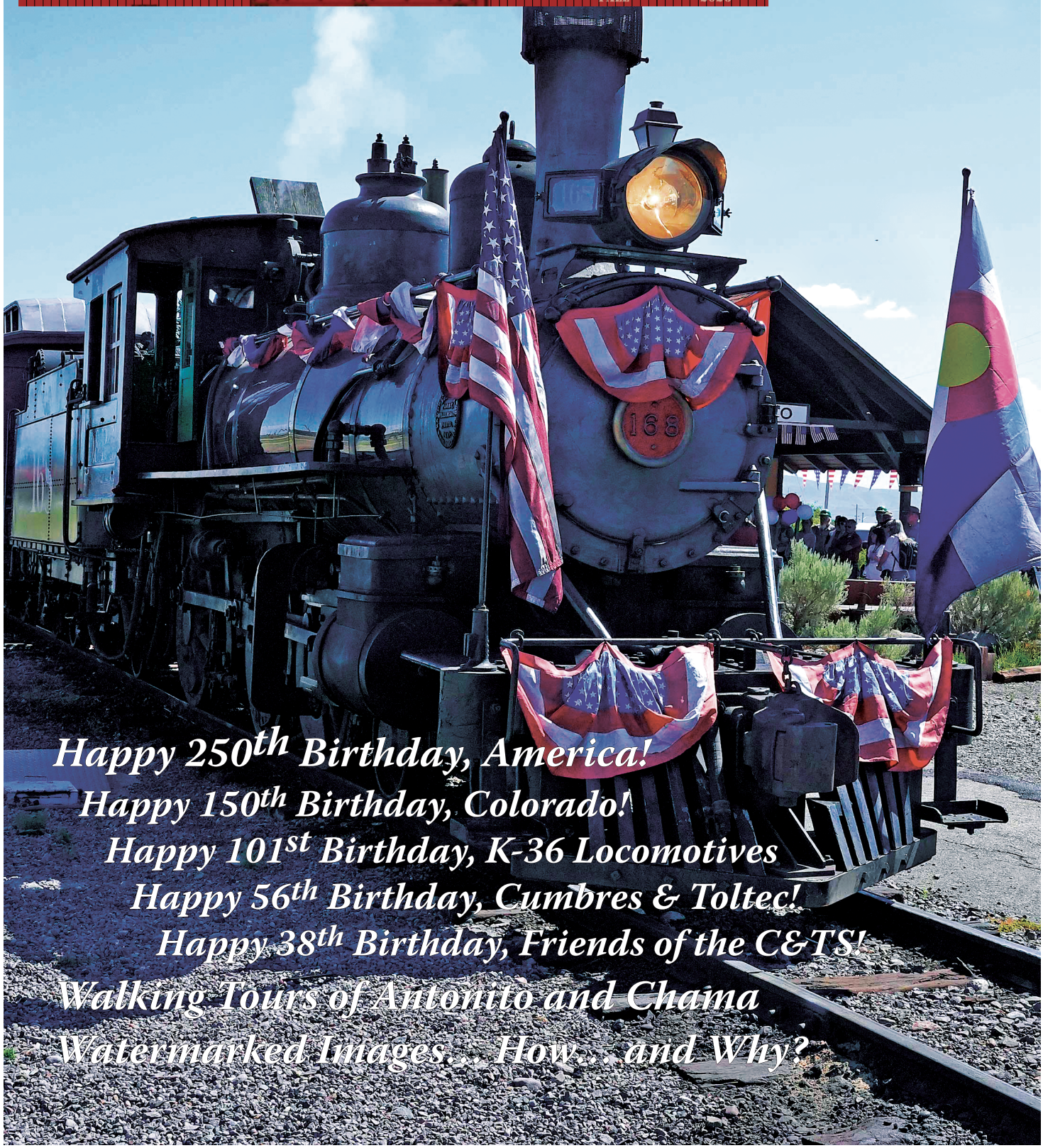
FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD

C&TS DISPATCH

VOLUME 39 NO. 3
FALL 2026

CUMBRES & TOLTEC SCENIC RAILROAD



Happy 250th Birthday, America!
Happy 150th Birthday, Colorado!
Happy 101st Birthday, K-36 Locomotives
Happy 56th Birthday, Cumbres & Toltec!
Happy 38th Birthday, Friends of the C&TS!
Walking Tours of Antonito and Chama
Watermarked Images… How… and Why?

C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

William Lock, Founder–1988

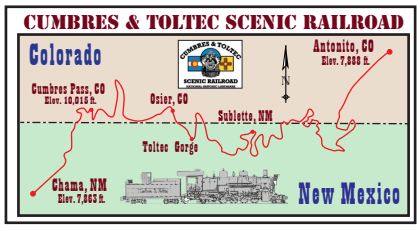
Vol. 39, No. 3 Fall, 2026

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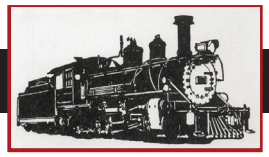
C&TS DISPATCH
Editor — Christopher James
Assistant Editor — Jan Wright
Dispatch Extra Editor — Ian Kelly
Email — cjames.nm@gmail.com

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 $40.00 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 : 1970–today

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



President's Roundtable



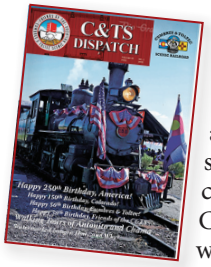
Over the past three months, I have enjoyed getting to know many members of the Friends and continue to be impressed by their commitment and dedication to the organization. I have been fortunate to meet many members and volunteers in Chama and Antonito during work sessions, and safety meetings, the members' dinner, and visits to the Chama yard and the Car Restoration Facility (CRF) in Antonito. I'm looking forward to spending additional time in Colorado.

I'm happy to report the number of people joining the Friends is on the rise. As of September 10th, the membership has risen from 1,605 to 1,682. Under the direction of Jim Ewbank, the docents have played a significant role in increasing the membership through their professionalism by educating the riders and encouraging them to join our organization. Riders have even made contributions after realizing the importance of the restoration efforts and seeing the great work being done by our volunteers.

Many members have participated for years, with some serving for more than thirty years. Through site visits and past issues of the *C&TS Dispatch*, I have become more familiar with a number of important projects. The work completed—and the work still being done by member volunteers—is highly professional. Although I have not yet visited every work site, the ones I have seen have given me a clear understanding of our funding needs and the priorities for upcoming projects. This insight will be invaluable as we develop the FY 2027 budget.

Special events such as the Colorado 150 and the Chama Valley Art Show have also been a source of attracting new members, along with building key relationships throughout the southern Colorado and northern New Mexico communities.

I'm continuing our efforts to strengthen our relationships with communities in southern Colorado and northern New Mexico. As Chama's Mayor Vigil's guest, I participated in a Chama Village Council meeting, where I emphasized our commitment to working closely with the Chama Valley business community and the importance of our partnership with the Cumbres & Toltec Operator (CTO.) I also spoke with Ira Harge, Jr., the new Superintendent of the Chama Valley School District, about our existing partnership and opportunities to expand our presence in the School District and Tierra Amarilla.



Every year has its share of birthdays, anniversaries, celebrations and special events and this year was no exception! All across America and throughout Colorado and New Mexico we've been waving flags and shooting off fireworks. Some of that fireworks excitement—or at least the smoke—came directly from the 19th and 20th century steam locomotives of the Cumbres Toltec as they, too, joined the celebrations. With the Friends' help, the C&TS contributed its share to Colorado and New Mexico's historic past and the exciting future that's waiting just around the corner. Join us!

In Antonito, I attended my first Historical Preservation Conference Committee(HPCC) meeting where I met the New Mexico and Colorado Commissioners and presented on behalf of the Friends. Because this was my first experience with the Commission, I appreciated the guidance of John Engs, who walked me through the meeting process.

The meeting also gave me the opportunity to meet key staff members of the Cumbres & Toltec Operator (CTO), including new C&TS President Marvin Casias and Operations Manager Steven Butler.

As the President and Executive Director of the Friends of the Cumbres and Toltec Scenic Railroad, I've had much to learn. Many of the members have described it as "like drinking from a firehose." After my first ninety days I can safely say I've learned a lot about the Railroad and have truly enjoyed learning a tremendous amount about the Friends organization and the members themselves. I believe I've graduated from the "firehose" to what now feels like a "garden hose." I anticipate graduating from the garden hose very quickly as I'm truly blessed to work closely with the incredible FCTS Board of Directors.

In our Albuquerque Office, our new Office Manager Sara Jamison acclimated to her role quickly and I value her work and opinions immensely. Our bookkeeper, Katharina Root, keeps us on track financially and has a wealth of knowledge which she shares with me and the entire team. Steve Thomas has been key in setting up my preferences in the Salesforce application, and Kathleen Walser keeps the Friends in the limelight on the Web through her work in social media. She has played a major role in growing our membership and volunteer base as well as with working closely with Chris James on the quarterly *C&TS Dispatch* and with Ian Kelly on the monthly *Dispatch Extra*.

Wes Pharner and the team that supports the library is in the office weekly, scanning, analyzing, classifying, cataloguing and posting the more than 56,000 photos that make up the Friends historic photograph collection. Currently they are preparing the thousands of narrow gauge, Santa Fe and BNSF photos acquired from the estate of the late Ernie Robart, thanks to the continuing support from the Friends members.

In the Summer issue of the *Dispatch* I mentioned we're exploring various strategies to encourage young people to work closely with members and volunteers in the restoration and preservation of the Railroad. Our partnership with Central New Mexico Community College (CNM) is really starting to blossom. Tom Swisstack, a prominent member of CNM's Board of Directors, has committed to approaching *CNM Ingenuity*, a nonprofit organization affiliated with the College. *CNM Ingenuity* focuses on skills training, entrepreneurship support, and workforce development. Its programs are designed to help individuals quickly gain practical skills, enter the job market, or launch and scale businesses, while also supporting economic growth in the community. We're also targeting a new partner, the New Mexico Department of Workforce Solutions.

That's just the beginning. We have been in contact with many more individuals associated with the Friends, the Railroad, the local communities and the States of New Mexico and Colorado.

I'll have more to add in the Winter issue of the *Dispatch*!



Henry Sandles
President & Executive Director
Friends of the Cumbres & Toltec Scenic Railroad

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

2027 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 $40 a year, you become a member of the Friends and receive the quarterly *C&TS Dispatch*, the monthly *Dispatch Extra*, discounts on train rides, invitations to special events and the opportunity to participate in restoration of 100-year-old Railroad cars and buildings each summer.

You don't have to be a volunteer to be a member of the Friends. Even if you can't visit us in Chama, New Mexico or Antonito, Colorado, your membership helps the Friends of the C&TS protect and maintain the history of narrow gauge Railroading in the West along with the satisfaction of supporting and investing in the cultural heritage that is the Cumbres & Toltec!

You can help our organization even more if you consider making a tax deductible donation of any amount to the Friends of the Cumbres & Toltec, a 501(c)3 non-profit organization.

Only $40 per year for a Family Membership! All memberships (including Foreign Memberships) can be purchased online at

www.friendsofcumbrestoltec.org

We accept

Check the website for more information!

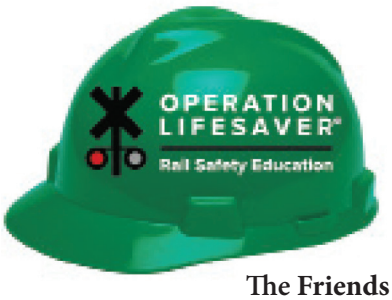
Already a Member? Give this to a friend!

Friends of the Cumbres & Toltec Scenic Railroad, Inc. is a non-profit, tax exempt corporation under section 501(c)(3) of the IRS Code. All contributions are deductible to the fullest extent of the law. IRS# 85-036487



Friends of the C&TS: Telegraph

Wanted: Chair of the Friends Safety Committee



The Friends are looking for a ***Safety Officer*** to administer the Friends Safety Program. As Safety Officer and Chair of the Safety committee, he or she will work with the C&TS Railroad Safety Officer to ensure a safe environment for Friends volunteers and direct safety programs at work sessions. The Safety Officer must have experience in the safety field or have been involved with safety in the private sector, such as ***Operation Lifesaver*** providing safety training to the general public. The person must have good communication skills in order to explain safety issues to volunteers, especially when working around railroad operations.

The Friends Safety Committee serves as a focal point for the development of plans, policies and procedures designed to enhance the effectiveness of safety as it relates to the Friends' mission. The committee's goal is to promote the Friends' Safety Program by techniques, developments and effective safety practices and standards. There are five members on the Committee with a Safety Officer and an alternate. The Friends Safety committee convenes once a year at the fall meeting and deals with issues relating to safety throughout the year. We try to broadcast the meeting over the Web via Teams or Zoom for those who cannot attend in person.

For more information, contact John Engs, jengs@fctsrr.org

Help Wanted:

Craig McMullen has announced his intent to retire from his position as head of the Friends Wood Shop in Chama. He will continue working on other projects and sessions.

The Friends of the C&TS needs an experienced wood worker that would be willing to take the position as ***Supervisor of the Chama Wood Shop*** for the 2027 season. For information,

Contact John Engs
jengs@fctsrr.org



Photo: Chris James,

It isn't ALL *work* in the ***Chama Wood Shop.*** Sometime you just have to stop, watch the rain fall, kibitz with other Friends members and wait for the afternoon train to come in.

Join or renew your membership to preserve and maintain America's premier historic railroad. All members receive our quarterly publication, the *C&TS Dispatch*, train ride discounts, invitations to special events, the opportunity to participate in historic preservation work sessions each summer and the satisfaction of supporting and investing in this historical cultural heritage.

Haven't renewed your Friends membership yet? We always let your renewal slide a *little bit* because we know you are busy with railroad and Friends-related activities. But don't let you renewal slide too long or you'll be put off on a remote siding. If you haven't renewed this year, ***do it now*** so you don't miss out on the great happenings on the C&TS this coming year!

Basic Family Dues	☐ USA $40.00	$
	☐ Foreign $50.00	$
Plus some additional help:		
Unrestricted donation		$
Web cams		$
Photo Collections		$
Preserving Narrow Gauge Past for the Future		
Basic Operating		$
Capital Fund		$
Enhanced Interpretation		$
Historic Structures		$
Major Restorations		$
Work Session Support		$

We accept

VISA MasterCard AMERICAN EXPRESS DISCOVER NETWORK PayPal

Check the website for more information!

Already a Member? Give this to a friend!

Send your renewal to:
Friends of the Cumbres & Toltec Scenic Railroad
4421 McLeod Road NE, Suite F
Albuquerque, New Mexico 87109
Join or renew on-line at:
https://friendsofcumbrestoltec.org/friends-memberships-2024/

Save the Date! The Colorado Springs Banquet is just around the corner!



Date: Friday, October 23rd
Time: 6:00 pm - 9:30 pm
Location: Colorado Springs Marriott
5580 Tech Center Dr, Colorado Springs, CO 80919 • 719-260-1800
Cost: $45 per plate.
Menu:

All entrees come with Salad, Seasonal Vegetable, Rolls, Dessert and Coffee or Tea.

Entree Options:

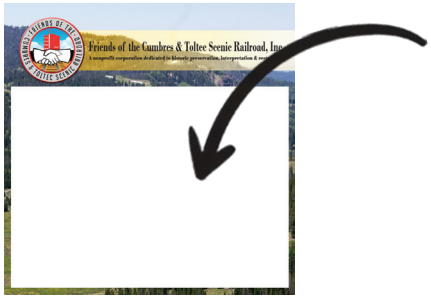
Lemon Chicken (GF) grilled marinated chicken breast with lemon caper sauce.

Wild Mushroom Chicken (GF) roasted chicken breast with creamy wild mushroom sauce.

Butternut Squash Risotto (V, GF)

For the best deal, Room Reservations at the Marriott can be made online at: https://tinyurl.com/fctsbanquet26

There are also other hotels in the vicinity to accommodate different budgets. To make your dinner reservations, please call the Friends office at 505.880.1311 Monday through Friday between 9am and 3pm.



PHOTOS WANTED! Photos for upcoming calendars are always welcome! The deadline is January 31st of the year *prior* to the calendar year. Thus, ***January 31st, 2027 is the deadline for the 2028 Calendar.*** Photos must be sent digitally. You may send a flash drive, upload via Dropbox, WeTransfer.com, Shared One Drive, or Google Folder, or emailed to Kroot@fctsrr.org. Photos must be at least 1Mb in *Landscape orientation, maximum 10 images. Please do not crop your photos.* ***Please rename each photo using the following format:** *Photographer Name_Calendar Year_Location (or Subject)_Date Taken*



Friends of the C&TS: Telegraph



STOP THE PRESSES!

OK, we can't stop the presses on the *2027 Friends of the C&TS Calendar* because...well...it's ready been printed and shipped to many of you. But an error was made in the production of the ***July, 2027*** calendar page <blush>.

The July 2027 page was printed with two photos credited to ***Mike Smith***. In fact, those photos had been printed *previously* in the 2026 calendar and were credited to ***Brian Bechtold*** and ***Paul Davenport.*** But when the 2027 calendar was assembled, the credit lines were correctly changed to ***Mike Smith***, but Brian and Paul's 2026 photos remained in place for a cameo appearance in the 2027 calendar.

So, thanks to Mike Smith, Jim Gross and Katherina Root, the calendar coordinators, a corrected July 2027 insert (RIGHT) is now available that includes Mike Smith's photos that *should have been* included in this year's calendar.



If you want to correct this little embarrassing boo-boo on your 2027 calendar, we've placed the ***the actual calendar-sized photos inside the back cover of this issue*** so that you scan and affix them to your calendar or cut them out of the Dispatch (but please, only cut up the *Dispatch* a *little* bit, OK?). Mike, Jim and Katharina will thank you for correcting the problem. Apologies to all!

A Letter From the Editor

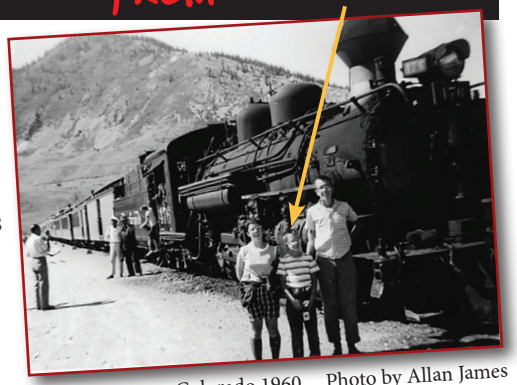
I'VE BEEN THE EDITOR (and just about everything else) of the ***C&TS Dispatch*** for the last ten years. I've also had some terrific assistance from "the Assistant Editor at the Other End of the Dining Room Table," along with *Kathy Walser, Ian Kelly* and *John Engs* who always point out additional information and technical and factual errors that I missed or didn't know about. *Thank you all!*

If you have been a Friends member for a while, even if only for the last few years, you may have probably noticed a few subtle—or not so subtle—changes in the *Dispatch* over the last several issues. Missing are the Team Leader Reports and photos of the many work session projects along the Railroad each summer. Missing as well are notices of events that, thanks to the speed of USPS Bulk Mail, may have already occurred by the time *Dispatch* shows up in your mail box.

This is where the *Dispatch Extra* shines. Ian Kelly, with the help of the Friends on-site, puts out the monthly *Extra* newsletter with summaries of current projects and upcoming events, filling the current information gaps and events that the quarterly *Dispatch* can't report effectively.

You may have also noticed that past *Dispatch* issues published some "long form" articles, less about recent events and more about historical subjects such as the fire at the Lobato Trestle (*Summer, 2020.*) Other articles have been about important "current" topics, stories too long for the *Dispatch Extra,* such as rebuilding the Lava water tank (*Winter, 2024*), Some of the *Dispatch* stories have even been reprints of articles, originally published in the *Dispatch* long ago but are still current today, such as Earl Knoob describing the skills of an engineer and fireman in C&TS locomotives (first published in 2000 and reprinted twenty-five years later in the *Spring, 2025* issue).

So the *Dispatch* isn't changing all that much; We at the Friends are looking at better ways to tell you not only what we do, but also what we have done, what we should do, what we might do in the future, how it all matters to you, and what it all means for the overall activities of the Friends and how we support the Cumbres & Toltec Scenic Railroad.



Silverton, Colorado 1960 Photo by Allan James

So between the *Dispatch* and the *Dispatch Extra* you can keep current with what's going on around the C&TS and what it means to you, the members of the Friends and the Railroad.

But you can help, too! If you have an idea for a *Dispatch* article (or even better, if you want to write one!), drop me an email at the address below. I'd love to hear from you!

Thanks!

Chris James, Editor
C&TS Dispatch
cjames.nm@gmail.com

Watermarks and the FCTS Photo Collection

Visitors to the Friends' online Historic Photo Collection may have noticed a recent change: our online images now carry a "watermark," a symbol or piece of text embedded in each image to protect photographs being copied, altered or colorized, and then re-posted with no attribution indicating the source or that the image has been modified.

At first glance, this might seem like no big deal. What is the harm in altering an old photograph and sharing it online or in print? The problem arises when the altered copy begins to take the place of the accurate historical record. Once an altered photograph is posted online, search engines or users may display the modified version instead of the original, unmodified photograph. Over time, it can become difficult for someone researching the Railroad to determine if an image is historically authentic or has been modified.

Many photographs in our collection are black and white. It is easy to think, "They would look better in color." While colorized photos can be interesting and fun to view, colorization can also be misleading. Unless the actual colors of buildings, locomotives, equipment, clothing, or other objects are known, the person modifying the image must make assumptions. Like someone incorrectly rewriting history, those assumptions can eventually be repeated as historical fact.

These images are more than interesting glimpses into the past; they are, in fact, historical records. Researchers, railroad historians, authors, model railroaders, preservationists, and members of the public may use them to understand what the Railroad and the communities surrounding it actually looked like at particular moments in time.

We want these images to be seen and appreciated, but we also have a responsibility to protect the historical integrity of the collection. The watermarked images help identify the Friends Collection as the source of the photographs and discourages unauthorized alteration for viewing or publication. It does not guarantee that a watermarked image has not been previously altered prior to our acquisition, but it provides a close and important connection to the original source. We want to reduce the chance that any modified images will circulate without explanation and be mistaken for historically accurate photographs.

Images can be purchased and downloaded *without a watermark* from our online photo collection for personal use for $4.95 or less per image. Purchasing an image, however, does not give the purchaser permission to alter, share, or sell the photo. Publishing photos, such as on the internet or in books and magazines, also includes a use fee that differs from the personal-use price. Anyone wishing to colorize, modify, publish, or otherwise use an image beyond the permitted use must contact the Friends for permission.



We recognize that the watermark may be distracting when searching through our online photographic collection. But ultimately, our goal is simple: to make our historic photographs available to the public to search, view and download copies while helping ensure that the original historical records remains identifiable, accurate, and preserved for generations to come.

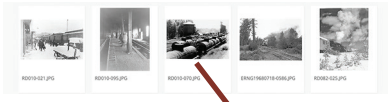
[Figure 1] Using the "search" command, you can review the images in the overall collection as a "catalog" of thumbnail images, numbered but with no watermark.

[Figure 2] Find and select appropriate images for your needs. Each image has an accession number (e.g. *RD-010-070.jpg*) and is watermarked to prevent unauthorized copying and modification.

[Figure 3] Selecting an image takes you to sign-in, order and pay page.

[Figure 4] Once paid for, you are free to download the *non-watermarked image for your personal use without any modification.* If you wish to colorize, modify, publish, or otherwise use an image beyond the permitted use, you must contact the Friends for permission at friendsofcumbrestoltec.org/

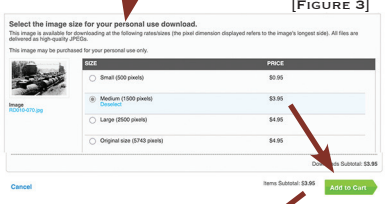
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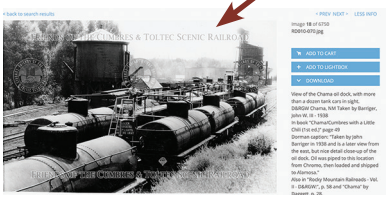
[Figure 2]



[Figure 3]



[Figure 4]



Cumbres & Toltec Scenic Railroad

Antonito, Colorado and Chama, New Mexico Walking Tours

When you are visiting Antonito, Colorado or Chama, New Mexico, either as a volunteer at a Summer Work Session with the Friends (and we hope you do!) or to bring your family to the San Juans to show them your favorite railroad, consider that there is a lot more to the historic Cumbres & Toltec Scenic Railroad than just smoke, steam,whistles and some great scenery. Like approaching a railroad crossing, take some time to Stop, Look, and Listen for the Railroad's history and its environment around you. You may be amazed at what you discover. Unlike a forest "nature trail," there is no set path for you to follow and there are few interpretive signs to show you what you are looking at. Instead, you are holding the interpretative stories in your hands.

Exploring Antonito (p. 9)

There are very few "historic" structures in the Antonito yard. Most were built following the establishment of the C&TS. The depot and the Railroad's locomotive and car maintenance shops were built in the 1970s by the Friends. The Car Restoration Facility (CRF) and the Car Storage Facility (CSF) (#13 and #14) were also built by the Friends in the last twenty-five years. That doesn't mean that there isn't history in Antonito. The village was also the junction for the narrow gauge Southwest Extension, west to Chama, Durango and Farmington and a second line south from Antonito to Española and Santa Fe. As you explore Antonito, check out the display of rolling stock near the entrance to the yard (No. 8 on the tour). Here you can get a close-up view of some of the variety of freight cars that have traveled over the rails. Here, too, is retired C&TS Locomotive No. 495. Its sister, No. 496 (No. 7) is displayed at the other end of the yard.

Exploring Chama (p. 11)

You may need more exploration time in Chama because there is so much more there. While it wasn't a junction point like Antonito, it was the base for the trains struggling up the grueling sixteen miles of 4% grade to Cumbres—or the long 107 miles to the next major service stop in Durango. In Chama, engines were added or changed, rotary snowplows were prepared for winter storms, tank cars were filled to ship crude oil to the Alamosa refinery, livestock were loaded into stock cars for shipping, train crews were housed, and more. It made Chama a busy and important part of the Denver & Rio Grande. Today, Chama is just as important to the Cumbres & Toltec. The rails no longer go to Durango, Farmington or Santa Fe, but the Chama Shop is always busy. 100-year-old equipment needs constant maintenance to remain safe and roadworthy for both the Railroad and your enjoyment.

While you wait for your train to depart, there is usually enough time to walk over to the tall Sand House (No. 10) and the massive Coal Tipple (No. 12). You will also see the raised track where coal was dumped into the base of the Tipple. From there, it was raised to fill the bin that stored the coal until it was time to fill the locomotive tender. You can learn more about Chama's buildings and facilities on Page 15. Using this copy of the *C&TS Dispatch* as your guide, you can explore the Antonito and Chama yards safely, following a few basic safety rules:

SAFETY FIRST!

When you are exploring the Chama and Chama Railroad Yards and Facilities or anywhere else along the Railroad, ALWAYS THINK SAFETY, especially if you have children who are excited to see these giant "toy trains" at work! Please keep a close eye on them!

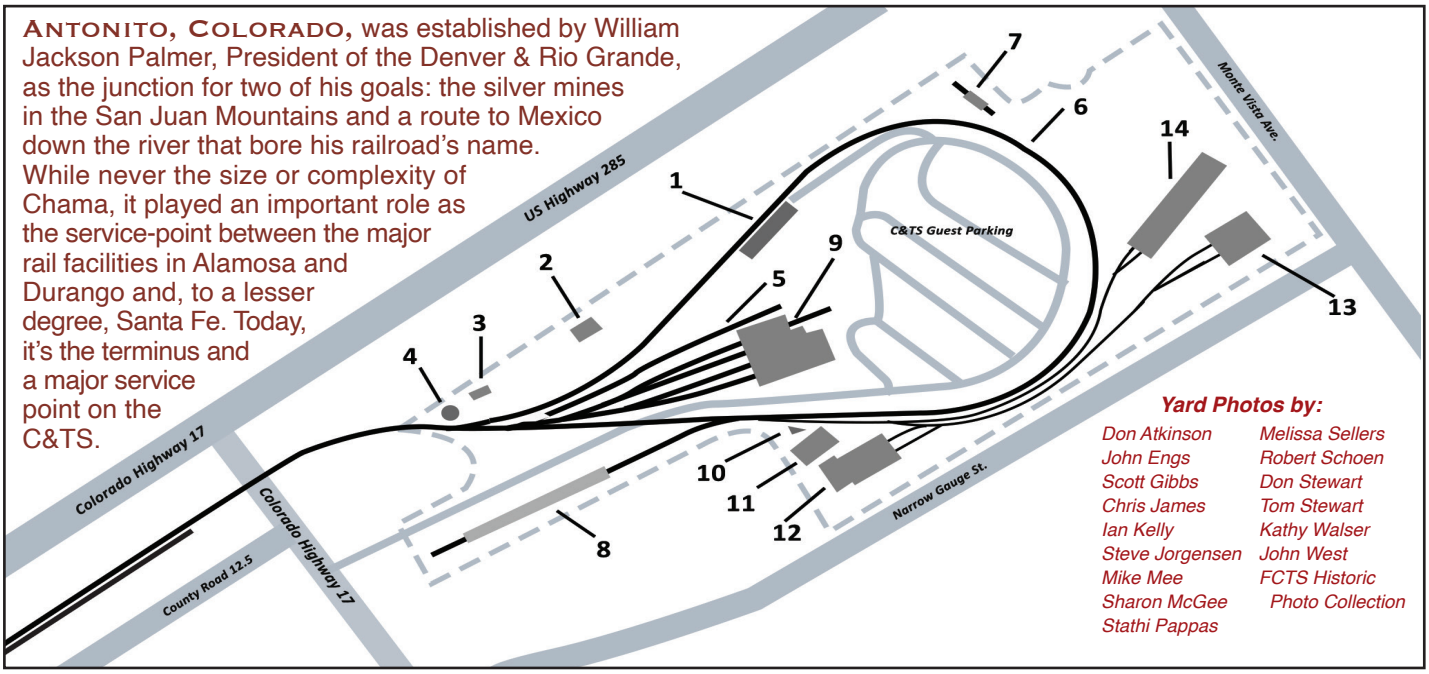
- Always watch, look and listen for moving trains!
- Watch, too, for non-Railroad vehicles that are often used to move supplies and equipment.
- If you cross the tracks (after looking both ways!), don't step on the rails. They can be very slippery.
- Don't climb on any of the freight cars or locomotives unless invited by a crew member.
- Don't stand in front of a locomotive for a selfie. Shoot your photos from the side at a safe distance.
- You can't enter of most of the yard buildings, though there are a couple of exceptions for your enjoyment and railroad education, including the ***two depots, the*** Antonito Friends ***Car Restoration Facility*** (which is generally open during Friends Work Sessions) and, of course, the ***Chama Depot*** and ***Restroom*** facilities.
- ***NEVER*** enter the Antonito Engine House (#9), the Chama Engine House (#5) or the Engine Maintenance Shop (#6). You can usually look in through the doors and that's interesting in itself, but stay outside.
- Stop. Look. Listen...and think ***safety***.

JOIN VOLUNTEER SUPPORT

Antonito, Colorado Walking Tour

C&TS Yard, Maintenance and Friends Restoration facilities

Antonito, Colorado, was established by William Jackson Palmer, President of the Denver & Rio Grande, as the junction for two of his goals: the silver mines in the San Juan Mountains and a route to Mexico down the river that bore his railroad's name. While never the size or complexity of Chama, it played an important role as the service-point between the major rail facilities in Alamosa and Durango and, to a lesser degree, Santa Fe. Today, it's the terminus and a major service point on the C&TS.



Yard Photos by:

Don Atkinson, John Engs, Scott Gibbs, Chris James, Ian Kelly, Steve Jorgensen, Mike Mee, Sharon McGee, Stathi Pappas, Melissa Sellers, Robert Schoen, Don Stewart, Tom Stewart, Kathy Walser, John West, FCTS Historic Photo Collection

Antonito Yard Structures and Facilities

1. The **Depot** was built in 1977. It resembles historic railroad architecture and has a combined waiting room, ticket offices and sleeping quarters for train crews. The **Restrooms** are in this building as well.



2. The **Office Building** served as the first depot for the Cumbres & Toltec. It was built in 1971. Today it houses the Cumbres & Toltec Scenic Railroad Commission. The Commission is the Colorado and New Mexico bi-state agency that oversees the Railroad.



3. The **Tool Shed** stores tools used by the section gang in track repairs.

4. The **Antonito Water Tank** is a replica of those used elsewhere along the Railroad to supply water to the locomotives.



5. **Dual Gauge Track** (or Three Rail Track) is a display track built by the Friends of the Cumbres & Toltec Scenic Railroad. It shows the difference between standard gauge (4'-8 ½') and narrow gauge (3') track. "Dual Gauge" means using three rails spaced to allow both narrow and standard gauge cars to operate on it. Sometimes there were both standard and narrow gauge cars on one train. Dual Gauge Track originally began at the highway crossing of Route 285 and extended twenty-eight miles to Alamosa, Colorado. The third rail was removed in Antonito in 1970 but can still be seen at the highway crossing. (Look for the "End of Standard Gauge" sign!) At the west end of the track there is an example of a complex dual gauge switch.

   On the track there are standard gauge boxcars. They were built in 1916 and donated by the D&RGW for display. The flat car is an **Idler Flat** (see Page 11.) These were used regularly on dual gauge track to link narrow gauge and standard gauge cars and engines. One coupler is used on each end of the car depending on which gauge was being used. The smaller boxcars on the track are narrow gauge cars. Compare their size to the larger standard gauge cars.

6. The **Loop Track** was built in 1979 to replace the wye. It permits trains to turn around without extensive switching of the locomotive. Loop tracks were often used by narrow gauge railroads. There is a loop at Lava on the C&TS that was used by the D&RGW for turning snowplows. There is another loop at Osier to turn trains for their return Chama or Antonito if they are not making the full sixty-four mile trip.

7. No. 494 is one of two **Locomotive Display Tracks** in Antonito that displays historic equipment. 494 is a Class K-37 locomotive. It was retired in 1970 and is no longer used in daily operation.
8. Displayed on the **Freight Display Track** you will find a second K-37 Locomotive No. 495 and cars that would be found in a typical 1920s freight train. Cars here include a stock car, a long refrigerator car, a drop bottom gondola, and boxcar. Missing from this train is a caboose, which would have been on every freight train.
9. Two stalls of the **Engine and Car House** were built in 1974-1975. The first track (on the left) is used for daily service of the engines. It goes through the building to the rear track extension where the ash pit is located. The second track has a drop-pit and is used for engine maintenance. The two additional stalls on the right side were built in 1979. They are used as the Railroad's car shop. The passenger cars on your train in were built in these stalls.



10. The **Loading Ramp** is used for loading coal into the locomotive's tenders. This ramp is used only when locomotives are stationed in Antonito.
11. The **Repair Track** and **Historic Car Storage** is used by both the C&TS and the Friends of the Cumbres & Toltec for the restoration of historic Railroad equipment.
12. This **Storage Building** is sometime called "Fort Knox" by Railroad employees. Originally, it was used as a dining hall by a former sawmill operation. It is now used as a storage and workspace by the Railroad.



13. The FCTS **Ed Lowrance Car Restoration Facility (CRF)** is the center-point for the Friends annual Antonito Work Sessions. Here volunteers work on railroad cars as well as other smaller projects for the C&TS like restoring track side telegraphone booths. You are welcome to visit the shop when it is open during work sessions.



14. The Friends of the Cumbres & Toltec Scenic Railroad uses the **Car Storage Facility (CSF)** to protect restored rolling stock from sunlight, rain and snow to prolong the life of restored equipment.

What's Missing in Antonito?

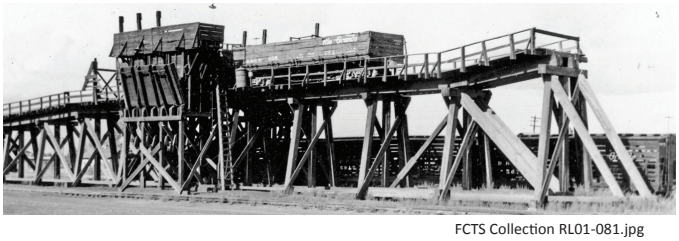
Antonito, Colorado, has never been as large or as busy a railroad town as Chama. Its main focus was the junction where the D&RG split in several directions: north to the railroad shops in Alamosa and on to Denver, southwest to Chama and beyond to Durango, Silverton and Farmington, and south to Española and Santa Fe.

But while it was not as wealthy as Durango or as populous as Santa Fe, Antonito still played an important role in the operation of the Denver & Rio Grande as a crew change point, a fuel and water source for the steam locomotives and a shipping point for the many agricultural products from the San Luis Valley.



FCTS Collection RD086-072.jpg

*The **Antonito Section House** must have been quite comfortable for the Section Foreman and his family with both a hammock and a flower garden!*



FCTS Collection RL01-081.jpg

*Antonito never had a coaling tipple like Chama. Instead it had a long **Coaling Ramp and Bins**. A similar ramped structure was once in Chama. Later, Antonito coal was loaded by mechanical loader.*

Today, Antonito still plays an important role in the Cumbres & Toltec Scenic Railroad as the northern end of the historic 64-mile line. Trains no longer travel to Durango and Santa Fe but the maintenance and fueling of the many C&TS 100-year-old locomotives are still important to Antonito and the Railroad.



FCTS Collection RD085-029.jpg

*The original **Antonito Water Tower** was moved to Lava to replace the tank that was carelessly burned. The Antonito tank was replaced by the smaller tank you see today.*

Most of Antonito's original infrastructure is gone or has been replaced with modern facilities. But that doesn't mean that Antonito has lost its historic flavor. The two displays of locomotives and rolling stock present close-up views of the trains that plied the rails throughout the early 20th century. The town itself still relies on agricultural products, though most are now shipped by truck and not by train. Still, as you walk around and explore Antonito, take yourself back to the days when multiple freight and passenger trains were arriving and departing in three directions, north, west and south, picking up freight, dropping off passengers and collecting the mail headed to far-away places. Antonito may be fairly quiet now but hides a lot of history. And the C&TS helps keep that history alive!

Stored in the railroad yards at Chama and Antonito are more than 170 pieces of rolling stock.

Rolling stock includes engines, railroad cars, maintenance-of-way equipment, and anything that rolls on the rails. The two C&TS freight yards contain the largest collection of narrow gauge freight rolling stock in the U.S. Some of it is very old, dating back to the 1880s; others are newer. The rolling stock shown here may be found in either the Chama and Antonito.

Freight Cars

Boxcars Boxcars are called "house cars." They have closed sides and locking doors to carry merchandise that needs both weather protection and security. The Railroad used thousands of boxcars during its operation. Most of the ones you see at the C&TS were built in 1904 and can carry up to 25 tons.



Stock Cars are also called "house cars" because they have an upper structure with a roof like a house to protect cargo from the weather. Stock cars have open slatted sides so there is plenty of air for the animals inside. Some cars were built with single decks to carry cattle or horses. Other cars were built with two decks to carry sheep or hogs.



Gondola Cars Gondola cars are flat cars with sides and ends to hold loads like coal, limestone, and ore. The C&TS has two types of gondolas, Drop Bottom and High Side. **Drop Bottom Gondolas (top left)** open with a lever on the end of the car. The contents of the car are then unloaded from the side of the car. **High Side Gondolas** have wooden sides and ends and are emptied by shovel. Some of the high side gondolas were modified in the 1950s into **Idler Flat Cars** (see below) to carry oil well pipe that was longer than the cars themselves. Today, many of the original gondola cars have been are modified as open passenger **Rider Gons**.





Flat Cars are simple platforms upon which freight would be stacked. They usually have pockets on the sides to accept side stakes to which loads are lashed. Some of the oldest cars are entirely wood-framed. Others are steel-frames, using wood only as decking, like 6601. Some were converted from gondolas, boxcars, and stock cars during the 1950s. These were used to ship oil pipe to Farmington, New Mexico. Some flat cars were also modified from standard gauge cars.



In Antonito, there is a special **Dual Gauge Idler Flat Car** with three couplers. It was used to join standard and narrow gauge cars together for the trip between Alamosa and Antonito, Colorado. **Idler Flats** were also used as spacers between two cars with extra long loads.



The **Tank Cars** you see in the yards were standard gauge cars converted to narrow gauge cars in the 1920s and 1930s. They were used to transport crude oil from Gramps Oil from Chama to Alamosa. After the Alamosa refinery closed in 1964, the cars went to Alaska to haul various petroleum products from Skagway to Canada on the White Pass & Yukon Ry. The Friends purchased several of the tank cars over the years and returned them to the C&TS. Several of the original Gramps tank cars have now been restored.



Hopper Cars are an improvement over drop bottom gondolas because the dump doors emptied between the wheels. This made it easier to put their contents, usually track ballast or coal, where they wanted it. The C&TS purchased three hopper cars in the 1980s and converted them from standard gauge. The Railroad also has five narrow gauge hoppers. They are generally also used to haul and spread ballast.



Refrigerator Cars are house cars designed to carry perishable goods. They have thick, insulated walls. Each end has a bin where blocks of ice were packed to keep goods cool. The roof has special hatches for loading ice. When traveling, the hatches were left open so chilled air would be forced through the car. This cooled the meat, fruits, and vegetables it was carrying. The earlier narrow gauge refrigerator cars were 30 feet long. **Refrigerator Car 55** (above) is the only example of this type on the C&TS. The Railroad has four 40-foot-long refrigerator cars.

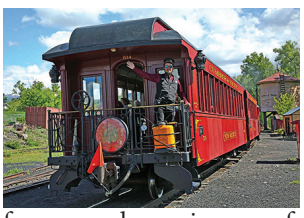


The **Caboose** served as an office and sleeping place for train crews. Cabooses have a cupola, the observation area above the roof. The C&TS has two cabooses that were used by the D&RGW. **Long Caboose 0503** was rebuilt in the 1920s, and **Short Caboose 0579** was built in the 1880s. Both have been restored by the Friends. The Railroad also has two other cabooses. **Caboose 0360** was built from Boxcar 3060 in the 1980s. **Caboose 05635** was built from Stock Car 5635 in the 1970s.



Passenger Cars

Passenger Cars Following the end of the D&RGW operations on the Southwest Extension in the 1960s, all the original passenger cars were sent to Durango, scrapped, or sold to other railroads. When the C&TS first opened, they converted some boxcars to passenger boxcars, and called them P-Boxes (see Page 19). In 1982, the Railroad began constructing the fleet of passenger cars you see today. They were replicas of old-time passenger cars using frames and running gear from standard gauge flat cars.



The Cumbres & Toltec Scenic Railroad Historic Locomotive and Car Fleet



The **Cumbres & Toltec Scenic Railroad** is unique in many ways. Here you can experience a one-of-a-kind adventure with the historic fleet of rolling stock. Special events often use original Victorian era coaches pulled by Victorian-era locomotives. The historic coach fleet has been carefully restored to act as modern passenger cars, while maintaining the historic accuracy of cars used at the turn of the century.

Locomotive 168 is a T-12 Class, 4-6-0 "ten-wheeler" with four pilot wheels, six driving wheels, and no trailing wheels. It was built in 1883 by Baldwin Locomotive Works in Pennsylvania. In 1909, 168 led the train carrying U.S. President William Howard Taft to the opening of the Gunnison Tunnel, sending water to the arid Uncompahgre Valley.. On static display in Colorado Springs for over sixty years, the engine has now been now fully restored and operational. It is on long-term loan to the C&TS from the City of Colorado Springs.

Locomotive 315/425 (C-18) D&RG 315 is a C-18 Class 2-8-0 Consolidation locomotive. It was originally built for the Florence and Cripple Creek Railroad in 1895 by Baldwin Locomotive Works. The D&RG bought it in 1917. It was retired in 1949 and was on display in Durango for many years. In 2001, the Durango Railroad Historical Society completely restored the locomotive for operation. It has often been relettered as 425 for special excursions.





D&RG Tourist Sleeper 470 was built in 1889 by the Pullman Palace Car Company. A tourist sleeper is not the fancy plush car you see in the movies. The seats are wooden and pull out into wooden bunks. It was the last of ten tourist sleepers for the D&RG narrow gauge. By 1898, the Railroad had sold 470. After changing hands several times, it returned to the D&RGW where it became Outfit Car 0252 and was used as a Kitchen and Diner to support the Maintenance-of-Way bridge crew. In 1953, the car was retired and the body was sold to a farmer. It made its way back to a property near Chama where it was discovered in the 1990s and purchased by the Friends. Restoration work began in 2009 and was completed by the Friends, twelve years later, in 2021. Today, it is easily recognizable by its Pullman Green paint and gold lettering.



D&RG Mail & Baggage Car 65 was built in 1887. It was one of the last cars of its type built for the Rio Grande narrow gauge. It was rebuilt as Outfit Car X65 in 1951. It was described as a "living car" in the 1950s and 60s. It was sold to the C&TS in 1970. The car has been restored and looks like a Railway Post Office and baggage car from the outside, but the interior acts as the concession and restroom car for the historic fleet.



Coach 256 was built in 1876 by Billmeyer & Small. Originally named D&RG No. 12, *La Veta*, it ran on the San Juan Extension until 1950. The restoration of the coach was done by the Cumbres & Toltec Scenic Railroad staff, funded by a grant from History Colorado.







Coach 292 was built in 1881 by Jackson & Sharp as Coach 68. In 1886 it was renumbered 292 during a Railroad-wide renumbering change. In 1928, the coach was converted to Outfit Car 0292. It acted as a living car, operator's car, and office car. After being sold to a private party the car was purchased by the Friends in 1993. Today 292 has been restored as a coach on the historic fleet.

D&RG Pay Car F was originally D&RG Chair Car No. 24, *Twin Lakes*. It was built by Billmeyer & Small in 1879. In 1883, the D&RG converted the car to Pay Car F. Due to an accident in 1906 it was repaired and reconfigured as a Mail Baggage Car. It was later a cook car and other functions. The Railroad, History Colorado and the Friends of the Cumbres & Toltec are working together to restore the car. It will be reconfigured as a parlor car with the historical fleet for special trains.



Cumbres & Toltec Scenic railroad Locomotives

C&TS Steam Locomotives



All the C&TS-owned locomotives have the same wheel arrangement called a 2-8-2: two pilot wheels, eight driving wheels, and two trailing wheels. This wheel arrangement is given the **Mikado** classification.

K-36 Locomotives

Locomotive 483 (above) was one of ten locomotives built for the D&RGW by Baldwin Locomotive Work in 1925. It was the only operational locomotive when the C&TS was established in 1971. It was retired in 1977 and picked clean for spare parts. The Friends began cosmetic restoration in 2012 and is nearly complete. It is now on static display in the Chama yard.

Locomotive 484



Built by Baldwin in 1925, **No. 484** has logged thousands of miles on the D&RGW and the C&TS. It is currently out of service awaiting its 1,492-day inspection by the FRA. Upon its return to service it will probably remain a coal burning locomotive until further notice.

Locomotive 487



C&TS No. 487 was built for the Denver &Rio Grande in 1925. It is still in use on the Cumbres & Toltec Scenic Railroad, 100 years later. 487 originally burned coal. She was converted to oil and made her debut as an oil burner in 2025.

Locomotive 488



C&TS No. 488 No. 488 remains coal-powered for now but may be converted to oil in the future. It was also new 101 years ago!

Locomotive 489

In 2019 489 began its 1,472-day FRA-mandated service inspection. It was then decided to begin the oil conversion. The conversion was completed and 489 was back in service on the C&TS by the 2021 season.



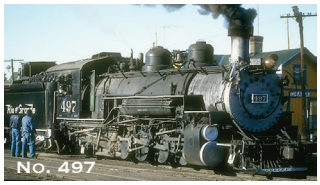
K-27 Locomotive 463

It was one of fifteen built as standard gauge in 1903 and nicknamed "Mudhens." They were later converted narrow gauge. Acquired by a cowboy actor Gene Autry in 1955, 463 was donated to the C&TS in 1989. It is the smallest locomotive in the C&TS fleet.



K-37 Locomotives 492 and 497





When the C&TS was established, they acquired four K-37 locomotives from the D&RGW, 492, 494, 495 and 497. 497 was in good enough shape to restore. 492 was cannibalized for parts for years but is now undergoing a full restoration. 494 and 495 were designated for display in Antonito where they remain today.

C&TS Diesel Locomotives





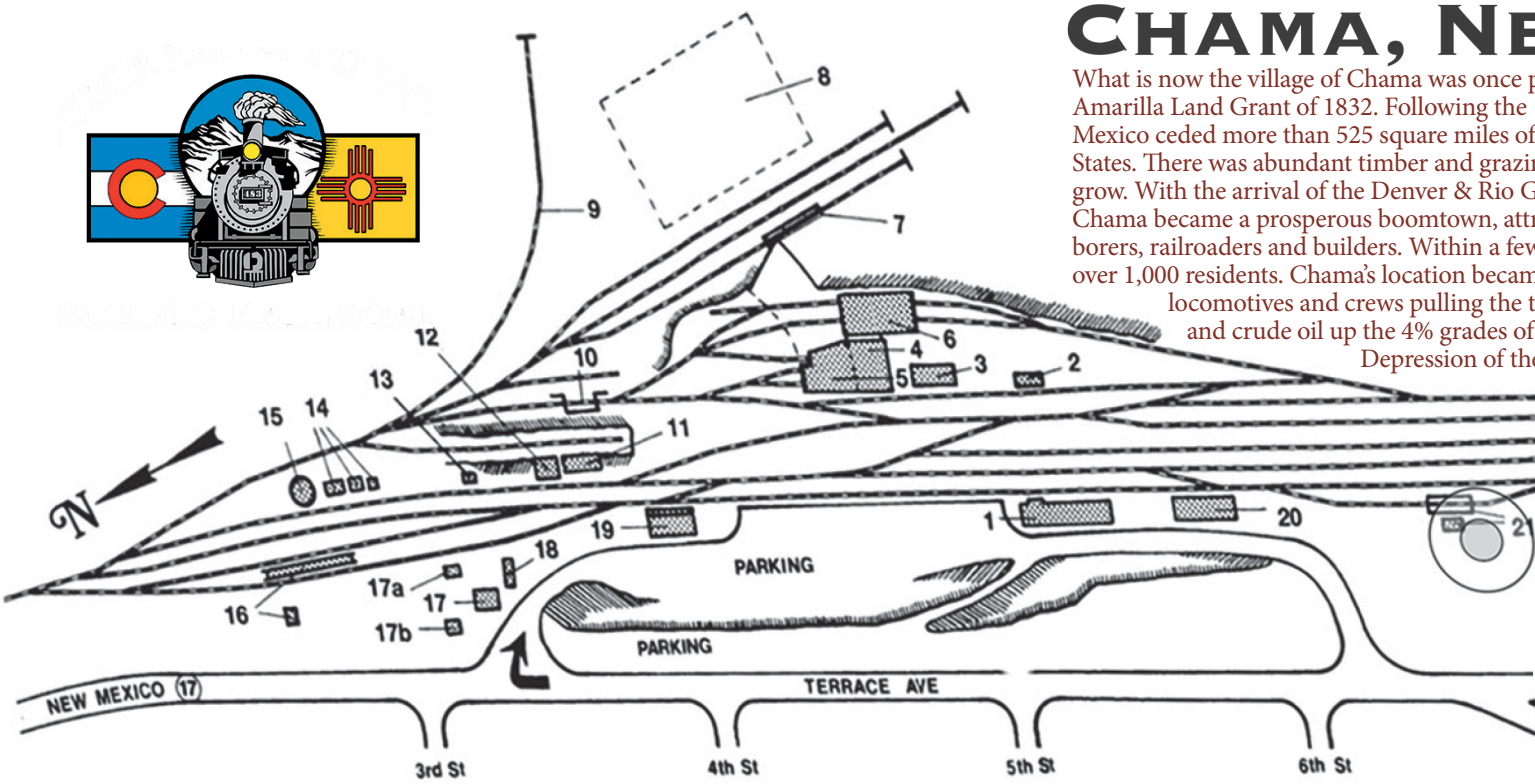
The C&TS also has three diesel locomotives. **Diesel 15** and **Diesel 19** are 47-foot diesel-electric locomotives built by GE in 1944 for the US Navy. They were used in Hawaii for hauling ammunition. Nicknamed "The Pineapples," they are excellent for yard duty, including switching and hauling light maintenance loads.



Diesel 114 came to the C&TS in the fall of 2024 from Alaska's White Pass & Yukon Railway. This locomotive was built by Bombardier in 1982. It is a C-C Type DL 535E narrow gauge engine. In February 2026 it was repainted to celebrate America's 250th Anniversary. The locomotive is mainly used for maintenance-of-way work.

Chama, Ne

What is now the village of Chama was once p
Amarilla Land Grant of 1832. Following the
Mexico ceded more than 525 square miles of
States. There was abundant timber and grazi
grow. With the arrival of the Denver & Rio G
Chama became a prosperous boomtown, attr
borers, railroaders and builders. Within a few
over 1,000 residents. Chama's location becam
locomotives and crews pulling the t
and crude oil up the 4% grades of
Depression of the



Chama Yard Structures and Facilities

1. The present **Depot** was built in 1899 to replace the station which burned in the town fire of 1899. The Depot had a waiting room, offices for ticket agents, telegraphers, and crew, an express freight room, baggage room, and the agent's quarters. The agent lived in the station. There were four rooms in the living quarters. They included two bedrooms, a living room, and kitchen. In 1973, the raised platform on the south end was removed to allow more space for passengers. The building was renovated in 1998. Today it serves as the ticket office and C&TS Railroad headquarters.



2. The **Night Watchman's House** is made of a retired refrigerator car body that has been converted to living quarters. It has been used both as a night watchman's residence and living quarters for Friends volunteers.



3. The **Oil House** was built in 1903 to house an office and storerooms for fuel oils and lubricants. It is still used today. The Railroad uses a variety of oils, like valve oil, flange oil, and other lubricants. Before electric lamps, they also stored lamp oil for the engines' headlights.



4. The **Machine Shop** was built in 1899 and houses machine tools, work benches and supplies that are used to maintain locomotives and cars.

5. Adjoining the Machine Shop is the **Roundhouse**. It was originally a 9-stall brick structure. It replaced the original wooden roundhouse that burned in 1899. Between 1947 and 1955, seven stalls and the turntable were removed. The dashed line on the map above shows the location of other stalls. Part of the foundation can still be seen north of the new engine house. The lean-to to the east was built by the Friends to house the fire speeder cars that follow the daily trains.



6. The new **Engine Shop** was erected in 1977-78. It is a modern repair facility. It includes a jack to lift engines off their wheels and an extensive service pit. ***DO NOT Enter the Roundhouse or Engine Shop! Employees ONLY!***



7. The **Repair Tracks** are an outdoor area for inspecting and repairing freight and maintenance cars. There was a small shed for supplies and tools, an office, and a timber-lined pit between a segment of rails. This pit permitted work beneath the cars and can still be seen at the end of the first track on the lower level nearest to the old roundhouse site.

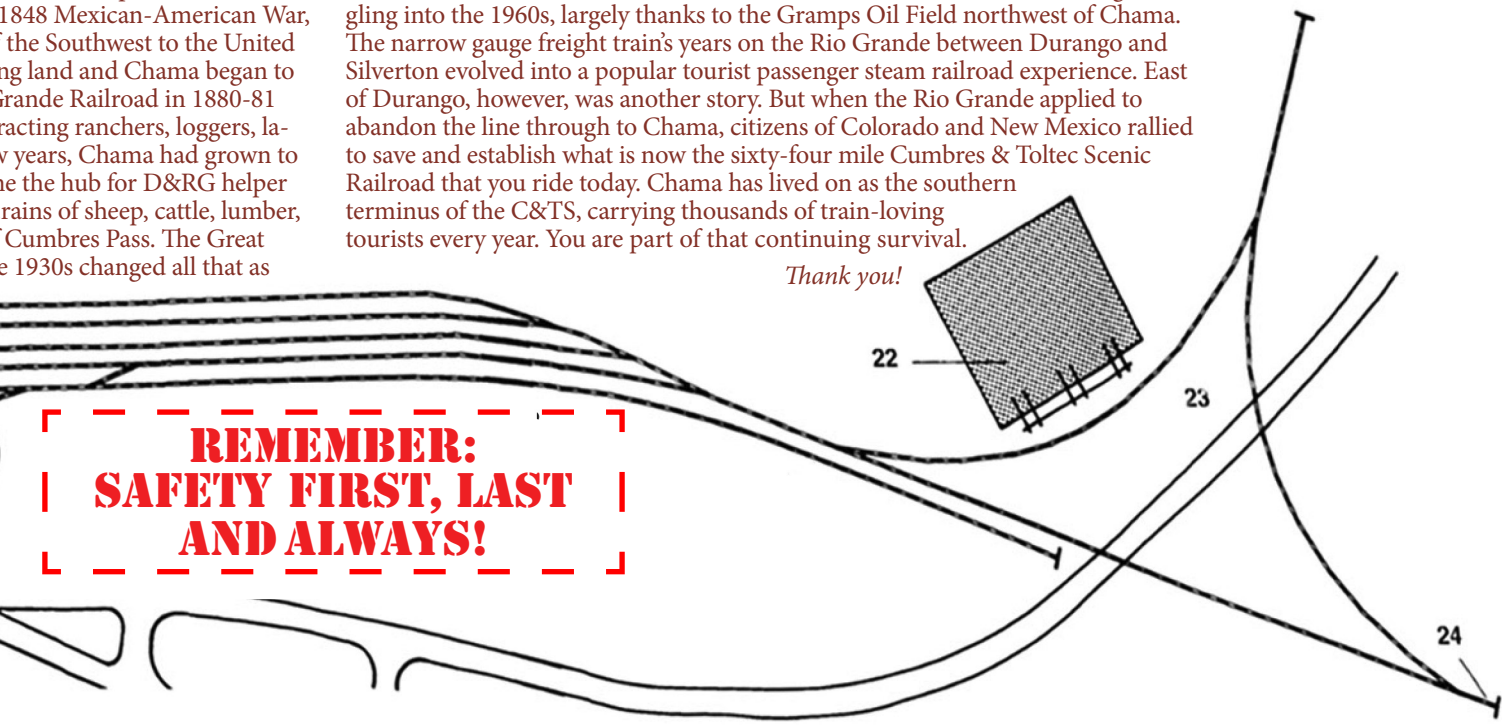
8. The **Site** of the **Sheep Dip** and **Wool Shearing Plant** was used between 1900 and 1929. It housed pens for 7,500 sheep, three shearing stalls, and troughs to dip sheep to eliminate insects. Thousands of sheep were shipped annually from Chama to markets in the east.



ew Mexico Walking Tour

part of the Spanish Tierra
1848 Mexican-American War,
the Southwest to the United
ng land and Chama began to
Grande Railroad in 1880-81
racting ranchers, loggers, la-
w years, Chama had grown to
he the hub for D&RG helper
rains of sheep, cattle, lumber,
Cumbres Pass. The Great
e 1930s changed all that as mines closed and ranches failed. But the railroad and Chama held on, struggling into the 1960s, largely thanks to the Gramps Oil Field northwest of Chama. The narrow gauge freight train's years on the Rio Grande between Durango and Silverton evolved into a popular tourist passenger steam railroad experience. East of Durango, however, was another story. But when the Rio Grande applied to abandon the line through to Chama, citizens of Colorado and New Mexico rallied to save and establish what is now the sixty-four mile Cumbres & Toltec Scenic Railroad that you ride today. Chama has lived on as the southern terminus of the C&TS, carrying thousands of train-loving tourists every year. You are part of that continuing survival.

Thank you!

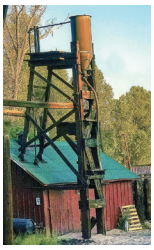


**REMEMBER:
SAFETY FIRST, LAST
AND ALWAYS!**

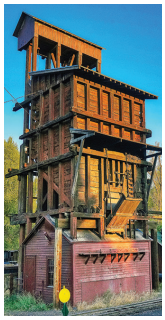
9. The **Storage Track** is used to store maintenance-of-way equipment.

10. The **Ash Pit** is where hot ashes are dumped when a locomotive's firebox is cleaned. Burning coal produces ashes that are collected in a pan under the engine's firebox. The pan must be cleaned out to allow proper draft of the fire on the grates. Ash is dumped in the morning, before the train is put together, and after the engine returns. The pit was moved to its current location in 1902. It has since been rebuilt many times. The latest time was in the 1980s. ***BE ESPECIALLY CAREFUL IN THIS AREA!***

11. The **Sand House** includes a special drying stove inside the building that dries sand. Sand is then shoveled into a hopper where compressed air drives it up to the **Sand Tower** for storage. Every day, as part of servicing, sand is loaded into the sand dome on the top of the locomotive. Sand is spread on the rails to prevent the locomotive wheels from slipping in wet weather or on the steep grade to Cumbres. The engineer controls the spreading of sand on the rails.



12. The **Coal Tipple** was built in 1924 to replace the inclined coal trestle, shown on Page 18. Cars carrying coal were pushed up the Coal Loading Track on the east side and dumped into bins. Coal was then hoisted to the top of the tipple by buckets. The coal was loaded into the locomotive tender through the loading chute on the west side of the tipple. It is the only original wooden coal tipple remaining in the United States. It has been restored by the Friends. Today it is only used for demonstrations. Daily locomotive loading is done by a skid-loader from the nearby coal pile.



13. The **Fire Hose Shed** was originally used to store fire protection equipment. Today it is used to store flammable liquids.



14. The **Tool Sheds** are used to store tools for track work. The Railroad's right-of-way needs constant work. Track crews tighten loose joints, replace worn track, and rotten cross ties.



15. The **Water Tank** is a standard D&RGW design; built around 1907. It has a capacity of 50,000 gallons. This tank is unique because it has two water spouts allowing two locomotives to use it at the same time. Water is drawn from the Rio Chama and pumped into the tank by a pump in the engine house. The tank was restored in 1994 -1995.



16. The **Oil Loading Dock** was used by Gramps Oil. The Gramps Oil Fields were northwest of Chama near the Continental Divide. It supplied crude oil via a pipeline over the Divide to this loading facility. The oil was loaded into Gramps Oil tank cars and carried by the D&RGW to the Oriental Refinery in Alamosa, Colorado. The small, corrugated metal building near the loading dock was the office for the loading operator. After a fire at the refinery in 1964, oil was carried by truck to other refineries and shipping by rail ended and many of the tank cars were shipped to Alaska. See page 11.



17. The log **Bunk House** was built in the early 1880s with hand-hewn logs from local trees. This building served as overnight housing for train crews. Another example of this type of building is at Sublette between Antonito and Osier.



17A. The **Coal Storage** bunker stored coal for heating and cooking in the log bunkhouse.

17B. The **Privy** is the outhouse used by railroaders in the log bunk house. It was the last of many that were on the property before indoor plumbing.

18. The **Refrigerator Car Body** has been retired from service. It is used by the Railroad for storage.



19. The metal **Wool Warehouse** is a style of building used along the Railroad. Once it was used for wool storage. Today it is used by the Railroad and the Friends for storage. It also doubles as the Friend's Carpentry Shop.



20. **Public Restrooms** are in the building to the left of the depot that was built in 1996. It was designed and built to look like a historic building.



21. The **Scales** are on a special track for weighing freight cars to determine shipping charge. It replaced an earlier scale in 1929.



22. The **Stock Pens** are at the south end of the yard. They were used to load sheep and cattle onto trains. The pens were built in 1888 and enlarged 1905, 1915, and 1928. The stock yards are unusual because they were built for both sheep and cattle.



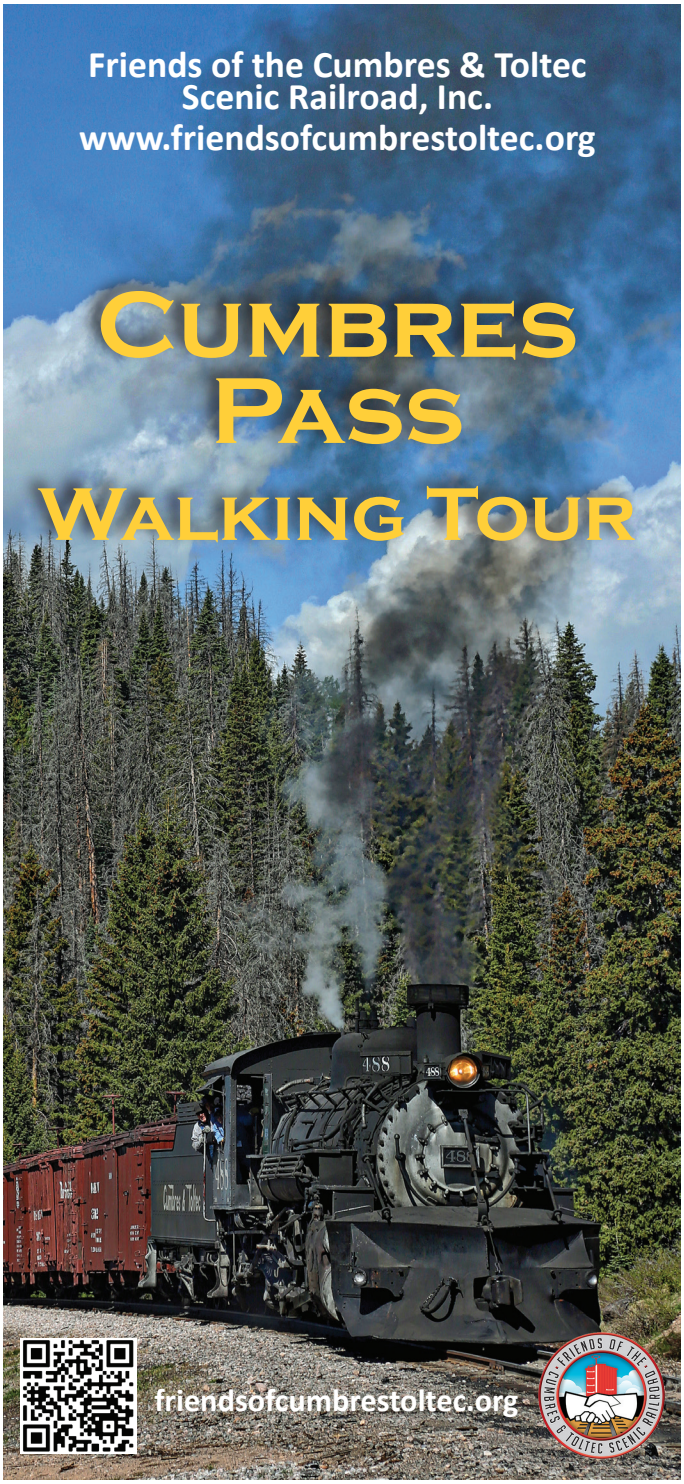
23. The **Wye** is an arrangement of track and switches that allow the trains to turn around easily.

24. The **End of the Track** is past the wye. From there it was 107 miles to Durango. From Durango, the railroad branched off to the north to Silverton, Colorado and south to Farmington, New Mexico.

If you are driving between Antonito and Chama, top and visit the Cumbres Walking Tour, as well!

Although no one lives there now, Cumbres is still vital to the operation of the C&TS. Trains have labored up the 4% grade from Chama and stopped to refill with water since 1880; even today trains coming from Antonito stop here for brake inspection prior to their steep descent into Chama.

For nearly forty years, volunteers from the Friends of the Cumbres & Toltec have worked on restoration projects at Cumbres and throughout the sixty-four mile railroad. Cumbres will come alive once again when you stop, explore, and rediscover its history. You can pick up a walking guide (below) at the Cumbres Interpretive Display by the parking lot.



Maintenance of Way Cars and Equipment



Rotary Snowplows Narrow gauge country is mountain country. Keeping the trains running in winter requires keeping the tracks clear of snow with flangers and snowplows.

We are lucky to have two of the last remaining steam-powered **Rotary Snowplows, OY** (above) and **OM**. These machines use a steam boiler, like on a locomotive, to power the spinning blades. The boiler does not move them down the track. A rotary snow train required two or more locomotives.

The snow train also had **Bunk Cars** and other service cars. Rotary OY was built in 1923 and has been restored to operational condition. Rotary OM, built in 1889, is on display in Chama but is not operable.

Water Cars and Special Tenders Since rotary snowplows used great quantities of water, two oil tank cars, 0471 and 0472, were converted to carry extra water for the rotary plows. Water cars were used when water was needed along the line at stations that did not have a good water supply. W462 is another water car which was once the tender for Locomotive 462. Another example of a tender sitting on a flat car is 09410. This tender is used for carrying coal, not water.



Flangers are special snow-fighting cars. Most snow removal was done with plows on the front of the engines as they traveled along the line. When snow got deep and packed into ice, other equipment was necessary to clear snow from the rails and away from the sides. This was the job for the flangers. They were pulled behind one or more engines in a regular train or a special flanger train. The C&TS has three examples in the yard today. OJ and OK have single blades and OL (above) was built with hinged wing extensions to plow a wider path.



Jordan Spreader OU is a unique machine used in all seasons. With its great "wings and spades" operated by air pressure, in winter it would push snow farther back from the right-of-way than the winged flanger. During the rest of the year, it was used to spread dirt and ballast along the right-of-way, shaping the roadbed, clearing trees and weeds from the sides of the Railroad. Built in 1923, OU was the only narrow gauge spreader ever built by the Jordan Company.





Derrick OP was built by the D&RGW in 1911 for use in cleaning up wrecks, building cars, and other activities requiring a crane. When it was moved, it traveled with its boom Flat Car 06063 and other work cars carrying cables and other tackle needed by the crane. Power for the steam winches comes from the locomotive assigned to push the derrick.

Section Hand Bunk Cars These are 1880-era boxcars that were converted for use along the Railroad as rolling bunkhouses for repair crews. You can identify them by their windows and regular house-type doors in the sides and sometimes in the ends of the cars.



Pile Driver OB Narrow gauge railroads were built with many wooden trestles over small rivers and creeks. The trestles needed piles (posts) driven into the ground. This made the pile driver a busy piece of equipment during construction or maintenance periods. When the pile driver's mast is erected vertically, a great hammerhead is lifted by winch, then dropped, driving the pile. Steam was supplied by the locomotive that accompanied the pile driver. OB was built in 1891 by the Railroad from an old flat car and machinery parts. OB travels with Flat Car 06008. OB was restored by the Friends at our Colorado Springs work site in 2008. It is operational and used for special demonstrations.



Special Service Work Car Special service passenger-type cars are also found on the Railroad. **Cook Car 053** was built first as a Railway Post Office car. In the 1940s, it was converted for use as a Cook Car on Rotary OY's snow trains. **Railway Post Office Cars 54** and **RPO 65** have been restored by the Friends. Other passenger-type cars include 256, a former parlor car, and 292, a former coach. (See Page 13.)



MW-02 Motor Car is a six-passenger motor car used on the rails for inspection trips. The Friends are currently restoring this car in Antonito.





Other smaller "speeders" of different types are used for rock patrol, track maintenance and, like the photo to the right, fire patrol.



Did I Miss Something in Chama?

Chama, New Mexico has been around since 1880. Look at any town or city and notice how their buildings come and go over time. Some are modified, maybe even modernized. Some are torn down—or have burned down—making way for new or different structures. As times change, history often fades into the background.

Around Chama, much has changed since the arrival of the C&TS in 1970 and the Friends in 1988. Though little remains from the 19th century town, except perhaps Foster's Bar, most of the 20th century history remains in the locomotives, rolling stock and many of the Railroad's structures.

Thanks to the Friends of the Cumbres & Toltec, its members, volunteers and financial supporters, as well as the C&TS Railroad, most of the most recent structures that you see on your walking tour represent the nearly fifty years that the Friends have provided both money and labor to preserve what was in Chama in the more recent past.

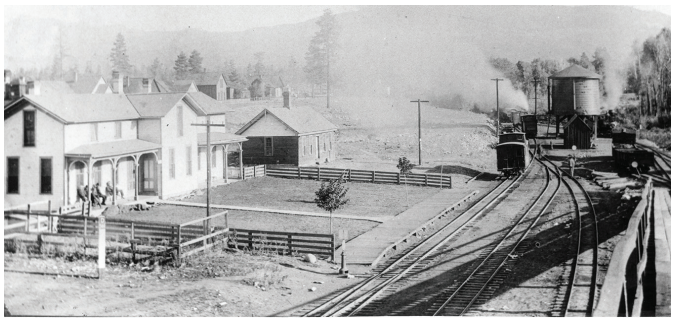


Photo: Charles Werner, ca. 1905, FCTS Collection RD011-012

Just across the tracks from the coaling station (the tipple didn't exist until 1924) was the **Hotel and Eating House** *for passengers, crew and visitors. It may be gone but the Bunk House in the background (#19) built in the early 1890s still stands. Today the hotel site is the site of the Wool Warehouse (Page 16).*

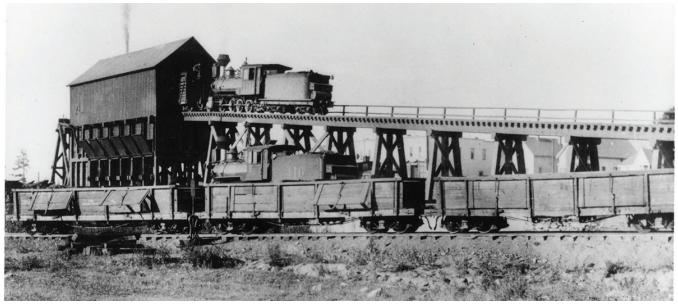


Photo: Fred Jukes, ca. 1907, FCTS Collection RD011-004

Chama's Coaling Trestle *was replaced in 1924 by the Tipple that still stands today with a much smaller footprint in the yard.*



FCTS Collection RD011-037

Prior to shipping, sheep were "dipped" to prevent the spread of bugs and sheared at the **Dipping and Shearing Shed**. *Today this is the site of "The Swamp," north of the Engine Shops. See sheep dipping in action on the Chama description map #22, Page 15.*

But what have we lost? What has changed in the 140-plus years since the Railroad rolled into town on its way to the San Juan mines?

Nothing shown below can be found on your walking tour except "sites of" and an occasionally "modified" structures. But by observing what you see around the yard as you explore, you can restore history "in your mind's eye," and compare it what you see today. Here in Chama, as in Antonito, what you see "now" may be different from what you would have seen "back then." But the history of both towns and along the Railroad is still there if you look for it.

There's a Spanish folk song, *Todo Cambia,* that translates as "Everything Changes." Indeed, that is true along the C&TS but it's our job as members and volunteers to preserve and, if necessary, restore the history you see as you explore the Railroad. "Everything changes," but with our help and your support, it won't change all that much.



Photo by C.L. Pollard and Daddy, FCTS Collection RD174-014

The **Original Chama Depot**, along with much of the town, was destroyed in the Chama fire of 1889.



FCTS Collection RD011-040

D&RG #39 stands at the **Original Chama Roundhouse** *sometime before it burned in the Chama fire of 1889. There was no indication that locomotives were inside the structure during the fire.*

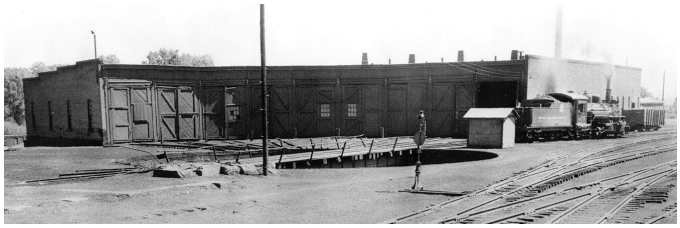


Photo: Gerald Best, July 1939 , FCTS Collection RD011-033

The **Roundhouse/Shop** *was rebuilt after the fire, but as traffic decreased, all but two stalls were torn down. Two additional stalls were added in the 70s. See the Chama map description #5, Page 14.*



It's July 5, 1977, and a C&TS double-header is pulling a long string of "P-Box" passenger cars (converted from surplus D&RGW boxcars) toward the summit at Cumbres. There are over 100 photos in this 1977 collection along with a narrative ride story, but I have no record of the author or photographer. Can anyone help ID the source?

Two full size-replacement photos (both by Mike Smith) are posted here to correct two photo errors on the July page of the 2027 Friends of the C&TS calendar. Both are 4.875 x 3.25 inches. You can either scan this page or cut them out of this page (with minimum damage to the rest of this issue) and affix them to the original calendar page. For more information, see Page 6.

JULY 2027 LEFT SIDE IMAGE **PHOTO BY MIKE SMITH**



JULY 2027 RIGHT SIDE IMAGE **PHOTO BY MIKE SMITH**



News Flash!

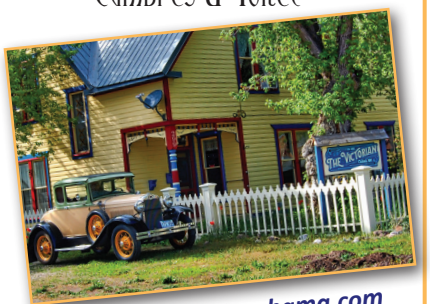
The Friends had Volunteers at the National Narrow Gauge Convention at Bloomington MN, on September 2-5, 2026! The Volunteers, Melissa Sellers, Randy Young, and Jeff Lauffer, signed up 10 new members, renewed two memberships, and sold over $550 worth of Friends Merchandise! They also hosted a FC&TSRR member "mixer" in the Hotel lounge one evening, attracting a dozen members.

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Photo : Don Atkinson, July 31, 2026 at the Colorado Centennial Celebration

Happy Birthday, America! Happy Birthday, Colorado! Birthdays don't get much more spectacular than this! With that many candles we can light up 2027 for another successful year on the Railroad. It may even generate enough heat to run No. 168 without any coal!