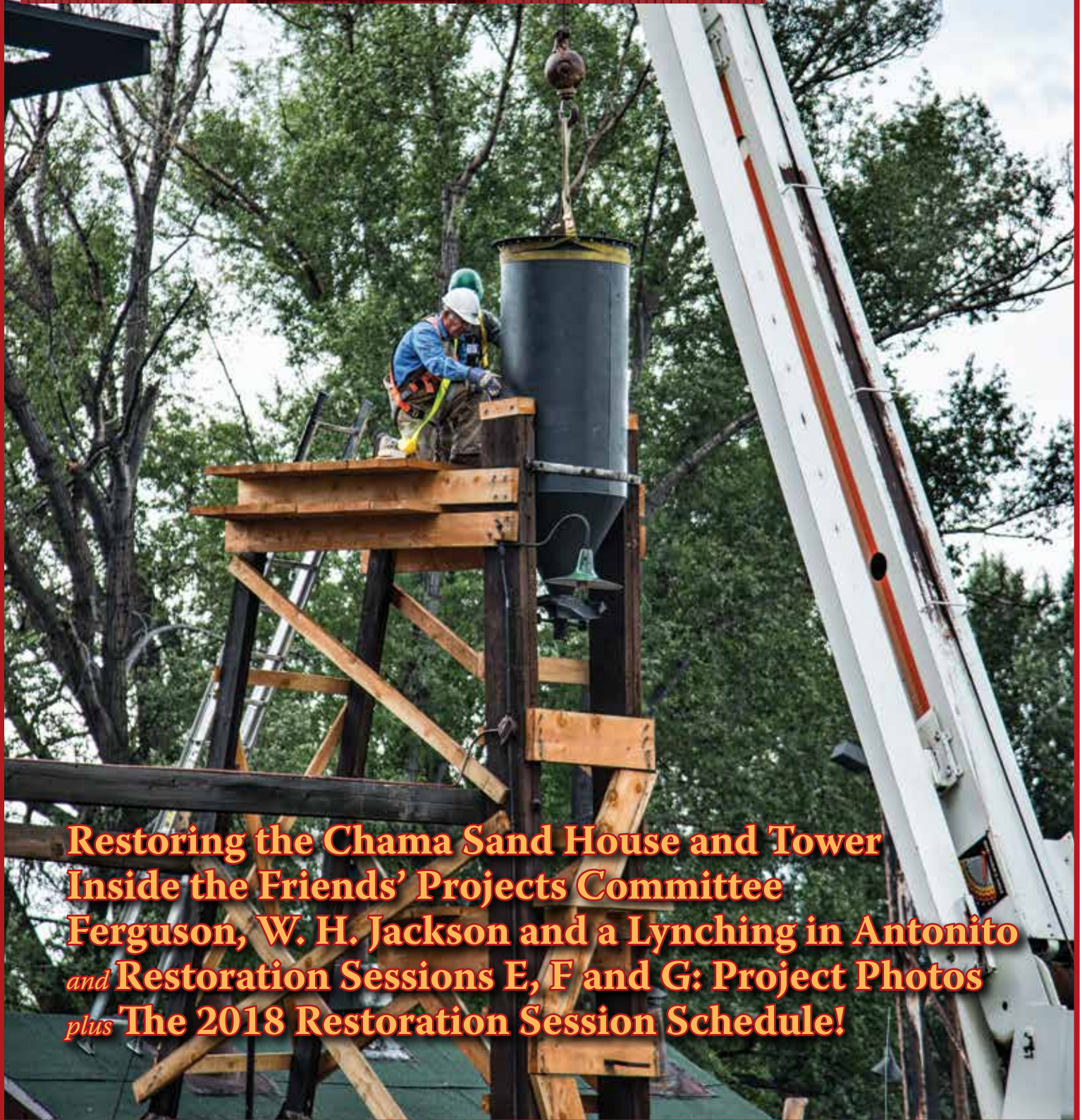




C&TS DISPATCH

VOLUME 30
WINTER

NO. 4
2017



**Restoring the Chama Sand House and Tower
Inside the Friends' Projects Committee
Ferguson, W. H. Jackson and a Lynching in Antonito
and Restoration Sessions E, F and G: Project Photos
plus The 2018 Restoration Session Schedule!**



C&TS DISPATCH

Friends of the Cumbres & Toltec
Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 30, No. 4 Winter, 2017

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C&TS DISPATCH

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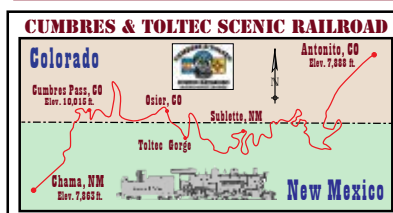
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned 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 Association of Tourist Railroads and Railway Museums (ATRRM). Family membership in the Friends is \$35.00 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.

Email—timtenant@cumbrestoltec.org



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



We Wrap Up Another Year with Great Appreciation!

As I write this final column for the year, the calendar shows Thanksgiving is near, and Christmas and a new year are again in our sights. Wow, can that be true? Has 2017 breezed by that quickly? Can 2018 be that close at hand? For me, when it is time to flip the calendar, I can't help but reflect upon the past year and contemplate what lies ahead. In our present day hustle-and-bustle society, I feel it is important for us to take time and assess where we've been and what has been accomplished. As always, I want to thank you, our members, for all you have done during 2017. It has been another incredible year and a great number of people have had a hand in making it a success. As always, many of you came from near and far to participate in work sessions. John Engs reports that 572 attendees made it to this year's sessions compared to 553 attendees in 2016. That is outstanding, plus we had many first time attendees! We also had another terrific season from our docents as they continued to staff both daily trains and provide their interpretive message to the many C&TS passengers.

We had many members who used their varied skills during the course

of the year. This allows the Friends to work on the many historic restoration projects that are so important to both the Friends and the C&TS. Without the generosity of our members, we could not accomplish what we do year in and year out. Your support, through active participation or simply by way of your annual dues and donations, represents the lifeblood for the Friends.

When we review the past 12 months, there is a great deal of pride in what has been accomplished. In addition to all the restoration and interpretive work, the Friends offered two highly successful photo freight charters that drew people, not only from all around the US, but from Australia, Canada, Japan, Germany and Great Britain. This continues to be an absolutely outstanding means of showcasing our work!

Unfortunately, along with all the good news, I must also report some sad news as well. Two members who were heavily involved with the Friends at various stages of our history passed away during the last few months. **Cal Smith** of Jacksonville, Florida, passed away on August 27th after a short illness. Cal was very active during the early years of the Friends and had a real passion for narrow gauge railroads. Cal enjoyed calling the office and we always had wonderful chats with him. He and his son Peter were regulars in staffing the Friends of the C&TS booth at the Amherst (Massachusetts) Railway Society Railroad Hobby Show each year. You will be missed, Cal.

Ed Lowrance, another active member, passed away at his home in Pagosa Springs, Colorado on November 4th with his wife Valley at his side. Ed has been on our Board of Directors since 2003. Ed was recently diagnosed with cancer. Judy and I were fortunate to

On the Cover:

After being inoperable many years, the Chama Sanding Tower and apparatus was restored by the Friends of the Cumbres & Toltec during the summer of 2017. Now fully operational, the sanding system will be used for filling the locomotives' sand domes in the same manner as when the facility was initially built around 1924. See page 8.

Photo by Sharon Evans



In Memoriam

have visited Ed and Valley about a week before his death, and Russ and Patty Hanscom visited with him the Monday prior to his passing. He was grateful to have had the company. We thank Ed for his diligence over the years in overseeing the continued development of the Antonito Car Repair Facility from an idea into the fine shop the Friends have today, along with his overall support of the Friends. Ed's guidance and sense of humor will be missed.

But as we say farewell to 2017 and to both Cal and Ed, 2018 will allow us to move on with challenges and opportunities, along with a chance to celebrate the Friends' 30th anniversary! Work sessions in 2018 will once again have a variety of projects at all skill levels and we will welcome your participation as we strive to increase our Restoration Work Session attendance. We also have another ambitious year of photo freight charters and hope you (and your camera) can participate. The Friends and the railroad had a successful year operating these charters and they bring some great exposure to both organizations. These events have also brought in new Friends members.

As 2017 rolls toward New Years Eve, I sincerely wish everyone a wonderful Christmas and Happy New Year. Once again, I appreciate everyone's support over this past year. You are what make this organization the success story that it is.



Tim Tennant



*Moonlight and Wine
Tasting Train*

Friday, July 27, 2018

*Details will follow in
the Spring issue of the
C&TS Dispatch*



Cal Smith

One of the great pleasures I have had in life is knowing **Cal Smith**. As with so many of the members of the Friends of the Cumbres & Toltec, Cal was a dear personal friend, as well as a friend of our favorite railroad. Cal Smith passed away on August 27, 2017, after a long and productive life. He will be greatly missed in our organization.

Cal had an unending enthusiasm and interest for the Cumbres & Toltec Scenic Railroad. I first had the pleasure of meeting Cal in 1987 when Cal travelled from Florida to participate in one of the work sessions that actually predated the incorporation of the Friends. We became immediate friends, and I always loved his enthusiasm for the work that we were doing. That following winter, I stayed in touch with Cal and invited him to be part of the first Board of Directors when the Friends was incorporated. He did not hesitate to travel from Florida to participate in our first Board Meeting in Albuquerque on March 12, 1988. He remained active on the Board of Directors for many years thereafter.

Cal's enthusiasm for working on the railroad continued for decades. He would come whenever possible to work on the railroad, even bringing his three children at various times to work as well. Peter, James, and Robin were all enthusiastic workers with their father on the project he loved so much, and have continued supporting the Friends many years later.

In recent years, when Cal was unable to come to Chama, he continued to work on projects for us at his home. I remember going to Jacksonville for a conference and meeting with Cal, spending the evening with him as he enthusiastically showed me his scale drawing of the track layout in Antonito, where track for our Car Repair Facility, and now our Covered Storage Facility, have been laid down.

Cal Smith, a true gentleman and a man dedicated to his family, was one of those special people that come our way. I give thanks for Cal and others now following in his footsteps that have worked so hard to preserve the Cumbres & Toltec Scenic Railroad. **Bill Lock**



Ed Lowrance

Ed Lowrance passed away on November 4, 2017 in Pagosa Springs, Colorado, with his wife Valley at his side, after a battle with cancer. He had retired as owner of Alphagraphics Print Shops of the Future in Pagosa Springs. Ed held a B.A. in Business Administration from Antioch College and worked for the University of New Mexico's PBS TV station, KNME, in Albuquerque. Ed's interest and passion for the Rio Grande's narrow gauge system began aboard the 1968 National Park Service inspection train when the Rio Grande was preparing to abandon the line. He joined the Friends, was elected to the Friends Board of Directors in 2003 and became Chairman and then Co-chair of the Projects Committee. He resigned that position early in 2017 due to his health. He was a driving force behind

the establishment and continuous improvements made to the Friends' Antonito Car Restoration Facility, built in 2004. Ed also coordinated the three seasons in which Friends members trekked to Montana to volunteer service hours in exchange for a number of tank car trucks. Ed was a cornerstone of the Friends success. We will miss you, Ed, and we won't forget you. **Tim Tennant**



C&TS Friends Telegraph: NEWS (& WEATHER)

A Spectacular Fall (when it wasn't pouring rain)

At the end of September, Session G was often a race against the clouds, as well as the clock, to wrap projects up for the year. But for those who took their chances with the weather, the first couple days of October provided some spectacular fall color, smoke and steam.

(Right) With rare blue sky and a few patchy clouds, "Rio Grande Southern" No. 455 rolls through Cresco on its descent from Cumbres on October 1st. The good weather held for another day or two before returning to more cold rain and fresh snow on the far peaks.



Photo by Chris James



Photos: Friends' Chroniclers

The Dispatch would like to hear from you and your Friends team!

You have probably noticed that the *C&TS Dispatch* likes to showcase different projects and teams in each issue. We've recently had photo stories about the importance of car lettering, the Sign and Whistle Board crew, Drop Bottom Gondola cars and, in this issue, restoring the Sand House operations. We want to put a different crew and project in each of the quarterly issues. That's where you come in!

We would like to hear from you with stories, photos, and thoughts about what you and your crew are doing or have done and why it's important to the Friends and to the railroad. How long did your project take and what problems did you have to solve? Tell us your stories!

What? You say you can't write? No problem. That's why the *Dispatch* has an editor who can help you turn your notes and ideas into a great story!

Chances are you have a cell phone camera (or something fancier), so grab a few shots each day of your team at work, the more the better. "People pictures" are preferred but we'll consider anything that helps tell the story. Our team of digital professionals here at the *Dispatch* World Headquarters will turn your shots into *National Geographic*-quality images, showcasing your talents.

Long story short: We want to hear from you so we can share your successes with the rest of the Friends community. Our hidden agenda, of course, is to bring more Friends into "active duty" in Chama, Antonito or along the right-of-

way. More volunteers means even more projects can be completed and showcased about the Living Museum that is the Cumbres & Toltec Scenic Railroad.

If you have an idea for a story, with or without photos, that can fit on one-to-four pages of the *Dispatch*, write the editor at cjames@silverrailsleadville.com and we can talk about your submission and what would work best for the magazine. We would love to hear from you! Thanks.

Chris James, Editor

Got Spell Check?

No one seems to know (or wants to admit) when this plaque was "erecided" on the Lava Pump House. The error was noted in a 2001 copy of the *Dispatch* so it's been around for at least 16 years, if not more. Or was that how "erected" was spelled in 1883?



Photo: Friends' Chroniclers

Either way, it's been on the Pump House for so long that the State Historical Preservation Office might now consider the misspelling to be "historic!"



Friends of the C&TS *TIMETABLE*

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

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

FRIENDS PHOTO FREIGHT CHARTERS: 2018!

After a successful 2017 charter season, the Friends are happy to announce two photo freight charter trains coming up in 2018. Mark these days on your calendar and get your reservations in early, as they always sell out!

JUNE 2 AND 3, 2018

This weekend charter will feature Locomotive 315 during both days of operation. On Saturday, June 2nd, the tentative operating plan is to run a RGS freight consist from Antonito to Cumbres with passengers bussed back to Antonito at the end of the run. On Sunday, June 3rd, we will feature a train of D&RGW equipment with the charter operating from Cumbres back to Antonito. Passengers will be transported in the morning via motorcoach from the depot in Antonito to Cumbres. The capacity each day will be 45 riders.



Photo by Jerry Day

\$235/person/day: Friends Members
\$285/person/day: General Public

SEPTEMBER 29, 30 AND OCTOBER 1, 2018



Photo by Jerry Day

This three-day charter will operate over Saturday, Sunday and Monday. The tentative plan is to operate on Saturday, September 29th with a K-36 on the lead pulling a mixed freight consist from Antonito to Osier and return. Our capacity will be 65 passengers with a lower one-day fare.

Sunday/Monday will feature a two-day, higher-end charter (45-rider cap) operating on Sunday from Antonito to Cumbres as a D&RGW freight. Locomotive 463, relettered as a K-27 that was leased to the RGS, will operate on Monday. Locomotive 315 would then operate with the K-27 on what would most likely be the second day.

Mark these days on your calendar! More information will follow as our operating plan is assembled.

Saturday, September 29 Fares:
\$259/person: Friends Members
\$309/person: General Public

Sunday September 30th/Monday October 1st Fares:
\$799/person: Friends Members
\$849/person: General Public

\$100/person per charter will reserve your space on these special trains.



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505-880-1311 www.cumbrestoltec.org





C&TS Friends Telegraph: *News*

FRIENDS 2018 RESTORATION WORK SESSION SCHEDULE FOR 2018 ANNOUNCED!

Get out your calendars and mark down these dates! You may think that the 2017 Restoration Session Season just ended, but that means the 2018 Season is just around the corner! Skilled, amateur or just plain interested in helping, there's a place for *you* this summer in Chama, Antonito or along the right-of way. So grab your gloves and a hard hat and head for the railroad!

The 2018 work schedule is as follows:

Session A 5/21 thru 5/25

Session B 5/28 thru 6/1

Session C 6/18 thru 6/22

Session D 6/25 thru 6/29

Session E 7/23 thru 7/27

Session F 7/30 thru 8/3

Session G 9/24 thru 9/28

Additional "Special Sessions" may also be announced.

To learn more, visit

<https://www.cumbrestoltec.org/volunteer.html>



Session A Crew, Antonito, Colorado, May, 2017
Photo: Friends' Chroniclers

Requirements and fees for volunteer work:

- You must be a current member of the Friends.
- Session registration: \$20.00 for each session.
- Lunches and snacks: \$30.00 per session (or \$7/day).
- You must have personal health and accident insurance.
- There is an additional \$15 charge per year for supplemental insurance through the Friends.

Friends DVD Available for Community Outreach Events

Over the past year, the Friends has developed an excellent DVD presentation that members can utilize to promote the organization to service clubs, church groups, model railroad clubs, and others. The DVD is approximately 19 minutes long and features two segments. The first segment is about the Friends and features interviews during work sessions with some of our members. The second segment is the Cumbres & Toltec portion from the recent PBS program, *Great Scenic Railway Journeys* featuring tourist railroads of North America. The Friends are also highlighted in this segment of the presentation.

A number of our Directors and members have made presentations using this promotional DVD over the last year. Chairman Bob Ross addressed the Columbus, Indiana Area Railroad Club, while Projects Committee Chair John Engs and I provided the program for the Denver Garden Railway Society monthly meeting in November.

If anyone has an interest in making a presentation to a group, we can supply you with the DVD. Just e-mail me at timtenant@cumbrestoltec.org and let me know when you need it and what organization you are presenting the program to. We also have a sheet of bullet point items that are helpful when making the presentation. After you have presented the program, send us a short write-up of the program. We appreciate your help in promoting the Friends and the Cumbres & Toltec.

Tim Tennant

IT'S NOT TOO LATE TO ORDER YOUR 2018 FRIENDS OF THE C&TS CALENDAR!



Only \$20
(includes shipping!)
Phone orders are welcome. Call Gwen at 505-880-1311

Join or renew your membership to the Friends of the Cumbres & Toltec Scenic Railroad, Inc. online!

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

LOOKING DOWN THE TRACK: THE FRIENDS' PROJECTS COMMITTEE

BY CHRIS JAMES

During our 2017 season, the Friends of the Cumbres & Toltec Scenic Railroad accomplished an incredible amount of work in Antonito, Chama, and Cumbres, as well as many points along the right-of-way. Rolling stock was prepared for static display or restored for operation, historic structures underwent restoration and painting, mile posts and whistle boards were maintained or replaced, historic MOW equipment was returned to operating condition, and so much more. All in all, more than fifty restoration, preservation and interpretation projects were begun, continued or completed during the Friends 2017 volunteer season. (See page 23).

These successful projects don't happen by magic. Each year the *Friends' Projects Committee* meets prior to the Spring and Fall Members Banquet to lay plans for the upcoming season and beyond. This fall's meeting, in Canon City, Colorado, brought together members of the Projects Committee, Friends Board members, and representatives of the railroad—seventeen people in all—to hash out the details for the Restoration Work Sessions, not only for 2018 but “down the track” in 2019 as well. Like all good railroaders, they were fueled by coffee, snacks and a railroad-like lunch of sandwiches and salads (a *Subway* runs on rails, right?)

The gathering isn't just about “planning” the projects themselves as there is also a lot of discussion and friendly debate when it comes to scheduling, resources, personnel and materials for the Friends and the railroad.

This fall's Canon City meeting was no exception. Items on the agenda included a report on the wheels available for the UTLX narrow-frame and frameless tank cars, more conversions of the old passenger cars to realistic and road-worthy box cars like the recent rebuild of Box Car 202, and how to provide low-cost accommodations for Friends volunteers, particularly new, younger members who may not have the resources for week-long motel or RV park stays.

There was also a long discussion over the one-quarter of an inch difference in car siding material, a discussion that



Projects are lined up one to two years in advance in order to secure personnel, materials, clearance from the railroad, approval by SHPO and other factors that could otherwise delay their implementation.

Photos by Chris James

reflected the Friends commitment to accurate restoration of the railroad's assets.

Historically, car siding was 3¼ inches wide but today, expensive 6-inch Douglas Fir had to be purchased and milled down to the correct 3¼-inch width, resulting in substantial cost and wastage. To control expenses, 3-inch planks were adopted in 2009. After



Don Atkinson assisted John Eng's in presenting and discussing the proposed 2018 and 2019 projects for the Friends of the Cumbres & Toltec to the members of the Friends' Project Committee.

a lengthy debate, it was determined that the extra expense of the wider wood and the subsequent wastage was worth maintaining the 3¼-inch width accuracy of the rolling stock siding. That says a lot about the Friends' mission.

Other discussions included how to accommodate painting and lettering of rolling stock during the rainy months of the restoration season as well as over winter, suggestions for improving interpretive displays in Chama and the addition of a Site Leader in Antonito to supervise the smaller sessions, all of which may result in future project decisions.

Much of the afternoon's agenda focused on the business aspect of the Friends projects, including the Projects Committee's financial report, special purchases of equipment, material purchases of lumber and steel for the next two years, and special equipment and replacement parts that will be needed for upcoming projects.

Also discussed were several Projects Committee vacancies including a Standards Coordinator and a FIDO Support Representative.

The Projects Committee meeting wrapped up with a review and discussion of the 2018 and 2019 restoration project plans and schedule, including new projects, single and multi-year projects, and recurring required work. None of this would happen without the Projects Committee's foresight and organization.

Every year, the Friends' success depends not only on those willing to pick up a paint brush, make sandwiches, or operate a chain saw or a milling machine. It takes all the planning and organization that goes on in the background, not only at the semi-annual Projects Planning Committee meeting but throughout the year by the Friends' dedicated volunteers who help make it all come together for the rest of us. **Thank you!**

Timbers, Glad Hands and an Elephant Trunk

The Friends' 2017 Restoration of the Chama Sand House and Tower Sand Delivery System

By Barry Morris

Photos by the Friends Chronicling Team unless otherwise noted



(Above) Sand fills the bunker next to the Chama Sand House and Coaling Tipple in this August, 1938, image.

Photo: John W. Barriger, III, C&TS Dorman Collection RD010-119

(Far left) Filling the sand dome in the Fall of 2017 was suddenly much easier than in 2009! (Center)

Photo: Chris James (2009)

Sand is vital to the operations of the C&TS locomotives. Originally built by the D&RGW around 1924, the Chama Sand House and its Sand Delivery System have been repaired several times in the nearly 50 years since the transfer of the railroad to the C&TS. After the sanding tower failed once again in the 1990s due to water infiltration, crews began filling the sand domes by lifting dozens of 50-pound bags of sand up to the running board and pouring the contents into the locomotive. It was arduous work and not without peril. It was clear that the sanding facilities needed a complete restoration, not only to service the locomotives

but also to return another feature of the Chama yard to historic accuracy. (See: *Air. Sand. Gravity.*, p. 12)

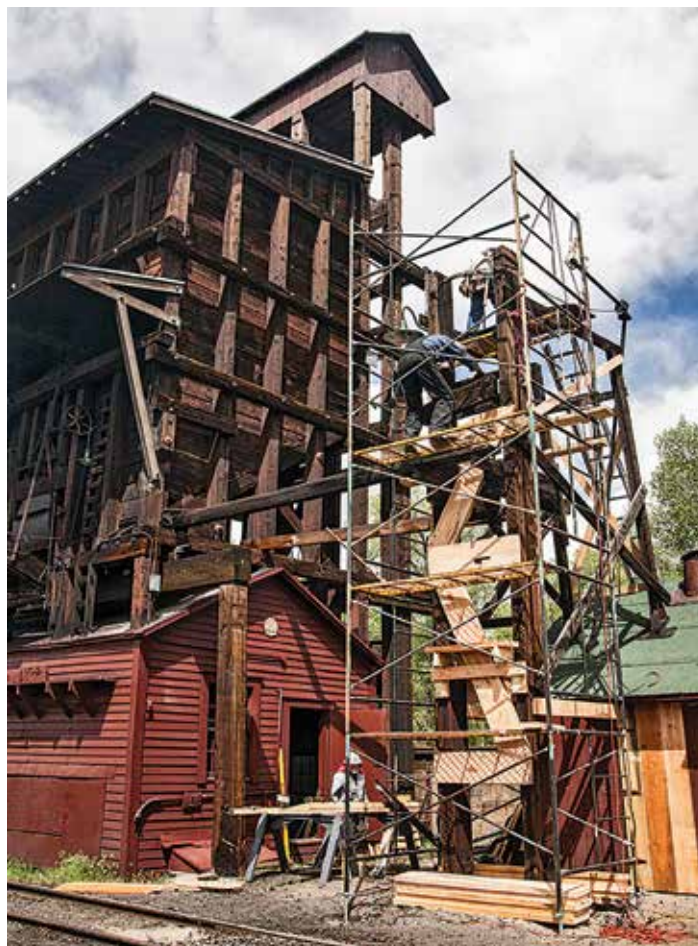
In the spring of 2016, the Friends' Projects Committee, in conjunction with the railroad, put the Sand Tower on the restoration project list. John Sutkus surveyed the tower's condition in the summer of 2016, making notes and measurements of the support members that needed replacement. Work began in Session A in the summer of 2017. With a rented boom truck, Team Leader Bob Conry and crew removed the top "cyclone tank," erected scaffolding and replaced many of the ancient timbers. Also removed were the two other major components of the system, the air

“The crew poured 400 pounds of dry sand into the mixer tank, turned on the air, and—WOW! The sand was in the top tank in less than 30 seconds!”

pressure tank on the east side of the building and the underground sand-and-air mixing tank. George Trever emptied all the ancient sand from the tanks and removed the rusted and leaking cyclone tank cover, the origin of the clogging problem. By the end of Session A, the tower’s structural reconstruction was completed and the scaffolding was removed prior to opening day on May 27th so as not to hinder the normal C&TS operation. Mike Wissler worked through Session B preparing the tanks for repair and restoration by scraping and then painting the three tanks.



The compressed air tank (top), the cyclone tank (bottom, tank inverted) and the air/sand mixing tank all received scraping, sanding and paint before they were reinstalled in the Sand House.



Encased in scaffolding, the Tower Crew removed and replaced important structural members, duplicating the original design.



The Session A Team: John Sutkus, George Trever, Blake Forbes, Bob Conry (Missing: Ward McCartney).

In the E & F sessions, volunteers rewired the electrical system in the Sand House and rebuilt the compressed air system. The work was not without problems. The air reservoir had been pressure tested but had no fittings so the crew literally scraped up the necessary parts from around the yard, cleaned them up, and installed them. Many other parts in the system were leaking and had to be replaced. The below-grade air/sand mixer tank had internal problems ranging from a broken pickup pipe to numerous dead rodents. (*Note to self: Be careful which shop vac you check out next year!*)

Repaired and repainted, the steel air and mixer tanks were set in place. A new water-tight lid was fabricated and the entire cyclone tank was painted and lifted back into place atop the tower, just prior to the beginning of Session F. The crew saved as much of the original piping as possible, fabricated new piping as needed and installed it over the course of

the next couple of days. With the glad hand connection—the air feed line between the locomotive and the pressure tank—in place, it was time to test the system.

The first test led to two big surprises. First, the system can move sand to the top tank in a hurry! The crew poured 400 pounds of dry sand into the mixer tank, turned on the air, and—WOW! The sand was in the top tank in less than 30 seconds! Everyone was amazed at how fast the air had blown the sand up the 40-foot pipe, but the celebration was short-lived as sand immediately began pouring out the bottom of the tank. The trunk and sand valve were removed and the valve went to the shop for diagnosis. Over the years, as crews released the butterfly valve handle, the control's counterweight slammed the valve shut so many times that the butterfly was bent a good 25 degrees; it wouldn't sit tight against the housing, leaving the valve open. A severe beating of the butterfly valve plus a gasket cut from a truck mud flap fixed the problem.



The restored air/sand mixing tank is lowered into its position below the floor of the Sand House



The cyclone tank awaits the crane for final installation.



(Top) Up she goes! (See Dispatch cover) Once the crane had lifted and placed the cyclone tank in its nest on the tower, the air/sand mix line was attached from the tank below.



(Left) The interior of the Sand House, with its ancient sand drying stove, is basically identical to the interior of the Durango Sand House, as photographed by Andy Payne in December, 1971.

Photo: Andy M. Payne, C&TS Payne Collection, AMP07-069



After a quick reinstall plus a thick metal plate strategically placed on the tower frame to keep the counterweight from over-travelling and re-bending the valve, the system was 100% functional for the first time in years.

Not only does it save the labor of hoisting bags of sand to the sand dome, it restores the historic means of sanding the D&RGW locomotives in Chama, the way it was meant to be.



(Above) While cleaning the lens on the south Chama Yard Cam, John Cole photographed the restored Sand Tower from a rather unique angle.

(Top Right) Ron Schmitt pours sand into the sand/air mixing tank below the floor of the Sand House for the initial testing.

(Right) Session E and F Team. From left: Bill Bailey, Ron Schmitt, Gene Bailey, John Sutkus, Sam Schechter, Barry Morris, and Herbert Knoesel.

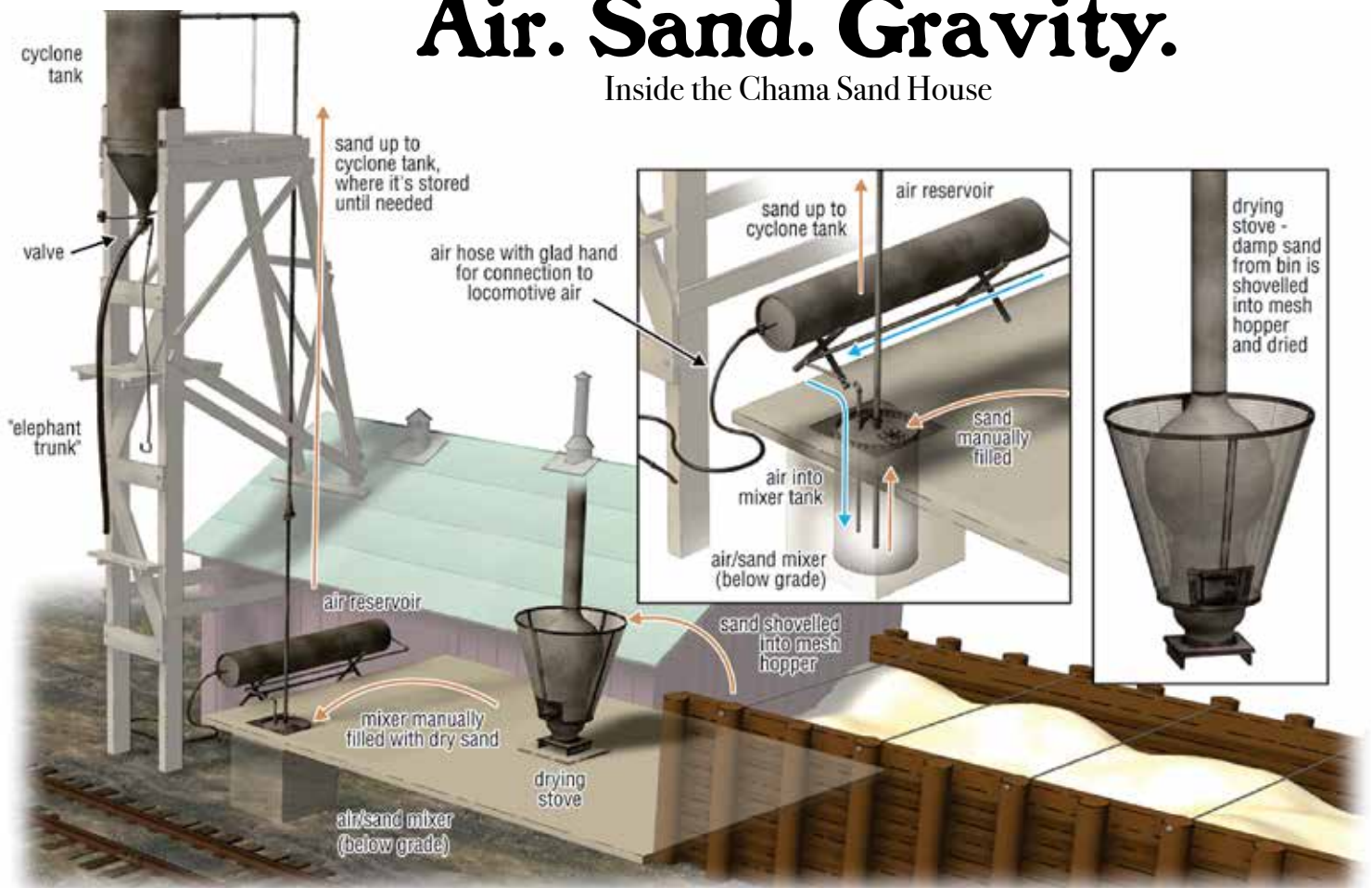


This photo of the crew filling the sand dome of D&RG Locomotive 315 at the Chama Sand Tower in August, 2017, could just as easily have been made in August, 1927, when the Sand Tower was still new.

Photo: Bob Whitney

Air. Sand. Gravity.

Inside the Chama Sand House



By Barry Morris Illustration by Mike McKenzie

It has been estimated that the total contact between all the driving wheels of an average locomotive and the rails they are riding on is less than the size of a fifty-cent piece. Thus, the coefficient of friction between wheels and rails is vitally important and the need for clean, dry sand can't be overstated in railroad operations. Without sand, train crews would find it nearly impossible to start a train or keep it moving up a grade. If the sand is wet or impure, the sanding system becomes clogged and useless. The sand nozzles at the locomotive wheels are quite small, with little tolerance for bad sand.

The Sand House and Tower system in Chama is simple and ingenious. On the north end of the Sand House is air and on the south, sand. They come together in the Sand House, or Drying Shed, to be carried to the top for gravity feed to the locomotives below. The air reservoir on the north end is connected to a locomotive air line and pressurized by way of a glad hand connection to the locomotive's air compressor. An outlet air line from the reservoir goes inside the house through an air dryer and cutoff valve into an air/sand mixing tank below ground level.

On the south end of the structure is the sand bunker. In the old days, hoppers unloaded sand into the bunker and employees shoveled sand into a coal-fired drying stove inside the Sand House. (The photo on page 11 shows the drying stove in the drying shed in Durango, similar to the Chama system.) The dry, screened sand was then shoveled

into the air/sand mixer tank. These days C&TS employees use bagged sand stored in the sand house rather than the old dryer system which isn't efficient for just two trains a day. The approximately 18 cubic foot/1800 pound mixer tank is filled with dry sand and the filler hole is closed off.

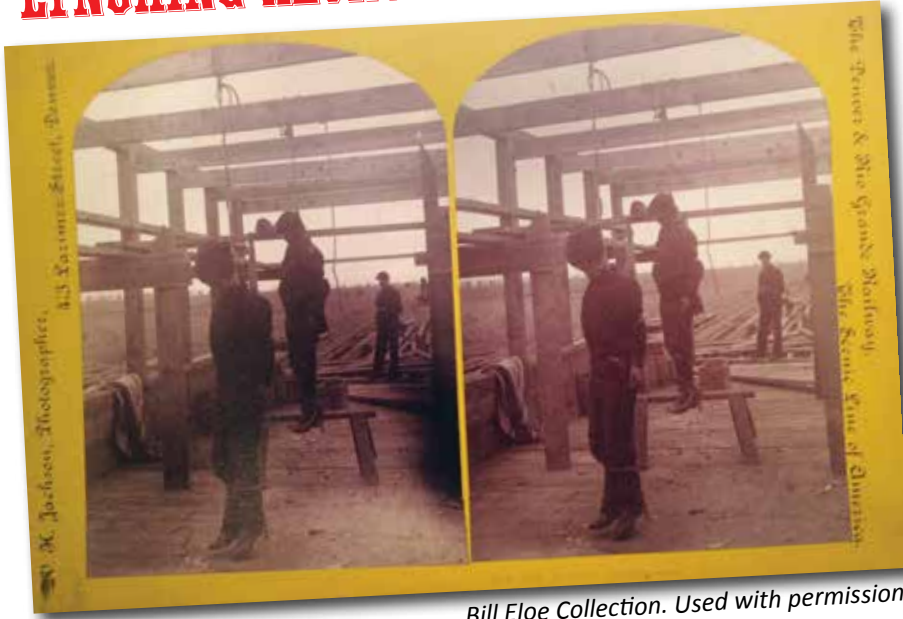
From the bottom of the mixer tank a 1.5" pipe goes up to the dry sand "cyclone" tank, which has a half-inch air outlet welded to the top. With the reservoir pressurized and the mixer tank filled with sand, the air valve is opened, and the compressed air rushes into the mixer. As the air goes up the pipe it carries the sand, which hits a deflector inside the cyclone tank, filling the tank with clean, dry sand while the air is vented out the top. When the crew needs sand they pull up, put the "elephant trunk" into the sand dome, pull the metal handle that opens the butterfly valve, and sand flows by gravity to the locomotive. It takes some practice to learn when to release the valve handle as the trunk holds a lot of sand, which goes everywhere if the dome is full.

It's not as Rube Goldberg as it sounds, and it can fill a sand dome in a minute, without the heavy lifting of multiple fifty-pound bags of sand.

Barry Morris lives in Alabama and has been a member/volunteer since 2011. He loves 12"-to-the-foot scale trains. Barry wrote about car lettering in the Spring, 2017 issue. Mike McKenzie, a Friends member for "Um...five years?" is a professional graphic designer. He lives in Illinois.

FERGUSON TRESTLE, W. H. JACKSON, AND A MYSTERIOUS LYNCHING ALONG THE D&RG IN ANTONITO

By Christopher James



Bill Eloe Collection. Used with permission.

We have all heard the story of the hanging at Cross Bridge, a.k.a. “Hangman’s Trestle” or “Ferguson’s Trestle” at MP 285.87. The on-board docents tell us that Mr. Ferguson had committed some kind of heinous crime in Antonito, and local vigilantes commandeered a D&RG locomotive, took Ferguson out to Cross Bridge, west of town, and strung him up in a show of Antonito-style justice.

While there is no documentation of the lynching, it makes a good story for passengers riding the C&TS. Still, who was Ferguson? What did he do? Was there actually a lynching? The details of the event appear to be lost to history.

The questions don’t stop there.

In 1881, photographer William Henry Jackson traveled over the newly-completed D&RG Southwest Extension from Alamosa to Silverton and back. He made many glass-plate and stereoscopic images along the way (see *C&TS Dispatch*, Fall, 2017), each carefully numbered and catalogued. The glass plate images were primarily for use by the railroad for promotion of the new line; the stereo images were created for the general public for use in the hand-held stereo viewers popular at the time. Most of the stereo images were typical scenes along the right-of-way: Toltec Gorge, Phantom Curve and Cumbres Pass. But there is one stereo image that stands out, different from all the rest.

Image number 916 is the last in a series of stereo photographs that Jackson made along the D&RG’s Southwest Extension. It does not show trackside scenery but instead documents a probable lynching. Strung from the rafters of what appears to be an uncompleted structure are two men who have been sent to the Promised Land by way of ropes and a sawhorse. In the background, there is a set of narrow gauge railroad tracks. On the yellow stereo card is printed Jackson’s name, his Denver address and “The Denver & Rio

Grand Railway, The Scenic Line of America.” Faintly across the bottom of the card is printed “916 San Antonio Justice.”

While there is still a tiny village of San Antonio southwest of Antonito, it never had a railroad. However, “San Antonio” was the original name of Antonito prior to the arrival of the Denver & Rio Grande. According to the late historian Allen Nossaman, General Palmer disdained naming “his” towns after saints so when he built the railroad and commandeered the village of San Antonio, he renamed the town “Antonito” (*little Antonio* in Spanish), the name it carries today. When Jackson photographed the D&RG in 1881, the name “San Antonio” was probably still in common usage and it became part of the title of Jackson’s stereo photo #916.

But who are these guys and what did they do? In as much as there are two bodies and they are not hanging from a trestle, it’s unlikely that either one is Ferguson. In fact—and the on-board docents might hate me for this—Ferguson might not have existed at all. Stephen J. Leonard, in his book *Lynching in Colorado: 1859-1919* lists in a somewhat gristly appendix in the back of the book all the known Colorado lynchings categorized by name, location, crime and, yes, mob size. Because

Leonard could not confirm the Ferguson lynching anywhere he didn’t include it in his book.

There was, however, an Antonito lynching in 1881, around the time of Jackson’s visit to Antonito. George O’Connor was Antonito’s Justice of the Peace. According to Leonard, “In his capacity as the town’s judge he protected robbers with whom he was in league and fined upright citizens arrested on trumped-up charges. Sick of injustice, vigilantes hanged him in a slaughterhouse the night of July 21, 1881.”

Could this be the source of both the Ferguson story and the Jackson photo? Not likely if O’Connor was lynched in a slaughterhouse and not on a trestle. And Jackson’s photo shows the two unfortunate victims in an uncompleted building next to a narrow gauge railroad track receiving “San Antonio Justice.”

So the question remains: Who was Ferguson? Why did he end up at the end of a rope at his now-famous trestle? And why has he been lost to history? Did he exist at all? And who are these two fellows in Jackson’s photograph, sent to their demise at the eastern terminus of what is now the C&TS? What did they do to be hanged in “San Antonio?” And why did the West’s foremost photographer immortalize them as part of “The Scenic Line of America?”

Unlike at the lynching, the jury is still out.



Christopher James is the Editor of the *C&TS Dispatch*. Historian **Bill Eloe** assisted in the research for this story.



HISTORIC PRESERVATION ON THE C&TS, 2017

RESTORATION WORK SESSIONS: SESSION E (JULY 24 – 27), SESSION F (JULY 31 – AUG. 4) AND SESSION G (SEPT. 25 – 29)

Photos by Joe Kanocz, Chris James, Sharon Evans, and the Friends' E, F and G Chronicling Teams: Sharon McGee, Michael Mee, Tim Smith and Joslyn Keegan

This issue of the *Dispatch* covers three Restoration Work Sessions—E, F and G—not the usual two. Thus, there were piles of photos from around 25 or 30 projects! Once again, I've tried to select the photos that show the progress (and often the completion) of the many projects undertaken during the 2017 season and included a short summary of each project and its participants. Hopefully after viewing some of these photos that show the fun, camaraderie and satisfaction of volunteering, Friends who have not yet visited to join the fun, camaraderie and satisfaction will consider spending some time in Chama or Antonito in the future. Because of the limited space of the *Dispatch* (even though Tim allowed me to add four extra pages in this issue), projects are placed by location and space allotment, not chronologically. 🦋 Chris James

CAR REPAIR FACILITY, ANTONITO, COLORADO

Proj. 1282: Major Repairs and Re-configuration of Boxcar Caboose 0306: Session E plus Special Sessions SS-3, SS-4 and SS-5

Don Atkinson and his crew members worked, not only during Session E but throughout the summer plus several Special Sessions, to rebuild “Box Car” Caboose 0306. Along with Don, the 2017 crew included Tim Davis, Warren Ringer, Werner Kroebig, Bill McCall, Greg Coit, Bob Reib, Doug Frederick, Marshall Smith, Craig McMullen, Ian Kelly, Jim Florey and the Antonito Paint and Lettering Crews.



Proj. 1197: Fabrication of Replica Trucks for the Tourist Sleeper, 0252/470 Cook Car 053: Sessions E, F and G

The passenger trucks fabrication continued with Team Leader **Russ Hanscom**, Wayne Klatt, Roy Lloyd, Bill Kepner, Jim Armstrong, Chuck Dueker, Dave Hamilton, Ian Kelly, Blake Forbes and John Weiss all joining forces to move the trucks toward completion. Donor trucks were disassembled and wheel sets for RPO 54 were moved to the assembly tracks for installation of equalizer bars and coil springs. Journals were cleaned and mounted onto the truck frame, swing



hangers were made and installed for the brake beams, along with machined spring caps for the RPO coil springs, and more. All in all, it has been a complex project carried out by an amazing team of skilled craftsmen.



Proj. 1296: Construct Lean-to Addition to CRF: Sessions E, F and G

Virtually everyone at the CRF in Antonito participated in the completion of the “lean-to” structure at some point during Sessions E, F and G. Rushing against the end of the season and on-coming rain, the addition was framed and sealed, siding and roofing were installed, followed by wiring, lighting and insulation. By the end of G, the add-on was complete!



Proj. 0701: Landscaping: Session G: Antonito

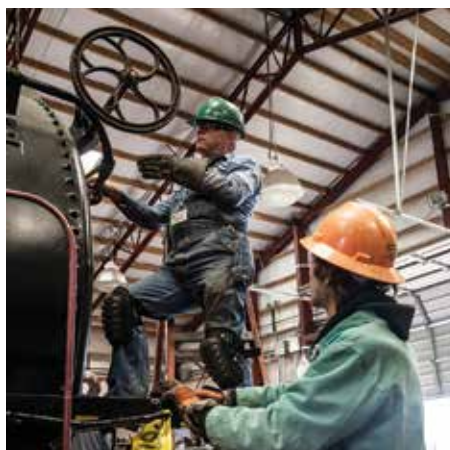


Cathy Rheinberger was a one-person landscape crew in Antonito, weeding around the depot and the CRF before moving on to assist other teams in painting and construction.

Proj. 1264: Maintain and Repair Steel Flat Car 6601's Decking, Framing, Grab Irons, Brakes: Session G

Greg Coit and **Vance Benson** completed the decking on 6601, and repaired or replaced a number of stake pockets and grab handles. The decking, installed earlier in the season, was then given a coat of sealant. The car is now ready for service.





Proj. 1260: Rebuild Drop Bottom Gondola 787 as a Railroad Project for MOW Service: Session F

Team Leader **Bill Pratt**, along with Matt Jameson, Lee and Randy Parks, Warren Ringer, Ron Senek and Rhonda Tryon, completed the restoration of Drop Bottom Gondola 787 with the installation of roller blocks, doors, end siding and the A-frame steel covering.



Proj. 1304: Prepare Stock Car 5774 for Static Display in Antonito: Session G

Team Leader **Dan Pyzel**, Bill Horky, Ken Halterman and Kathy Bargsten shoveled out the car and began the disassembly of the rotted roof members. The car is not road-worthy so it will stay as a static display in Antonito.



Proj. 1246: Restore UTLX Tank Cars 11050 and 11056: Sessions F and G

Work continued on UTLX 11050 with co-leaders **Randy Worwag** and **Chris Trunk** plus Bill McCall and Jim Florey. They fabricated or repaired carry irons, ladders, pipe clamps and brake cylinder brackets, and began fabrication of cut levers. The project will continue next year.





CUMBRES, COLORADO

Proj. 1005 Stabilization, Repair and Restoration, Car Inspector's House: Sessions E and G

Work on the Car Inspector's House continued with **George Trever**, Bob Smith and Vance Behr dismantling the old, deteriorating chimney. About 600 bricks were salvaged and about 100 of those were set aside for further cleaning and recovery. The roof was sealed and caulked, and the building was closed up for the winter. Restoration will continue next year. **John Cole** also made a service call in Session G to repair the malfunctioning solar electrical system.



CHAMA, NEW MEXICO

Proj. 1017: Restoration of Coal Tipple Equipment and Coal Storage Bin System: Session E

In addition to completing the Sand House Tower (*see pp. 8-12*), **John Sutkus** and Barry Morris (Session E), joined by John Soos, Gene and Bill Bailey (Session F), pumped stagnant water out of the coal pit and proceeded to work on the Coal Tipple's bucket operation. After checking the bucket runways, the team was able to load 30 buckets of coal to the coal bunker!



LAVA PUMP HOUSE, COLORADO

Proj. 1177: Restore Lava Pump House Masonry and Excavation of Dirt at North Wall: Session G

Restoration of the Lava Pump House continued with **John Cole**, Tom Hindman, Roy Lloyd, Bill Ryan and John Stover working to get a pipe line from the pump house up the hill to Lava Tank. John's pressure test wasn't successful due to pump problems but the rest of the crew replaced some of the four-inch pipe. It appears to be clogged or collapsed somewhere uphill from the Pump House. John will attempt the test again next summer.



Proj. 0741: Caboose Roof Maintenance: Session F

Don Atkinson and Tim Bristow did necessary roof maintenance on Caboose 0579, determining the source of a persistent leak.



Proj. 1290: Restore Chama Sand House Sand Dispensing Tower System: Sessions E and F

See article, page. 8-12, plus cover.

Proj. 0720: Car Painting: Session E

Don Stewart and the Chama Paint crew (Lance Godfrey, Rich Hull, Frank Higgins and Brad Lounsbury) spent a lot of time preparing for the Rio Grande Southern charter, including painting the Water Service Box Car 04904, Section Men Box Car 04258, Reefer 55 and Caboose 0400. They also primed, scraped and painted Box Car 3585, primed and painted Rider Gondola 6205, and applied the first coat of clear coat on RPO 054. Brad painted the stove for the Section Men Bunk Car prior to installation.



Proj. 0700: Landscaping Chama Depot and Grounds: Sessions E and F

A passer-by told the Chama Landscape Crew, "It doesn't look like a junk yard anymore!" That's how important the Landscape Crew is. In Session E, **Laural Hoppes** and first-year volunteers Ruth and Tom Leskovich weeded the gardens and grass round the depot, the yard and the cook tent. They also landscaped at the entry sign on Terrace Avenue. In Session F, **Becky Robbins** took over the landscaping duties.



Proj. 0780: Mechanical Maintenance of Brakes, Trucks and Bearings: Sessions E and F

Brake maintenance is an ongoing project in the Chama Yard. Team Leader **Clyde Putman**, along with Jay Wimer and Chuck Armstrong, inspected, tested and replaced brakes and brake shoes on six cars in Session E. They were joined by Dan Robbins, Ron Lira, and Roy Lorentz in Session F where they serviced another six cars. They also helped with replacing wheel sets on the Section Men Bunk Car 04528 and Water Service Car 04904, as well making the 15-foot "elephant trunk" for the Sand House system.





sen. The Rider Gondola was sanded and then painted by the Chama Paint Crew and lettered. When it was done, it was a thing of beauty.



Proj. 0790: Mowing Grass with Rider Mower: Session F

And speaking of landscaping, **John Williamson** was a team of one on the rider mover, mowing inside and outside the stock pens, along Terrace Ave., and whacking the weeds around the depot and the yard.



Proj. 1298: Maintenance, Repairs and Upgrades, Rider Gondola 6205: Session E

Repair and maintenance of the Rider Gondola No. 6205 was accomplished by **Michael Johnson**, Art and Chase Montgomery, and Jim and Phil Nis-



Proj. 1253: Finish Restoration of Wheel and Tie Car 06092: Session F

The restoration of the Wheel and Tie MOW Car was completed earlier this summer. All that remained for Don Atkinson was the "cosmetic" installation of four sets of wheels and a number of ties. With those tasks completed, the car is ready for inclusion in the next MOW charter event.

Proj. 1294: Rebuild Boxcar Coach 202 to Original Box Car 3537 for Charter Service: Sessions E and F

The rebuild of the old C&TS Passenger Box Car 202 to its original form of D&RGW Box Car 3537 has been ongoing all summer, led by **Don Bayer**. Session E crew included Andy and Ron Ross, Karl Strauss, Randy Young and Robert Smith. The F crew included Bruce Dailey, Wayne Huddleston and George Trever. The two sessions installed siding over the entire car, installed doors on both sides, installed all the interior sheathing, grab irons, door jambs, installed the roof sup-

ports and roof walk, benches, end doors, and more. After Session F, the car was completed, primed, painted and lettered.



Proj. 1295: Rebuild MOW Bunk Car 04258: Sessions E and F

Another major project this year was the rebuild of the old MOW Bunk Car to a rider car for charters as well as a bunk car in the Chama yard. **Craig McMullen** had shepherded the project for much of the summer along with Bill Benson, Tim Bristow and Walt Sorrentino assisting in Session E, and **Jim McGee** and Bob Michel working in F. The car started out looking fairly rugged at the beginning of E. By the end of E, the car had bench seats, new doors and roof walks, an antique stove to keep the car warm, and upgraded wheel sets. The Paint Crew, the Mechanical Maintenance Crew and the Lettering Crew joined forces to paint and letter the car for the RGS charter.





ALONG THE C&TS RIGHT OF WAY

Proj. 0740: Linseed Oil/Turpentine and Paint Wood Preservative Treatments: Session F



Not all the painting was on rolling stock. A number of other structures, from buildings to bridges, needed preservation treatment. **Brad Lounsbury** led a team of wood “preservationists” including Rich Hull, Frank Higgins, Doug Joslyn, Kevin Clayton and Zack Mathes as they painted the Speeder Shed (yellow and brown) and the Flammables Shed (bright red). They also applied preservative coatings to the Chama River, Cumbres and Lobato Trestles. When not applying preservative, the team also assisted the paint crew in the priming and painting of a variety of C&TS rolling stock.



Proj. 0730: Car Lettering: Sessions E and F

The Car Lettering Crews worked both sides of the pass, much of the time creating Rio Grande Southern equipment for the upcoming charter out of D&RGW rolling stock. **Ray Hoppes** and **Billy Anders** supervised Lori Higgins and Patti Lounsbury in E, and were joined by Marilou Dailey and Becky Robbins in F. Among the projects were Tank Car 12739, D&RGW 5553D (relettered as RGS Stock Car 7302), the Tool Car (D&RGW 3585), D&RGW Flat Car 6636 (relettered as RGW 7455), and D&RGW Reefer 55 as RGS 2102. They also finished the lettering on the newly repainted RPO Car 54.



Proj. 0770: Project Discovery Session E

Looking ahead, **Mark Jennings** surveyed property and rolling stock throughout the C&TS and identified a number of projects for inclusion in future sessions. This included projects for ten pieces of road-worthy rolling stock, future Sand House needs, recommendations for display, suggestions for best painting processes, analysis of the Pump House permitting, and more.

COLORADO SPRINGS SITE: MONTHLY, 1ST, 3RD & 5TH SATURDAY

Proj. 1115: Restoration of Tourist Sleeper 470: Year 'round

In the continuing restoration, with structural and under-sheathing completed, the car was insulated with commercial, high-density, fire resistant foam. A subfloor was added and the original cabinets were refinished and reinstalled. Specially-milled tongue and groove red oak was installed, matching the original wood. Clerestory window installation began, the red oak seat panels are ready for installation, and the foundry is working on casting the seat frames. Even though progress is slow, the project is scheduled for completion in 2020.



AND ON BOTH SIDES OF THE PASS...

As always, there are a number of **indispensable volunteers** who make every restoration session possible. Be it food, equipment or just plain smiles, these folks keep the Friends running like a well-oiled K-36 all across the C&TS rails. They include:

Folks like **Mary Jane Smith** and **Becky Falk** who assisted with volunteer check-in.



Sharon McGee and her team of chroniclers including **Michael Mee**, **Tim Smith** and **Josylyn Keegan** who photograph and document every step (no matter how small) of every project.



It's bolts and screws that hold the entire railroad together. **Marshall Smith** and **Michael Rheinberger** are the bolts and screws that hold the Bolt Supplies together.



Doug Frederick and **Bob Reib** criss-crossed the pass almost daily with supplies and equipment. (And thanks, Doug, for retrieving my lost clipboard full of notes that I left in Antonito! cj)



A well-equipped volunteer was also well dressed, thanks to folks like **May Blain** and **Jack Price (E)**, **Holly Ross** and **Yvonne Schmitt (F)**, and **Mary Jane Smith (G)**, the Friends volunteers were fashionable in their 2017 Session shirts!



Craig McMullen supervised the Friends Carpentry Shop in Chama and assisted with the carpentry projects for a number of the sessions as well as doing much of the woodworking for the Tourist Sleeper in Colorado Springs.



If it weren't for food...well, we would be here but we'd be hungry. The "Kitchen Ladies," **Mary Jane Smith**, **Jeanne Reib**, **Maggie McMullen**, **Yvonne Schmitt**, and **Nancy Gordon (Chama)** and **Patty Hanscom**, **Mary Jane Smith (again)** and **Linda Dueker (Antonito)** kept us fed, hydrated, snacked and happy through every project.

And there are also many other volunteers who spend a portion (or all) of their summer working with the Friends. These “support” positions, while not as glamorous as some of the projects, are essential to the success of the Friends. As always **Brad and Patti Lounsbury**, along with **Kevin Clayton**, prepared all the painting equipment, and supervised the Paint Car. **Roy and Pam Lorentz** helped **Bob Reib** with the close-down at the end of Session F. Along with his painting tasks, **Brad Lounsbury** was Safety Coordinator for Session E. **Jeff Joynt** supervised and maintained the inventory of the Chama Tool Car, and **Geoff Gordon** (E) and **John Eng** (F and G) supervised and directed all the teams at those three sessions. And overseeing all of us was **Tim Tennant**, the CEO of the Friends of the Cumbres and Toltec. Thank you!

NOTE: Team leaders, team members and tasks were taken from Session E, F and G rosters, submitted Team Leader reports and photographs. The editor apologizes for any errors or omissions or incorrectly placed photos.

Attendee Totals

2017—572 (22,480 total hours)
 31 new Work Session volunteers
 2016—553 (20,080 total hours)

Accomplishments, 2017:

Significant Restoration Projects

- Stabilization/restoration Car Insp. House
- Stabilization/repair Chama Coal Tipple
- Passenger trucks for coaches
- Restoration of Tourist Sleeper 0252/470
- Restore UTLX Tank Cars 11036 and 11037
- Restore GRAMPS Tank Car 11050
- Restore Lava Pump House
- Repairs to Cumbres Section House
- Restore GRAMPS Loading Platform
- Chama Stock Pen repairs

Completed Projects:

- Restoration of Long Stock Car 5995
- Relocate solar panels, Osier
- Rebuild High-Side Gondola Car 1357
- Reconstruct Idler Flat Car 1515
- Maintain Steel Frame Flat Car 6529
- Restoration of Wheel and Tie Car 06092
- Restoration of Water Service Car 04904
- Repairs to Drop Bottom Gondola Car 787
- Maintain/Repair Steel Flat Flat 6627
- Extend concrete working pads, CRF
- Maintain/repair Steel Flat Car 6601
- Restore Jordan Spreader OU
- Build four freight trucks from parts
- Repairs to Caboose 05635
- Repair/upgrade Concession Car 3244
- Fix roof leaks on Kitchen Car 3591

- Repair/reconfiguration of Caboose 0306
- Repaint RPO 54 to Pullman Green
- Repair Drop Bottom Goldola Car 801
- Replace ¾-in. train line on Cook Car 053
- Replace wood stair steps to Terrace Ave.
- Restore Chama Stand House System
- Convert Box-Coach 202 to Box Car 3537
- Rebuild MOW Bunk Car 04258
- Repairs/maintenance RGS Caboose 0400
- Repairs/maintenance Rider Gon 6205
- Install 40-foot storage container CRF
- Trim wild growth along right of way
- Maintenance of Antonito entry sign
- Paint 17 different cars and structures
- Complete lettering on 15 cars
- Wood preservative treatment on 11 cars and bridges and trestles.

- General maintenance of caboose roofs
- Project discovery of 14 future projects
- Mechanical maint., wheels and trucks
- Air and brake maintenance for 18 cars
- Mowing grass in Chama and Stock Pens
- Camera system operation and maint.
- Restoration of signage along ROW
- Construct lean-to addition, CRF
- Active Projects in Progress or Planning**
- 2018 Restoration Plan and Schedule
- Enclosed structure over reefers, Antonito
- CRF Facility Expansion, Antonito
- Equipment Storage building, Chama
- Lava Pump House Roof Replacement and Excavation.

[Source: 2017 Projects Committee]

Session Attendance:

Session	2016	2017
April Pre-session	5	7
Session SS 1	11	15
Session A	45	62
Session B	48	62
Session C	105	107
Session D	84	86
Session SS 2	13	5
Session SS 3		7
Session E	68	59
Session F	38	37
Session SS 4		9
Session G	38	37
Session SS 5	10	

C&TS Ridership:

Ridership, 2017: 38,016
 Ridership, 2016: 35,396
 Special charters: 5
 Dinner Trains, C&TS: 6
 Dinner Trains, Friends: 1
 Galloping Goose: 2 multi-day visits
 Biggest day of the year was October 7, when 527 passengers rode the two day trains and an addition 65 passengers rode the Dinner Train from Cumbres to Antonito. Total for the day was 592.

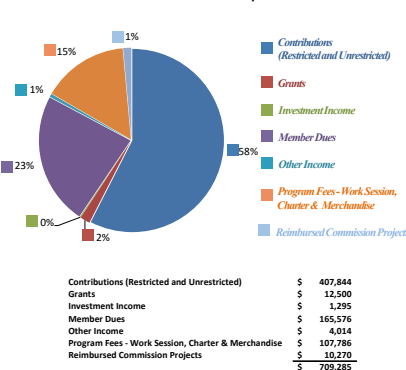
[Source: John Bush]

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

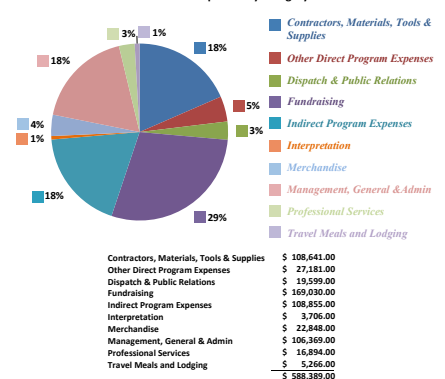
Statement of Financial Position, December 31,

ASSETS	2016	2015
Current Assets		
Cash & Cash Equivalents	\$ 343,233	\$ 244,396
Receivables	\$ 10,770	\$ 3,045
Inventory	\$ 16,289	\$ 37,726
Prepaid Expenses	\$ 8,570	\$ 14,547
Total Current Assets	\$ 378,862	\$ 299,714
Property, Furniture & Equipment - Net	\$ 550,677	\$ 565,668
Investments, Unrestricted	\$ 41,496	\$ 40,196
Investments, Permanently Restricted	\$ 88,150	\$ 88,150
Collections	\$ 218,762	\$ 206,483
TOTAL ASSETS	\$ 1,277,947	\$ 1,200,211
LIABILITIES & NET ASSETS		
Current Liabilities		
Accounts Payable and Accrued Expenses	\$ 18,931	\$ 16,524
Deferred Revenue	\$ 2,548	\$ 48,115
TOTAL CURRENT LIABILITIES	\$ 21,479	\$ 64,639
Net Assets		
Unrestricted	\$ 801,354	\$ 773,153
Temporarily Restricted	\$ 366,964	\$ 274,269
Permanently Restricted	\$ 88,150	\$ 88,150
TOTAL NET ASSETS	\$ 1,256,468	\$ 1,135,572
TOTAL LIABILITIES AND NET ASSETS	\$ 1,277,947	\$ 1,200,211

2016 Income by Source



2016 Expenses by Category





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

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Goodbye, Ed.

Photo by Valley Lowrance