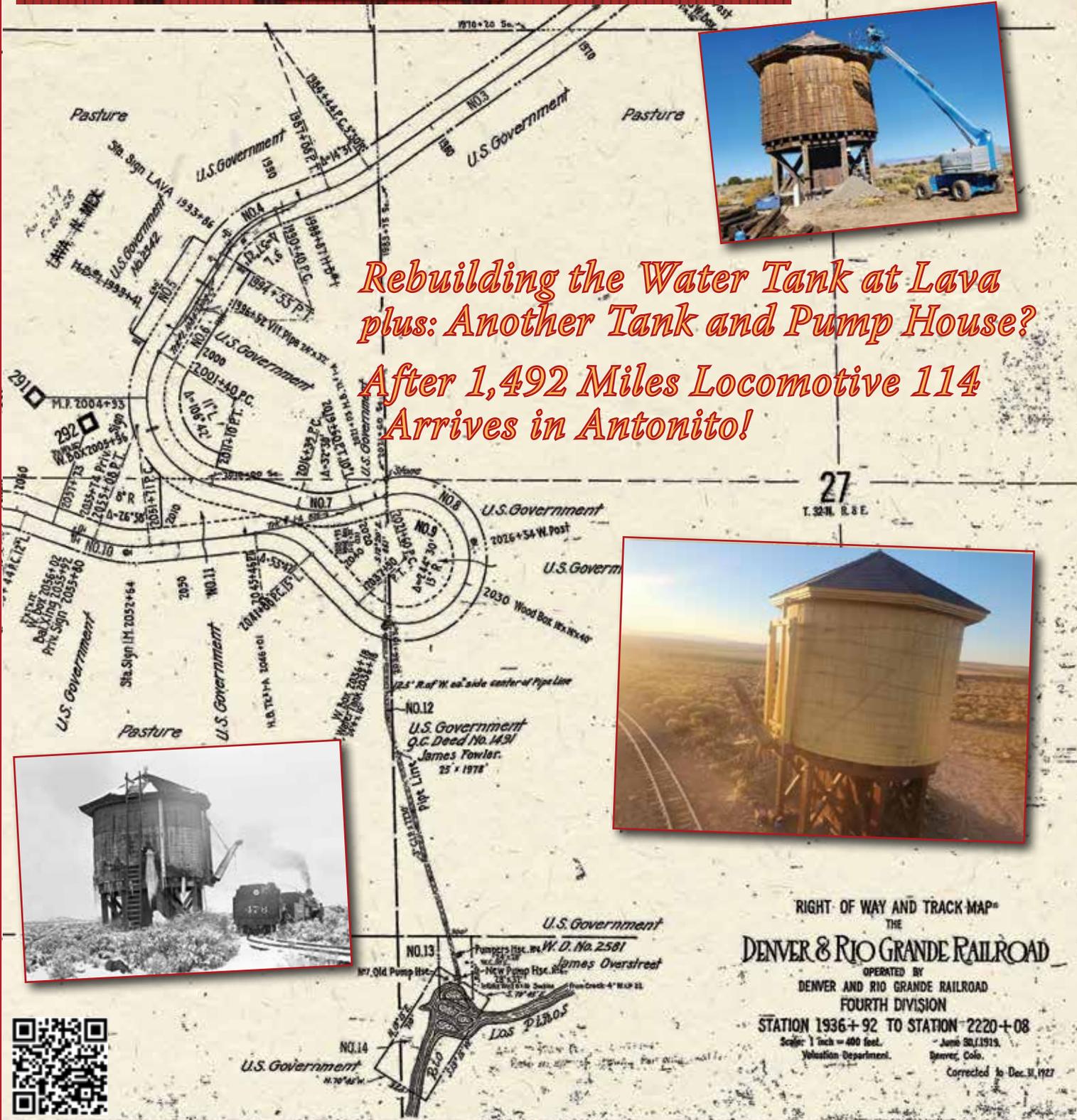
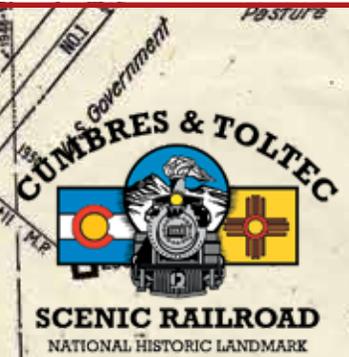




C&T S DISPATCH

VOLUME 37 NO. 4
WINTER 2021



*Rebuilding the Water Tank at Lava
plus: Another Tank and Pump House?
After 1,492 Miles Locomotive 114
Arrives in Antonito!*



RIGHT OF WAY AND TRACK MAP[®]
THE
DENVER & RIO GRANDE RAILROAD
OPERATED BY
DENVER AND RIO GRANDE RAILROAD
FOURTH DIVISION
STATION 1936+92 TO STATION 2220+08
Scale: 1 inch = 400 feet. June 30, 1919.
Voluntar Department. Denver, Colo.
Corrected to Dec. 31, 1927





C&TS DISPATCH

Friends of the Cumbres & Toltec
Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 37, No.4 🍂 Winter, 2024

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C&TS DISPATCH

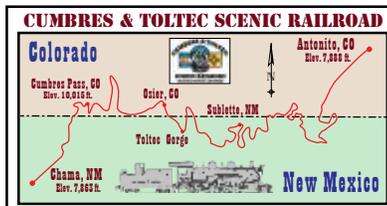
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a sixty-four mile-long Railroad and museum of railroad history and technology, operating between Antonito, Colorado, and Chama, New Mexico. The Railroad is owned jointly by the States of Colorado and New Mexico. As the museum arm, the *Friends* is dedicated to the preservation and interpretation of the Railroad. The Friends is an Affiliate Member of the *Heritage Rail Alliance (HRA)*. Family membership in the Friends is \$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 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



Wrapping Up Twenty Years

So here I am, composing my very last *Dispatch* column. I hope you all have enjoyed these closing columns, as well as all my columns over the past twenty years. Forgive me if I repeat some of what I've written over the last year.

The years that my wife Judy and I have been here in New Mexico have been a quite a journey, a journey which brought an abundance of wonderful people into our lives: Friends members, Board members, Commissioners, C&TS Railroad staff, our volunteers in the library/photo collection, and Gwen and Katharina here in the office. All have impacted our lives and we will always remember these very special relationships.

As I've noted over the course of the last several columns, the organization has evolved and matured over the last twenty years. The Friends are concluding their 36th year and our membership must be very proud to be a part of this unique group. Our members' passion is something that amazed me when I arrived back in 2004

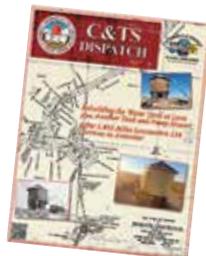
and it still does today. You all come from across the vastness of United States —and even overseas—to participate in work sessions, ride a Friends-sponsored charter train or work with other volunteer projects.

When the Friends ask for financial support from the membership you all step up to the challenge. I have never witnessed such an outpouring of giving as I have during my tenure here. When we send out PNGPF—Preserving the Narrow Gauge Past for the Future—you have responded and respond generously. The membership base is the backbone of the organization and over the years I have always expressed my appreciation. You are the real heroes who keep the Friends vibrant.

Throughout the previous columns I've noted some of the highlights and accomplishments over the past twenty years. I think it is worth repeating: the membership and other stakeholders indeed know how the organization and the Railroad has changed over the course of time.

If one looks today at each year's Friends work sessions, the organization looks more like a small construction company than a group of volunteers. Like a watch or an automobile, there is so much that goes on behind the scenes with a lot of moving parts. How this all comes together is a testament to the Project Committee and how it manages this very important segment of the organization.

I have also admired the operation and management of the Cumbres & Toltec Scenic Railroad



On the cover:

The water tank at Lava has been inoperative for decades. That's about to change. Over the last several years, the tank has been rebuilt with a new roof by John Beaver, a Chama-based contractor who documented his progress. Our article includes some interesting mystery-history about an earlier Lava Tank and Pump House, now long gone. The twin stories begin on Page 4. Photos by Ernie Robart and John Beaver

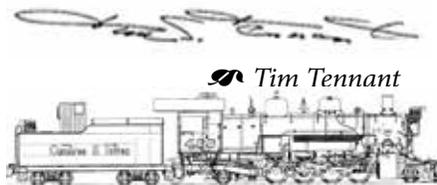
itself. In my time here I have watched the strides the Railroad has made as it manages and markets its product. Through fires and enforced closures, changes in management and organization, the Railroad has not only survived but thrived. Even though trains on the C&TS are not operating year-round, the Railroad is being run like a year-round business. This is so important in today's environment. Vacationers plan ahead and once the operating season ends you have to be ready to schedule the next season. The experience the C&TS has shown is superb; the investments that have been made on infrastructure are paying dividends. The Railroad's track and roadbed are in the best condition they have ever been. Upgrades have been made to the rolling stock, including restoration of our historic passenger car fleet and the addition of more premium cars, which helps enhance the Railroad revenue.

With a tenure that has stretched these twenty years, I hope that I am leaving the Friends in better position than when I arrived. The organization has grown substan-

tially; investments have been made in facilities and rolling stock, consistent with fulfilling the Friends mission.

While Judy and I will try not to disappear totally, I will miss the friendships and relationships that developed during this time and the interactions with so many of our members. It has been an honor to have been associated with such a wonderful group of people for these last twenty years. I never dreaded coming into the office or driving to Antonito or Chama. It's been a wonderful experience for Judy and me, and you all have had a hand in making it so joyous. With that I wish you all a heartfelt goodbye and genuine appreciation for everything each and every one of you do, and all the Friends and the Railroad has accomplished.

Sincerely,



Tim Tennant



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 Friend's safety program by techniques, developments, effective safety practices and standards.

There are five members on the committee with a Safety Officer and alternate. **We presently have two committee vacancies.** The Safety Committee convenes once a year at the fall meeting and deals with issues relating to safety all year. We try to broadcast the meeting over the web (via Teams or Zoom) for those who cannot attend in person. If you are considering becoming a committee member, it would help, though not required, to have had previous experience in safety issues.
~ John Engs jengs@engsventures.com

Do you have a good condition pickup truck, 1/2- or 3/4-ton, that you no longer use and would be willing to donate to the Friends? Our 23-year-old Chevy Silverado that has served the Friends for well over ten years has finally given up, needing a new transmission. If you have a 1/2- or 3/4-ton pickup that you think the Friends could use (and you get a nice tax deduction at the end of the year!), please get in touch with the office at 505-880-1311 or via e-mail at info@cumbrestoltec.org.

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



2025 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 and your family can become Friends and receive the quarterly *C&TS Dispatch*, train ride discounts, invitations to special events and the opportunity to participate in restoration projects each summer, along with the satisfaction of supporting and investing in the historic cultural heritage that is the Cumbres & Toltec!

Only \$40 per year for a basic Family Membership! Foreign: \$50

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

Name _____

Address _____

City, State, Zip _____

My check for \$ _____ is enclosed,
or

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

Card # _____

Exp. Date _____

Signature _____

Email _____

Mail to:

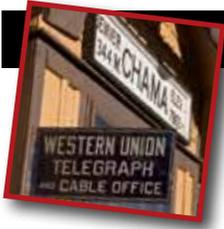
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Albuquerque, NM 87109
505-880-1311

www.friendsofcumbrestoltec.org

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Give this to a friend!**

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Friends of the C&TS: TELEGRAPH AND NEWS



Bellingham, WA



Loaded and chained

Photos by:

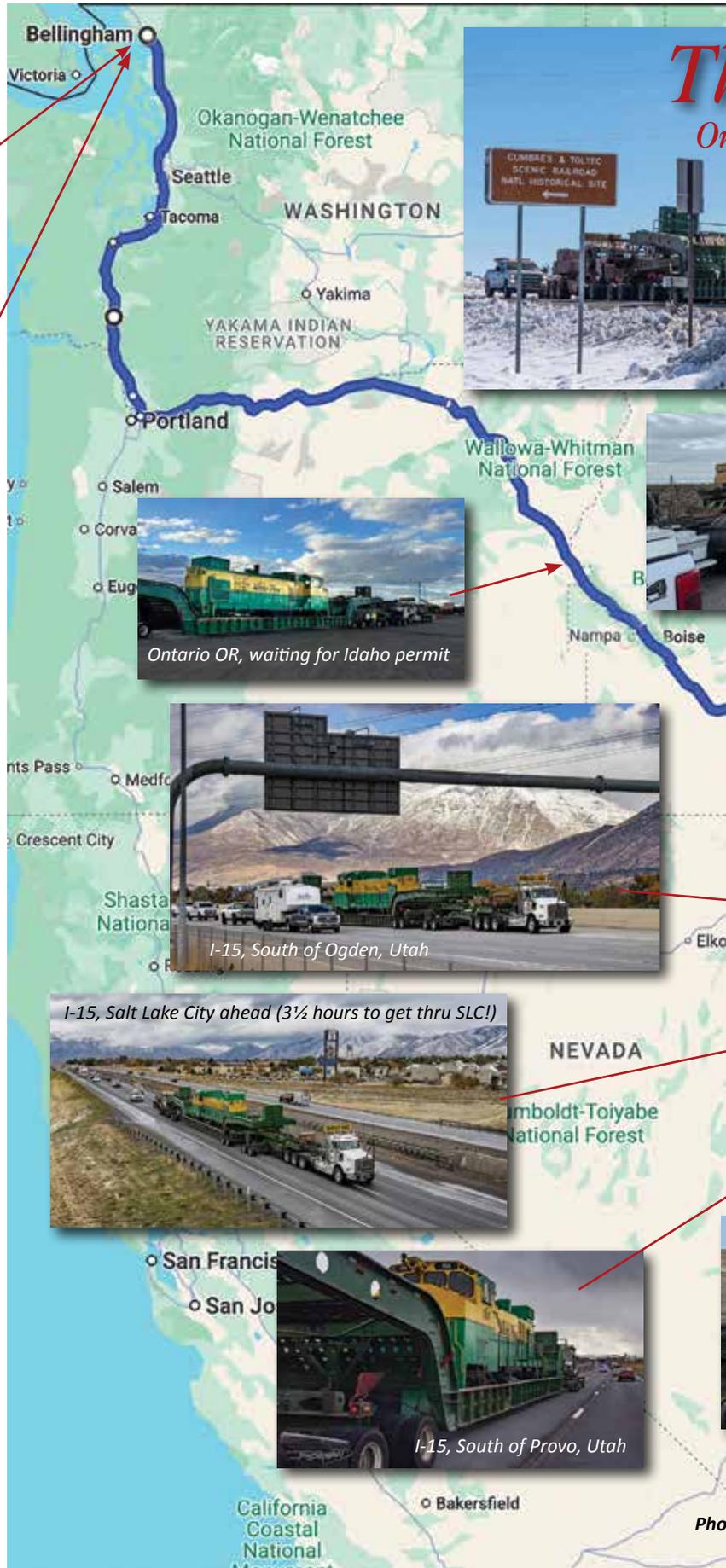


HEAVY TRANSPORT
Thank you, Doug Smith
Project Manager

THE SKAGWAY NEWS.
Serving the Gateway to the Klondike
Gretchen Wehnhoff
Joe Stolze

Additional photos by
Steve Butler (Bellingham)
Phil Linke (Bellingham)
Josh Bernhart (Utah)
Dan Robirds (Utah)
Scott Gibbs (Antonito))

Thanks also to the
Narrow Gauge Discussion Forum



Ontario OR, waiting for Idaho permit

I-15, South of Ogden, Utah

I-15, Salt Lake City ahead (3½ hours to get thru SLC!)

I-15, South of Provo, Utah

The Road to Antonito

Only 1,942 Miles (+ 950 miles from Skagway!)



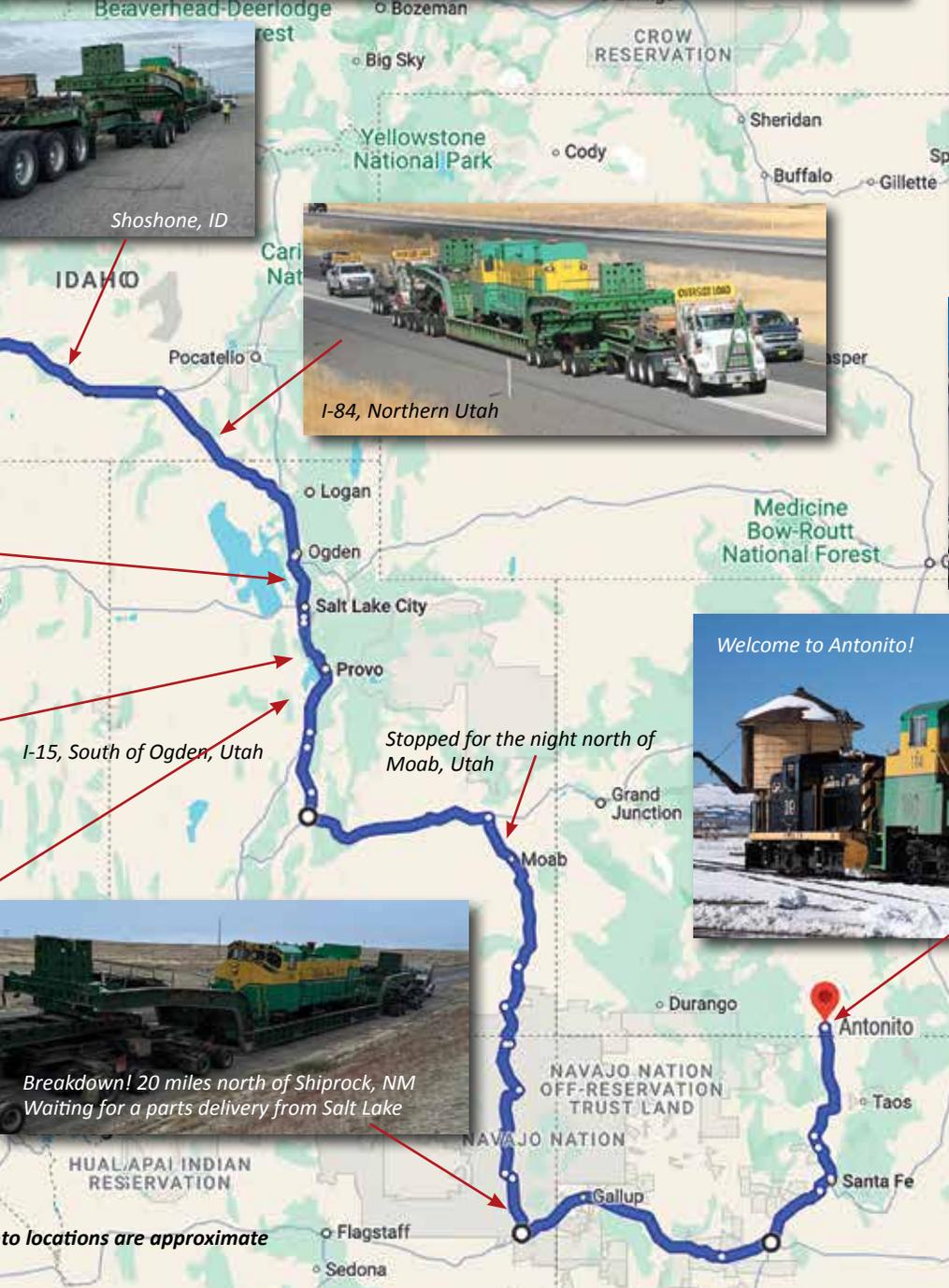
73-Tons of locomotive, lifted with ease



The trucks were delivered months ago



Slowly now...



Welcome to Antonito!



Breakdown! 20 miles north of Shiprock, NM
Waiting for a parts delivery from Salt Lake



Diesel buddies, old and new!



the RESTORATION of LAVA TANK

by John Beaver
and Chris James



1966, Ernie Robart



1972, Ernie Robart



2023, John Beaver



2024, John Beaver

The Spring 2024 edition of the *C&TS Dispatch* presented some background and history about the various water tanks, standpipes and other water sources along the Cumbres & Toltec. While they were presented in some detail, the tank at Lava had a larger story to tell, but the *Dispatch* has limited space in each issue. Some of that story has been presented in the online Narrow Gauge Discussion Forum (NGDF) with photos by John Beaver Construction of Chama. John was the contractor and builder—or re-builder— of the Lava Tank, posting his photos and comments on the NGDF, beginning in the spring of 2023, concluding the project this spring. With his permission, we are reproducing his photos and comments along with some additional material from the Friends Photographic Archives.

Photos and text by John Beaver unless otherwise noted

The water tank at Lava is a lonely, desolate place. At a mere eleven miles west of Antonito and just fourteen miles to the next watering hole at Sublette, one might think that a tank at Lava wouldn't be all that necessary. But the thirst of C&TS locomotives is insatiable and the nearly-500-foot climb from Antonito to the rocky plains at Lava can consume a goodly portion of a locomotive's water supply, especially before the 1920s when the big K-36 and K-37 Class engines came along. It's another 810-foot climb over the next fourteen miles to Sublette, so they'd better get a drink while they can.

locomotives and rotary snowplows of the D&RG. (See *C&TS Dispatch*, Vol. 37, No. 1, Spring 2024, for information about the Pump House on the Rio de los Piños.)



FCTS, Ernie Robart, 1967 ERNG19700927-0210

When the Cumbres & Toltec took over 64 miles of the Denver and Rio Grande in 1970, the Lava Tank and the Pump House were part of the deal along with the rest of the structures and right-of-way.

In 1971, an unidentified railfan climbed onto the roof of the Lava Tank, lit a cigarette and waited to take a photo of the passing train. As the train approached, he probably tried to snuff out his smoke on the dry shingles of the ninety-year-old structure and reached for his camera. No one knows the whole story but the result was obvious; the



FCTS, Ernie Robart, 1967 ERNG19670630-0703

Even that drink was hard-won: with no convenient mountains or springs nearby, the water had to be pumped up to the tank from the stone Pump House beside the Rio de los Piños, four-hundred feet below, to supply the

tank caught fire and burned right down to water level, about two-thirds full.

Still, the Railroad needed a tank at Lava so they “imported” the tank from Antonito, tore the burned tank down to the support columns and set the “new” tank on top, including a 12,000 gallon steel liner with a much smaller capacity than the original tank.

As time went on, the tank was used less and less. When the pump at Rio de Los Pinos failed and the water line up to the tank collapsed and clogged, the tank at Lava became more of a historic piece of the scenery than a required stop for locomotives. Still, it served some kind of function: thousands of birds, bats, mice and other critters roosted, nested and deposited vast amounts of their—well, let’s just call it “guano”—inside the open structure.



Ernie Robart, 1971
FCTS ERNG19711003-0140

With the rebuild of K-27 Locomotive 463 and the restoration of T-12 Locomotive 168 and C-18 Locomotive 315 (on loan to the C&TS from the Durango Railroad Historical Society), the C&TS began to offer unique historic charters and other events with these older classes of locomotives. Due to their age, however, they lacked the water capacity of the newer, larger, heavier Class K-36 and K-37s. Once again, water was needed at Lava.

According to Earl Knoob, an engineer on the C&TS in the 1990s, “The water situation at Sublette has been steadily growing worse for some 20 years now. Originally there were two springs up the little gully which were tapped for water. I believe one dried up in the late 1990s and the other has been in a downward spiral ever since.”



Topping off 315 at the Lava Loop. Photo by Don Atkinson

With the addition of the smaller locomotives to the historic fleet, the need for water at Lava became even more of an issue.

“With the rebuild of 463 by the Friends and the special charters... water has been a problem at Lava,” says John

Engs, the Project Manager of the Friends of the C&TS.

“That was resolved by the placement of a Rotary tank car at the cross-over track (at the Lava loop) which works well but is time consuming with limited flow from the tank car.”

The long-term plan is to repair the 400-foot water line to once again refill the smaller locomotive with water from the Rio de Los Piños directly to the Lava Tank.

“The rebuild of the Lava Tank was determined to be the next step by the Commission in getting it returned to service,” explains Engs. “The Commission was able to secure funds for the tank rebuild... It will take a lot less time to fill a tender from the spout on the tank.” Eventually, the pipe line to the tank will get checked and repaired and water will once again be pumped from the river. While the Pump House itself may remain an inoperative historical artifact, the Railroad is looking to have a trailer-mounted pump constructed so that it would be taken to the river when water is needed and connected to the pipe to supply the tank. Engs continued, “We tested the support structure (of the tank) at the end of the 2022 operating season to determine if we needed to replace any of the supports. The supporting columns were in good condition.”

Bids were solicited for rebuilding the now-rotted roof of the Lava Tank and John Beaver Construction of Chama was awarded the contract in August, 2023. To achieve semi-acceptable working conditions inside the tank, lots of guano shoveling was required by John and his crew before restoration could commence.

John Beaver posted photos and descriptions of the reconstruction on the NGDF. His documentation is reproduced here with his permission and our thanks. Some of John’s narration here is edited for clarity.

~ Chris James, Editor

Photos and text by John Beaver

The road to Lava is not much more than a goat trail but, without much drama, in 2023, we got a camp set up, and tools and our tools and equipment were trailered in.



The roof and tank-top floor were generally in poor condition, with some parts okay and other parts with fully-rotted joists and decking. The floor needed fixing and the roof was built on top of it, so the floor had to go first. We moved along with demolition. Fortunately, the C&TS had committed to hauling the debris out by rail. The safety lines are our friends here.



The original carpenters in their day did a fine job considering they probably made a couple bucks a day. But their compound jack rafter cuts, made with a hand saw, and the size of the framing nails always gives me great respect for their carpenter syndrome.



Having the metal tank inside was convenient to work on, but as the eight pie sections were removed, the stave sides of the tank, now unsupported and loose due to lack of swelling began to get wobbly. So I decided to span plywood between floor hip joists one by one and fasten each stave top and hip in its exact original position.



Note the difference in size between the original 50,000 gallon tank and the replacement 12,000 gallon tank inside.



A slot in the tank wall, opened to crane-in the 12,000-gallon metal tank after the wooden replacement tank and roof had been placed on the original base, was probably patched using burned staves from the 1971 fire.

John Beaver and Russel Lopez were brave men to descend into the quano pit.



I brought my own ladder and peeked inside. It sure needed a little love. Pigeons had moved in a long time ago, so to achieve semi-acceptable working conditions, a lot of shoveling to a floor exit was required. So was breathing protection.

Free organic fertilizer! You transport!



The Lava Pump House, located about a half mile south and 600 feet lower at the Rio los Piños, served the tank through a 3-inch steel pipe. I'm not sure when this pipe last used. But the Friends have done a great job stabilizing the Pump House structure. I believe the Railroad retains the water rights. 12,000 gallons of water from the river could quickly fill Lava Tank for rapid discharge into locomotive tenders of any size from a C-18 to K-37.



I don't think that the 12,000 gallon metal interior tank was filled many times after it was installed in 1973. The water mark in the tank shows the water that evaporated with disuse. Debris in the tank consisted of mostly avian carcasses.



Using the original 1905 blueprints, Douglas Fir lumber was ordered from Olguins Mill in Taos.



About this time it became cold and windy, so a retreat was made to the lee side of the tank where work started on the gallows frame and spout. The gallows frame here is wider than most because of the lookouts that project from under the tank and support the timbers. They are bolted to the burned-off stubs of the timbers, showing that the base is original. My counter balance weights were not heavy enough so Marvin and crew had the solution: a custom fabrication made with 75-lb rail.



That wrapped up the Lava Tank show for 2023. The synthetic wood-like shingles arrived in Antonito shortly after I loaded the lift onto the waiting railcar. Paint/prep will happen in 2024.



Apparently the tank made a convenient target for gun-toting folks. Some welding is going to be needed on the interior metal tank before it is put back into service.



Adding the shingles, finial base and a water level gauge pretty much finished up the project. And unlike the originals, these shingles shouldn't catch on fire!



Note the green underlayment. This is the final seal for the roof, under the shingles. With the roof almost complete, it's time to start priming and painting with period Rio Grande Gold and Brown.



The synthetic wood-like shingles, delivered the previous season, give it a historic look, as approved by SHPO.

As a final touch, I built a new exterior ladder to access the roof entry for maintenance of the interior valve and lever.



The party was over and it was time to pack it up and go home. Fortunately, the C&TS was willing to send #19 out to pick up the lift. All that remained was to get the trailer back across the tire-eating lava fields to Antonito.



And the crowning glory? At the peak of the roof I built and placed the base for an ornamental spherical finial, such as you would see on other old D&RG tanks. If anyone has a source for a 16-to-18 inch sphere to place atop the finial, let the Railroad know. I'll come out and install it.

Suddenly it's 1881 again and the tank is (almost) ready to service the locomotives. All that remains now is to restore the pipeline up from the Rio de los Piños. There are no plans to restore or replace an actual historic pump at the river, though with a portable pump, deployed when needed, the tank will be fully operational again.

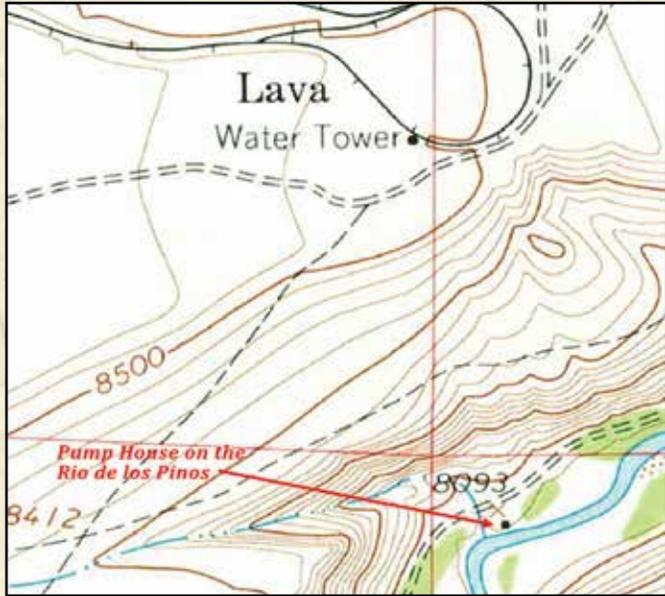


John Beaver runs John Beaver Construction in Chama, building homes and other structures. He has done previous work for the Railroad on the Chama Coal Tipple, historic buildings at Osier and more.



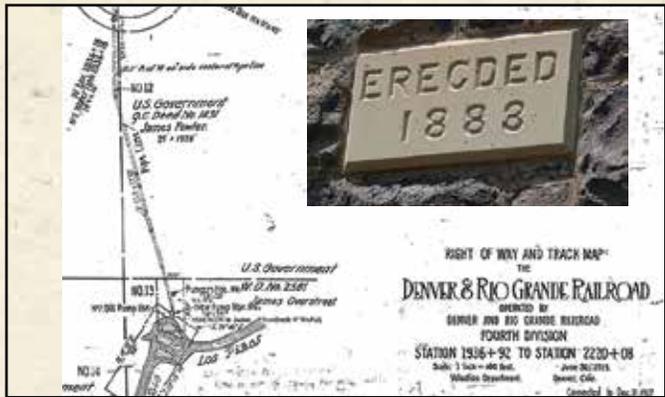
a SECOND TANK and PUMP HOUSE at LAVA?

~ Chris James



USGS, Los Pinos Quadrangle

| Year | Description | Qty | Cost |
|------|---|---------------|-------|
| 1881 | Water Tank, Standard No. 24 Capacity 50,000 gals. | | |
| 1883 | Pump House, Stone | 28'6" x 32'6" | 20000 |



The tracks of the Southwest Extension were pushed across the lava field in 1880, arriving in Chama, fifty-three miles west, in January, 1881. A D&RG Water Service document (above) shows that a 16 x 24-foot 50,000 gallon tank was built that same year. However, the Pump House on the Rio de los Pinos to supply the Lava Tank wasn't "erected" (sic) until 1883, two years after the completion of the SW Extension, making for a bit of a chronological mystery. Where did the trains get their water, with no water nearby?

Just to the west side of the current Lava Tank there is a set of stone foundation blocks. The exact purpose of the foundation is unknown, though it does have a circular appearance and may have been the original location of a temporary tank during the 1880 construction period. Perhaps once the construction was completed in 1881, a larger tank was needed to service the longer trains.

The answer may lie in the D&RG map "Corrected to December 31, 1927," shows both an "Old Pump House" and a



Photo: Dave Dye, 2009

"New Pump House." The older structure, just west of the 1883 building was located at a sharp bend of the Rio de los Pinos. Stream erosion being what it is, it is at that bend that a heavy water flow could seriously erode into the riverbank, changing the course of the river. Looking at the sand bars and channels on the map, one can see that a lot of erosion had already taken place.



While there is no actual evidence of this, there is a possibility that when the Southwest Extension was completed and the permanent tank was constructed in 1881, it became apparent that a more permanent and less precarious Pump House was also needed, something that wouldn't wash downstream and paralyze the Railroad for lack of water. Thus, a more substantial Pump House was built two years later.



There is no sign of the previous Pump House today. As predicted, the Rio de los Pinos has cut into that bend of the river, erasing any trace of that site. Today, even the 1883 structure could be at risk, with the river passing but a few feet from the southwest corner of the structure.

HISTORIC PRESERVATION ON THE C&TS, 2024

SESSION F (AUGUST 5-9) AND SESSION G (SEPTEMBER 23-27)

PLUS: AN UPDATE ON EXPRESS CAR 163 RESTORATION IN COLORADO SPRINGS

Photos by Sharon McGee, Don Atkinson, Michael Mee and Ian Kelly. Photos are shown when available. Reports are based on Team Leader submissions to FIDO. Reports not submitted to FIDO use archival information or are omitted. The Editor regrets any errors in content. Team Leaders and project members are shown when listed in the Team Leader report in FIDO.

Note: The quarterly schedule of the C&TS Dispatch always gives the last several Work Sessions the appearance of holding the short end of the stick as they occur late in the season, after the Fall issue has gone to press. Thus they appear instead in the Winter issue, long after the dust has settled and the paint has dried. Please keep in mind that they are as vitally important to the C&TS as the previous five sessions of the season and are presented here. ~ Editor



Proj. 0201: Site Leaders, Antonito, Session F



Don Atkinson is a man of many hats (besides #463.) Not only is he the Antonito Site Leader for Session F but he is also the Team Leader for a number of the projects such as the Telephone booth restorations and RPO 54 for this session. He also watches over a number of other projects each year.

In Session G, **Ian Kelly** took over the Site Leadership responsibilities. It was a small group and, as Ian summed it up, "Some 22 volunteers were present for Session G. Nobody got hurt and a good time was had by all. The CRF was winterized and the water turned off."



Proj. 0201: Site Leaders, Antonito, Session G



Proj. 0211: Work Session Check-in
Proj. 0222: Merchandise Sales,
Sessions F and G

Mary Jane Smith posted on the front door of the CRF the dates, time and place for check-in for Session F and G.

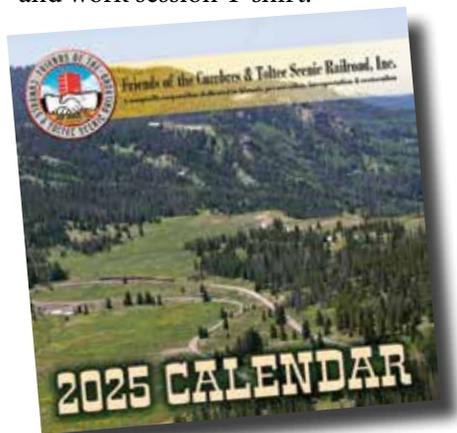
Check-in sheets were prepared showing names of volunteers that completed a registration form, where they were staying during work sessions, cell phones (for emergency purposes), and years of volunteer service. Check-in was held Sunday afternoon from 1 PM to 5 PM in the CRF.



In Session F, new volunteers Sandy Stewart and William Foust were signed in, and a five-year service award was awarded to Dax Pierce and Carl Hauesin, and a fifteen-year award to Ron Schaefer.

For Session G, Mary Jane checked-in twenty-five volunteers (twenty-one in Antonito, and four working on the Right of Way). Five-year service awards were presented to Terry and Jane Mitchell and a twenty-year award to Chris Trunk.

And of course when you check in, you DO need to get a 2025 calendar and work session T-shirt.



See p. 19

Proj. 0230-231: Food Preparation Sessions F and G

Let's hear it for food! Railroad workers get mighty hungry and the Friends of the C&TS are no exception. Team Leaders **Mary Barlen (Session F and J. E. Mitchell (Session G)** assisted Mary Jane Smith at the CRF Café. About twenty-three volunteers were fed daily with roast beef, turkey or pastrami sandwiches along with one vegetarian meal salads, fruit cups, chips and cookies. Hungry yet?



Proj. 245: Tool and Bolt Operation, Sessions F and G



Marshall Smith, assisted by **Doug Barlen**, worked with the project team leaders with tool selection, operation and safety. In Session G, they assisted with the close-down for the winter.



Proj. 0762: Project Chronicling Sessions F and G



Mike Mee (Session F) and **Sharon McGee (Sessions F and G)** photographed and recorded the data on each project as well as provided many of the photos you see here!

Proj. 0248: Lettering Coordinator, Sessions F and G

One might think that "lettering" isn't a big deal. But the C&TS needs to be historically accurate so there is a variety of lettering content, lettering styles and type faces, logos, and appropriate layout for the variety of rolling stock. Not only that, but rolling stock without any lettering simply looks incomplete.



Steve Jorgensen supervised the storage and distribution from the Stencil Car. Stencils can be used three to five times before they need to be replaced. A new Stencil Car is being outfitted so 19th and 20th century stencils can be cut with 21st century computer software. (See Project 1389.) Smaller stencils will still be cut on paper but the larger stencils, like D&RG logos, will be cut on Mylar. For historical accuracy, cars and locomotives on charter trips and rolling stock are often repainted and relettered for an appropriate period.

ANTONITO, COLORADO: ED LOWRANCE CAR REPAIR FACILITY

Proj. 0701: Landscaping, Sessions F and G

Team Leader **Cathy Rheinerger, Lucinda Lenicheck** and **Kathy Bargaten (Session F)** and **James E. and James I. and Trionna McKelvy (Session G)** maintained the grounds around the Antonito Depot, along the highway and around the CRF.



Proj. 0732: Car Lettering, Session F

Lettering the rolling stock is often the last step of restoration. Or it could be a car is re-lettered to represent a specific period in history. Case in point:



Steve Jorgensen supervised the lettering of newly-painted Reefer 157 for the period 1936-1939 Royal Gorge and Moffet Tunnel logo.



Every volunteer deserves to take a break now and then!



Other lettering this season included Rider Box 3537, also for the period of 1936-1939. Stock Car 3537, received the 1939-1968 Rio Grande "flying logo."



Double-deck sheep cars 5633D, 5549D, 5841D and 5674D all received the same 1939-1968 treatment, known as the B2/6 style.

Proj. 0780: Mechanical Maintenance, In-Service Rolling Stock, Session F

Bill Kepner and his team of mechanical wizards inspected and tested in-service rolling stock. Cars tested were Caboose 0306, 0503, 05635 and Rider Box cars 3414, 3537 as well as Concession Car 3244. All were fine except Caboose 0306. We spent most of our time on this as it had multiple issues including a likely problem with the triple valve. When doing a 10psi set, the brakes applied correctly, but the test gauge showed a leakage. We could also see the brakes continuing to apply. We had also replaced all brake shoes, the B end brake beam, and the A-end angle cock. The brake hangers were hanging up on the metal bracing on the end sills. In order to access the end sills, we removed the platform, and then rebuild it.

Proj. 1197: Construct Period Trucks for Passenger Coaches, Sessions F & G



This has been an on-going project for **Ian Kelly** for several years, but the end is nigh. He was assisted by Tom Burna and Dale Jacobs in Session F. Ian says, "With Session G, Project 1197 is complete for all intents and purposes. All three pairs of trucks have been installed under their respective cars –Pullman Tourist Sleeper 470, Cook Car 053 and RPO 54. All that remains are test runs for the Cook Car and the RPO and regular maintenance."

Proj. 1246/1332: Restore UTLX Tank Cars 11050 and 11032, Sessions F and G

Chris Trunk and Randy Worwag, the Friends two resident tank car experts, have been restoring the UTLX and GRAMPS fleet for longer than anyone can remember. And there is no end in sight!



Proj. 1354: Maintain and Repair MW02 to Operational Condition, Sessions F and G

MW02, the Maintenance of Way's "unique" speeder, returned to Antonito after a several month sojourn off-site for additional repairs and body work.



Team Leader **Jim McGee** and the official Antonito Welcoming Committee took delivery.



Once Jim McGee gets the MW02 running, it won't have to be pushed round the yard by hand!



Proj. 1360: Construction of CRF Extension, Session G

Bill Oltmanns and crew finished grading, installed forms along the north side and along Track 4 and laid road-base as required in graded area. The location for the new track has been graded and is awaiting the track crew to install it.



Proj. 1369: Restore Telegraphphone Booths, Session F

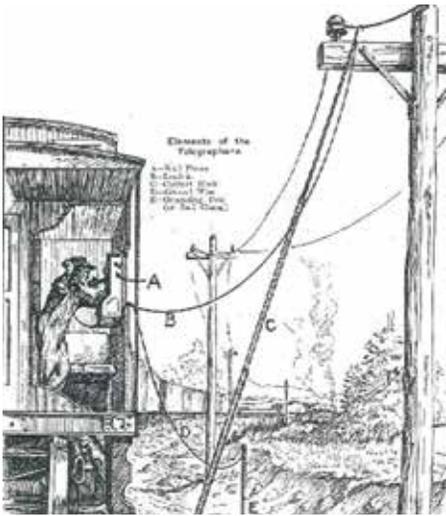
No, those aren't outhouses strategically placed along the Right of Way for the Friends work crews.



Big Horn, June 1958

They are "telegraphones," a simple, yet effective way to send telegraphic messages when no phone or the usual telegraph key is available (See *C&TS Dispatch*, Vol. 32, No. 1, Spring, 2019). There are nine Telegraphphone Booths on the C&TS: Lava, Big Horn, Toltec Siding, Mud Tunnel, Rock Tunnel, Los Pinos, East Apache Canyon, Coxo and Cresco. The Friends have been restoring the booths (without the Telegraphones) for the last several years.

Don Atkinson, Michael Rheinberger, Vance Bensen, and Carl Haueisen finished restoration on the Big Horn, Rock and Mud Tunnels booths.



Proj. 1389 Rebuild Box Car 3263 as the Friends Stencil Storage Car Session F

Proj. 1390: RPO 54, Continued Restoration and Paint, Session F



The **Dyers** and **McCullough** team are turning the car into a non-rolling-stock storage space for the Friends extensive stencil collection.

Work continued on RPO 54. Led by **Don Atkinson**, Carl Haueisen, Vance Bensen and Michael Rheinberger. The team stripped the paint on all the remaining lower metal sides and ends, a bit tedious with hot guns and scrapers. Metal that was prepped during Session E was primed.

The Big Horn, Rock and Mud Tunnel booths were repaired as needed, replacing wood only when necessary.



A new two-part roof was installed on all three booths. They were then painted on the outside with Rio Grande Gold latex paint. The Mud Tunnel booth had Rio Grande Brown paint.



Proj. 1391: Restore Flat Car 6649 for MOW Service, Sessions G

Bill Oltmanns and **Bill James**, along with Steve Weeks, Roy Obrigewitch and Jim McGee, finished installing the decking of 1393, applied linseed oil, and reinstalled missing cotter pins on brake linkages.



CUMBRES, CO

Proj. 1005: Continue Restoration of Car Inspector's House, Session F



Work on the Car Inspector's House has moved on to the second floor. **John Pierce** and **Vance Behr**, both veterans of the long-term project, co-lead the session.



The interior walls were framed to approximate the walls in the original structure and sheetrock was installed on the upper half of the stairwell walls. The crew include Dax Pierce, Jim Titsworth and Bill Faust. All excess lumber, previously stored upstairs, was moved to the shipping container for the winter.



SUBLETTE, NM

Proj. 1345: Restore and Maintain Sublette Section House, Session F

Bob Conry's crew was back at the Sublette Section House working on both the roof and on the overall exterior restoration.



ALONG THE R-O-W

Proj. 0750: Maintain Railroad Signage Along RoW, Session G

The MOW crew was back, and there is always plenty to do. With a crew of Kirk Middleton, Jim Milheim and Keith Dameron, co-leaders **Larry Marquess** and **Paul Davenport** painted and installed the newly-finished MP318, and drove west from Antonito to MP287 inspecting and evaluating mile posts along the way.



They inspected mile posts, whistle boards, yard limit, station, speed limit, flanger and other signs between Sublette and MP 318 via speeder (lucky dogs!) Each sign was checked, caulked, painted and repaired as needed or noted for repair or replacement on next year's schedule.



The old snow depth gauge at Cumbres was straightened for the winter. It may get fully repaired or replaced in the future but for now it will remain in place.

D&RG EXPRESS CAR 163 RESTORATION AT THE COLORADO SPRINGS CRF

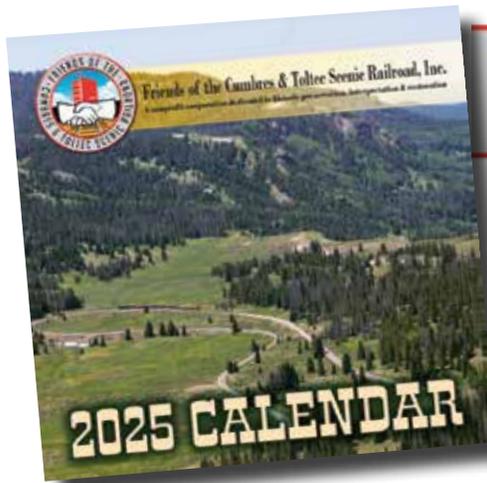


Text and photos by **Don Atkinson** from the September through November Work Sessions at the Colorado Springs Car Restoration Facility

On August 31st we held the second work session for August, during which we were able to finish prepping the west end sill and installed it. We now have both side sills and both end sills replaced. We will need to cut vertical truss rod replacements and weld them to secure the both end sills.

On November 16th, we completed some test fitting of a fascia board above the doorway, and cut and test fitted a sister board on the center sill and the big one, mov one end of the car over seven inches to the south in the tent using pipe rollers and a come-a-long. This centered the car inside the tent so we can build new work platforms on the sides, which will enable us to work on the roof. After moving the car, we checked the car for level and square and found the car was still in perfect level and only $\frac{1}{8}$ inch out of square (well within tolerances)! We also re-installed the center support under the car to prevent the car from sagging.





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Attention PHOTOGRAPHERS!
Submissions Wanted
for the 2026 Friends of the C&TS Calendar!
Submission deadline is January 31st, 2025!
Check the link below or scan QR
to the right for submission guidelines:

<https://bit.ly/2025Photos>



Looking Down the Track to 2025

Put these Work Session dates on your 2025 C&TS Calendar that you just ordered from above!

- Session A: May 26–30: Antonito**
- Session B: June 2–6: Antonito**
- Session C: June 16–20: Chama and Antonito**
- Session D: June 23–27: Chama and Antonito**
- Session E: July 28–August 1: Antonito**
- Session F: August 4–8: Antonito**
- Session G: September 22–26: Antonito**

Registration information, forms, Volunteer Handbook, Safety Manual and more can be found online at:

<https://friendsofcumbrestoltec.org/work-session-volunteer-registration/>

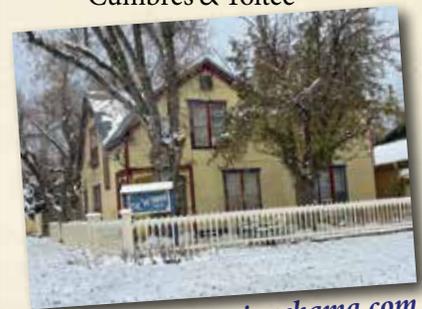
We need team leaders, too! Information is at this site as well.



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A charter train on the Cumbres & Toltec prepares for an early morning photo run-by at Lava Tank, 2023

Photo by John Beaver