interpretive mission. When you provide funds or come and work on a piece of rolling stock or a historic structure along the railroad, you are helping to preserve that piece of history that dates back to the D&RGW's operating days. If you are one of our docents, your interaction with the riding public interprets the rich history of the railroad and region, enhancing their overall experience.

I bring this up because I was thinking about how our mission is on display to so many people. Those who attend the work sessions see it often when passengers wander over to Friends' projects and ask questions. These folks are curious, so it provides an excellent opportunity to further talk about the railroad and the mission of the Friends.

Likewise, our docents fulfill such a vital role when they interpret for the passengers the history of the D&RGW narrow gauge system and what it meant to the development of the region. It is an important story that could get lost very easily when one is gazing at the majestic San Juan Mountains along the route and admiring their beauty. Many people ride the C&TS on account of the allure that the San Juans provide but come away with much more in terms of understanding the uniqueness of the area.

It's a great pleasure to watch the people that take time to view the



On the Cover:

Locomotive 455 turns at Lizard Head Pass (or at least its surrogate, Cumbres) during the *Rio Grande Southern Re-Creation Charter*. Relettered and numbered from C&TS No. 463, RGS 455 pulled freights from Antonito to Cumbres and back, with the restored RGS Caboose 0400 bringing up the rear.

Photo by Don Atkinson

C&TS Friends Telegraph: NEWS

THE 2018 FRIENDS CALENDAR IS HERE!

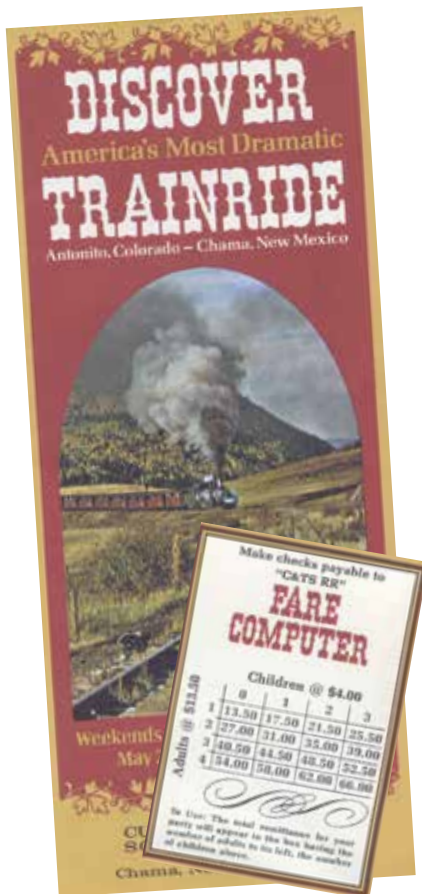
Friends' interpretive signage that we have installed. These signs provide a bit more detail about the early history of the area and what it took to keep a mountain railroad running in the harshest of elements.

So now when you sign up for next year's work session, make a monetary contribution or maybe just send in your membership renewal, think a moment about the far-reaching mission you are supporting: a mission that brings the Friends together as a group to enrich the lives of the many people that come and ride our beloved Cumbres & Toltec Scenic Railroad.

Tim Tennant

BACK WHEN GAS WAS 35 CENTS A GALLON!

In 1972, you could ride from Chama to Antonito, shiver in an open car and eat lunch at a windy picnic table at Osier, all for \$13.50!



My, how the C&TS has changed over the last 45 years!



Enjoy the sights along the Cumbres & Toltec Scenic Railroad all year long with the calendar that features photographs taken by our members. Thirteen full-page photos and another twenty-four smaller images: thirty-seven beautiful photos in all!



With photographs by Friends members:

- Don Atkinson Vance Behr Dellon J. Blanton Michael Boldrick
Paul Davenport Jerry Day Sharon Evans Larry Gibson
Jim Gross Clive Hepworth Roger Hogan Ben Kletzer
George Lawrence Tom Leimbach Jim Richardson
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RIO GRANDE SOUTHERN

**RIO GRANDE SOUTHERN
FALL FREIGHT CHARTERS
ON THE CUMBRES & TOLTEC!**



Photo: Don Atkinson

Photographs by Jerry Day and Don Atkinson



Photo: Jerry Day



Photo: Jerry Day

On September 4, 5 and 6, in conjunction with the Denver Narrow Gauge Convention, the Friends partnered with the Cumbres & Toltec Scenic Railroad on relettering C&TS locomotive 463 to become Rio Grande Southern locomotive 455. With her "Sunrise" herald, she was restored to represent how she looked between 1941 and November 1943 when she was badly damaged in a wreck near Dallas Divide, Colorado.

To complete a realistic RGS train, Rio Grande Southern Caboose number 0400 underwent a restoration in the Friends' Car Repair Facility in Antonito during the 2017 summer work sessions. The caboose is on lease to the Friends from Lindsey Ashby, the

former operator of the Georgetown Loop Railroad. Complete with an accurate reproduction of the coupola-mounted marker light, RGS 0400 made a grand finale to a weekend of historic railroading.

Locomotive 315, built in 1895 and now owned by Durango Historical Railroad Society and on loan to the C&TS, assisted RGS 455 with helper duty between Antonito and Cumbres.

A number of dedicated and talented people made the event possible, including the RSG 0400 caboose restoration Team Leader Don Atkinson, Bob Reib, George Trever, Brad and Patti Lounsbury, and train service crew during the charter, Bob, Brad, Don Stewart, and Mike Shade.



Photo: Don Atkinson



Photo: Jerry Day



Photo: Jerry Day



Photo: Don Atkinson



Photo: Don Atkinson

Signs of the Times: The Friends' Sign Crews Keep Historic C&TS Signage Alive

By Paul Davenport

Photos by Paul Davenport, Jim Gross and the
Friends' Chronicling Team



Friends' sign crews have been around since at least the 1980s but their work has evolved over the years. Former team member Wade Hall recalls that numerous missing or rotted mileposts needed replacement during the Friends' early years, and the crew's records indicate 18 mileposts were replaced during 1988 alone. These days, the crew's work centers on maintaining the Cumbres & Toltec's extensive roster of mileposts and whistle boards along the right-of-way (ROW), plus re-creating other, less common historic signs. Unlike other teams that spend work sessions in either the Chama or Antonito yards toiling on car or structure projects, this work has the crew spending most of its time along the C&TS ROW.

After a work session's Monday morning safety meeting, it's not unusual for the sign crew to pack lunch, shovels and our to-go paint kits and set out for signs that need maintenance after a year of mishaps and weathering.

The first two days of this year's C Work Session were unusual for the crew as we settled in for a couple of days in Chama to complete several projects started over the winter. Those included replicas of historic safety signs—*Danger No Smoking Keep Lights And Fire Away*—on the recently restored oil-loading facility and one of the railroad's speeder-car sheds, as well as a replacement sign proclaiming the stock pens as a Friends restoration project. Team member Terry Woolsey spent many hours at home in



Terry Woolsey (L) and Mike Mahoney (R) repaint a station post along the line.
Photo by Paul Davenport



(Left): Terry Woolsey (L) and Jim Gross (R) assemble a replacement safety sign for the oil-loading facility in the Chama Yard. Jim created the wooden frame in California; Terry created the sign in Kansas. (Above) Woolsey (L) and Mike Mahoney (R) repaint a whistle board just west of Mud Tunnel in Toltec Gorge. A C&TS speeder provided by the railroad took the crew to multiple work sites west of Sublette.
Photos by Paul Davenport



Paul Davenport inspects a bridge plate at MP330 for accuracy.

Photo by Jim Gross

Kansas prepping the oil facility and speeder-shed signs during the off-season, following other team members' research including studying historic photos.

Back in Chama, the team began repainting two weather-worn signs that had been mounted at the Osier Depot. Bob Ross, the C work session's Site Team Leader and the leader of the D sign crew, had removed the

Osier signs during Session B when snow-clearing allowed driving to Osier, and they were ready for repainting during C. Bob's retrieval of the Osier signs is an example of the on-site help that sign crews and other teams also regularly receive from Doug Frederick who handles equipment preparation, hauling and vehicle operation on both sides of the pass. Bob also rides the train as a docent, noting signs that need paint touch-ups, straightening or other work.

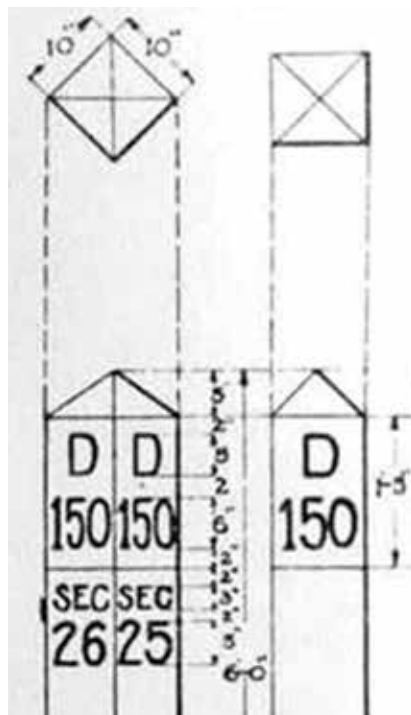
In the case of the Osier signs it worked both ways. The C crew painted the signs but then handed them off to Bob and his D crew for reinstallation (and, if they timed it right, partaking of the Osier lunch stop's acclaimed meatloaf!)

The work on the Osier depot signs, as well as those for the oil facility and the stock pens, resulted from many Friends' suggestions based on their own assessments and researching, and photos and measurements in advance of the restoration sessions. Routed to the crews, the data enables teams to hit the ground running. Past years have seen the sign crew take on many multiyear projects, such as recreating historic "private property" signs at former road crossings along the right-of-way and replacing the historic *Fisherman Below* signs at Rock Tunnel.

Preparations are currently underway for a mass repainting of the metal state line signs that note the many times that the tracks cross and re-cross the Colorado and New Mexico state lines.

Mile post and sign specifications from the 1906 D&RG Sign Standards. The "D" indicates the number of miles from Denver.

Jim Gross Collection

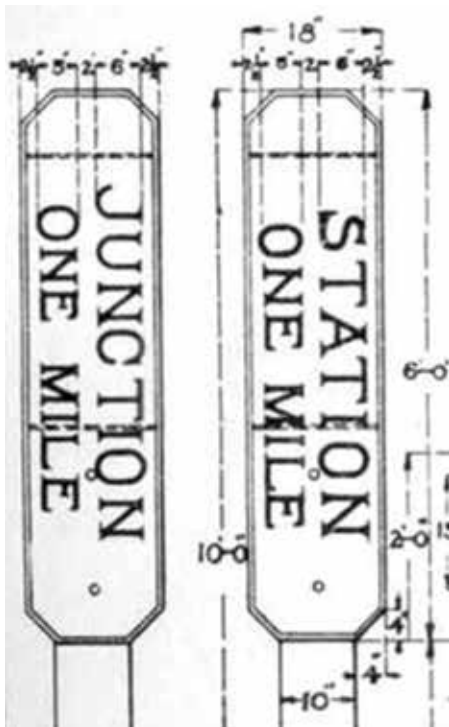


(L to R) Sign crew members Paul Davenport, Terry Woolsey and Mike Mahoney replant Milepost 285, five miles southwest of Antonito, after some needed maintenance. *Photo by Jim Gross*

Some sign projects involve checking the D&RGW's historic sign specifications and taxation maps that show all the historic structures, including trestles, stations and individual signs. The team strives to maintain signs according to historical standards and keeps a mile-by-mile spreadsheet of all signs, recording data such as when signs were installed, maintained and replaced. We also have a location-based database of photos of signs. Credit goes to C team leader Jim Gross for creating and updating those records, which should be a helpful resource for Friends sign crews down the road. Jim also authored a series of six articles in the *Dispatch* between 2012 and 2015 that described the different types of historic signage along the line.



Mileposts face rough conditions all year and need maintenance. Mike Mahoney (L), right and Terry Woolsey (R) refurbish MP 308, two miles west of Sublette, with new paint. *Photo by Jim Gross*



The “Station One Mile” sign was patterned after specifications found in the 1903 edition of the D&RG Standard Signs publication. This recreated sign is located at Mile 317.30, east of Osier. *Photo and drawings courtesy Jim Gross*

A whistle board along the climb to Cumbres gets some new paint from Jim Milheim. *Photo by C&TS Chroniclers*

This year, after two days in the yard working at the wood shop and at our scrounged sign-painting area under a shade tree behind the night watchman’s house, as well as the yard locations where we installed signs, the C sign crew was finally able to hit the road. One day was all driving, maintaining mileposts, bridge number plates and other signs westward from Antonito in the line’s stretch of high desert. The team, of course, put down our shovels while replanting Milepost 285 to photograph the day train as it highballed by our location.



(L to R) Mike Mahoney and Paul Davenport install a new warning sign at the Chama oil depot. *Photo by Jim Gross*

The next day took us into Toltec Gorge, riding on a speeder-car provided by the railroad and hiking to one location. Tasks in the Gorge included replanting the guardrail sign outside Rock Tunnel’s west portal—the unique sign had come down during the off-season, possibly as a result of a large boulder sliding down a hillside—and straightening and repainting Milepost 316 and similar work. On Friday, it was back in the yard to finish the warning and stock pen signs.

Meanwhile, as the C crew came and went from the

Chama yard, it was evident that Bob Ross was already looking ahead. While riding the train, he’d spotted Milepost 335 needed replacement. A properly aged but unpainted milepost emerged from the sign crews’ shared storage container, went up on sawhorses and got chamfered and painted in preparation for installation by Bob’s crew during D.



Paul Davenport (L) and Mike Mahoney (R) place a recently completed and historically accurate warning sign on the restored oil loading facility in Chama. *Photo by Jim Gross*



In a series of photographs somewhat reminiscent of the flag raising on Iwo Jima, the Session D crew installs a new Milepost at Mile 335, just above Cresco Tank. Left to right in the image below, Bob Ross, John Mitchell, Larry Marquess, and Jim Milheim.

Photos by C&TS Chroniclers



For some projects such as replacement of mileposts along the ROW, the railroad will have the fire-patrol track car drop off a new post at the milepost location. That thankfully means the sign crew doesn't have to lug it on carrying straps to a location far from a road.

But the sign crews often must hike to remote locations while carrying paint kits, shovels and other tools. As a result, the sign crews (and the tree/brush trimming crew, another team that works along the ROW) have special fitness requirements in the registration instructions for work sessions. For some crew members, it's a motivation for off-

season hiking, cycling and time in the gym.

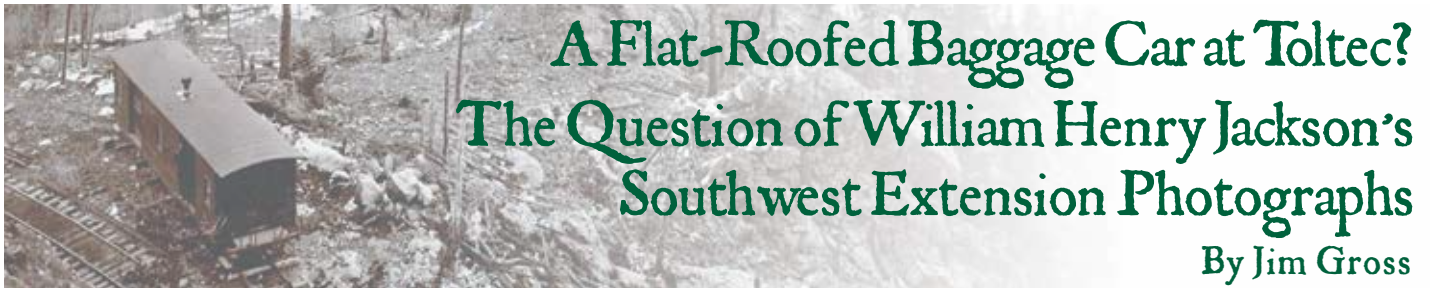
This year's fit-as-a-fiddle crew members included, in Session C, Team Leader **Jim Gross**, Terry Woolsey, Mike Mahoney and Paul Davenport. The Session D crew included Team Leader **Bob Ross**, John Mitchell, Larry Marquess and Jim Milheim.



Paul Davenport is a member of the Session C sign crew. Team leader **Jim Gross** assisted with this article and provided the historic drawings of D&RG sign specifications.



A double-header, with No. 488 in the lead along with No. 484, climbs past the crossing at Dalton, MP 338.91. According to Earl Knoob, "A short-lived log loading spur named Dalton existed at one time just down grade from this spot." Photo by Chris James



A Flat-Roofed Baggage Car at Toltec? The Question of William Henry Jackson's Southwest Extension Photographs

By Jim Gross

This article addresses the second question in my two-part article about Milepost 311.* “What is the flat-roofed car that showed up in three of William Henry Jackson’s photos?” But first a little background on William Henry Jackson and photography in the 1880s.

William Henry Jackson (1843-1942) was one of the most prolific and important photographers of the American West, particularly during the period of 1869 and 1892. In late 1869, Jackson was commissioned by the E. and H. T. Anthony Company to provide 10,000 stereo views of the American West. In 1870, Jackson was invited to become the official photographer of the Hayden Geological Survey as it explored the West from Yellowstone to the Grand Canyon. In 1879, he opened a photographic studio in Denver and for the next fifteen years Jackson presided over one of the largest and prestigious national photo companies, specializing in western views and landscapes.

During this “prestigious” period, Jackson was often hired by Western railroads, including the Denver and Rio Grande, to photograph the scenic wonders along their rights-of-way for use in advertisements. With the Rio Grande’s Southwest Extension opening through to Silverton in 1882, it was natural for the railway to invite Jackson to photograph the line.

The Jackson photographs in the collections of the Denver Public Library Western History Collection (DPL) and History Colorado collection (CHS) are generally not dated other than “1880-1890.” Thus, the exact dates of the photos presented and discussed here are unknown, though each photo appears to be created fairly early after the Southwest Extension’s construction, as the photos show the primitive log-type ties.

In these photos we get several views, not only of scenery along the line, but what appears to be a bunk car or perhaps an off-track office for the railroad. In each case, the car is placed on a short spur near the main line. So, just what is the purpose of the car?

It is my opinion that this is William Henry Jackson’s photographic support car. Unlike today, when all you need is a memory card and a pack for your camera, photography in the 1880s required big, heavy cameras, film (which wasn’t “film” at all but glass plates up to 18 x 20 inches), and storage for photo supplies in the form of wet and dry chemicals for coating and developing the resulting images. Photographs were made using the collodion wet plate process and needed

a darkroom to prepare the emulsion, and coat and develop the plates. By the late 1870s, a dry collodion process became available using glass plates coated in advance so the photographer didn’t have to carry around wet chemicals. Still, the photographer needed to store, carry and protect both the clear glass plates and the final images. Jackson used plates sized 5x8 inches, 7x11, 11x14 and 18x20. An 18x20 camera is normally considered a studio camera, not a travel or field camera but Jackson did use a 18x20 camera in the field; Figure 6 on page 11 was shot in that size. Regardless of the size, I don’t believe Jackson was using the “dry” process in 1880, as only three years earlier he had gone out and taken 400 photos using the dry process and none of the images were usable. More likely than not, Jackson was still using the “wet” process and associated plates and chemicals during his journey over the Southwest Extension.

In the 1850s through the late 1890s, Civil War and landscape photographers often used wagons and mules. Working for the railroads, Jackson generally had the luxury of a car outfitted or modified to use as his office and darkroom.



Figure 1 William Henry Jackson’s personal photography train has paused in Chalk Creek Canyon on the Denver South Park & Pacific’s climb toward the Alpine Tunnel. W. H. Jackson Photo.

Ed and Nancy Bathke Collection; Used with permission



Figure 2 Denver Public Library Western History Collection WHJ-1739

*Editor’s Note: This article is the second of two parts submitted to the Dispatch. **Part 1, Historic Milepost 311**, was published in the Fall, 2015 issue of the Dispatch and is viewable (Friends members only) in the Friends of the C&TS Forum at <https://tinyurl.com/dispatch-f15>.



Figure 3 Denver Public Library Western History Collection
WHJ-1739

Often a special train was supplied by the railroad for Jackson's use. (Figure 1)

And it is just such a car that is probably shown in these photos along the D&RG approaching Cumbres Pass.

Figure 2 shows the car near Toltec at MP 315.10, overlooking the Los Pinos Valley. The car is distinctive with its two doors and center stove pipe stack. A close-up view of the car—Figure 3—faintly shows *Denver and Rio Grande* at the top of the car and *Baggage & Express* under the window.



Figure 4 Denver Public Library Western History Collection
WHJ-1459

What appears to be an identical car at Phantom Curve, MP 312.40, is shown in Figure 4, enlarged from figure 5.

A similar photo—Figure 6, at right—also at Phantom Curve, shows a corner of a flat-roofed car as well. From the number of images made at the two locations, it is most likely that Jackson worked several days at each. Unlike today's cameras, each photo took a considerable time to set up the camera, compose the shot, load the glass plate, create the image and develop the plate, a window of only five to ten minutes between applying the wet chemicals and developing the plate before moving to the next shot. Under those conditions, a photographer might only create ten photographs per day.

Many of the Phantom Curve and Toltec photos show one or two men in the shot. Not only did Jackson need assistants for the heavy work of moving cameras and glass plates, but Jackson also often added a person or two to his



Figure 5 Denver Public Library Western History Collection
WHJ-1459



Figure 6 History Colorado Collection
CHS.J3551

landscapes, either to show the scale of the surroundings or to add interest to the photo. Note the man standing in the doorway of Figure 3 and the two men beside the formation in the lower-right in Figure 5 at Phantom Curve.

Given the number of photographs and the time involved, multiple personnel, and the equipment requirements of the day, along with need to house and feed one or more assistants, I believe the flat-roofed car shown in the images above is William Henry Jackson's photographic support car.



Jim Gross is an annual Team Leader of the Signage and Mile Post crew along all 64 miles of the railroad.




HISTORIC PRESERVATION ON THE C&TS, 2017

SESSION C (JUNE 19-23) AND SESSION D (JUNE 26-30)

PLUS THREE SPECIAL SESSIONS: (JUNE 12-13, JULY 12-13 AND JULY 22-23)

Photos by Joe Kanocz, and the Friends' C and D Chronicling Teams: Steven March, Michael Mee, Kevin Neuer, Donald Smith, Tim Smith and others.

The project Chronicle Teams can now directly upload their daily shots to a master database for the *C&TS Friends Forum* (<https://tinyurl.com/Friends-C-D-2017>) and the *Dispatch*. As a result, there were more than a thousand (!) images uploaded from Sessions C and D. I thought that the *C&TS Dispatch* should highlight a portion of this avalanche of photos (each “worth 1,000 words”) instead of a text summary of each of the Friends’ projects in Sessions C and D. The photos don’t document every step—the Chroniclers and Team Leader Reports do that—but I did the best I could to pick out “representative” images of the projects and tried to include as many as I could fit in the limited space of the *Dispatch*.  Chris James—Editor

CAR REPAIR FACILITY, ANTONITO, COLORADO

Proj. 1197: Fabrication of Replica Trucks for the Tourist Sleeper, Cook Car and RPO 54: Sessions C and D

Team Leaders **Russ Hanscom** worked with Fuzzy Anstine (C) and **Chuck Dueker** (D).



Proj. 1246: Restore UTLX Tank Car 11050: Session D

Team Leader **Chris Trunk** was assisted by Randy Worwag.



Proj. 1262: Extend Concrete Working Pads on West Side of CRF: Sessions C and D

Team Leader **Ted Norcross** supervised concrete work provided by an outside contractor.



Proj. 1260: Rebuild Drop Bottom Gondola 787 as a RR Project for MOW Service: Sessions C and D

Team Leader **Warren Ringer** was assisted by William McCartin (C), Jim Hickman, and the Paint Crew (D).



Proj. 1282: Major Repairs and Re-configuration of Boxcar Caboose 0306: Sessions C and D plus Special Sessions SS-3 and SS-4

Team Leader **Don Atkinson** with Mike O'Nele, Warren Ringer and Bill McCartin(C) and David Randolph, Chuck Dueker, Ted Norcross, and Emmanuel Lopez (D) as well as Special Session participants.



Proj. 0730: Car Lettering: Sessions C and D, Antonito and Chama

Team Leader **Larry Jennings** brought the lettering crew (Lori Higgins, Bob Goin, Judy Hassell, Don Jones, Patti Lounsbury and Gayle Mecca) from Chama for several lettering projects.



Proj. 1296: Construct "Lean-to" Addition to CRF: Sessions C and D

Team Leader **Ted Norcross** was assisted by Fred Kuhns, Emmanuel Lopez, Cletus Wander, and Ted and Chris Norcross to complete the framing.



Proj. 1297: Major Repairs RGS Caboose 0400: Sessions C and D

Team Leader **Don Atkinson**, Warren Ringer, Bill McCartin and others (C) and Jim Hickman completed the rebuild. The Paint Crew primed and painted the caboose, ready for the RGS Re-Creation charter.



LAVA PUMP HOUSE, NEW MEXICO

Proj. 1177: Restore Lava Pump House Masonry and Excavation of Dirt at North Wall: Sessions C and D

Team Leader **Jim Herron** worked along with Tom McConnell and Doug Christianson, (C and D).



CUMBRES, COLORADO

Proj. 1005: Stabilization, Repair and Restoration, Car Inspector's House and Section House: Cumbres Sessions C and D

Team Leader **Bob Conry** led a large crew consisting of Larry Byl, Pete Dahlberg, Tom Davenport, Geof Gordon, George Trever, and Doug Christianson (C); Bob, Pete, Goef and George plus Dean Francuch(D).



CHAMA, NEW MEXICO

Proj. 1254: Restoration of Water Service Car 04904: Sessions C and D

Craig McMullen (C) and **Tim Bristow (D)** led a large restoration crew including Bill Hobbs, Jim Millouse, Jr., and Bill Stamm in Session C, and were joined by Daniel Schmidt in Session D.



Proj. 0720: Car Painting: Sessions C and D (Chama and Antonito)

Once again **Don Stewart** supervised the paint crew consisting of Jill Stewart, Brad and Patti Lounsbury, Sharon Trader, and Richard and Susan Dick in Session C in Chama. Frank Higgins and Russell Dunn joined them in Session D in Antonito.



Proj. 0730: Car Lettering: Sessions C and D

The ongoing task of lettering rolling stock was led by **Larry Jennings** along with Robert Goin, Lori Higgins, Pat Sallen and Ann Woolsey. They were joined in Session D by Judy Hassell, Don Jones, Patti Lounsbury and Gayle Mecca.



Proj. 1186: Restore 483 for Static Display: Session C

Preparation of 483 for display continued with **Ben Sargent** supervising Dee and Dudley Bayne, Robert Brigham, Robert Schoen, David Shannon, and Larry Springer doing the various cast iron tasks.



Proj. 1290: Restore Chama Sand House Sand Dispensing Tower System: Session D

Mike Wissler worked to prepare the Sand House tanks for installation in Session E.



Proj. 1266: Restore Jordan Spreader OU to Mechanical Operation: Session C

Restoration of the Jordan Spreader is almost complete. **Chuck Dueker**, Skip and Cathy Hillegas, Terry Rider, Daniel Schmidt, Roger Smith, and Mike Wissler did a spectacular job during Session C.



Proj. 0790: Mowing Grass, Sessions D

John Bond manned the mower in Chama, helping to keep Mother Nature under control.



Proj. 0700: Landscaping Chama Depot and Grounds: Sessions C and D

Debby Joerg (C), **Suzie Dunn** and her grandson **Alexander** (D) made up the two sessions' landscape and weed control crews.



Proj. 1293: Repair Sheep Car 5674: Sessions D

Friends founder **Bill Lock** was a one-person team as he continued restoration of Rio Grande Sheep Car 5674.



Proj. 1226: Rebuild Idler Flat 1515: Session C

Jim Davenport lead a large team consisting of Robert Goin, Marcus Hagemann, Henry Janhsen, Frank Smucker, John Sprenger, Tim Starbuck, and Rich Wisneski that completed D&RGW Idler Flat Car 1515.





Proj. 1294: Rebuild Boxcar Coach 202 to Original Box Car 3537 for Charter Service: Sessions C and D

Don Bayer, along with team members Todd Frazier and Norval Alliston (C) plus Daniel Schmidt, and Tim Britstow (D) continued the rebuild of the C&TS Coach 202 back to its original boxcar form.



ALONG THE C&TS RIGHT OF WAY

Proj. 0750: Maintenance and Upkeep of All Railroad Signs: Sessions C and D

See "Signs of the Times," pages 6-9.

Proj. 0710: Trimming Wild Growth, Right-of-Way: Session D

Veteran **Paul Davenport**, along with Ron Hassell, Ron Horejsi, Alan Green, and Mike Mahoney cleared vegetation along the ROW and in the Chama yard.



[Team leaders, team members and tasks were taken from Session C and D rosters and submitted Team Leader reports. The editor apologizes for any errors or omissions or incorrectly placed photos.]


Proj. 1295: Rebuild MOW Bunk Car 04258: Sessions C and D

Jim Davenport, Robert Goin, Henry Janhsen, Frank Smucker, Marcus Hagemann, John Sprenger, Tim Starbuck, and Rich Wisneski began the task of rebuilding Section Car 04258 for use in future photo trains.



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

The restoration of Car 0252/470 (Proj. 1115) to its original factory condition presents many challenges. One of those is the construction of stair steps to the platform. Craig McMullen has taken on that challenge, spending many hours in research, reviewing pictures, drawings and taking field measurements of other like cars in the fleet... Thanks to Craig McMullen for the marvelous craftsmanship and Tom Simco for the photos.

 John Eng's



AND ON BOTH SIDES OF THE PASS...

The **Support Staff Volunteers** kept us fed, healthy, safe, supplied us with tools, bolts and paint, drove innumerable miles, supervised the carpentry shop, photographed our progress, took notes and helped make the work sessions successful!

The first folks you are most likely to meet are people like **Becky Falk** and **Holly Ross** at the registration desk.



Every session begins with a talk of health and safety. Here, **John Eng** demonstrates the AED: Automated External Defibrillator.



Along with supervising the Paint Car and many painting projects, **Brad and Patti Lounsbury** are two of the “back-bones” of the entire endeavor, every session, every year. Brad also provides safety lectures when needed.



In the Tool Car, **Carol Mackey, Beth March** (C) and **Linda Erdman** (D) kept track of tools and equipment.



Jack Heiermann and **Marshall Smith** supervised the Bolt Car to supply screws, bolts and fittings to the crews.



Doug Fredrick was practically *everywhere*, all the time, on both sides of the pass hauling tools, equipment and supplies along with equipment preparation and even pitching in on some painting projects in Antonito.



Every project is documented by the Documentation Team. In Chama: **Steven March** and **Michael Mee**. In Antonito: **Tim Smith** handled most of the documentation and the Chama team stopped in from time to time as well.



Lynne Herron and **Holly Ross** ran the merchandise table of books, hats, shirts and other Friends’ “bling.”



And then, of course, there’s FOOD! Lunch, snacks, drinks and the Wednesday BBQ are all handled by “The Lunch Ladies:” In Chama that means **Nancy Gordon, Connie Hickman, Maggie McMullen, Jeanne Reib, Eileen Shannon** and **Mary Jane Smith**. In Antonito, the goodies are served up by **Kay McConnell** (C and D), **Laraine Christensen, Patty Hanscom** (C) and **Linda Dueker** (D).



Thanks are due as well to Team Leader **Jim Hickman** and **Larry and Phil McDonald** (C) along with **Russell Dunn** (D) who supported the Carpentry Shop in Chama. **Bill Moore** and **Bob Reib** assisted Doug Fredrick with Hauling and Vehicle Operation. Bob Reib also supervised the Work Session Preparation in Chama.

Managing the crews are the Restoration Session Site Leaders: **Bob Ross** for Session C and **Craig McMullen** for Session D. And overseeing the entire kit and caboodle is **Tim Tennant**, CEO of the Friends.

All together, the Friends—all of us—present an amazing collection of skilled volunteers with one single goal: to make the Cumbres & Toltec Scenic Railroad the most historically accurate narrow gauge railroad in the country. And, all in all, we’re doing a pretty darn good job at that! **Thank you!**



C&TS Friends Telegraph: *NEWS*

By the Rockets' Red Glare!



Independence Day festivities are always fun, but they are even better if they include some steam railroading, great food and spectacular fireworks viewed from the best seat in the house. Such was the case with this year's annual Cumbres & Toltec Fireworks Train. 168 passengers took a trip up to the summit at Cumbres for scenery, music and a sumptuous dinner. As evening approached, the train returned to Chama for some incredible pyrotechnics.

But "some" isn't quite the right description. One would expect a town the size of Chama to have a twenty-minute display with a bunch of rockets and a few loud bombs. Not Chama! At a cost of \$11,000, anteed up by the Village and local donations, including C&TS Commissioner Billy Elbrock, 6,000 shells lit up the sky for nearly an hour! No automated fireworks here, either; each of the shells was sent up with a hand-lit fuse. With the train parked on the wye at the south end of town, the Fireworks Train's passengers and crew had a ringside seat for the show.

Thank you, Village of Chama, Billy Elbrock, John Bush and the C&TS and all the organizers and participants—especially those brave souls lighting those 6,000 fuses—for a tasty, loud, colorful and memorable Independence Day celebration!

See you next year!

Photographs by Roger Hogan



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