

# C&TS DISPATCH

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# C&TS DISPATCH

*Friends of the Cumbres & Toltec Scenic Railroad, Inc.*

*William Lock, Founder*

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

**Cumbres & Toltec Scenic Railroad**

Denver & Rio Grande Railway 1880 to 1886  
 Denver & Rio Grande Railroad 1886 to 1921  
 Denver & Rio Grande Western Railroad 1921 to 1970  
 Cumbres & Toltec Scenic Railroad 1970 to 2013  
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## PRESIDENT'S COLUMN



### A Couple of Thoughts

As we wind our way through the month of June and into July I find myself thinking about a couple of items that I thought are worth chatting about in this column. Before I get into those, let me say thanks to all of you who attended one of the first four work sessions conducted so far during 2013. We had approximately 90 attendees during both sessions "C" and "D" and accomplished a great deal of activity. I also want to thank our docents for their efforts in staffing trains during the early part of the season.

Now, as I was pondering, the two issues that continue to resonate with me are; 1-Increasing Friends membership and 2-Increasing ridership on the Cumbres & Toltec. For our C&TS Railroad Family to continue and thrive we must collectively address these two topics. None of us are getting any younger and because we are so passionate about the railroad and the Friends, we all are concerned about who will follow us to carry the torch.

*Cover photo; Jason Rose May 20th 2013*

From a membership viewpoint the Friends have stayed pretty constant as an organization in the number of members we have had over the last few years. This however must change and the challenge before us is to bring more people into our membership ranks. In the past we have made new member solicitations through the purchase of mailing lists from Classic TRAINS. This has always worked well and we will be looking at another historic preservation magazine mailing during the year. Beyond that we will be exploring additional means of recruitment and particularly to younger demographics.

As current members of the Friends I want to encourage you to seek out those who would have such an interest in becoming involved with the dynamic historic preservation organization that we are. If every member brought in just one new member, we would essentially double in size! Just think about that for a moment. Maybe it's relatives, friends or your next door neighbor. All it takes is to talk about the great experience you have as a Friends Member and supporter of a National Historic Landmark! Is there really any other historic railroad that is as unique as the C&TS? It could also be as simple as buying a gift membership for a family member to get them started.

So that's one thought for the day and my challenge to you all. Let's drive those membership numbers and we as an organization appreciate your help. We're celebrating our 25<sup>th</sup> anniversary this year and we want the Friends to be around for another 25 years and more!

The second item deals with ridership on the Cumbres & Toltec. A few years back the railroad hauled approximately 45,000 riders and then the Lobato Trestle fire dealt the ridership a huge blow. The task for railroad management now is to rebuild that ridership and attain a level of patronage beyond that 45,000 figure. As Friends Members, you are the best ambassadors the railroad has. With that being said, we certainly encourage our members to ride the C&TS if you have not in awhile or maybe never. We should also make the conscious effort to tell our relatives and friends about the railroad.

This is achievable from pretty much any geographical location. Maybe your friends have never taken a vacation to the beautiful Southwest region of the United

States. A wonderful time can be had in the Land of Enchantment or Colorful Colorado! Of course that trip needs to entail a breath-taking ride on the Cumbres & Toltec! Once they visit, your friends will want to come back! Now, if you live in the region then let's talk about a "staycation" as we know those have become more and more popular. It could be a few hours drive or maybe a day drive to Chama, Antonito or the surrounding area. Think about the cool and refreshing evenings in the San Juan Mountains! Then a day aboard the C&TS will make the visit complete and the nice thing is that it's right in your backyard.

If every member of the Friends could persuade just five people to come ride the railroad that would instantly produce another 11,000+ passengers! That is quite a

staggering number. Think about that as you read this column over your morning cup of coffee. The Friends have an enormous impact on the Cumbres & Toltec and we continue to have those opportunities presented to us everyday. Let's seize those opportunities and see what we can do with them.

In closing I want to thank you for reading my column and the *C&TS Dispatch*. We strive to produce an excellent product for our membership to read quarterly. Have a great summer and we appreciate your support!

*Tim Tennant*

## Friends 463 Charter

**Monday June 20<sup>th</sup> 2013 Antonito, Co.**

*Submitted by Rich Murray*

*Unless noted, photos by the author*



The long awaited #463 charter ran on Monday May 20<sup>th</sup>. The day started out sunny but 'brisk' with no one actually noticing the brisk part because all attention was focused on the 463. The engine looked fantastic! The fresh paint and the great job of lettering on the tender by Jake Vigal had it looking like it was just delivered from the factory.

The list of passengers who had gathered for the charter included members of the C&TSRR commission and the railroad management, Directors of the Friends of the C&TS, members of the Narrow Gauge Preservation Foundation, of course many members of the Friends and many other railfans. At 8:30am the train left the Antonito depot double headed with engine #487. 12 cars (1 tank car with water for 463, 2 flat beds loaded with ties, 8 coaches and 1 open gon) and ~220 happy rail fans made the helper engine necessary. The trip started out uneventfully enough, however this charter turned out to be much more than just a train ride; it was an **event** in the true sense of the word. Mountain narrow gauge railroading in all its "glory" was experienced this day and I never heard a complaint.

The first scheduled stop of the day was at Gravity Hill for a photo run-by. The run-by went well with a photo line forming on the side of the hill. After backing up, the train worked past the photo line giving the fans a chance to take some great shots and from what has been posted on the forum and elsewhere on the web, there were truly some real good pictures taken.



Once everybody was back on board and underway, a bit past Lava Tank the true nature of the day started to show, the first of several hot boxes had to be taken care of. When the hot box issue was taken care of we continued on to Big Horn where we stopped to add water to 463 from the tank car and address another hot box issue. Intern Friends member Evan West who was also working part time for the railroad got his indoctrination to railroading and his hand acclimated to the business by liberal applications of bearing grease. Meanwhile, #463 and #487 had to, as Jason Rose puts it, dose-doe because the hose on the water tank car wasn't quite long enough to reach forward to 463 past 487. The switching maneuvers, using the wye were interesting to watch and although the stop took about an hour, watching the proceedings was so interesting that it seemed to be only a few minutes. It was all part of the "experience".



Just before we left Big Horn, the weather which had been growing darker gave us another taste of mountain railroading. It started to snow! A few brave souls continued to hang out in the open gondola, while others sought cover. This weather followed us to Osier where we stopped for one of Stephan Flowers' meals, Bar-b-Que chicken and his internationally known dessert table. The meal turned out to more than meet expectations, the triple chocolate cake was better than my memory said it would be!

As I looked around at the passengers it seemed to me that every one was smiling and having a good time, while outside the weather was giving the camera crew bonus footage.



When we had finished with our meal, Friends President Tim Tennant spoke about the efforts of the many dedicated people who had worked tirelessly to bring about this day. He then called up and passed out awards to several of the key people.



Jake Vigal and Max Casis receive an award for all of their hard work on the 463 from Pres. Tim Tennant



Charlie Getz receiving award from Chairman Craig McMullen and Pres. Tim Tennant



Bob and Holly Ross



Craig McMullen and Bob Craine



Joe Bell of History Colorado  
with Chairman Craig McMullen and Pres. Tim Tennant



Chairman Craig McMullen

Once we were back on board the train continued to Tanglefoot curve for another photo run-by. The hot box issues had caused a significant loss of time and unfortunately other run-bys which were originally scheduled had to be cancelled.

After the Tanglefoot stop we again boarded and continued to Cumbres where #463

and #487 again did their dosey-doe and #487 was cut out of the train to run ahead light to Chama. The charter then continued with #463, through Cumbres, down around windy point and on to Chama.

Being in a train with the newly rebuilt #463 on the Cumbres & Toltec route with other railfans and Friends members would have been great all by itself but, double headed with #487, throw in a snow squall or two, then couple that with the break downs that were typical of mountain railroading in the past and we had so much more than we had expected.

This was a very special trip.

### It was love at first ride !

Having grown up on lower Manhattan in the 1950's, I didn't have the pleasure of seeing, hearing or smelling a steam locomotive working hard to climb a hill. I sure did miss a lot being born just before the end of WWII. In the city, we had smelly diesel buses and noisy subways in the darkness underground.

In May, I accompanied my husband, a C&TS Friend, to Chama, NM, to ride the train being pulled by 463 after her rebuild. Over the last several years, I had overheard his many phone conversations with other Friends members who were interested in or involved in the rebuild. I thought I surely understood that I'd have a nice ride in the country, but I never expected how I would feel as I took my seat and 463 let us know we were under way. **It was love at first ride!**

I've lived in Rocky Mountain states in the past two decades, but commuting on highways in no way compares to my views as I looked out the window, seeing pristine forests and valleys. Here you can really see the deer and the antelope play!

Of course, the ride was spectacular, but also I now could put faces to the many names I had heard about for several years, and while I have many more to meet next time, I won't forget those who patiently answered my questions about the engine, the train and the countryside. I appreciate all of you and have already begun making plans for next summer! I wouldn't miss it for the world!

Jean Murray, Shohola PA

A new "Friend" and a future volunteer

## Friends of the Cumbres & Toltec Scenic Railroad, Inc. General Palmer Awards

Recipient	Approximate Date
William J. Lock	6/20/03
Terri Shaw	6/20/03
Howard Bunte	6/20/03
Spencer Wilson	5/17/05
Joe Vigil	5/17/05
Art Nichols	5/17/05
Bob Tully	6/22/05
Roger Briggs	3/14/08
Nan Clark	6/18/10
Parker Fowler	6/17/11
Hugh Fowler	6/17/11
Art Randall	6/17/11
Keith E. Hayes	10/26/12

### Dispatch Deadlines

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

**Fall Issue 2013 – Mail on October 14, 2013** All materials must be received by September 16, 2013

**Winter Issue 2012 - Mail on December 13, 2013** All materials must be received by October 25, 2013

**Spring Issue 2014 – Mail on March 28, 2014** All materials must be received by February 14, 2014

*Note: The Dispatch wishes to identify photographers whenever possible.  
If a name is not included with a photograph, the photographer is unknown*

# Wanted

The Friends are looking for the following types of all wheel drive vehicles to assist them in bringing men and equipment to remote locations. The trailer will have to be able to be securely locked so the work crews can safely stow their tools and equipment over night. If you have something on the order of these that you would care to donate please contact Ed Lowrance at [eglval@centurytel.net](mailto:eglval@centurytel.net) or 970-731-9184

Well used is okay, we're not looking for pretty but they do need to be serviceable.



or



## HIGHLIGHTS - FRIENDS WORK SESSIONS A & B

*Submitted by Ted and Linda Smith*

*Photos by the authors*

*Information supplied by John Engs, Ed Lowrance, and Various Team Leaders*

The Friends' 2013 Work Sessions began on May 20, 2013, once again drawing together dedicated volunteers (and friends!) to work on a wide variety of projects supporting and enhancing the Cumbres & Toltec Scenic Railroad – now designated as a National Historic Landmark. The remarkable part of this annual pilgrimage to the Southern Rockies is the geographic and professional diversity of those who come – joined together by the dedication and passion we have for steam-era railroading and, in particular, the narrow-gauge variety! Twenty-five year volunteer Ted Norcross phrases it well: “It’s not easy to explain to the outside world why we pay big bucks to come here and do hard labor!”

Work Sessions A and B featured work activities in both Chama and Antonito. Some were a continuation of longer-term projects and related support activities. Others were new tasks identified after the end of the 2012 work year. The longer term projects involve restoration of priceless historic rolling stock that has been an inherent part of the C&TSRR and its predecessor, the Denver & Rio Grande, for more than a century. These include Rural Post Office (RPO) Car 054, Cook Car 053, Derrick OP and Tourist Sleeper 0252. A newer project, construction of the Car Storage Facility (CSF) at Antonito, has been a multi-year effort which should be completed by the end of the 2013 Work Sessions. Shorter-term or supporting work activities include carpentry shop, yard landscaping, car lettering, food services, tool, paint and nut/bolt cars, and team leader reporting and chronicling.

Of significant concern to the Friends' organization is the gradual erosion of the level of volunteer support to accomplish this work which contributes significantly to the continuing operation of this national historic asset. Five years ago, annual work sessions drew as high as 500-600 volunteers. That number has decreased to an average of 300 per year – primarily due to the aging volunteer work force, combined with the financial impact of the economic downturn. The Friends' organization has taken steps to attract new volunteers by offering more flexible schedules, developing programs for younger volunteers, and enhancing outreach to educate potential volunteers about the job types, skills and competencies involved. As described well in an earlier *Dispatch* article, “This isn’t just for railroad fans and students of history. Gardeners, woodworkers, cooks, painters, metal workers, computer techs, electricians, researchers and many other professions and hobbies are needed at every work session.” The “pay-off” is the supreme satisfaction of knowing you are part of preserving one of the world’s most authentic operating narrow-gauge steam railroads!

Here are highlights of work activities performed by Friends' volunteers during Work Sessions A and B. 1,146 volunteer hours were logged for Work Session A, conducted from May 20-24; and 1,274 hours for Work Session B, from May 27-31, 2013.

## Chama

**Project 1201 – Repair of Rider Gondola 6205:** Team Leader Tim Bristow and Team Members George Davies, Len Jones, Dan Sandt, Marshall Smith and George Trever were assigned to rebuild this rider gondola which will be used by the railroad for the Cinder Bear Express trains scheduled for July and August 2013. The Friends organization responded quickly when asked by the railroad to complete this project on an expedited schedule. “Cinder Bear” delights hundreds of kids each year on the weekly rides from Chama to Cumbres where they enjoy lunch at the new picnic shelter. The team found that many of the wooden surfaces of this car had deteriorated, affecting both the car’s appearance and presenting a safety hazard for passengers. The car required removal of all seats, end walls, and floor planking, as well as the sidewalls. In effect, it had to be disassembled. This looked like a job that would require more than two weeks of labor! But the team was not dissuaded from its target: completion by the end of Work Session B. They replaced floor planking with TREX flooring, replaced one of the side sills that had some rot, and rebuilt the ends and sides. In addition, the pipe handrail was reworked and replaced. By the end of Session B, the car was ready for painting and lettering by Friends’ volunteers in Work Session D. As an added improvement, Clyde Putman (wheels and brakes expert) and his partner Brooks Wilson removed and replaced the “B” end truck and replaced both of its wheel sets. The change was made because of many flat spots on the old wheel sets, causing a very rough ride! “Cinder Bear” will now ride in style AND comfort!!!



**Project 1182 – Repair Station Loading Dock:** During 2012 work sessions, long-time volunteer Frank Smucker and his crew repaired and replaced many broken boards on the Chama Depot’s deck caused by front-end loaders clearing out snowfall. This year, Team Leader Ron Lira, assisted by Druby Hebert and Alan Robson, pitched in and continued this repair work. In all, they replaced some 70 broken boards. The deck looks like new!



**Project 1004 – Restore RPO X54 as RPO 54:** For many years, the railroad contracted with the United States Postal Service to collect, sort and deliver the mail for the isolated communities it served. This ended in 1951 when competition from other forms of transportation caused the USPS to cancel the railway contract. The Friends’ project to restore Railway Post Office Car 54, manufactured in 1885, will bring this wonderful piece of history back to life, a vivid reminder of a bygone era, and the central role that railroads played in the life of the nation. Team Leader Don Bayer has led this major restoration work since it began in 2007. During Work Session B, Don was joined by Geoff Gordon, Joe Kanocz and Phil Kuhl. The exterior is nearly complete and work on the interior is well underway, as reflected in the photo. The interior is very intricate, requiring skillful fabrication to reconstruct the pigeon holes and sorting stations needed to manage “mail on the fly.” The flooring, now being installed, is solid tongue and groove oak. It is a beautiful sight to behold! To date, volunteers have donated approximately 4,500 hours to this project.



**Project 0780 – Maintenance of Wheels, Brakes, and Safety Appliances:** Team Leader Clyde Putman is a master of railroad wheels and brakes. His volunteer world is the underside of rail cars. The Friends are very fortunate to have someone with these talents. These are not skills you will find easily in the 21<sup>st</sup> century! Clyde, assisted by Brooks Wilson, inspected several rail cars, in addition to changing the wheel sets on Gondola 6205.



**Project 0210 – Work Session Registration:** Team Leader Holly Ross and team member Linda Smith were responsible for welcoming and checking in 40 volunteers for Work Session A and 36 for Work Session B. Holly and Linda also sold Friends’ merchandise and organized two Work Session volunteer dinners for Work Session B. They also assisted Food Preparation Team Leaders Mary Jane Smith and Patty Hanscom during both sessions.



**Project 0230 – Food Preparation:** Team Leader Mary Jane Smith, assisted by Holly Ross who also served as the lead registrar for both sessions, provided her usual excellent chef management skills in the Kitchen Car. Each day, volunteers look forward to Mary Jane’s group providing hot coffee and various pastries and snacks in the early morning hours, and a lunch fit for a king at the sound of the noon dinner bell. At break times, weary volunteers gather ‘round the Kitchen Car, the hub of work session activities, to take a well-deserved rest, and enjoy cold drinks and snacks. The traditional Thursday hamburger day is the highlight of the week! It is important to note that Mary Jane not only attends ALL work sessions, but spends a good deal of time during the off-season, planning menus, developing budgets and ordering much of the food she will need to run a large feeding operation. To say she is indispensable is an understatement!



**Project 0240 – Tool Car Operation:** Team Leader Spero Bettalico and Carol Mackey staffed the Tool Car. Each Monday morning, Spero and Carol are overrun with volunteers who need various implements to accomplish their work – and they are all anxious to “get going.” Spero and Carol handle these peak workloads with a friendly smile and rapid service. They always come early to make sure they are ready for the “rush hours.” They also have the ONLY landline for the Friends in Chama – so they willingly provide answering services, as well!



**Project 0250 – Carpentry Shop Operation:** Team Leader Len Jones, assisted by Jim Sublett, staffed the Friends’ Carpentry Shop, located in the wool shed at the Chama Rail Yard. Jim spent part of the two work sessions in Antonito, assisting Team Leader Naomi Sublett with some first-class landscaping work in Antonito. How could he refuse? Len worked on carpentry projects related to the restoration of the stock pens – a project he will lead which is scheduled for Work Sessions C and D.



**Project 0260 – Reporting and Documentation:** Team Leader Ted Smith, based in Chama, prepared team leader reports and accomplished photo documentation at both work sites. Ted provides daily photos with captions and Linda Smith is now posting these daily photos of work being accomplished on the Friends’ Forum. These postings have drawn a large number of viewers, as evidenced by the number of “hits” registered on the Forum. Once the material is gathered during each work session, Ted will prepare an annual report of the Friends’ work accomplishments which is submitted to the C&TSRR Commission and, ultimately, the State Historic Preservation Offices in both New Mexico and Colorado.



**Project 0701 – Landscaping, Chama:** First-year volunteer Dona Kazmar took the lead for performing landscaping tasks in Chama during Session B. Team Leader Naomi Sublett assisted Dona during the first part of the week to provide some guidance. Dona took the reins, replanting the multiple flower boxes that outline the deck at the Chama Depot. Thanks, Dona, for the flowers we are now enjoying in Sessions C and D!



## Antonito

**Project 1003 – Cook Car #053 Restoration:** Friends’ Board Chairman Craig McMullen is leading the team which is restoring Cook Car #053. Volunteers who joined him included Roger Breeding, Noreen Breeding, Chuck Dueker, Tom Hiscox and Robert Kohler. The story of Cook Car #053 is worthy of remembrance and replication. Fighting the snow at 9,000-10,000 feet elevation in the Southern Rockies took courage, back-breaking work, and incredible energy. The crews of the Denver & Rio Grande Western Railroad were up to the task. In 1956, to feed these intrepid workers, the D&RG converted an 1885 Railway Post Office car into a kitchen/diner on wheels.

When in service behind Rotary Snowplow OY, it gave the crews involved in snow removal welcome access to hot meals and coffee. In 1995, the Friends decided that the car restoration project would return 053 to its Rotary OY cook car configuration because of its many years of service behind this historic piece of snow-fighting equipment. The kitchen contains storage and preparation areas for food and it is equipped with a coal cook stove. Craig and his crew have made great strides in the restoration project during the past few work sessions. Work during Sessions A and B include significant restoration of the clerestory window framing, installation of sheet metal roofing and roof-walk accessories, and priming of new wood. Craig is an accomplished wood worker by avocation (and a retired doctor of radiology by vocation!), and it surely does show on the work now being done on this restoration effort. Work will continue during Work Sessions C and D.





**Project 1099 – Pole Barn Structural Roof Work:** Team Leader Russ Hanscom led a team which included Fuzzy Anstine, John Engs, Sam Hauck, Jack Heiermann, Bob McCain and Jim McGee. The Car Storage Facility, as it is more commonly known, is nearing completion. The CSF will greatly increase the life span of restoration work, cutting down significantly on the need for frequent re-painting, sill replacements and the like. It will help the Friends assure that these historic cars will be preserved for future generations. When completed at the end of the 2013 Work Sessions, the shelter will house 12-18 cars on three tracks. To date, enthusiastic volunteers have donated over 1,200 hours of their time and have set concrete and steel footings and telephone pole legs for the 38' x 180' building, along with fabricating and installing steel roof trusses. Work in Sessions A and B was focused on installing remaining roof purlins (rafters), after which the metal roofing material will be installed. Most of the remaining 53 purlins were installed, as well as the six remaining diagonal braces. In addition, volunteers realigned several crooked truss-to-pole top-bolted connections. Eight dislocated pole foundations were also relocated. These volunteers have performed some amazing work, as is evidenced by the photo, once again proving the depth and extent of skills and competencies that the Friends bring to this railroad!



**Project 1197 – Trucks Project:** Volunteers Russ Hanscom and Sam Hauck devoted some time during the first two work sessions inventorying usable parts on old trucks which are suitable for new castings. You might ask why? Three of the most intricate restoration projects now underway – RPO 054, Tourist Sleeper 470 (in Colorado Springs, CO) and Cook Car 053 – will require expensive and specialized passenger trucks to both assure historical “as-built” accuracy as well as the all important element of “operability” – making sure that these historic treasures, once completed, return to ride the rails. The passenger trucks, to be constructed in “Flying Bolster” configuration, which is necessary to support the wooden car frames, will be built by Friends’ volunteers from steel, cast steel and white oak. In all, some 150 individual pieces are needed to create each of these critical frameworks. Russ and Sam are just getting started!



**Project 1080 – Restore Stock Car #5995:** Team Leader Dan Pyzel and his crew, including Kevin Corwin and Mike Horner, are restoring a unique 34-foot-long stock car which is one of only three in existence today. The D&RGW believed at one time that the longer stock cars could hold more and make trains shorter, increasing operational efficiency. However, it was later realized that the additional car length made it hard to line up the doors on multiple loading chutes. The cars were ultimately scrapped. Dan and his crew made some significant progress during Work Session A.



**Project 0732 – Freight Car & Rolling Stock Lettering:** Talented Team Leader Valley Lowrance and her team mate Fred Pittroff worked on lettering of rolling stock at Antonito, focused primarily on the display train at the entrance to the Antonito Rail Yard. Most of their work had to be accomplished in the earlier hours of the day due to the frequent winds in the Antonito area which seem to arise mid-morning! As you can see, their work has significantly improved the entrance area!



**Project 0262 – Chronicling:** Team Leader Sharon McGee and team member Tim Smith accomplished chronicling functions in Antonito for Work Sessions A and B. The role of the chroniclers is to collaborate with team leaders to identify the most critical elements of their work projects which need to be photographed for posterity as well as assuring that team photos are taken for each of the projects. Sharon has spent a considerable amount of time developing standard operating procedures and work processes which provide existing and new volunteers with an excellent road-map on accomplishing these important functions.



**Project 0701 – Landscaping, Antonito:** Team Leader Naomi Sublett is an amazing lady. She has planned, designed and personally implemented the landscaping improvements at Antonito in addition to enhancing the landscape in the Chama rail yard. Naomi and husband Jim worked very hard during Work Sessions A and B to complete a walkway and garden area on the north side of the Car Repair Facility, informally known as “Naomi’s Pine Forest.” Thanks to her work, the Friends have an attractive outside work area to complement the spacious interior of the CRF.



**Project 0231 – Food Preparation – Antonito:** Team Leader Patty Hanscom, assisted by Maggie McMullen, provided very special food services to Antonito volunteers. She brought home-made “goodies” with her, including cookies and pastries, to reward the volunteers for their service! Each day, Patty and Maggie came in early to make sure the large coffee pot was ready, along with assorted pastries and fruits. Mid-morning, they had special treats every day – including M&M’s and nut packets! The lunch sandwiches featured different breads and meats daily, accompanied by chips, fruits and veggies. On Thursday, May 23, the ladies fixed pulled pork sandwiches, broccoli salad, chips and assorted cakes and cookies. They invited the C&TSRR railroad crew and the railroad commission staff members, for a total of 44 people. On Wednesday, May 29, the Antonito Kitchen Crew hosted a hamburger barbecue at the Mogote RV Park’s recreation center. Some 25 volunteers and guests attended. This is becoming an annual tradition!



The following note was received by Ed Lowrance from Friends member Warren Ringer. It gives another view of the work done by the Friends

Hi Ed,

A good session so far as you’ve seen in Ted’s pictures. This is just a little extra info. The ridge cap is on, the CSF is on and the roof project is complete. The crew is moving on to the sign post project. I suspect you will hear about suggested additional work on the CSF if you haven’t already.

The dbg (drop bottom gondola ed.) is moving well as Bill brought two buddies from Grand Junction who have exceptional skills in wood working and welding. Bob Osborn has been using the wood shop continuously to make parts for 783 and Ron Senek used the cutting torch to remove the heavy bolster straps and then welded all the truss rods and has repaired all the cross members. And I learned how to pack journal boxes (please don’t tell Clyde as I will die happy if I never do it again).

And we have a first as far as I know. Two people from Chama - Marshall Smith and Don Bayer - came over to use the CRF for a project in Chama. They wanted to use the press to bend the door guards for the RPO and the effort in Chama (Ted’s pictures) must have failed. They failed again in the CRF as the press didn’t have heavy enough rollers.

As to the metal tools, the mill has been in use almost continuously by Chris Trunk and we also used the 30 ton press. Mike and Mick straightened the frame member I bent on Sunday on a drive to the Lava Pump house by way of Sublette. But that’s another story.

It’s really fun to see the CRF really being used.

Regards, Warren

Prepared by: Jim Gross

Started April 19, 2012

Update January 24, 2013, Ver. 2.01

## Article #4 - Station and Yard Limit Signs

Cumbres and Toltec Scenic Railroad

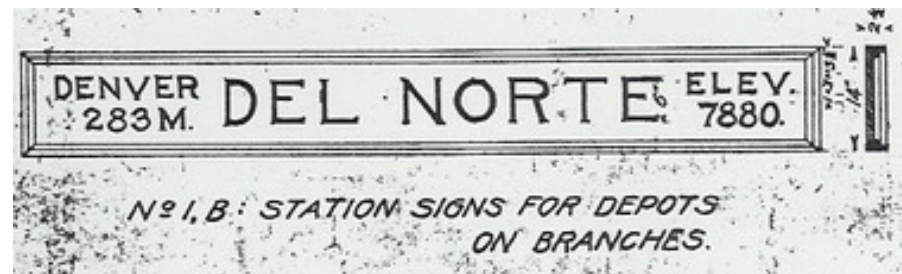
This is the fourth article on signage along the Cumbres and Toltec Scenic Railroad (C&TSRR).

This article will outline the Station and Yard Limit signage.

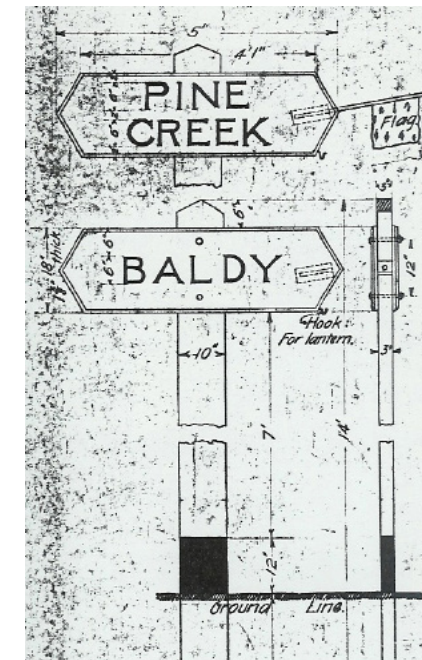
### I - Station Signs:

There are two types of station signs: First are the ones you find on the sides of buildings. Then there are the station signs on posts that denote a station stop and there may be a building or not. When we talk about station signs, we are not talking about the brown signs with engraved letters on 4" x 4" posts. These are signs put out by the Forest Service to show the names of different locations and areas along the railroad.

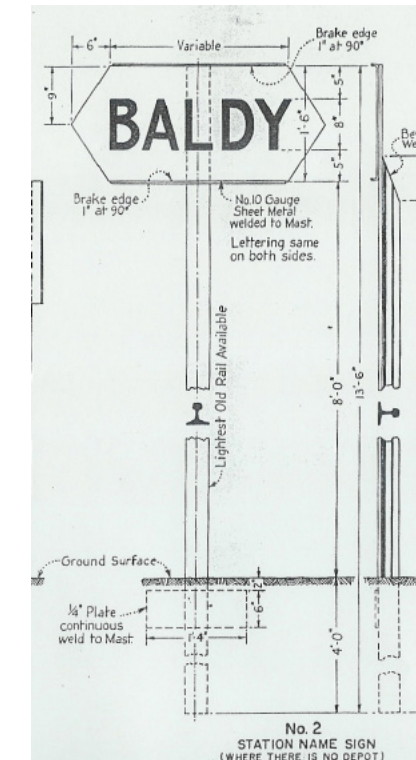
Historic station signs on buildings can be found at three locations: Chama, Cumbres, and Osier.



From - D&RGRR Standard Posts Aug. 1906



From - D&RGRR Standard Posts Aug. 1906



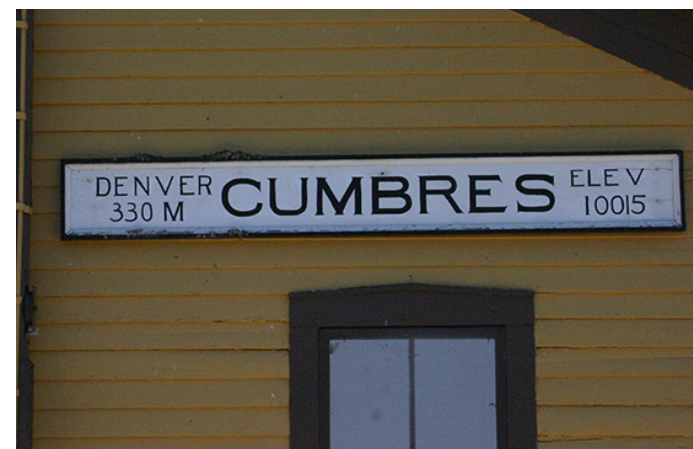
From - D&RGRR Standard Posts Aug. 1906



Mile 339.98 Jim Gross 2004



Mile 344.14 Jim Gross 2006



Mile 330.69 Jim Gross 2004



Mile 299.40 Jim Gross 2006



Mile 306.03 Jim Gross 2005

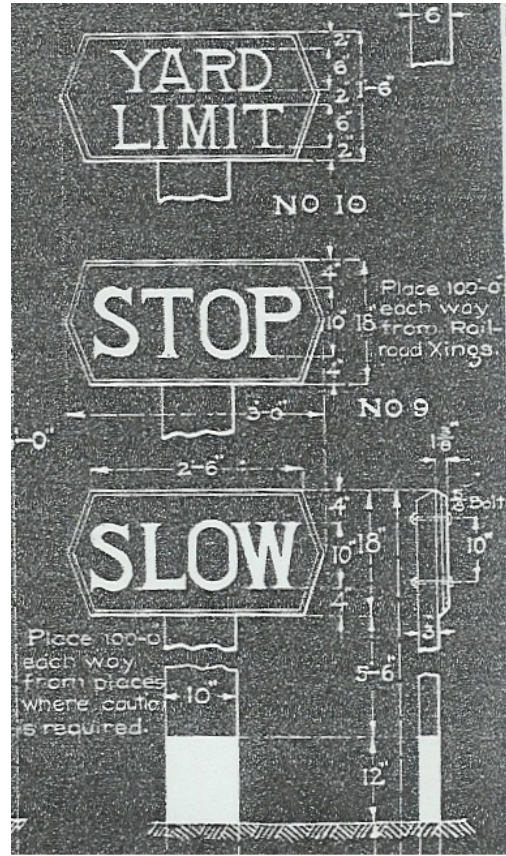


Chama/Cumbres with a Little Chili - Richard Dorman

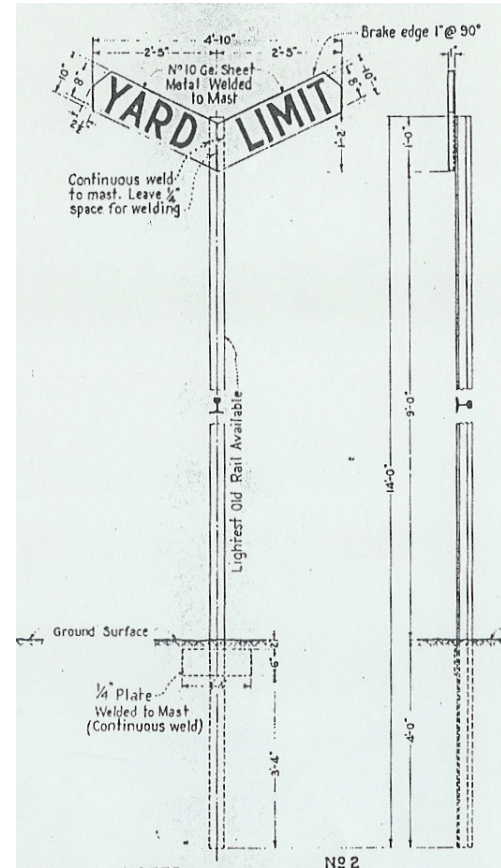
12'

## II - Yard Limit Signs:

We only have one type of yard limit sign on the C&TS at this time and it is metal. The yard limit is the farthest point a train or engine can be taken out of the yard without train orders. The 1907 standard signs document shows a wood yard limit sign so it would be possible to make one. The only location that we could show the sign would be Osier, but all documents we have show no yard limit signs at Osier, so we will not be installing a 1907-style sign there.



From - D&RGRR Standard Posts Dec 10 1907



From - D&RGRR Standard Posts Sept 2 19xx



MP 331.25 Cumbres West Yard Limit Circa 1943  
Denver Library



Mile 300.10

Jim Gross 2004



Mile 2998.70

Jim Gross 2006

Again, if you find any historic sign photographs, please let me know where you saw them.

Next time, we will look at Station One Mile, Bridge number and Derail signage.





**Friends of the Cumbres & Toltec Scenic Railroad, Inc.**

**4421 McLeod Rd NE, Suite F**

**Albuquerque, NM 87109**

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*Engines #361 and 454 On the West Leg of the wye. Cimarron, Co. Otto Perry photo 5/8/49  
From the Richard Dorman collection file no. RD034-027*