



**Opening Day, 2018: Chasing the Train**  
**The Railroad Art of Jack Ostrom**  
**Friends 30-Year Banquet with Jim Wrinn**  
**Photos from the June Freight Charters**  
**Sessions A and B Restoration Project Reports**  
**...and more!**



# C&TS DISPATCH

Friends of the Cumbres & Toltec  
Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 31, No. 2 ☞ Summer, 2018

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## C&TS DISPATCH

**Editor** — Christopher James

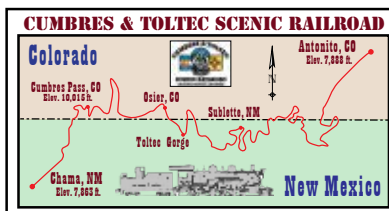
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long 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.



Denver & Rio Grande Railway: 1880-1886  
Denver & Rio Grande Railroad: 1886-1921  
Denver & Rio Grande Western Railroad: 1921-1970  
Cumbres & Toltec Scenic Railroad: 1970-today

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

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## President's FORUM



### A Partnership: The Tie that Binds

As we continue to celebrate our 30<sup>th</sup> Anniversary, I thought I could take a look at some truly unique relationships that has enabled our organization to function and operate.

I believe everything begins and ends with the relationship between the Friends and the C&TS Railroad Commission. They are responsible to the States of Colorado and New Mexico for oversight of the Cumbres & Toltec. It is through our bilateral agreement with the Commission that we exist as the “Museum Arm” of the Railroad.

The Friends are the stewards of the Railroad’s historical assets and interpretive efforts. The work we accomplish throughout the year is integral to the overall product that is presented to the riding public. Our docents who have face-to-face contact with passengers every day serve as onboard ambassadors.

The Commissioners are always complimentary of the Friends. They understand that we represent an important role in the overall success of the C&TS.

Along with the Commission, the Friends have worked with numerous operators and management companies over the course of our thirty-year history. Like any relationship, it

hasn’t always been easy or harmonious but in the end we have all strived for the betterment of the Railroad.

During our existence there have been several business models utilized for the Railroad’s operation. There has been the “operator” model, in which the entity running the Railroad had to bear the risk and pay the Commission a lease fee. This model was structured with the company collecting ticket revenues, and maintaining the track, locomotives and passenger car fleet, plus all other expenses. Kyle Railroads operated under this model and did a good job. However, after founder Willis Kyle passed away, Kyle left to focus on their freight railroads.

The Friends also have had their hand at operating the Railroad when the Rio Grande Railway Preservation Corp. (RGRPC) was formed as a subsidiary to take over operations. This venture began under the operator model but over time it became very evident that a different business model was needed.

It was determined that the ultimate risk of operating the Railroad had to lie with the Commission itself. The model changed to one in which the entity running the Railroad was a “management company” per se and it would enter into an agreement to do just that. RGRPC II operated under this model, whereby the Commission assumed the financial risk of keeping the Railroad running. It then paid a management fee to the company for overseeing operations.

After RGRPC II terminated its management agreement with the Commission in late 2005, the Friends helped to assemble another entity to manage the Railroad. C&TS Management Corp. was incorporated, but not as a subsidiary of the Friends. The Commission had the responsibility to collect revenue, pay expenses and seek capital funding from the States for track rehabilitation, locomotive, and passenger



### On the Cover:

**D&RGW Locomotive 315**, on loan to the C&TS from the Durango Railroad Historical Society, rattles across Cascade Trestle on Sunday, June 3<sup>rd</sup> during first of two Photo Freight Charters for 2018. Rainy weather on the second day didn’t keep **Don Atkinson** from making this fine photo of the consist as it headed east toward Antonito.

# Friends of the C&TS TIMETABLE

car fleet improvements. CTSMC left at the conclusion of the 2011 season.

After a RFP process, American Heritage Railways agreed to operate the Cumbres & Toltec. Their tour of duty was short, managing the Railroad for the 2012 season. After providing notice that they were terminating their agreement, the Commission decided to look at yet another model for operations.

This new model entailed the Commission essentially running the Railroad themselves. Out of this came the formation of the Cumbres Toltec Operating, LLC, and the hiring of John Bush as President & General Manager. The Commissioners serve as CTO board members with the Railroad's staff as their employees. The Commission continues to bear the financial risk and garner capital appropriations from Colorado and New Mexico.

Like the operators and management companies of the past, the Commission has kept the Railroad operating and has done an excellent job in procuring appropriations for capital improvements for the C&TS. The result of these efforts has yielded five locomotives in operation, vastly improved track conditions and continuous upgrades to the passenger car fleet.

This history is somewhat abbreviated but I believe it helps show that throughout the Friends history, the organization has had to maintain many new and ongoing partnerships. Collectively, these partnerships have allowed the Cumbres & Toltec to survive and grow. Throughout these changes and partnerships, the members of the Friends have played an important role and have always responded through thick and thin.

So as we continue to celebrate the thirty years that the Friends have been around, reflect on our role and the partnerships that have kept the railroad running in the right direction. I thank everyone who has made contributions and those who continue to play a role in our success.




## 2018 Friends Photo Freight and Moonlight Wine Charters



Photo: Don Atkinson

### Moonlight & Wine Tasting Train—July 27, 2018

Enjoy a mouth-watering prime rib or cod dinner with all the trimmings at the Cumbres & Toltec's dining hall in Osier along with wine and cheese tasting *en route* featuring wines from Ponderosa Valley Vineyards, a New Mexico winery, in addition to a full bar stocked with your favorite libations.

Date: Friday, July 27, 2018 with the train departing at 5:00 PM from the Chama Depot. It will arrive back in Chama at approximately 11:30 PM. Friends member fares: Parlor Car—\$160/person, Tourist Class—\$140/person, Coach Class—\$99/person.

Call our Albuquerque Office at 505-880-1311 for reservations.

See ad on Page 5 of the *Dispatch*.



### September 29, 30 & October 1, 2018—Fall Colors in the San Juan Mountains

We will be re-lettering K27 #463 to represent a locomotive leased to the Rio Grande Southern. The one-day charter, Saturday, September 29<sup>th</sup>, will run Antonito-Osier-Antonito with a capacity of 65 passengers and plenty of photo run-bys. Friends member fare: \$259/person. On September 30<sup>th</sup>/October 1<sup>st</sup>, we will operate one day as a Rio Grande Southern freight and the second day featuring a mixed D&RGW freight. Also, one day will include Locomotive #315 operating as a helper unit in the train. Friends member fare: \$799/person. Lunch, beverages and snacks are included. Deposits of \$100 per person/per charter will reserve your space.

We appreciate your patronage. The only way we can continue to offer these trains is through the support of our members.

Call our Albuquerque Office at 505-880-1311 for reservations.

See ad on Page 5 of the *Dispatch*.

**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>

# A (Brief) Letter FROM the Editor

by Chris James

We are part-way through our 30<sup>th</sup> Anniversary year, but we still have lots of time to celebrate. To assist in this celebration and to keep the anniversary “buzz” going for the next three issues, the *Dispatch* will be featuring some thoughts from Friends members, old and new, from the last thirty years (or less) entitled **Looking Back**, as they describe some of their memories of the Friends and the Railroad since 1988.

These “thoughts” might be something they felt was important; something they found moving; perhaps something humorous or anything that they think was memorable enough to share. You will find some of these memories and thoughts throughout this issue. Here’s where you come in.

If you have an memory about the Friends, a Work Session, a trip over the pass, or anything else since 1988 that you would like to share with all of us, drop me a note with your story.



Photo: James Family Archives

250-300 words would be perfect. If you have a photo that goes with it, that’s even better. You can see several of these stories in this issue and I would love to publish your memories in future issues. You can contact me at [cjames@silverrailsleadville.com](mailto:cjames@silverrailsleadville.com). I’d love to hear from you.



On a second note, I’ve been reading an interesting book, *Craft: An Inquiry into the Origins and True Meaning of Traditional Crafts*, by British arche-

ologist Alexander Langlands. In his chapter about the importance of leather and horseshoes to the development and expansion of civilization, he makes an interesting point. He states:

*“We have a strange relationship with the past. We spend millions on monuments...celebrating the legacy of elite national heroes, but when it comes to a craft so intimately bound up with our landscape story and ...ancestry only the dogged enthusiasm of a few dedicated fanatics keeps it alive...Should it not be better recognized?”*

Consider, then, the “craft” we do, keeping a historic railroad alive and historically accurate. The Friends are the “dedicated fanatics.” We join, not only for the Railroad in 2018, but for future generations who need to see, feel and learn about the importance of railroading on the C&TS and elsewhere that they may “better recognize” it as part of the vast history of New Mexico, Colorado and America.



## C&TS Friends Telegraph: NEWS



### THERE IS STILL TIME TO SIGN UP FOR A 2018 WORK SESSION!

Summer restoration and preservation season isn’t over yet, so there is still time for you to come to Chama or Antonito and participate in any of the 2018 Restoration Work Sessions. Ask any Friend and they will tell you that working with the Friends is a blast! Not only is there the great camaraderie of working with like-minded folks, you will learn a lot (maybe even a new skill) and you’ll have the satisfaction of knowing you are helping to keep an incredible piece of Colorado and New Mexico railroad history alive.

The remaining 2018 Restoration Work Sessions are as follows:

Session E 7/23 thru 7/27

Session F 7/30 thru 8/3

Session G 9/24 thru 9/28



Restoration Session A Volunteers, Chama, New Mexico, 2018

Can’t make it this year? Pencil us in (similar dates to be announced) for 2019! You won’t regret it!

**Additional “Special Sessions” may also be announced!**

To learn more, visit

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

#### 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 \$15.00 charge per year for supplemental insurance through the Friends.

# MOONLIGHT DINNER AND WINE TASTING TRAIN

CHAMA, NEW MEXICO, JULY 27



Enjoy a mouth-watering prime rib or cod dinner with all the trimmings at the Cumbres & Toltec's dining hall in Osier along with wine and cheese tasting *en route* featuring wines from Ponderosa Valley Vineyards, a New Mexico winery, in addition to a full bar stocked with your favorite libations. Date: Friday, July 27, 2018 with the train departing at 5:00 PM from the Chama Depot. It will arrive back in Chama at approximately 11:30 PM.



Interior Photo:  
FC&TS Dorman Collection

**Friends member fares: Parlor Car—\$160/person, Tourist Class—\$140/person, Coach Class—\$99/person.**

## 2018 PHOTO FREIGHT FALL COLOR CHARTERS

SEPTEMBER 29, 30 AND OCTOBER 1

**This three-day event** will operate over Saturday, Sunday and Monday. On Saturday, September 29<sup>th</sup>, a K-36 will pull a mixed train consist from Antonito to Osier and return. The capacity will be 65 passengers with a lower one-day fare.

Sunday and Monday, September 30<sup>th</sup>/October 1<sup>st</sup> 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 re-lettered as a K-27 that was leased to the RGS will operate on Monday. The current plan is to operate Locomotive 315 with the K-27 on the second day.

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

**Saturday, September 29<sup>th</sup> Fares:**  
\$259/person—Friends Member  
\$309/person—General Public

**Sunday, September 30<sup>th</sup>/Monday October 1<sup>st</sup> Fare:**  
\$799/person—Friends Member  
\$849/person—General Public

More details and information for this second charter will be available later in the summer.

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

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

4421 McLeod Road NE, Suite F

Albuquerque, NM 87109

505-880-1311 [www.cumbrestoltec.org](http://www.cumbrestoltec.org)

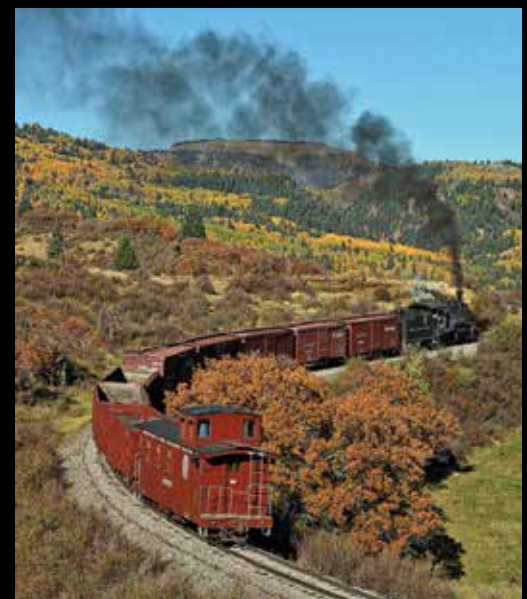


Photo by Don Atkinson



It was a gala night in Albuquerque on March 16<sup>th</sup> with the Friends of the Cumbres & Toltec Scenic Railroad celebrating its 30<sup>th</sup> Anniversary with a sumptuous dinner and a very special guest.

Following introductory remarks from the Friends President and CEO Tim Tennant and Chairman of the Board Bob Ross, a unique slide presentation was made by **Jim Wrinn**, the Editor of *Trains Magazine*. "50 for 50" highlighted the fifty years since 1968 when the D&RGW abandoned what became, two years later, the C&TS. Culled from *Trains Magazine*'s incredible collection of historic photographs, Wrinn's presentation not only showcased scenes between Chama and Antonito, but shots of D&RGW narrow gauge (and dual-gauge) railroading throughout Colorado and New Mexico.



Photos by Chris James

# Opening Day, May 26, 2018

The Cumbres & Toltec Scenic Railroad began its 48<sup>th</sup> season on Saturday, May 26. Sold-out, double-headed trains departed from Chama and Antonito for a rendezvous at Osier and onward to the east and west.

I couldn't be in both places at once, so I started the day in Antonito. Once the flag raising, speeches, blessings, prayers and festivities were over, Jerry Day, Bill Moyers, Bill's dog Marty and I chased the westbound train as far (and as fast) as we could over the dirt roads between Antonito and Osier. (Jerry, as we rapidly approach a large dirt pothole: *Hold on! Me: Arrgh!*)

Rails proved to be a more efficient means of travel than four-wheel-drive and we missed the train by seconds at several crucial photo locations. Still, it was great trip, lunch in Osier was wonderful and *everybody* at Osier from both trains fell in love with Marty. 🐶 Photos by Chris James



A thirsty 315 takes on water in Sublette.



The double-header pounds across the prairie, headed for Cumbres Pass.



463 and 315 simmer at Osier, waiting to continue their climb to Cumbres.

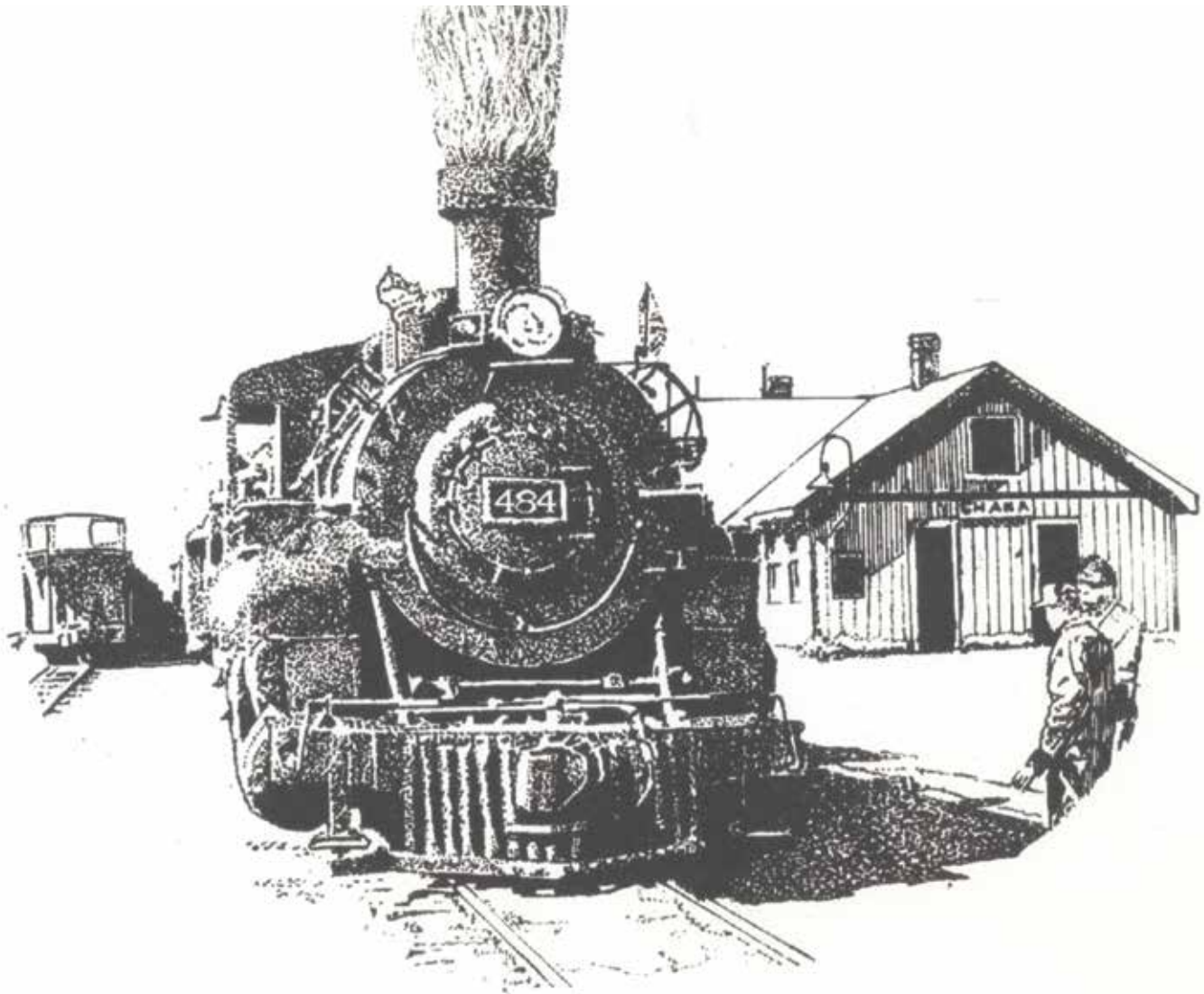
# The Railroad Art of *Jack Ostrom*

*Jack Ostrom* is a man of many talents. A 22-year veteran of the United States Navy, a technical illustrator and a fine artist, Jack is also a rail fan and has been a member of the Friends of the Cumbres & Toltec Scenic Railroad for over twenty years.

Even if you haven't seen his pencil and pen-and-ink illustrations before, you have probably seen his work in the *Trip Map to the Cumbres & Toltec Scenic Railroad* that is passed out to passengers as the train departs Chama and Antonito. Jack's three-page spread showing the route and accompanying interpretive comments of the features and history along the track adds to every visitor's experience.

Over the years Jack has created a number of drawings that depict the current and past glories of the narrow gauge country of Colorado and New Mexico. He has graciously allowed us to reproduce some of his illustrations here in the *Dispatch*.

Art has always been a part of Jack's life. He began making drawings as "a four or five year-old" and has never put down a pen, pencil or brush ever since. He generally works from existing photographs of the scenes he wishes to represent, but the lines and strokes of his work are anything but photographic. The texture of each piece is reminiscent of the gritty nature of railroading in the Rockies. Jack's choice of media is perfect for images of steam railroading.

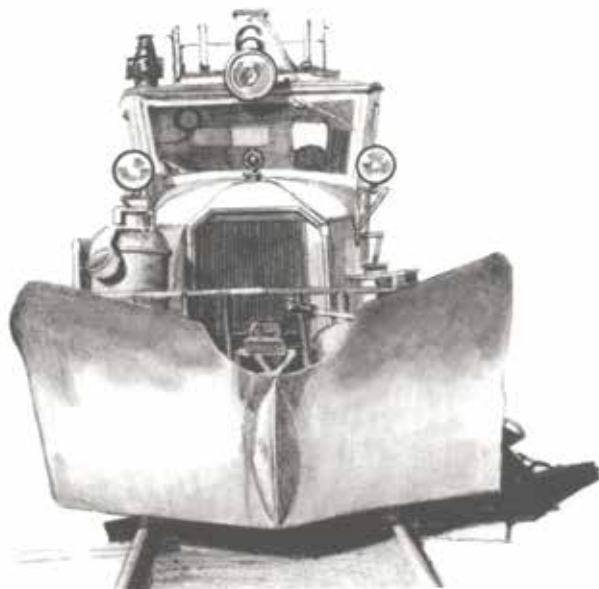


*D&RGW Locomotive 484 awaits departure from Chama. Pen and Ink Drawing by Jack Ostrom*

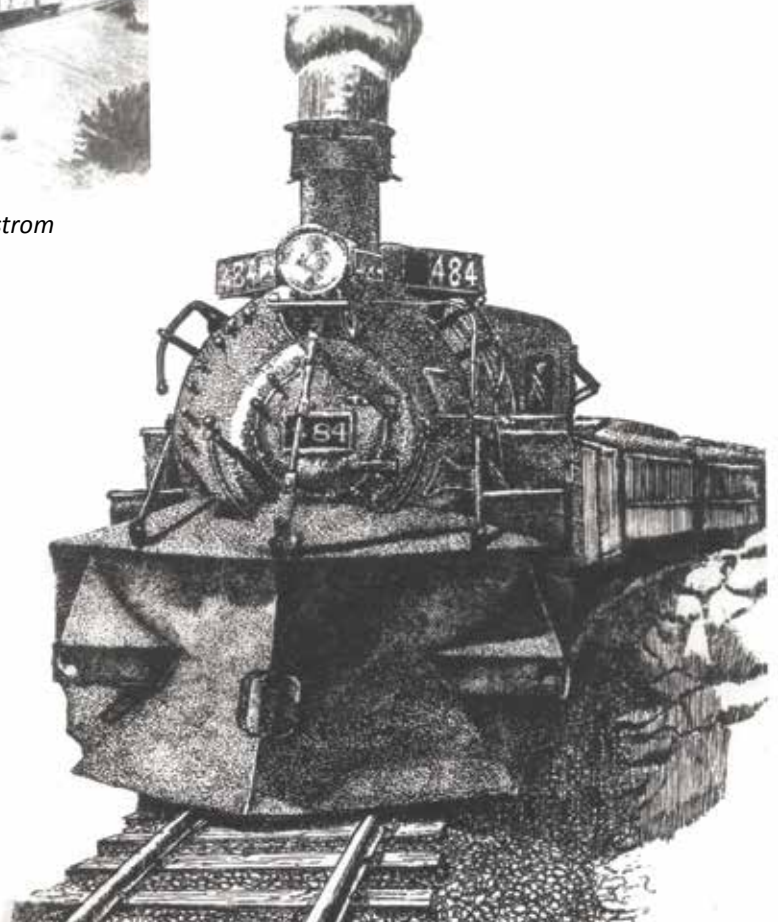




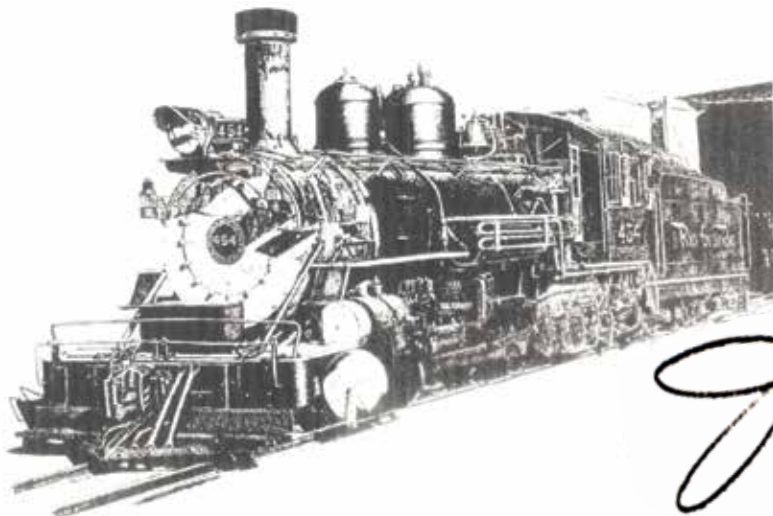
Along the Chili Line. Pencil Drawing by Jack Ostrom



Galloping Goose No. 6 Pencil Drawing by Jack Ostrom



484 Rounds Windy Point Pen and Ink Drawing by Jack Ostrom



454 at the Engine House Pen and Ink Drawing by Jack Ostrom

A handwritten signature in black ink, reading "Jack Ostrom". The signature is written in a cursive, flowing style.

# HISTORIC PRESERVATION ON THE C&TS, 2018

## PRE-SEASON SPECIAL SESSIONS, SESSION A (MAY 21 - 25) AND SESSION B (MAY 28 - JUNE 1)

Photos by Don Ackerman, John Cole, John Engs, Chris James, Joe Kanocz, John Lock, Craig McMullen and the Friends' A and B Chronicling Teams: Sharon McGee, Tim Smith, Sharon Trader and Susan Templeton. Photos are shown when available.

### PRE-SEASON SPECIAL SESSIONS, ANTONITO

#### Special Session SS1: May 16-18

#### Proj. 0201, 0210, 0222, 0270: Pre-Season Equipment and Supply Preparation

Crew Leader **John Engs** with Marshall and Mary Jane Smith, Bob Reib, Leon Beier, Dan Atkinson and Brad Lounsbury prepared for the 2018 season by organizing the merchandise sales, repairing maintenance equipment and inventorying parts and supplies. Several SS1 projects were cancelled or rescheduled.

#### Proj. 1297, SS1: Adjust/Repair Sliding Windows on RGS Caboose 0400

Team Leader **Don Atkinson**, assisted by Ian Kelly, repaired two cupola windows and tightened numerous bolts on the caboose. Finished with some paint touch-up work.

#### Proj. 1321, SS1: Relocation of Tool Room in Lean-to Annex at CRF, Antonito.

**Marshall Smith**, along with Mary Jane Smith, Mary and Bill Lowes, Jack Heierman and Jim McGee installed new bolt bins, pegboard and hangers for

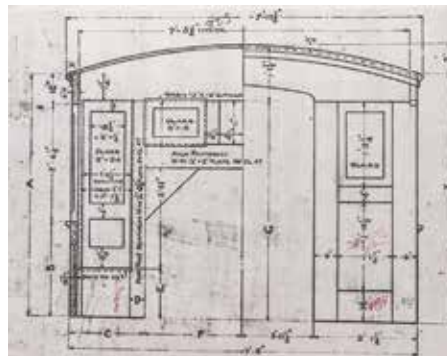


the tool board, built shelves, moved existing bins and all the tools, bolts and supplies into the new facility. All in all, it was a four-day project!

#### Special Session SS2: April 24-26

#### Proj. 1326, SS2: Completion of 168 Cab Rebuild and Assembly, Antonito, April 24-26

Friend and master woodworker **Craig McMullen** recreated the cab of Locomotive 168 in his wood shop in Colorado Springs during the 2017-18 off-season. The material was the same as the original cab, white oak.



During SS2, the wooden cab pieces were carried to Antonito and reassembled. The tongue-and-groove roof was installed along with the hinged front windows on the cab.



Assembled, the cab is a thing of beauty! It's too bad that the beautiful woodwork will be covered up with black paint but accuracy is important.



The assembly crew, lead by **Craig McMullen** and **John Engs**, included (left to right): Bill Stamm, Dean Meyers, Craig McMullen, John Engs, Leon Beier and Don Atkinson.



#### Special Session SS3: May 4 and 5

#### Proj. 1295, SS3: Restoration of Sheep Car 5674 Chama

Team Leader (and Friends founder) **Bill Lock** was joined by Dave Ferro, Dave Jenkins, George Trevor and Leon Beier to prepare for work on Sheep Car 5674 during the summer and improve the working conditions



in the swamp tent behind the engine house. Over the years the water level has been rising in the floor of the tent so the crew brought in aggregate and pipe to divert the

water as well as building a new, non-rickety workbench. Work on the top sills was done and they are now ready for installation in Session C.



## ANTONITO, COLORADO, CRF AND VICINITY

### Proj. 0210: Registration and Check-in, Sessions A & B, Antonito and Chama

Mary Jane Smith, assisted by Patti Hanscom, checked in 33 volunteers in Antonito and 11 in Chama for Session A, 33 and 12 respectively in Session B, plus another 15 for Special Session SS1. They also tallied five first-time volunteers along with noting the 5, 10, 15 and 20-year veteran volunteers.

### Proj. 0222: Merchandise Sales, Sessions A and B, Chama

Mary Jane Smith also handled the merchandise sales with a new crop of Friends' 30-year anniversary swag, including caps, shirts and vests.



Sales brought in \$306 in A and \$283 in B Sessions.

### Proj. 0245: Tool and Bolt Car Operation, Antonito, Sessions A and B

Marshall Smith and Jack Heiermann supervised the new, expanded Tool and Bolt Room at the CRF. Work



consisted of final set-up of the new space, an inventory of stock, meeting with Team Leaders on fasteners and tool needs, and

the check-out and check-in of tools along with tool repair.

### Proj. 0263: Documentation and Chronicling of Projects, Antonito and Chama, Sessions A and B

Sharon McGee did the Antonito documentation during Session A, assisted by Tom Smith and Susan Templeton



during Session B. Not only did they pack their digital cameras throughout Antonito, they also uploaded the images and data to the new Dropbox system for retrieval by Sharon for documentation, Chris at the *Dispatch* and Jason at the Friends Forum.

### Proj. 0230: Food Preparation, Antonito CRF, Sessions A and B

It goes without saying that hard-working Friends get hungry! Fortunately we have **Patty Hanscom**, Linda Dueker, Mary Lowes and Mary Jane Smith to keep us fed and hydrated. They served 30 to 35 people per day, about 150 individuals, during A and B and around 40 for Wednesday night's dinner. Along with purchasing and storing all the groceries, they also provided snacks to the C&TS crews

## LOOKING BACK: IT ALL STARTED IN CHAMA



Growing up in SE New Mexico, I guess it was just a natural progression that my parents would take my sister and me on a summer vacation that ended up in Chama to ride some steam train. It had to be late 1970s or early 1980s.

Honestly, there are only two things I can clearly remember. The first is that prior to arrival, I had a sense of dread. After all, I was in my early-to-mid-teens and had absolutely no interest in dealing with some old noisy, antique, uncomfortable, smoke filled relic. The second thing I remember is that from the very first sight of that big locomotive, I was hooked. And with every whistle, every chuff, the continuous smell of the coal smoke, and yes, even the occasional cinder in my eyes, the hook was driven even deeper.

I have had a deep-rooted love of steam ever since, which has included multiple trips back to Chama, a couple of trips to Durango back in the day, and now more recently in my area, a trip to Cass in WV. Here in town I was able to participate in a day-long Fire Up event where they brought the N&W Class J-611 from cold to hot and even let us participants ride a few feet down the rails in the cab once she was ready.

And to think, for me, it all started in Chama, New Mexico!

— **Tim Smith, Roanoke, VA**

in the workshop and office. Even Russ



Hanscom put down his welding torch long enough to flip burgers! Look

for him soon behind a counter at McDonalds!

**Proj. 0246: Paint Car Operation, Antonito, Sessions A and B**

2018 marked the fifth year that **Brad** and **Patti Lounsbury** have prepared, organized and supervised the paint crews and run the paint car operation at Antonito and Chama. Not only



did Brad supervise the painting, he was also the Safety Coordinator for both Sessions in Chama and Antonito

and trained volunteers on the AED equipment.

**Proj. 0701: Landscaping, Antonito and Chama, Sessions A and B**

Landscape work wasn't only in Antonito, as gardening was needed in Chama as well. **Michele Hackmeyer** and Elizabeth Dyer (A and B), assisted by Cathy Rheinberger (B) focused on clean-up and preparation around the Antonito Depot with trimming



and removal of excess grass (and what a pile of "excess" that made!).



In Chama, they weeded and cleaned up the gardens around the walkway down from Terrace Avenue.



**Proj. 0722: Car Painting, Chama and CRF, SS1, Sessions A and B**

In Special Session 1 and into Session A, **Brad** and **Patti Lounsbury** and their team repaired damaged siding and then scraped, sanded, primed and painted Reefer 169 at the Chama Depot (see also Proj. 1309). The primer used is an experiment to see if the top



coat of paint will adhere better, requiring less frequent repainting. At the CRF in Session B, they painted Drop Bottom Gondola 787 and the newly-scraped "Bleeding Gondola" 1357 (Proj. 0732), primed and painted Flat Car 6200 and did touch-up work on Caboose 0503.



**Proj. 0779: Mechanical Maintenance of Rolling Stock at CRF, Sessions A and B**

**John Cole**, Dennis Chever, Drew Hackmeyer, Thom Hindman and John Stover tried to salvage wheelsets from several High Side Gondolas provided by the Railroad. The ends of each car were lifted with a forklift and the trucks removed and disassembled. Unfortunately, from each of the cars and their eight wheelsets (wheels and



axles), only two wheelsets were usable, the rest suffering from wheel profile or bearing problems. The brasses were replaced and oak bearings, made by Craig McMullen, were installed. The team



will examine the wheelsets on a third car in Session G.

**Proj. 1296: Completion of Lean-to Addition to CRF, Antonito, Session A**

The Lean-to Addition at the CRF is complete and occupied, but a gap remained between the addition and the CRF wall. **John**



**Cole**, Roy Lloyd, Thom Hindman and John Stover finished sealing the gap and installed the transition piece to protect the seal. One additional project at the CRF was to locate and excavate the buried water connection for an external hose bib. John

"The Plumber" Stover dug down the requisite four feet, located the pipe and installed the hose bib.



**Proj. 1319: Repairs to Caboose 503, Sessions A and B**

In 2017, water was discovered on the floor of the cupola, probably by way of an older letterboard. **Don Atkinson**, Ian Kelly and Duane Dyer created a



new letterboard with proper drainage, decking was replaced on both ends with shiplap joints and a coat of elastomeric paint and roof caulk was



applied. The caboose was spot-painted and is ready for paint and lettering.



**Proj. 1197: Fabrication of Replica Trucks for the Tourist Sleeper, Cook Car and RPO 54: Sessions A and B**

Fabrication of the replica trucks continued in Session A and B, with the focus being the trucks for RPO 053. Led by **Russ Hanscom**, four to five Friends worked throughout both sessions including Roy Lloyd, Fuzzy Anstine, Leon Beier, Chuck Dueker, Ian Kelly, Wayne Weiss and John Weiss. Pedestal strap fabrication began along with the final assembly of the four RPO frame

pieces for one complete frame. Brake beam parts were drilled and primed.



The pedestals were fit onto the truck frames. The pedestal strap fabrication continued into Session B, with all the straps bent except for several short pieces for interconnections.



Straps were drilled and clevises were hot riveted on two brake beams. Session B ended with the fabrication of one RPO spring cap.

**LOOKING BACK:**  
**C&TS: A PURIST'S RAILROAD**



In May of 1990, my best friend Chuck Stokke and I took our first trip on the Durango & Silverton and the C&TS. I was completely enamored with the D&S but more awestruck by the old-west roughness of the C&TS. Riding in converted boxcars with Plexiglas windows, I could almost sense that buffalo hunters and Indians would soon be chasing us.

The management was different then; Kyle Railways was in control of the operation. I thought to myself, "How they could run a railroad like this?" It seemed very loose in structure, as we were able to simply wander around, even at night, and take pictures. At the time, I was in the heat of corporate America and didn't give the C&TS much further thought until one day in 2016 I felt a pulling sensation, drawing me to join the Friends. I returned in 2017 for the RGS Special and am returning this year for my first Work Session.

Since then, I've also had the pleasure of meeting Tim Tennant on a private railcar trip over the holidays. Tim and I have continued to keep in touch and my appreciation and interest continues to grow. Now that I'm retired, I'm looking forward to future involvement with the Friends of the C&TS.

The C&TS draws you in because of its accuracy and Friends' commitment to the preservation and history of the Railroad. When riding the Durango & Silverton, one loses its authenticity: it makes you feel more like you're taking a Disneyland ride. The CT&S is more of a purist's railroad and I personally believe that continued marketing in that manner will help draw in future Friends members.

— **Rick Meissner, Laguna Woods, CA**

**Proj. 1304: Restore Stock Car 5774, Session A**

After a major teardown of the roof last summer, rebuilding began in Session A with **Dan Pyzel**, Ken Halterman, Bill Horky and Bill Lowes fitting



and installing the first top plate (top sill) on the car. While originally stated for static display, the plan is to restore it for service in future photo excursions.



**Proj. 1303: Prepare Box Car 3159 for Static Display, An-tonito, Session A**



Jim McGee primed and replaced around thirty siding boards of the box car, including one board on one of the doors. The other door is gone and a replacement hasn't been located. He also removed a metal corner support, fabricated a new part and reinstalled it, removed the old roof walk and platforms, and partially rebuilt one of the platforms.

**Proj. 0732: Car Lettering at CRE, Session B**

The lettering crew, **Fred Petroff**, Drew Hackmeyer, Vance Benson, Michael Rheinberger and Remington Templeton, with assistance from Ian Kelly and Kathy Bangstrom, took on a rather unpleasant task. The first two days of Session B were spent scraping and



sanding gooey pine sap leaking and oozing off the sides and interior of Rider Gon 1357, a.k.a "the Bleeding Car." The problem was caused

by using "green" wood in the reconstruction of the car last year. The result was a mess. The car also received new safety chains on the pass-through doors. They also completed lettering on Cars 6002 and 787.



**Proj. 1322: Maintenance on Caboose 0579, SS1 and Session A and B**

Maintenance on Caboose 0579 began during Special Session 1 in May. **Don Atkinson** and Duane Dyer did much of the work, though others pitched in when needed. Much of the work cen-



tered on the roof; running boards were removed and refabricated and the old canvas roof was removed and replaced with new material. This required laying the canvas over the roof and weighting it down with five-gallon buckets of water to stretch the fabric. Multiple coats of canvas waterproofing were applied,



followed by three coats of elastomeric roof coating. The new running boards were installed and some additional paint touch-up work was done. The new smokejack was not available for installation during Session G.



**Come join the fun!**

Session E 7/23 thru 7/27  
Session F 7/30 thru 8/3  
Session G 9/24 thru 9/28

**Proj. 1323: Maintain and Repair Flat Car 6200. Scheduled for Session G, begun in B**

Restoration of steel frame Flat Car 6299 was scheduled to begin in Session G but time and personnel in the form of **Greg Coit**, Bill James and Bryce Templeton were able to start work in Session B. They removed



the decking and discovered rot in the wooden parts of the undercarriage. Smaller amounts of rot were



filled with wood replacement putty; larger rot will require more work. The center sill was sanded and coated with rust inhibitor, then primed and painted by Brad

Lounsbury and the paint team.

**LAVA PUMP HOUSE AND TANK, N M**

**Proj. 1177: Lava Pump House Mortar Pointing and Water Line Repair, scheduled for G, begun in A and B**

Mortar pointing of the Lava Pump House was replaced by work cleaning up graffiti inside the structure, and continued work on the pipeline between the pump house and Lava Tank at the top of the hill.



**John Cole**, Steve Meeks, John Stover, Thom Hindman,

Tom Williams and Chris Jensen spent much of Session B on site. About ninety feet of the pipeline was excavated to locate a check-valve. None

was found but it was discovered that there was severe clogging of the line with dirt and organic matter. Much of the graffiti was removed with a



pressure washer, trying not to damage the rock work in the wall. The plan is to get Lava Tank operational again.



There was another kind of “graffiti” up at the Lava Tank itself that is a little more historic. Over the last forty years or so, train crews have stopped and added their names to a wall in the Frost House below the tank. Max Pacheco of the MOW crew was a frequent contributor at Lava as well as to many trees along the line.



**OSIER DINING HALL, COLORADO**

**Proj. 0705 : Seasonal Installation of Interpretive Signage at Osier**

**SUBLETTE, SECTION HOUSE, NEW MEXICO**

**Proj. 0308: Repair/Replace Bunkhouse entry door, Session B**

Sometime during the winter, someone kicked in the rear door at the Sublette Bunkhouse. **John Cole**, Thom Hindman, John Stover, Steve Meeks and Dennis Cheever pulled the old door and temporarily sealed the structure with plywood. The door is of an unusual construction. John Eng gave Thom permission to take the old door home to his workshop to take it apart and make the necessary repairs. It will be reinstalled this fall during Session G.

**CHAMA, NEW MEXICO**

**Extra Project: Weed Control at Chama Depot and Yard, Session B**

**John Cole**, Thom Hindman, Chris Jensen, John Stover and Steve Meeks



spent a day in Session B weed-whacking, spraying and brush clearing. Thom sprayed everything in the yard from the bathrooms south of the Depot to Switch #1. John

and crew knocked down the weeds around the Engine and Oil House where the Friends set up picnic and food tables. Says John, “We put a serious hurt on the weed problem in the yard.” John was also tasked with fixing a buzzing sound in the microphone in the south Yard Cam. He also found a new resident that didn’t buzz, but perhaps chirped.



**Proj. 1313: Reconstruct High Side Gondola 1204, Sessions A and B**

Gondola 1204 is being rebuilt from the rails on up. A sizable crew, led by **Dan Schmidt** and including Terry Rider, George Trever, Ron Lira, Dan Robbins, Sharon Schmidt and Don Generoli, took on the task. After a complete survey of the car,



dismantling began. Sideboards and endboards were removed along with U-bolts, tie rods and all the brake linkage. No wood components were salvageable and all wood was removed from the car Wednesday noon of Session B. Truck bolsters were scaled and



Painted. Prior to removal, the beams were marked to be used as patterns once the wood arrives. By the time

they were done, most of the car was reduced to a pile of scrap wood. The white oak has been ordered and the 32-foot beams should be ready for the crew by Session C.



**Proj. 0780: Mechanical Maintenance, Session A and B**

**Jay Wimer**, Dan Robbins and Keith Anderson tested brakes and brake cylinders with a compressor and a multi-faceted pressure gauge that allows for connection to a variety of different fittings and connectors.



**Proj. 1319: Repair PA Wiring on Rider Gondolas 9613 and 9614, Session A, Chama and Antonito**

The wiring of the current PA system used by the docents in the two Rider Gondolas had deteriorated and was unreliable. **Hank Morris** rebuilt both systems with rain-proof junction boxes and conduit and tested both cars with the existing speakers. Docents and riders say both systems now work beautifully!

**LOOKING BACK: THE DEN OF LIONS!**



Although the Friends have been in existence for thirty years, I've only been volunteering for five of them. It would have been more but my job in the movie industry precluded volunteering for anything, due to spending long periods of time away on locations which, as it happens, was how I came to know about the Cumbres and Toltec Scenic Railroad.

By an odd coincidence, it was exactly thirty years ago, after twelve weeks of location shooting in Europe on the third installment of the Indiana Jones movies, *Indiana Jones and the Last Crusade*, that I flew from London to Denver with the unit production manager. From there, we drove down to southern Colorado to scout locations for the circus train sequence.

My first encounter with the railroad was at Windy Point where we watched the daily train go past, heading east. We spent two weeks on location filming; a week of 2<sup>nd</sup> Unit shooting doing the chase sequence outside Antonito, followed by a week of Main Unit with Steven Spielberg and the principal cast of Harrison Ford, Sean Connery and River Phoenix.

After the Main Unit had finished and departed, the final Saturday was a fun 2<sup>nd</sup> Unit day with a small crew, shooting run-bys and close-ups with the train that would most likely end up on the cutting room floor.

But I was sold. I was determined to return. It took fifteen years, but I finally made it back having joined the Friends in the meantime.

And I'm glad I did. You can watch the sequence at <https://tinyurl.com/denoflions>  
—**Ian Kelly, Malibu, CA**



**Proj. 1309: Repairs and Painting of Reefer 169 at Chama Depot Platform, SS1 and Session A**



Reefer 169, spotted beside the Depot and used for storage, was primed and painted by **Brad Lounsbury** during Special Session 1 and trimmed and lettered by **Patti Lounsbury**, Ron Lira and Gene Puckett during Session A.



**OK, Now How ABOUT YOU?**

Do you have a memory, an event, a story, a thought about your time with the Friends of the Cumbres & Toltec Scenic Railroad, or perhaps something about your experience with the Railroad itself over the last thirty years? If you do, and you would like to share it, write it up and send it to me at [cjames@silver-railsleadville.com](mailto:cjames@silver-railsleadville.com). Don't worry if it's not great writing; I can fix that. And if you have a photo from the event, that's even better. 250-300 words is perfect.

These memories are all part of our past! And you can help!

**FRIENDS SERVICE AND SUPPORT**

The restoration and preservation projects of the Friends of the Cumbres and Toltec would not happen at all without the support of the “behind the scenes” folks who, year after year, Session after Session, do the planning, support and the “care and feeding” of the volunteers in Chama and Antonito. They don't always get photographed, but we honor them, “the folks that made it happen in Sessions A and B,” nonetheless:

**Chama Session Site Leader:**

Session A: Brad Lounsbury  
Session B: Bob Conry

**Antonito Session Site Leader:**

Session A: John Engs  
Session B: Russ Hanscom

**Session Check-in and Registration:**

Sessions A and B: Mary Jane Smith and Patti Hanscom

**Food Prep Site Leaders: Antonito**

Session A and B: Patti Hanscom, Mary Lowes and Mary Jane Smith

**Tool and Bolt Room, Antonito**

Session A and B: Marshall Smith and Jack Heiermann

**Car Lettering Coordination:**

Session B: Patti Lounsbury

**Hauling and Vehicle Operation:**

Session A and B: Bob Reib and Leon Beier

**Safety Coordinator:**

Session A: John Engs  
Session B: Brad Lounsbury

**Inspect, Test and Maintain AED Defibrulators:**

Session A: John Engs

**Project Discovery:**

Session A: John Engs  
Session B: Russ Hanscom

**Projects at Colorado Springs Site:**

Craig McMullen  
Tom Simco  
John Engs

**And of course, the President and CEO of the Friends of the Cumbres & Toltec Scenic Railroad:**

Tim Tennant



We all know that **Brad Lounsbury** is a man of many hats: Safety Coordinator, Paint Car Supervisor, Chama Session Site Leader, Painter-Just-This-Side-of Picasso (at least when it comes to painting rolling stock). All of these assorted accolades are well deserved. Each year, Brad and Patti Lounsbury spend most (all?) of their summer with the C&TS.

What's new is that this year, he is also now a part-time employee of the Cumbres & Toltec Scenic Railroad!

Thanks to this new addition to his otherwise already impressive resume, Brad can now wear many more hats (well, actually just one, depending on what he happens to be doing at the moment). Thanks to some conniving by Bob Reib, Doug Fredrick and others, Brad now has a “hat for all occasions.”



So when you see Brad, make sure you verify his current employment by way of his hard hat before you ask him a question about the Friends, the C&TS or something in between, just to make sure you are asking your question to the correct Brad Lounsbury.



**A Note to all Team Leaders:**

The Summer and Fall issues of the *C&TS Dispatch* are assembled under a very tight schedule and timeline. In order to get the Summer issue to the printer and in the mail for July delivery, production needs to start immediately after sessions A and B. The Fall and Winter issues are a bit easier but still a tight time line.

**Please submit your Work Session Report Summaries to FIDO immediately following your work session!**

If you need assistance posting to FIDO, contact the FIDO Service Desk at [FIDOservedesk@gmail.com](mailto:FIDOservedesk@gmail.com)

# FRIENDS' FREIGHT CHARTERS: RAIN OR SHINE

PHOTOS BY DON ATKINSON

Mother Nature obviously doesn't read the *Dispatch* and adjust her weather accordingly. But if you are a photographer, you know that not all days are bright and sunny and not all photographs require bright and sunny days; overcast skies provide wonderfully muted colors and misty moods. Ma Nature obliged with this principle over the two days of the C&TS Freight Charters, June 2 and 3.

Blue and partly-cloudy skies prevailed on Saturday the 2<sup>nd</sup>, but Sunday the 3<sup>rd</sup> was quite soggy. A poster on the Friends Forum announced, "64 miles of rain!"

That didn't deter Don Atkinson, who shot a number of tremendous photographs both days along with some wonderful night shots in Antonito. Presented here are some of Don's night and gray-sky photos that beautifully capture some of those "muted colors and misty moods."



*Night Shift at the Shop in Antonito*



*Passing the Sheep Pens at Osier under a lowering sky*



*Rolling past Lava Tank*



*Mixed Freight with 315 on point descend Cumbres Pass at Tanglefoot Curve*



## Thirty+ Years of Trains, Talk and Tacos

Beginning in late 1981 or early 1982, even before the official organization of the Friends of the Cumbres & Toltec Scenic Railroad, preservation enthusiasts and supporters started meeting each Friday to plot and plan some kind of support system for the C&TS. In September, 1981, Bill Lock invited Cliff Palmer, then the public relations agent for Scenic Railways, to present a short film about the C&TS to the Kiwanis Club of Albuquerque. Presenting additional history at the meeting was the late Spencer Wilson, History Professor at New Mexico Tech. From that event came informal Friday luncheon meetings with Wilson, Lock and others.

Unfortunately, Spencer Wilson has passed on but the luncheon meetings continue to this day on almost every Friday at Monroe's Mexican Restaurant in Albuquerque, a short walk from Bill Lock's office. Participation each week varies from six to sixteen Friends with topics ranging from railroads to politics (rarely, thankfully) along with lots of chips and salsa and a great lunch. Bill Lock and Tim Tennant attend most Fridays and laughter and camaraderie by all is the rule of the day.

If you live in or near Albuquerque, please consider joining us every Friday at noon at Monroe's, 6051 Osuna Rd NE.



Friday lunch at Monroe's, June 15, 2018



The Friends were instrumental in the Railroad being named to the National Register and designated a National Historic Landmark.

For each copy of *Silver Rails* ordered through the Friends of the Cumbres & Toltec Scenic Railroad, the author donates \$23.98 (40% of the purchase price) to the Friends for preservation and restoration of the C&TS, a National Historic Landmark! To order through the Friends, call Gwen @ 505-880-1311.

*"All roads, it is said, lead to Rome. All railroads in Colorado try to lead to Leadville!"*  
*— A. A. Hayes, Harper's New Monthly Magazine, February, 1880*

# Silver Rails

## THE RAILROADS OF LEADVILLE, COLORADO

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**Silver Rails: THE RAILROADS OF LEADVILLE, COLORADO** is the story of the *Denver & Rio Grande*, the *Atchison Topeka & Santa Fe*, the *Colorado Midland* and the *Denver South Park & Pacific* as they battled the mountains, weather, finances and each other to access the wealth that was pouring from Leadville's mines. This is also the story of the laborers, railroaders and empire builders who endured avalanches, fires, accidents, angry stockholders, financial ruin and even murder to build and operate the railroads that helped put the magic in the "Magic City" of Leadville.

Review the complete Table of Contents and download a FREE chapter for your pre-purchase consideration at:  
<http://www.silverrailsleadville.com>

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Photo: Chris James

*On opening day, Nos. 315 and 463 head west, beginning another season of railroading on the C&TS, May 26, 2018*

*“I know of nowhere else where you can see a railroad running in the same manner, over the same track, with the same equipment and with the same scenery and infrastructure as it was run 100 years ago.”*

—Bill Lock, Founder, Friends of the Cumbres & Toltec Scenic Railroad