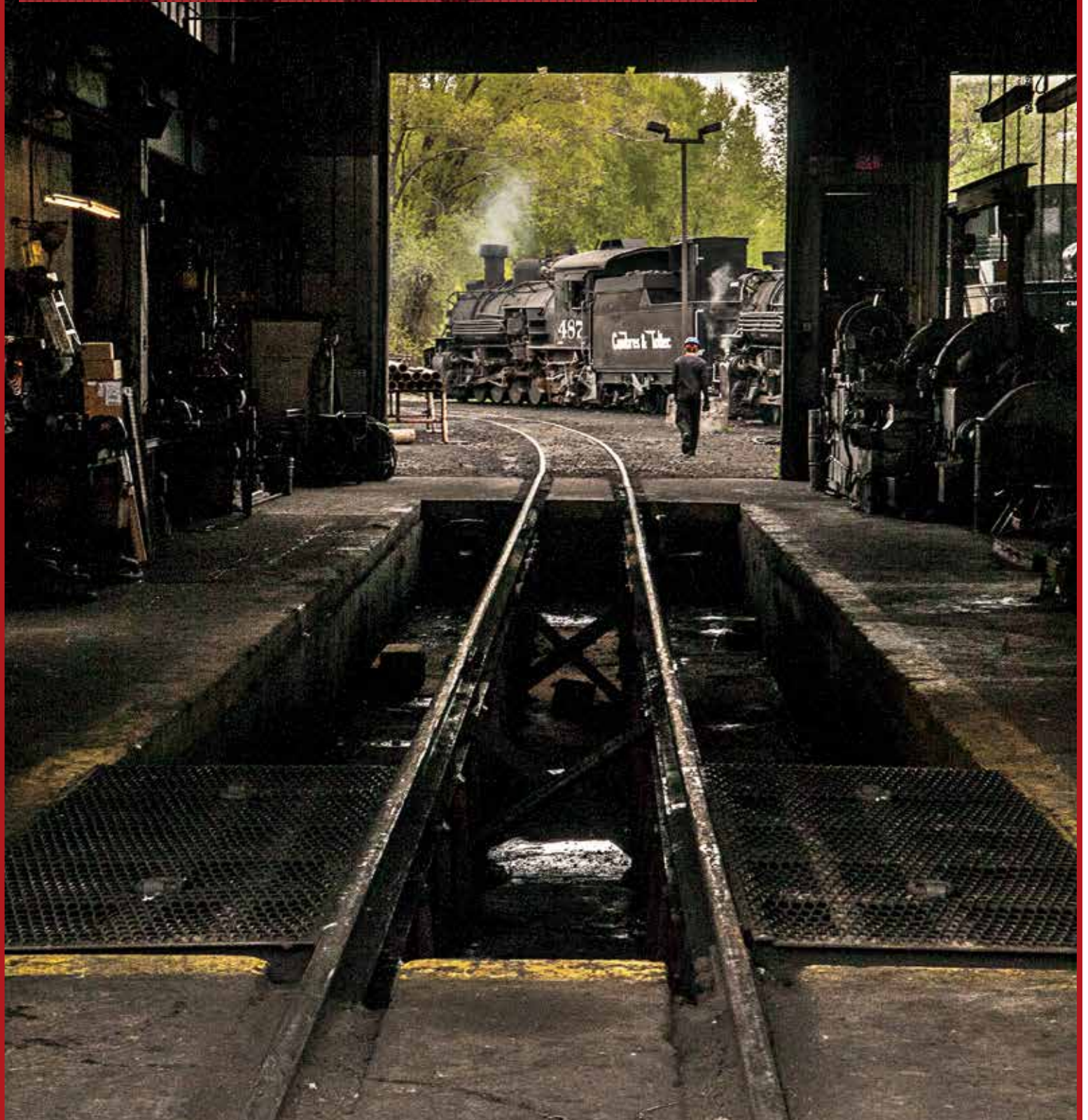




C&TS DISPATCH

VOLUME 29 NO. 2
SUMMER 2016





C&TS DISPATCH

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

William Lock, Founder-1988

Vol. 29, No. 2 ☞ Summer, 2016

President and CEO — Tim Tennent
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Terms ending 2017

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Craig McMullen, Dan Pyzel, Linda
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C&TS DISPATCH

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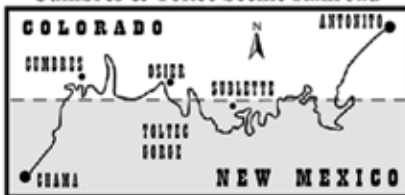
Editor Emeritus — Rich Murray

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The C&TS Dispatch is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned 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. For information, please write us in Albuquerque at the *Friends of the Cumbres & Toltec Scenic Railroad, Inc.*, 4421 McLeod Rd. NE, Suite F, Albuquerque, NM 87109, or call us at (505) 880-1311.

Email—timtennant@cumbrestoltec.org

Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway: 1880-1886

Denver & Rio Grande Railroad: 1886-1921

Denver & Rio Grande Western Railroad: 1921-1970

Cumbres & Toltec Scenic Railroad: 1970-today

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

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President's FORUM



A Class Act!

When I came aboard twelve years ago as President of the Friends, a number of things jumped out at me immediately about the organization. One of those items that caught my eye was the quality of our quarterly newsletter *The C&TS Dispatch*.

It certainly represented the most important way in which we as an organization communicated with our worldwide membership. We had a web site and indeed it served a purpose in dispersing information but all in all, with our demographics, the *Dispatch* was a publication our members looked forward to receiving and reading.

Art Nichols was the Editor at that time and truly established the bar for the fine quarterly we were delivering to the membership. When Art decided to retire from the Friends, we were quite fortunate that another capable individual, Dave Lee, came forward to take over as Editor and guide the publication. The professionalism was maintained and essentially we never missed a beat.

Unfortunately after a few years, Dave was diagnosed with cancer

and had to resign his position as Editor. Again, fortune was smiling upon the Friends as member Rich Murray came forward and agreed to step in as Editor and layout person for the newsletter. Again, we didn't miss a step and the *Dispatch* continued to make its way to our members quarterly.

Earlier this year, Rich decided to retire as Editor and pumped out his final *Dispatch* with the last issue. I can't thank Rich enough for his willingness to take on the task of Editor. He put a great deal of effort into each issue and with a lot of pride strived to produce the best publication each time.

Rich was also very instrumental in helping to move the Friends forum ahead and make it a reality. His efforts also included selling web ads, which in turn helps the organization pay for the cost of operating the webcams. Over time, the investment in establishing and maintaining the forum has paid huge dividends through the engagement of many Friends' members through yet another excellent communications medium.

In addition to his duties and contributions as *Dispatch* Editor, Rich also did the layout work for the Friends' annual photo calendar. As I recall, one day I telephoned Rich and knowing we needed a new person to perform these duties, I floated the idea. I wasn't quite sure what sort of response I would receive but lo and behold, he said yes! Breathing a sigh of relief, I thanked Rich and couldn't have been more



On the cover:

C&TS No. 487 is out of the shop, steaming and ready for opening day of the Cumbres & Toltec Scenic Railroad, May 28, 2016.

Photo by Christopher James

A Letter FROM the Editor

appreciative for his willingness to take this on.

Living in Pennsylvania, he was a pretty fair distance from the railroad. He, however, wanted to have an impact on what he could do for the Friends. He had a desire to help promote the Friends and ultimately make as many people aware of the Cumbres & Toltec and the Friends as possible.

His creativity and countless efforts indeed helped to advance our overall mission and spread the word about our organization. Rich, your work over the years has been greatly appreciated so from all of us near and far we say **THANK YOU!**



 Tim Tennant



With this issue, the editorial torch of the *C&TS Dispatch* passes from Rich Murray, who has edited the *Dispatch* since 2012, to me, Chris James, a Friends member since 2007. Rich leaves some very large shoes to fill but I have promised both Rich and Tim that I will do my best to keep the *Dispatch* the vital communication tool that it is, informing the Friends of the Cumbres & Toltec Scenic Railroad, Inc., and others of the Friends' varied activities as well as the railroad's past, present and future, and our mutual goals, struggles and progress as we work together to carry a 19th and 20th century railroad further into the 21st century.

The *Dispatch* is not only **for** the Friends, it's also **by** the Friends. My job as "editor" is basically to assemble the magazine and get it to the printer on time. I will supply content or photos from time to time, but the success of the *Dispatch* **really depends on you**, the Friends' members, to tell your stories, send your photos, and share your passion for the Friends with other members of our great organization.

The *Dispatch* is also a vital promotional tool to those who are not Friends members (yet) as well as those who are unfamiliar with the magnificent National Historic Landmark that is the C&TS. The publication you are holding in your hands is also given out at railroad-themed events around the country and is provided to those who have the power and influence to help the railroad and the Friends achieve their goal of operating, maintaining, preserving, and interpreting this important piece of Colorado and New Mexico history. Distribution of the *Dispatch* encourages not only future members, donors and supporters of the Friends but future riders of the railroad as well.

With this issue of *Dispatch*, you will begin to see some changes in the overall design of the magazine. Tim has given me latitude to nudge and tweak the content and layout a bit, subject of course to approval, not only by the Friends' leadership but also you, the readers of the *Dispatch*. The goal of these nudges and tweaks is not change for change's sake but to make the *Dispatch* an even better communication medium for the years ahead. Like the railroad, the *Dispatch* needs to consider the past, present and future demographics of you, our readers (its "passengers," if you will). This includes the Friends' members who have been here since the dawn of the organization (or before), established members of the last several decades, newer members such as myself and yes, members yet to come aboard.

As members, we all need to work to keep the Friends—and the railroad itself that is the reason for our existence—moving forward. For some, that might be simply paying annual dues that help pay for the Friends' administration, purchase preservation materials or to print and mail the *Dispatch*; some will play more active roles by attending restoration sessions during the summer; some might donate preservation funds or attend our fundraising events; some have volunteered as on-board docents, or in the library and photo collections



Chris at work in RPO 54
Photo by Friends of C&TS

or, in my case, agreeing to edit the *Dispatch*. We are all giving what we can, big or small, in time, energy, dollars or simply moral support. The *Dispatch* is part of that overall effort.

I hope you will join me in supporting, contributing, or volunteering with this wonderful organization that is the Friends of the Cumbres & Toltec Scenic Railroad, Inc.

 **Christopher James, Editor**
cjames@silverrailsleadville.com



Opening Day! May 28, 2016

And what a glorious weekend it was! Perfect weather, spectacular opening ceremonies in both Chama and Antonito, hundreds of eager passengers and a great, loud, smoky double-header headed out of Chama. I wasn't able to get to both ends of the line for the ceremonies, but I did manage to grab some photos of a wonderful opening day in Chama. ✍️ Chris James



A great turnout for the festivities!



John Bush and Tim Tennant



Russell and Beth Rawle came dressed for travel!



484 is on point with a smoky departure from Chama



He's lovin' it!



Headed for the summit!



Taking water at Los Pinos Tank



Friends of the C&TS **T**IMETABLE

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

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



FRIENDS' C&TS RESTORATION WORK SESSIONS

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

Session A—May 23-27; Session B—May 30-June 3; Session C—June 20-24

Session D—June 27-July 1; Session E—July 25-29; Session F—Aug 1-5

Session G—Sept. 26-30

Coach Restoration (Colorado Springs shop)—Monthly on 1st, 3rd and 5th Saturdays

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



JULY 15, 2016 — FRIENDS' WINE TASTING MOONLIGHT TRAIN!

Additional information at <https://www.cumbrestoltec.org/news/376-2016-moonlight-wine-tasting-train.html>



OCTOBER 4 AND 5, 2016 — FALL COLOR AND FREIGHT TRAINS

For schedules and fares, see page 5 of this issue of the *C&TS Dispatch*.

Additional information at <https://www.combrestoetc.org/online-store/charters.html>



C&TS Friends Telegraph: **N**EW

Two New Board Members for Friends!



Election results were announced at the June 25th Board Meeting in Chama. Ed Beaudette [photo, L] and Russ Hanscom [R] were named for Board positions ending in 2018. They replace Board members Arno Grether and Dennis Sterosky whose two-year terms expired this year.

Thank you, Arno and Dennis, for your service to Friends!





HISTORIC PRESERVATION ON THE C&TS, 2016

RESTORATION SESSIONS A (MAY 23- 27) AND B (MAY 30 - JUNE 3)

The focal point of the Friends' activities are six week-long work sessions conducted annually at different locations along the railroad. While the projects change from year-to-year, many of them are multi-year efforts. Others, such as painting and lettering historic rolling stock, are annual fixtures. Visit <https://www.cumbrestoltec.org/volunteer/>

Photographs by Ed Lowrance unless otherwise noted

Restoration Sessions: Check-in and Registration, Session A & B

Team Leader **Mary Jane Smith** checked in 47 volunteers in Antonito, 6 in Chama, 2 in Cumbres (Chama and Cumbres volunteers aren't required to come to Antonito for check in). She also recorded volunteers' years of service for recognition at the Monday meeting.

Food Preparation: Antonito, Session A & B



Team Leader **Patty Hanscom** (L), assisted by Mary Jane Smith (C) and Linda Dueker (R). Pre-session, Patty planned menus and shopped for all necessary food and beverages. 40 to 45 people were served daily. On Thursday, the Shop and Office crews were invited for lunch; during Session A approximately 15 members joined us, in B about 5. Wednesday night dinner at Mogote Camp-ground served 50 people; some of the Chama contingent traveled over the hill to join us. The kitchen crew also serviced the CRF bathroom.

Bolt and Tool Operation, Antonito CRE, Session A & B

Team Leader **Marshall Smith** and assistant Yvonne McKelvy located supplies and provided tools as needed to projects. Several custom-length bolts were manufactured along with custom fabrications needed on various jobs. They maintained tools in serviceable and safe condition, maintained bolt and bench stock inventories and assisted teams with all types of fasteners, including cutting and threading bolts.



Project Chronicling: Antonito, Chama, Session A & B

Chronicling photos and data for all A and B projects were taken and filed in the chronicling system by team leader **Sharon McGee**. Susan Templeton, a new recruit, did great and conscientious work along with her tech-savvy 14-year-old son who filled in when Susan had to leave early.

Equipment Preparation, Hauling and Vehicle Operation: Antonito and Chama, Session A & B

Pre-season, Team Leader **Doug Fredrick** collected and serviced every single piece of Friends gasoline-powered equipment, working out of the Chama woodshop. During A & B, Doug was kept quite busy with an unusually large number of trips from the sawmill and supply trips to and from Chama and Alamosa.

Landscaping: Antonito, Session A & B



Team Leaders **Jim and Naomi Sublett**, along with Debby Joerg, Cathy Rheinberger and Michelle Hackmeyer built a new picnic area located in a shady area at the Antonito Depot. Trees were pruned, and spring clean-up accomplished on all flower beds. Water systems were checked and expanded.



HISTORIC PRESERVATION ON THE C&TS, 2016

RESTORATION SESSIONS A (MAY 23- 27) AND B (MAY 30 - JUNE 3)

Car Preparation and Painting: Antonito, Session B



Team Leader **Brad Lounsbury** and his team sanded, primed and painted three new picnic tables for the new picnic area at the Antonito depot. The depot baggage cart was completely sanded and painted. Paint was ordered for Antonito projects and following the prep work, the team painted the Tully Caboose 05635. Caboose 0503 also received roof walk painting.

Car Stenciling and Lettering: Antonito, Session B

Under the leadership of Team Leader **Fred Pittroff**, Box Car 3244 (the concession/potty car) was lettered and Tank Car 11036 was almost completely stenciled. More than two people are needed for this sort of project. Two new volunteers joined the team late in Session B when Debby Joerg and Cathy Rheinberger were “borrowed” from the gardening crew and made fine additions to a standing lettering crew.



Build Four Passenger Trucks for Display Cars 0252/470 Tourist Sleeper and 053 Cook Car: Antonito, Session B



Team Leader: **Russ Hanscom**. Much progress was made on passenger trucks for 053: primed wood, corner eye bolts fabricated, welded three of the four wing link assemblies for the RPO frame, salvaged equalizers and coil springs from old trucks and many other important parts assemblies. Many corrections were made to CRRM drawings for these trucks. 053 should be ready to begin its final assembly. Funding needs to be completed for purchase of expensive parts to complete these trucks. Completion is anticipated end of 2017.

Repair High Side Gondola 1357: Antonito, Session A & B

Team Leader **Bill Oltmanns**. Square steel tubing was partnered to the center sills. All joinery of A & B end sills was completed and fastened. Hundreds of holes were drilled through the sills and steel using the RR shop's mag drill. Brake cylinder hung, all air lines, installed brakes and brake rigging, truss rods installed and tightened. Wood sills treated with 50/50 linseed and thinner and then covered with snow and ice guard prior to beginning installation of the Trex deck. Crew during the two sessions included Chuck Dueker, Sam Hauck, Jack Heiermann, Warren Ringer, Daniel Schmidt and Phil Todd.





HISTORIC PRESERVATION ON THE C&T'S, 2016

RESTORATION SESSIONS A (MAY 23- 27) AND B (MAY 30 - JUNE 3)

Caboose 0503: Replace Leaking Roof Antonito, Sessions A & B



Team Leader **Dan Atkinson** and crew installed a completely new roof, which required removal of the stove chimney, roof walk and other appliances. A new ice dam was installed and canvas applied and stretched prior to the application of a preservative. Wood window repairs were provided as needed. The two-session crew included Don Atkinson, Jim Hickman, Jim McGee, Greg Coit, Al Hackmeyer, Robert Kohler, Bryce Templeton and 14-year-old Remington Templeton who was attending with his parents.

Maintain/Repair Steel Frame Flat Car 6529: Antonito, Session A

During Session A, Team Leader **Bill James** and Tom Hiscox cleaned and scaled steel frame Flat Car 6529. Once that was completed, the car was completely re-decked and given a good coat of preservative.



Maintain/Repair Steel Frame Flat Car 6627: Antonito, Session B



Moving on to Session B, Bill, Tom and Cole Adams began work on a second steel frame flat, 6627. Cleaning off the old decking revealed a seriously-damaged corner and end sills. Damaged material was cut out and new heavy-duty patches were welded into place. Badly rusted areas were also scaled and metal rust preventative treatment was applied.

Convert Boxcar 3016 to New Kitchen Storage Car: Chama, Session A & B

Don Bayer was the team leader as he and the crew worked on converting Box Car 3016 to the new kitchen storage car. Don will be supervising the project throughout the 2016 season as they repair the roof, replace the walkway, re-side the car, replace the doors and install and test the brake piping.



Photo: Joe Kanocz

Installarion of Historic Markers: Osier, Session B



Team Leader **John Engs** and his crew began the installation of historical markers at Osier with mounting and cross bars for the signage. The project will continue into Session C in late June.



HISTORIC PRESERVATION ON THE C&T, 2016

RESTORATION SESSIONS A (MAY 23- 27) AND B (MAY 30 - JUNE 3)

Restoration of Water Service Car 04904 to Servicable Condition: Chama Sessions A & B



Photo: Chris James

Team Leader **Terry Rider**, assisted by Peter Maw, worked on restoration of the Water Service car (Box Car 06092) in the Chama yard. Work will continue through the 2016 season to replace the exterior siding and doors, repair the car interior, rebuild windows and casing and replace the safety devices to return the car to serviceable condition.

Fabricate Freight Trucks for Display Cars 3159 and 5774: Antonito, Session B

Materials were rescued from Chama swamp. Wheel sets and journal boxes were collected and shipped for storage in Antonito. No actual construction begun.



Additional Work: Session A & B



The Town of Antonito requested removal of a track incursion on the Monte Vista Street setback (Car Shelter Track 3 where 5995 was stored.) Clean-up work included scrap metal removal from various locations around the CRF property and relocation to a new storage area on the north edge of the property. The CRF parking lot was also extended and graveled to increase parking for a record number of Antonito volunteers!

A Special Shout-Out to Remington Temple: Antonito, Session B



Here's one special Friend!

14-year-old **Remington Templeton** of Austin, Texas, accompanied his parents to Antonito this year and assisted in the repairs on D&RGW caboose 0503.

We hope he (and his folks, Susan and Bryce Templeton) return every year as Remington becomes a restoration master for the Friends and an inspiration for others to come join us!

Thank you, Remington!

More photos of each of the season's Restoration Work Sessions can be found on the Friends' Forum:

<http://www.coloradonewmexicosteamtrain.org/FriendsForum/>

[Thank you, Ed Lowrance and John Engs, for the descriptions, team members and photo information for Sessions A and B.—*Editor*]



HISTORIC PRESERVATION ON THE C&TS, 2016

RESTORATION SESSIONS G (2015), A & B (MAY 23 - JUNE 3, 2016)

Restore Long Stock Car 5995: Sessions G (2015), A & B (2016)

In 1923, the D&RGW found itself short of stock cars and construction of 100 new cars was authorized. Not only would the cars carry cattle and sheep, they were also specified to carry two 16-foot bundles of lumber. Thus, the cars were built 34 feet long instead of the usual 30 feet. They were numbered in the 5900 series.

The 34-foot cars were not liked by the train crews, as the cattle and sheep loading chutes were designed for the 30-foot cars and thus required additional switching and extra time for loading and unloading.

In the 1950s, all but six of the unpopular cars were scrapped in order to salvage their high-capacity trucks for use on flat cars during the Farmington oil boom. Trucks, couplers, brakes and other metal parts were saved; the wooden bodies were burned. The remaining six were sold to ranchers around the San Luis Valley.

5995 was found on a farm owned by Ms. Fran Janzen. She graciously donated the car to the Friends in 2007. 5995's sills and floors were in decent shape and much of the car's siding was usable, but the roof had deteriorated, the doors were beyond saving and there was no hardware. Ms. Janzen insisted that the Friends use as much of the surviving material as possible for the restoration.

Once the accumulation of horse manure was removed, the first stage was construction of a new roof, including top sills, carlines, purlins and roof planking. Most of the steel rods supporting the sides were replaced and the body was again made square and straight.

The years since 2007 have seen steady progress on the restoration including buying, trading, stealing, adapting, modifying, making do and just plain scrounging. Ex-D&RGW Stock Car 5510, acquired from Knott's Berry Farm, provided much of the restoration's hardware.

After eight years of work, 5995 is nearly ready for train service again. In September 2015, Alcon Construction came down from Alamosa and lifted 5995 onto its newly-assembled Andrews trucks and on to narrow gauge rails for the first time in sixty years! Only the brake system and a few remaining details remain.

Special thanks to Mike Horner, Kevin Corwin, Warren Ringer, Bill Horky, Ken Halterman, Clyde Putman, Jim Florrie, and many others. *🦋 Dan Pyzel, Team Leader*

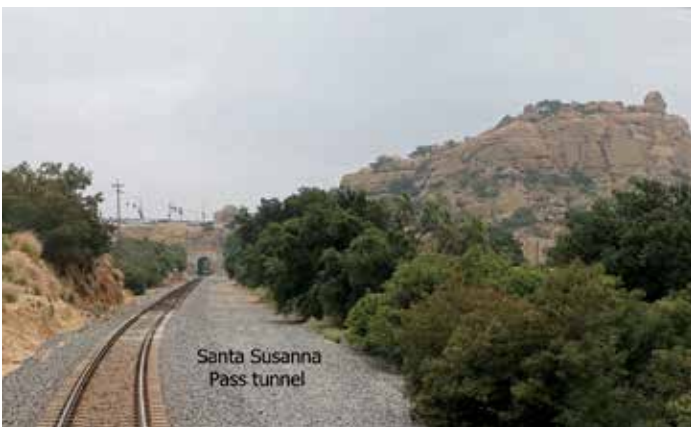


Photos by John Cole, Ed Lowrance and Joe Kanocz

Los Angeles-Seattle II PV Charter A Success!

Photographs by Dave Traudt

A second Los Angeles to Seattle private railcar trip proved to be most successful and enjoyable to the group that joined us on the May 4th-9th journey. Our group was treated to 70+ degree weather and sunny skies in Seattle. Needless to say the group enjoyed good food, drink, camaraderie and wonderful scenery. The Friends made some money to help with our overall mission, which is most positive. If there is anyone out there interested in future fundraising private car charters, just let us know! They are a fun and truly great experience. 🍷 *Tim Tennant*



***Don't forget! The Private Railcar Circle Trip: Los Angeles—Portland—Chicago—Los Angeles
September 24 - October 3, 2016***

DETAILS MATTER!

by Ian Kelly



Members of the Friends spend hours researching details of the Denver and Rio Grande Western's history in order to ensure that historical fixtures and fittings are presented as accurately as possible on the railroad. But occasionally things slip through the net and beware the wrath when we get it wrong!

A case in point is the signal arrangement at Cumbres. Work started on the Section House last summer under the supervision of Bob Conry to stabilize and repair the building. Pictures were posted on the Internet of the work in progress, which showed the signals at the front of the building pointing upwards. They have been like that for years but when those images went out, the Internet lit up with indignation! The signals should point down!

It turns out that originally the two signals that faced east and west and back to back on a single post were attached to the station building which was situated just east of the present highway. When that closed and was demolished, they were transferred to the section house. They were operated by a cable system that ran down the post via a pair of pulleys into the section house. Operating the levers inside the section house lowered the signals to the clear position. The signals were weighted at the back so when the levers were set to the stop position, the signals would return to the horizontal. At some time in the past, the cables were removed so the weighted signals, unfettered by the cables, pointed skyward.

All is now well. Bob Conry has painted the signals the appropriate colors and anchored them in the down

position with plumbers tape pending the reinstallation of the operating cables when the signal post is replaced. Peace now reigns on the Internet.

At least for now.



Bob Conry prepares a new semaphore mast for the Section House at Cumbres. Photo by Ed Lowrance



Juicy
Prime Rib
Savory
Cod

Enjoy



FEATURING
WINES FROM
DON QUIXOTE
DISTILLERY
LOS ALAMOS, NM

Details

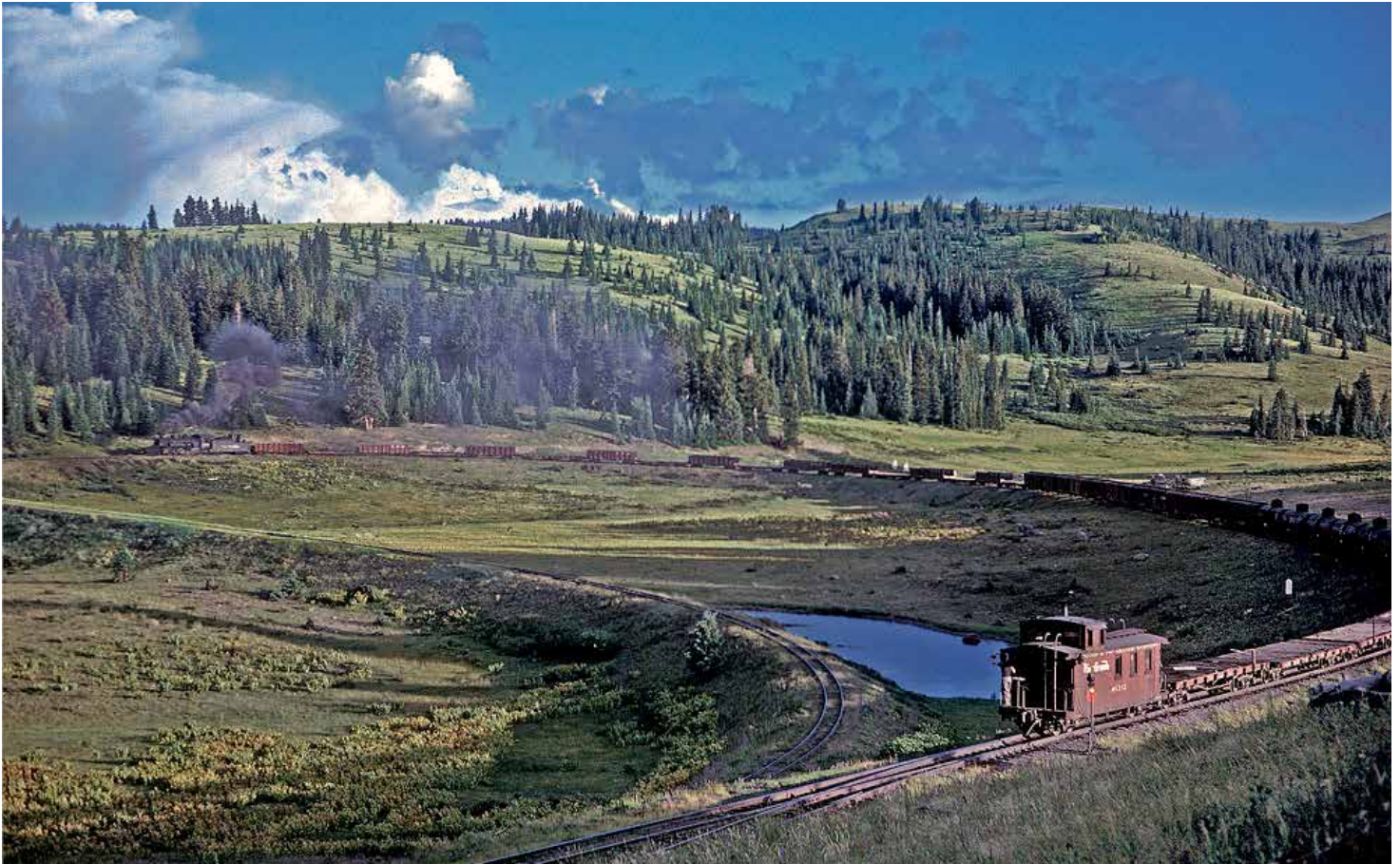
Date: Friday, July 15

**Departs: 5 pm,
Chama**

**Returns: 11:30 pm,
Chama**

Call Now: 505.880.1311

Parlor Car: \$150/person
 Tourist Car: \$125/person
 Coach Car: \$89/member
 \$99/general public



Photograph by John West

FALL COLOR & FREIGHT TRAINS ON THE C&TS

October 4 & 5, 2016

Join the Friends of the Cumbres & Toltec Scenic Railroad, Inc., for two days of freight trains on the Cumbres & Toltec Scenic Railroad amid glorious fall colors! Our K-27 #463 is lettered for the Denver & Rio Grande with classic Moffat Road herald and our K-36 locomotive will be lettered Rio Grande with vinyl lettering. Matching lettering will be used on the caboose each day. No magnets will be used.

Dates: Tuesday, October 4 & Wednesday, October 5, 2016

Tuesday, October 4, will feature K-27 #463 on two Cumbres turns. We will begin the day by picking up stock cars at the Chama stock pens, and then run to Cumbres Pass, with photo runbys along the way. The cars will be left at Cumbres and #463 will caboose hop back to Chama.

In the afternoon, we will have a second Cumbres trip with K-27 #463, which will bring up additional freight cars to add to Wednesday's big train! There will be a night photo session led by Mike Shade at a location to be determined.

Wednesday, October 5, will feature an early morning departure with a K-36 bringing up an additional cut of cars to Cumbres. This turn, plus the cars left at Cumbres the day before, will make up a 30+ car freight, allowing us to capture a long eastbound train snaking around Tanglefoot and Los Pinos curves. After lunch at Osier, we will head back to Chama, aiming for shots in Los Pinos Valley and Tanglefoot curve.

We are working with ***Michael Allen, John West and Mike Shade*** to ensure the best possible photo runby locations in optimum light. We appreciate their willingness to assist with these logistics. Please note that the above-mentioned consists and runby locations are what we anticipate but could change slightly.

FALL COLOR & FREIGHT TRAINS ON THE C&TS, OCT. 4 & 5, 2016 (CONT.)

Price: \$595/person. Coffee, pastries, soft drinks, and bottled water on the train plus a boxed lunch on Tuesday and lunch at Osier on Wednesday are included in the ticket price. There will be a limited number of caboose tickets, at \$50, available for day one, allowing you the freedom to shoot from the cupola and end platforms without having other people in your shot. We are offering four spaces for the caboose hop down from Cumbres after the morning turn and four spaces on the afternoon Cumbres turn, as far as Coxo, where you will detrain for the runbys at Coxo and Windy Point. First come, first served.

Deadline: The Friends will require 35 paid participants by July 31, 2016 to make this trip viable. We will keep the maximum number of participants to 40. You are not a confirmed participant until we have processed your payment. This is strictly a first-come, first-served event—no exceptions.

Payments can be made via personal check, money order, MasterCard, VISA or Discover credit cards. Checks can be made payable and sent to:

Friends of the Cumbres & Toltec Scenic Railroad, Inc.
4421 McLeod Road NE, Suite F
Albuquerque, NM 87109

Telephone: 505-880-1311 (Office hours are 8am-5pm MDT Monday-Friday)

You may also pay online: <https://www.cumbrestoltec.org/online-store/charters.html>

We will advise everyone after July 31, 2016, (or as soon as it sells out), as to whether the charter will indeed operate, based on actual paid reservations. It is important to have your payment in as soon as possible. If we cannot attract enough passengers, the charter will be cancelled and all monies will be refunded.



Photograph by John West

Order your 2017 Calendar Today!

2017 12-month calendar featuring photographs taken by Friends of the Cumbres & Toltec Scenic Railroad, Inc. members and volunteers.

First/Last Name: _____

Street Address: _____

City: _____

State: _____

Zip code: _____

Phone: _____

E-mail: _____

Quantity (\$20 each calendar, shipping included): _____

Amount enclosed: \$ _____

Payment type: circle one

Cash

Check

Credit Card (circle one)



Credit Card number:

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Expiration date:

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Signature: _____

Amount: \$ _____



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Friends of the Cumbres & Toltec Scenic Railroad, Inc.

Mail your payment to:
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Friends of the Cumbres & Toltec Scenic Railroad, Inc.

A nonprofit corporation dedicated to historic preservation, interpretation & restoration

505-880-1311 • www.cumbrestoltec.org

Note: It's a crime to tear up your copy of the C&TS Dispatch (or at least it ought to be) so copy or scan this page and mail it to Gwen at the Friends Office, 4421 McLeod NE, Suite F, Albuquerque, NM 87019 to order your calendar! Phone orders are also accepted.



C&TS Friends' BOOKSTORE

The Friends' Office and Library have a number of new and used books for sale. Here's your chance to pick up some hard-to-find books. New books are just that: *new*. Used books are generally in good condition unless otherwise noted. All sales are final. **Thanks for looking!**

New Books from the Friends' Bookstore

<i>A Century + Ten of D&RGW Narrow Gauge Freight Cars, 1871-1981</i>	2nd ed., spiral	\$60
<i>Cumbres and Toltec—Furukawa</i>	1st edition	\$50
<i>D&RGW 1000-1499 High Side Gondolas—Blanchard & Mulina</i>	Spiral	\$15
<i>D&RGW K-28 Class Locomotives #470-479—Conder & Mulina</i>	Spiral	\$15
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Please note the *Dispatch* publication deadlines and plan accordingly.



The C&TS Dispatch is making some changes.

Do you have comments, critiques or suggestions?

Your editor would like to hear from you! Please contact the **C&TS Dispatch** at:

cjames@silverrailsleadville.com
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PO Box 658, Sandia Park, NM 87047



**Do you live far, far away from Chama, Cumbres Pass or Antonito?
Do you go into withdrawal when you don't see or hear steam locomotives?
Do you wish you could get a "steam fix" every morning with your coffee?**

DON'T WORRY! HELP IS AVAILABLE ONLINE!

Go to <http://www.coloradonewmexicosteamtrain.org/yard-cams.htm> and check out the three real-time web cams at the Chama, NM yard! Two are located on the coaling tower: the south-facing camera points toward the depot and the engine house; the north-facing camera points toward the water tank, the oil rack and Cumbres Pass. The third camera is south of the depot and looks north through both the yard and passenger loading area. You can always watch the morning departure at 10 AM MST and railroad activity around the Chama yard all day long. You can't quite smell the coal smoke, but it's almost as good as being there!

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

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

In Memoriam

Laura Ann Kammerer passed away on Thursday, April 14, 2016 in Albuquerque after a short but courageous battle with cancer. She was 61.

She and her husband **David Ferro** enjoyed travelling and sharing several unique hobbies, including volunteering on bricks-and-mortar historic preservation projects with the Friends of the Cumbres & Toltec Scenic Railroad.

In lieu of flowers, please consider a donation to the Florida Trust for Historic Preservation or the Friends of the Cumbres and Toltec Scenic Railroad.

Antonito resident **Marie "Cookie" Trujillo Schmitz**, 63, passed away peacefully at home on April 22, 2016. Maria was a beacon of light to the many people in Conejos County and the San Luis Valley through the volunteer work she did for various entities including the Cumbres & Toltec Scenic Railroad.

In lieu of flowers, donations can be made to the Maria Trujillo Schmitz Scholarship Fund.



Antonito, Colorado, November 28, 1948. Photo by Robert Richardson. Richard L. Dorman Collection # RD016-011.jpg



Dispatch Deadlines

To establish a dependable schedule for mailing the *C&TS Dispatch*, the following deadlines for material to be published must be observed:

Fall Issue 2016 mails on September 30, 2016 — **All materials must be received by Aug 31, 2016**

Winter Issue mails on December 30, 2016 — **All materials must be received by November 28, 2016**



Have an idea for a Dispatch article? Great photos? Both?

Contact the editor at cjames@silverrailsleadville.com or timentnant@cumbrestoltec.org



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Antonito, Colorado, June, 2016. Photo by John Cole