



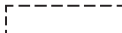





**Cumbres & Toltec**  
SCENIC RAILROAD

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**cumbrestoltec.com**

-  Existing Track
-  Removed Track
-  New Roads
-  Old Roads
-  No Longer Existing Structures
-  Existing Structures

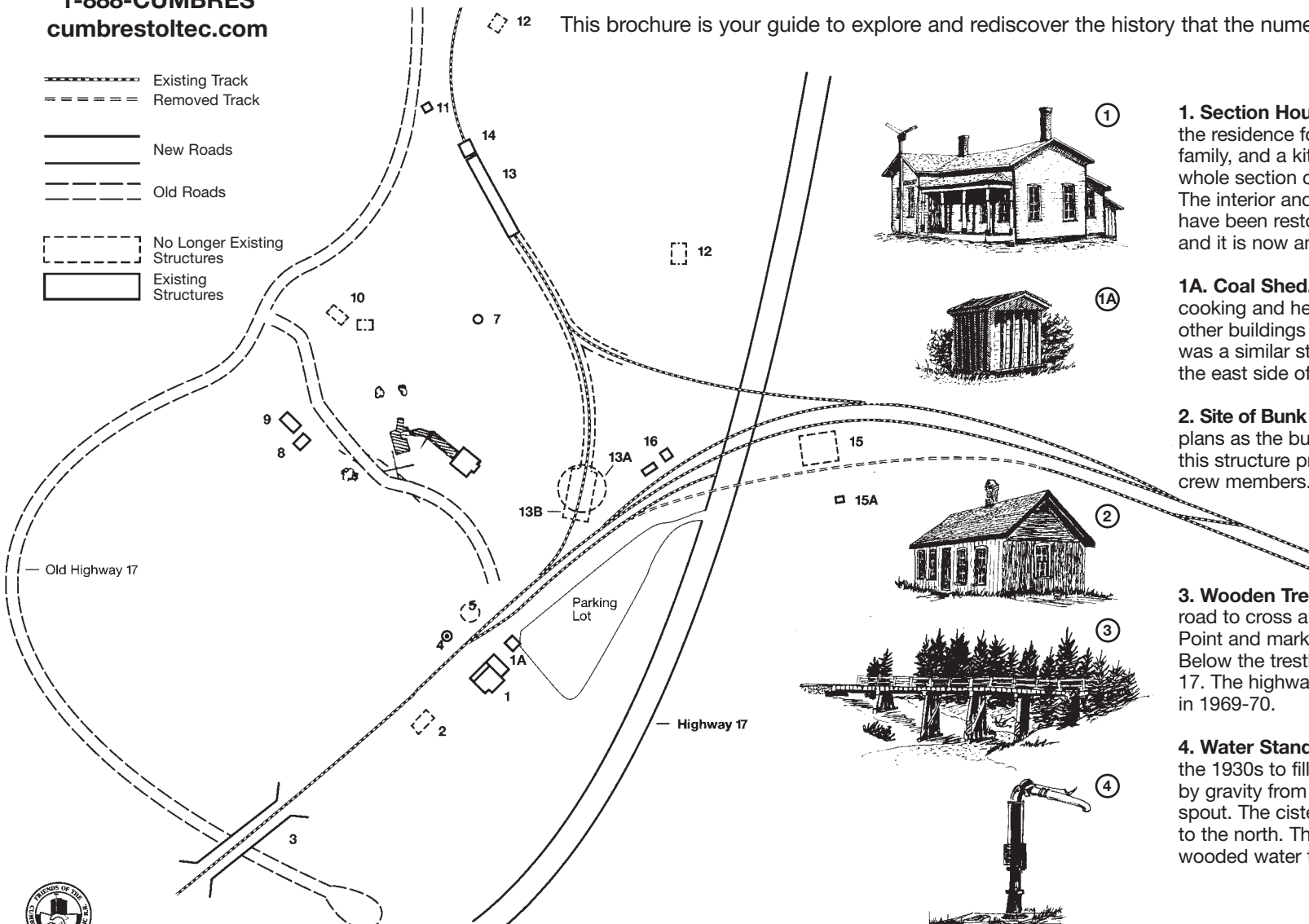
# Welcome to the Cumbres & Toltec Scenic Railroad

## Cumbres Pass Walking Tour

The Cumbres & Toltec Scenic Railroad is 64 miles of what was once part of the Denver & Rio Grande Western Railway. It was part of a system built to haul silver from the Silverton mines to Denver. The states of Colorado and New Mexico have preserved this vestige of Western heritage for your enjoyment.

Though no one lives in Cumbres (Pass) now, it is still a vital point in the operation of the C&TSR: trains that have labored up the 4% grade from Chama stop to fill with water for the next part of the journey; the second engine that has helped pull a long passenger train from Chama to the pass will separate here and return to Chama; as well as many other functions for east-bound and west-bound trains.

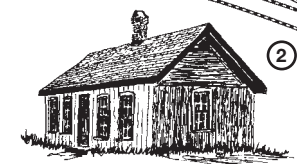
This brochure is your guide to explore and rediscover the history that the numerous buildings here represent.



**1. Section House.** Built in 1882, the house was the residence for the section foreman and his family, and a kitchen and dining area for the whole section crew. It was inhabited until 1968. The interior and the exterior of this section house have been restored by the Friends of the C&TSR and it is now an interpretive center.



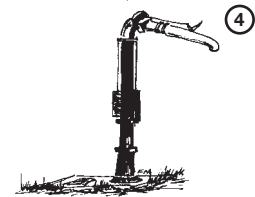
**1A. Coal Shed.** This shed stored coal used for cooking and heating of the section house and other buildings at the west end of the yard. There was a similar storage shed at the station (#15) for the east side of the yard.



**2. Site of Bunk House.** Built in 1882 from the same plans as the bunkhouses in Chama and Sublette, this structure provided quarters for track and road crew members. It was removed in the 1960s.

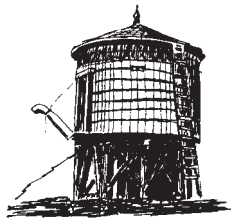


**3. Wooden Trestle.** This trestle enabled the railroad to cross a ravine and proceed around Windy Point and marks the beginning of the 4% grade. Below the trestle is the route of old state Highway 17. The highway was re-routed to its present path in 1969-70.



**4. Water Standpipe.** This has been used since the 1930s to fill locomotive tenders. Water flows by gravity from a cistern on the hill above the spout. The cistern is fed by a spring several miles to the north. The cistern and spout replaced the wooded water tank (#5).





5

**5. Site of Wooden Water Tanks.** Water to make steam that propelled the locomotives was held in a reservoir in the train's tender. Watering facilities had to be located every 7-10 miles because the smaller locomotives in the early days of the railroad could only hold enough water to go that far. Water for the tank was pumped by windmill (#11) from a nearby lake.



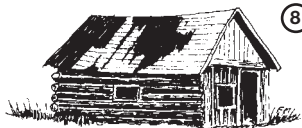
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**6. Car Inspector's House and Outbuilding.** Built in 1911, this was the residence of the railroad employee who oversaw testing of the brakes of all train cars headed down Cumbres Pass to Chama. In later years, it housed members of the track section maintenance crew. A covered walkway along the back doorway led to an outhouse. Along the west side were pens for sheep, pigs, and chickens as well as coal storage.



7

**7. Weather Device** Operated by the Soil Conservation Service, U.S. Dept. of Agriculture.



8

**8. Log structure.** The history of this building is unknown. The Friends' archaeology team is in the midst of excavating the building to see what can be learned about it.



9

**9. Motor Cabins.** These cabins were built in the 1930s to house travelers wishing to stay overnight at Cumbres Pass.



10

**10. Site of Store and Post Office.** This was the location of a gas station, general store, and post office during the 1930s. Cumbres was a favorite place for people to fish and hunt; some staying overnight in the cabins (#9).



11

**11. Pump House and Windmill.** Built in 1881, water was pumped from the lake to the north to a wooden water tank (#5). The illustration shows the windmill that drove the pump; later a gasoline engine replaced it. In the 1930s this system of supplying water was replaced by a water stand-pipe (#4).

**12. Sites of Cabins.** Herders, trappers, and other non-railroaders lived at Cumbres into the 1950s in log houses and grounded carbodies, some of which can still be seen.

**13. Snow Shed.** This is all that remains of a long shed built to protect the rails from winter's deep snowfall. After 1968 when the train no longer ran year-round, this shed was not maintained and most portions collapsed from snowfall.



12

**13A. Covered Turntable.** The dotted circle on the map shows the location of this turntable at the long leg of the snow shed between 1885 and 1916. It measured 50 feet in diameter and was used to turn locomotives.



13

**13B. Coal Bunkers.** When the end of the shed was rebuilt in 1916, coal bunkers were included in the area where the turntable had been (see dotted lines on map).



13A

**14. Equipment Shed.** This shed was built at the tail end of the snow shed around 1980 to house track maintenance speeders and other equipment. Surplus doors from the upgrading of the Antonito engine house were used for the sides.



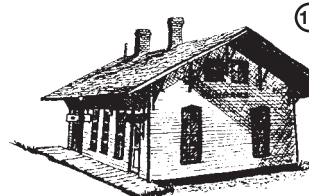
13B

**15. Site of Cumbres Station.** The station was built in 1882 and removed in 1954 after the railroad discontinued passenger service. The station agent's office was on the ground floor and his family lived in the other rooms. They lived here year round. The complex includes coal-storage shed and an outhouse.



14

**15A. Spring House.** Assumed to have been built in 1883 when the station was constructed. It provided water for the station agent's family and a place to store food at cooler temperatures.



15

**16. Equipment Sheds.** These house tools and equipment for the track maintenance crews.



15A



16

**SAFETY SHOULD BE YOUR PRIMARY CONCERN**

- Don't step on rails, they are slippery.
- Watch for moving trains and cars.
- Don't climb on Cars.



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