



1988-2018

C&TS DISPATCH

VOLUME 31 WINTER NO. 4 2018



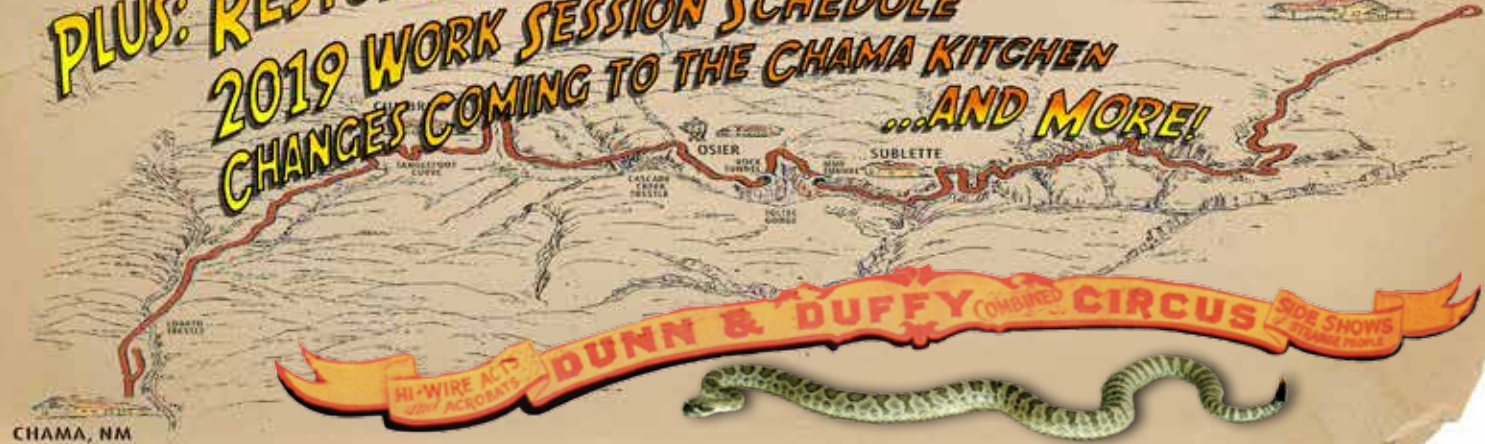
INDIANA JONES

AND THE CUMBRES & TOLTEC

STARRING: EARL KNOOB
SPECIAL GUEST APPEARANCE BY IAN KELLY

PLUS: RESTORATION SESSIONS E, F, AND G
2019 WORK SESSION SCHEDULE
CHANGES COMING TO THE CHAMA KITCHEN
AND MORE!

ANTONITO, CO



HI-WIRE ACTS & AEROBATS
DUNN & DUFFY COMBINED CIRCUS
SIDE SHOWS & STRANGE PEOPLE

CHAMA, NM



C&TS DISPATCH

Friends of the Cumbres & Toltec
Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 31, No. 4 Winter, 2018

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C&TS DISPATCH

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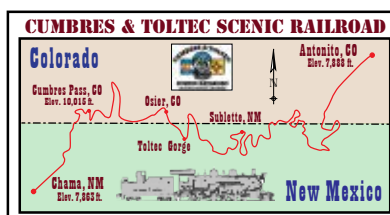
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long railroad and museum of railroad history and technology, operating between Antonito, Colorado, and Chama, New Mexico. The railroad is owned jointly by the States of Colorado and New Mexico. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of the *Heritage Rail Alliance (HRA)*. Family membership in the Friends is \$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



Winding up our 30th Year!

As is always the case, the end of another year has arrived way too quickly. The calendar is about to change, and we are peering at 2019. I hope that all of you are having a wonderful holiday season.

This was a special year! The Friends celebrated its 30th Anniversary, so it was a great opportunity to reflect on the past, enjoy the present and look towards the future. It was so enjoyable and satisfying to see so many Friends members during the year as we experienced good attendance at our member banquets and events.

It's that time when I typically like to recap the season, reminisce and look ahead to what is in front of us for the upcoming year. I look at this time as a period of satisfaction and gratitude. During my tenure as President of the Friends I have always marveled at what our organization accomplishes during the course of a year. There is also the appreciation and respect which I continue to have for our membership base.

I apologize if you have heard a somewhat similar message in years past, but in my opinion, it is always worth repeating. People need that pat on the back and thanks plus recognition for what you do collectively as a group. That message

should never grow stale or overlooked. Members give of their time and resources to support this National Historic Landmark we know as the Cumbres & Toltec Scenic Railroad. You are passionate about our mission!

At the recent Heritage Rail Alliance Conference in Santa Fe, Bob Ross and I were asked to present two seminar sessions on volunteers and volunteering. We had approximately 70 attendees between the two sessions with many good questions. A member from the Wiscasset, Waterville & Farmington Railway Museum in Maine was present for these sessions and shared a wonderful comment of how they, a number of years ago, had sent a couple of volunteers to witness one of our work sessions. From that visit, they adopted many of the Friends' procedures to help structure their volunteer program.

This was quite a testimonial to our organization and how we are perceived in the tourist railroad and railroad museum community. Because of the dedication and commitment of our membership, we are viewed as one of the leaders in the industry. Others are amazed at how the Friends can draw volunteers from across the country and from foreign countries to venture to Chama and Antonito to work!

Now, when we look back at 2018, the organization can take a sense of accomplishment from what transpired during the course of the year. We operated a couple of photo freight charters with the fall color charter being sold out over the three days of operation. These are highly visible events and represent great opportunities for the Friends to show off our restoration efforts. We also had a fun and enjoyable evening when our annual Moonlight & Wine Tasting ran at the end of July.

Friends members showed up for

On the Cover:

Some really bad guys climb onto a "Pueblo & Chama" train pulling the Dunn & Duffy Circus across the plains as they chase young Indiana Jones. Cameras from Lucasfilm, LTD., capture the action during the filming of *Indiana Jones and the Last Crusade* on the C&TS in 1988. See story on page 8.



Photo by Earl Knob. Cover Design by Chris James

Friends of the C&TS NEWS



Introducing the "Project Archivist"

by **Bill Kepner**

work sessions and although attendance was down slightly, a great many projects continued with a lot of work being done. We also experienced a number of first-time work session attendees, which was tremendous, and our hope is that this continues during 2019. It is always rewarding to see first-time attendees and we encourage those who have not experienced a work session to think about it for this upcoming season. See page 4 for a first-timer's discount!

The Railroad as well had a fantastic year and needs to be commended for it. Ridership was reported at 42,815 which represented a 12.6% increase over 2017. Revenues were up 23.8% over the previous season. There was an excellent marketing effort put in place which helped drive ridership. The C&TS sadly benefited from the fires that beset the Durango & Silverton during June. This was very unfortunate for the D&S and I was glad to hear that they repaired the major washout experienced during heavy rains.

It was also a big year on the C&TS for doubleheaders with a total of fifty being run during 2018! We are grateful that the ridership grew and more people have discovered Chama and Antonito. The more passengers that ride the Railroad the greater exposure the Friends organization will have to the general public.

Everyone's efforts were instrumental in making the Friends 30th Anniversary a huge success. As we were heading into this noteworthy year 12 months ago, I thought about the milestone that the organization had reached and how special this was. Now that we have concluded this year of celebration, I look back with a great deal of fulfillment. This organization continues to do some marvelous stuff and you can all take pride that you're a part of it.

Thanks for your help, be safe, enjoy the holidays and see you in 2019!

Tim Tennant

Over the past 30 years, the Friends have completed many significant restoration projects. During the course of these restoration projects, we have gained significant institutional knowledge on some very unique tasks, many times through trial and error. As volunteers, we often face the dilemma of passing on this knowledge to others, but there's never been a concerted effort to record these actual experiences and combine them with other related materials in order to share with the next generation of volunteers.

The Projects Committee has started an initiative to consolidate project information of standards, materials, and procedures. The goal is to establish a repository of resources that would be available to future project leaders and team members in order to reduce their planning and execution efforts for a given project. For example, if the Friends were to restore another D&RGW Short Caboose 20 years from now, it would be nice for those volunteers to have access to experiences gained during the 0579 Caboose restoration from the 1990s. For the most part, those tasks were straightforward. Some tasks, however, are unique, such as how to repair a body bolster. If the Team Leader knew the process beforehand, the project could be significantly easier.

Unfortunately, there's no silver bullet. There's not a single method of creating an instruction manual or video to adequately convey all of our experiences. Short of being able to perform a Vulcan Mind Meld, it will take a lot of work to research what exists and document this additional information we have discovered. However, it needs to be done if we don't want to re-invent the wheel every single time we work on a similar project.

We would like to propose that during the course of a given project, a dedicated "Project Archivist" be tasked with organizing the documentation and recording specific processes during the work session. That volun-

teer would need to understand the best media to use for a given experience and be prepared to use the appropriate techniques to produce the best results.

The volunteer performing this role must not only have some background on how to use the various media (like still cameras, video cameras, and their associated processing tools), they must also understand the restoration work well enough to know what is important to be recorded with each.



For instance, if the goal was to document the lettering of a restored car, the Project Archivist might decide that the majority of the work can be documented with still images and text (like what size brushes to use for a given size/font). However, for the actual task of "stippling," a video might be the best way to document the work. We would then combine these documents and videos in the Project Repository which would be preserved for the future.

In summary, we're still working out the details of the Project Archivist role. Ideally this person would work with the primary Team Leader throughout the planning process for the length of the project. If you have an interest or background in such work, please contact Bill Kepner at drgw0579@comcast.net. As an organization, we've always produced high-quality restorations and we would expect that we can also document the experiences and skills of our work in a high-quality manner.



C&TS Friends Telegraph: *TIME*TABLE

FRIENDS WAIVES REGISTRATION FEE FOR FIRST-TIME WORK SESSION ATTENDEES!

At the October Board Meeting, the Board of Directors approved an incentive for the 2019 Work Session Season to those Friends members who are thinking about attending a work session for the first time. If you have never attended a Friends work session, we will waive the \$20 registration fee for your first work session week during 2019. This offer is for those members who have not previously registered for a work session but desire to attend during 2019. Please indicate at the time of registration that you are a first-time attendee so we can verify that in our database. We welcome those who want to experience a work session for the first time and the satisfaction that comes with it. Please call our Albuquerque Office at 505-880-1311 or e-mail timtenant@cumbrestoltec.org if you have any questions.



How about YOU?

For volunteering information and requirements, visit: <https://www.cumbrestoltec.org/volunteer.html>

FRIENDS 2019 RESTORATION WORK SESSION SCHEDULE ANNOUNCED!

Get out your calendars and mark down these dates! You may think that the 2018 Restoration Work Session Season just ended, but that means the 2019 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 C&TS!

The 2019 work schedule is as follows:

- Session A 5/20 thru 5/24**
- Session B 5/27 thru 5/31**
- Session C 6/17 thru 6/21**
- Session D 6/24 thru 6/28**
- Session E 7/29 thru 8/2**
- Session F 8/5 thru 8/9**
- Session G 9/23 thru 9/27**

Additional "Special Sessions" may also be announced. To learn more, visit <https://www.cumbrestoltec.org/volunteer.html>



Photo: Friends Chronicling Team

Just a few of the Friends volunteers, Antonito, Session F, August 3, 2018

- Requirements and fees for volunteer work:
- You must be a current member of the Friends.
 - Session registration: \$20.00 for each session.
 - Lunches: \$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.

Know someone who would like to come volunteer? Ask them to join! Or gift them a \$35 membership!

C&TS Friends Telegraph: NEWS



At the Chama Chuck Wagon: New Food Administrator and Volunteers Needed for 2019!

I'm sure everyone who has attended a work session in Chama has enjoyed the snacks and fabulous lunches produced by the food preparation crew working in the kitchen car. It is one of the most important support programs for the work sessions. Over the past 10 years **Mary Jane Smith** has taken on the responsibility for the management and coordination of this program after spending seven years as a crew member. She has been in attendance at every Chama work session as the Team Leader and member. After so many years she has asked to step back.



Mary Jane Smith

That said, we are reorganizing the Friends' food management and support and are seeking an **Overall Coordinator** who will provide off-site administration of food procurement, preparation and the direction of the on-site Team Leaders during Work Sessions C, D, E, and F. The process has been well documented and help during each work session is provided by a crew of four-to-five members. The responsibilities and coordination for the program will be broken up into five positions: the overall coordinator and team leaders for each of the four sessions. A coordinated effort is needed during set-up in Chama which takes place the week before Session C.

Along with this restructuring, the Chama chefs are also looking for **new volunteers** for each of the sessions. If you are interested or would like to discuss your possible involvement, the Friends need your help. Please contact Gwen at the Friends office (505) 880-1311 or e-mail her at gwen@cumbrestoltec.org. She will have someone get in touch with you who can answer your questions.

John Engs, FC&TS Projects Chair

Awards! Awards!



Bill Kepner
30 years of service



Geof and Nancy Gordon
25 years of service

Dreaming of Rachmaninov on a Train

One might not associate the C&TS with classical music, but in July a production crew from the *Deutsche Grammophon* label arrived to create a promotional video for their new recording, *Destination Rachmaninov—Departure* by the stellar young Russian pianist Daniil Trifonov.



Screen Capture: © Deutsche Grammophon

Shot as if within a dream, the young pianist brilliantly plays Rachmaninov's Piano Concerto No. 4 in G Minor aboard a ghost-like C&TS train traveling through the Rockies. It also features C&TS's Ed Beaudette in his acting debut as a very unsympathetic conductor.

The video, along with a nice plug for the Railroad, is featured on NPR at <https://tinyurl.com/cumbres-concerto>

C&TS Friends Telegraph: NEWS



CHAMA NEEDS ASSESSMENT



On October 19th, the Friends Board of Directors appointed Vice Chairman Don Stewart to head a study group to evaluate future requirements at Chama for fulfilling the Friends Mission.

Don will assemble a team that will survey:

- work session volunteers
- membership as a whole
- other stakeholders

With that information the study group will establish a needs profile for the Chama location. This will include:

- facilities
- future safety regulations
- future volunteer attendance levels
- volunteer support requirements

This study team will report to the Board periodically and present its findings and recommendations for final action. Once the Board has approved a vision for what is needed in Chama to meet our Mission, other task groups may be needed to implement those recommendations.



Photo: Don Atkinson

(L to R) G. Mark Ray, President of Heritage Rail Alliance, Tim Tennant, CEO of Friends of the C&TS, Aaron Isaacs, Editor of HRA newsletter.

The Friends of the C&TS received a **2018 Significant Achievement Award** at the November 2-4 Heritage Rail Alliance Conference held at the La Fonda Hotel in Santa Fe. The award was presented for the 40+ freight cars restored by the organization over the past ten years.

We thank all the Friends members who had a hand in making this award possible!

The C&TS also received an Achievement Award for restoration of D&RGW Coach 292.

Completing a great night for the Cumbres & Toltec, the Railroad received a **TRAINS Magazine \$10,000 Preservation Grant** which will go towards the Locomotive 168 Project. This gift now puts the 168's restoration fund-raising campaign over the top!

FLANGER AND JORDAN SPREADER PHOTO FREIGHT

Join us on **Saturday March 2nd & Sunday March 3rd, 2019** for a special **Flanger & Jordan Spreader snow plowing photo freight!**

Departing from the Cumbres & Toltec Scenic Railroad Depot in Antonito, Colorado both days, the charter will be pulled by a plow-equipped K36 Class Locomotive with consist in tow. We are limiting this two-day charter to 45 passengers.



Richard I. Dorman Collection, RD068-080.jpg

The cost will be \$699/person for Friends members and \$749/person for non-members. Lunch, water, coffee and snacks aboard the charter are included in the price. We will need a \$100/person deposit to save your space.

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

Telephone: 505-880-1311

<https://www.cumbrestoltec.org/online-store/charters/2019-flanger-charter-deposit1239-1244-detail.html>



C&TS Friends Telegraph: NEWS

THE 2019 FRIENDS CALENDAR IS HERE!

Enjoy the sights along the Cumbres & Toltec Scenic Railroad all year long with the calendar that features photographs taken by our members. 13 full-page photos and another 24 smaller images: 37 beautiful photos in all!



With photographs by Friends members:

**Don Atkinson Paul Davenport Jerry Day Sharon Evans
Larry Gibson Jim Gross Robert Hayes Clive Hepworth
Christopher James Peter T. Jolly Blayne May Barry Morris
Guy Frederick Morton Robert Reid Dan Ryerson
Patricia Sallen Paul Swanson Kim Todd**

ORDER BY MAIL WITH YOUR CREDIT CARD OR DIRECTLY FROM THE FRIENDS OFFICE BY PHONE!

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City: _____ State: _____ Zip: _____

Credit Card Number: _____

Signature
(For Credit Card Authorization Only): _____

Item	Price	Quantity	Total
2019 Calendar	\$20 (includes shipping!)	_____	_____
(Foreign orders)	\$12 per shipped address)		

GRAND TOTAL _____



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PHONE ORDERS WELCOME AT (505) 880-1311

In Memoriam

Clyde Putman

It is with great sadness that we have learned of the passing of Clyde Putman in Dallas, Texas, on October 22.

Clyde Robert Putman was born Feb 2, 1961 in Arlington, TX, the only child of Robert and Janet Putman.



He was the beloved 30-year partner of SMU Professor of Harpsichord and Organ, Dr. Larry Palmer. The Clyde-and-Larry team

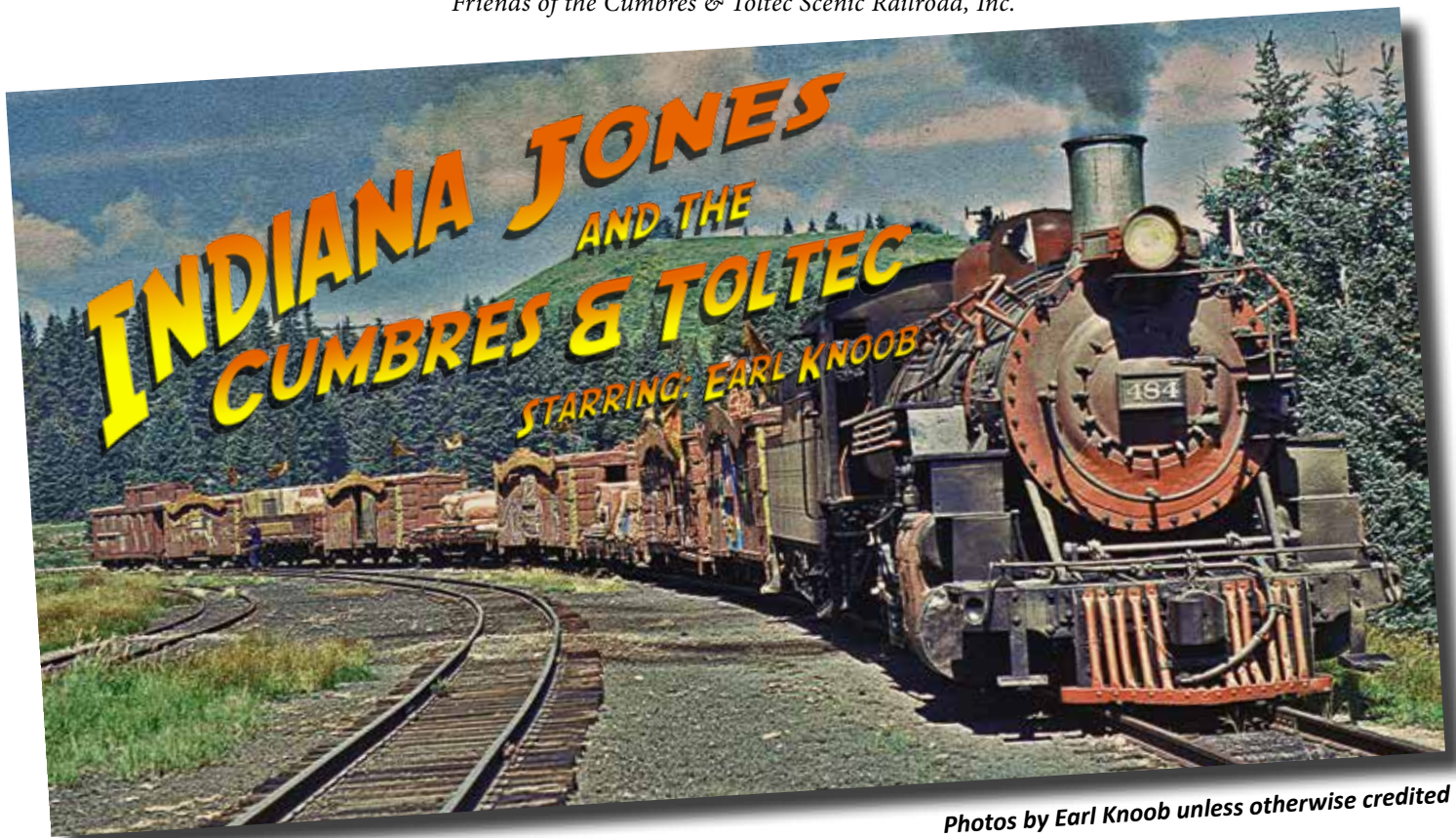
was well-known in the musical and bicycle circles of Dallas, as well as Clyde's reputation as the "go-to harpsichord tuner and repair guy." Clyde served various churches as organist-choirmaster. He also held an undergraduate degree in Music from the University of Texas at Arlington and played the French horn.

During his 22 years attending Friends work sessions, he participated on a variety of projects and teams, including the "Square Nail Gang" at Osier, restoration of the Derrick Car and, most recently, the Brake and Mechanical Repair crew, under the tutelage of Art Randall. Upon Art's retirement in 2011, Clyde took over as Team Leader of the Mechanical crew and guided the team through many rolling stock mechanical repairs. His last season with the Friends, repairing brake lines and retainers, was in 2017.

Clyde was also working on a project for journal oil pads. His attendance at several Trolley Museum training sessions in the Dallas area taught him the practice of wrapping untreated yarn into an oiler pad to transfer oil onto the bearing while turning in the journal box.

Larry Palmer plans to visit Chama this July to scatter Clyde's ashes.

His knowledge, friendship, indeed, his presence, will be missed by all.



Photos by Earl Knoob unless otherwise credited

1912. Somewhere in Utah. A young Boy Scout named “Indiana,” the son of famed archaeologist Henry Jones, watches in the shadows as a band of grave robbers loot an archaeological site from Coronado’s 1540s exploration of the West. In an ancient box, the robbers find their quarry, Coronado’s Cross. Young “Indy” decides to steal the artifact from the plunderers because, “It belongs in a museum!” Spotted by the bad guys, Indy takes off on horseback with the cross, the grave robbers in hot pursuit in two motorcars. As they race across a barren plain, a Pueblo & Chama Railroad train, pulling the Dunn & Duffy Circus, appears in the distance. Indy rides to the train and jumps on board. The grave robbers do the same. The chase is on!

1988. Just outside of Antonito, Colorado. A “circus train” made up of K-36 Locomotive 484 and a variety of modified freight cars of the Cumbres & Toltec Scenic Railroad is starring in its two-week cameo role during the filming of the opening scenes of the Steven Spielberg film, *Indiana Jones and the Last Crusade*.

While the 484 and most of the cars were built in the early 1920s, well past the film’s 1912 time frame, the production company, Lucasfilm, and director Steven Spielberg decided that the Railroad was the perfect place to create an action sequence atop a 1912 circus train. They approached the then-operator, Kyle Railways, and secured permission to “rent” the Railroad for several weeks during the end of August and beginning of September, 1988.

Hollywood studios are generally secretive about their production plans. Kyle employees and C&TS passengers could see that the artists and carpenters in Chama appeared

to be building a circus train, but for what and for whom was kept under wraps. Even after the actors, extras, film crews and support staff arrived, the project remained a secret in plain sight. They were making a movie but there would be no questions asked, and no photos taken during the shoot. Fortunately the C&TS had a “mole” in their midst in the form of C&TS engineer Earl Knoob.

Knoob had worked for Kyle and the C&TS since 1981 and was 484’s engineer during the two weeks of filming. Not only did he run “HIS train” many times between Chama and Antonito and back during the filming, he kept detailed notes of his time, duties and experiences during the shoot.

He also carried a camera. When not at the throttle, Earl Knoob shot a number of photos of the film crew, the rolling stock, and some of the production work, though not without incident. Last year, Knoob told some of his stories and shared some of his photos with subscribers of the web’s Narrow Gauge Discussion Forum. Earl Knoob has generously allowed the Friends to reprint these stories and photos in the *Dispatch*. I’ve cleaned up his notes a bit and sorted out and organized some of the events, but what follows is Earl Knoob’s first-person commentary and photos from the 1988 filming *Indiana Jones and the Last Crusade* on the Cumbres and Toltec.

Chris James, Editor, C&TS Dispatch



Before you read any further, watch the first eight minutes of *Indiana Jones and the Last Crusade* on YouTube at <https://tinyurl.com/cts-jones>

Earl Knoob: Construction and modification of most of the rolling stock happened in Chama, including painting the large circus signs that would grace the rolling stock, signs that now hang on the wall of the Friends’ Wood Shop.



The production staff thought a movie crane on a lightweight flatcar pushed ahead of Locomotive 484 along narrow gauge track at 15 mph would be stable. It wasn't.



A better solution: bracket the camera mount directly to the locomotive. But don't touch it unless you are in the union!

In Antonito, the prop department built a caboose body on a 6600-series flat car. The caboose was oversized because they needed extra room for cameras and lights for the interior shots. It also had a trapdoor to the flatcar deck so young Indy could disappear by "magic," dropping through onto the flatcar deck. A second caboose, 05635, was also used for exterior shots because it looked "funky."

The shooting locations were at the flats at Lobato, site of a previous movie set from 1968 that still included a sta-

tion and water tower, and just down the hill above The Narrows at Lake Lobato, as well as Windy Point and west out of Antonito to MP 286.

In Hollywood filmmaking, there are generally two crews. The Main Unit films the stars of the film and is supervised by the overall producers and directors, in this case Steven Spielberg, George Lucas, Harrison Ford and "Indy," young River Phoenix. The Second Unit films the background shots and the scenes with the stand-ins and stunt doubles without the leading stars. (See page 13.)

On Monday morning, August 29th, my fireman, Gerald Blea, and I left Chama at 7:45 and spent the morning filming with the Second Unit in the upper narrows.

They did numerous takes with the stunt and stand-in actors on top of the train until 10:30. We had to clear for

No. 2, scheduled east out of Chama. The film crew decided they had all the footage they wanted and were ready to head for our next location on Windy Point. We blasted off and headed for Cumbres, ahead of the regular train. We were making good time ahead of the heavier passenger train, so I stepped out to get a pic of 484 getting water in her movie dress at Cresco. From there we charged up the hill to Cumbres, waiting for No. 2 to arrive.

After breaking for lunch, and with No. 2 past, we backed down to Windy Point for several scenes, then pulled back to Cumbres and went in the hole to clear for Engine No. 489 and Westbound No. 3. With No. 3 gone, we departed Cumbres for Antonito at 3:45. We had to stop to tend a hotbox on one of the cars and ran slow to Osier. The journal cooled off, and we made better time, rolling into Antonito at 9:00 PM. Tying the engine up, I drove home to Chama at 10:45 PM after 16 ¼ hours on duty.

And that was just the beginning.

The next three days were spent shooting with the Second Unit outside of Antonito in which young Indy escapes from the bad guys with Coronado's Cross and takes off cross-country on horseback with the baddies in hot pursuit in automobiles. Indy comes across a handy circus train on the equally handy Pueblo & Chama Railroad and boards the moving train. The bad guys come alongside and also board the train to capture Indy and the stolen cross. Looks can be deceiving and in the case of movie making, they most likely are. The two chase vehicles were Hollywood creations with Ford 2.3L 4-cylinder engines and automatic transmissions with running gear out of an old Pinto. You couldn't expect an actor to actually know how to operate a Model-T on a dirt road next to a train running 15 mph, could you?

For the shot, the camera needed to be moving with the train. The first idea for the shot was to mount a camera truck with a camera boom on Flat Car 6314 and shove it ahead while the camera shot the scene facing to the rear. Mounted in this manner, the camera was not steady enough and yielded no usable footage.

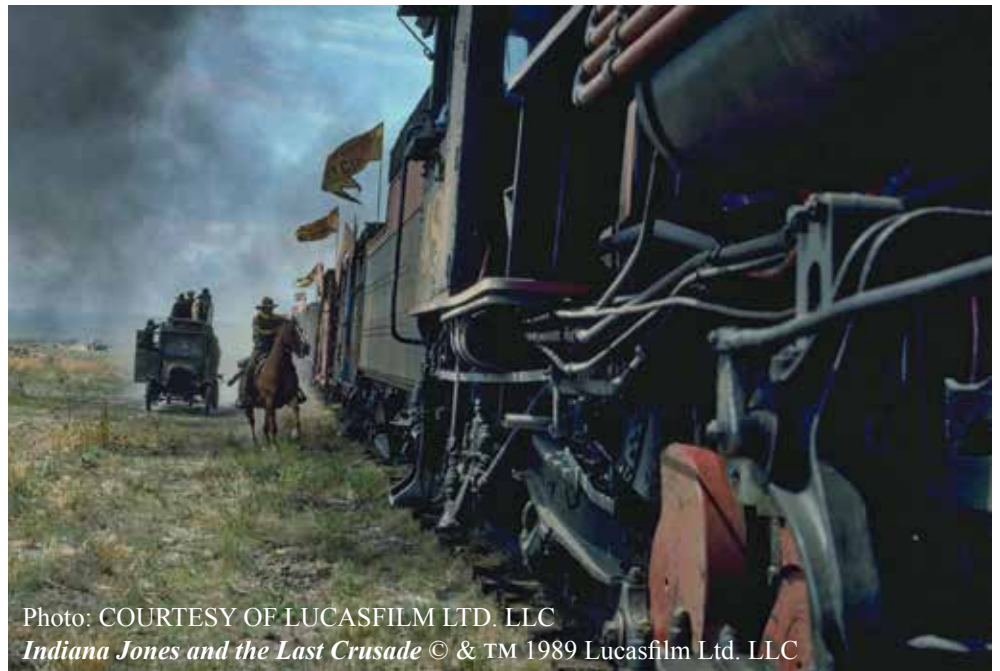


Photo: COURTESY OF LUCASFILM LTD. LLC
Indiana Jones and the Last Crusade © & TM 1989 Lucasfilm Ltd. LLC

(Above) The low-angle shots of the bad guys climbing aboard the train were filmed as the train traveled east near MP 282. The Panavision camera was bracketed to 484 with an aluminum frame. See Earl Knoob's photograph on the cover. (Left) Earl Knoob also shot Locomotive 484 and the variety of C&TS rolling stock that were converted in Chama to create a "circus train" for the shoot. The oversized "caboose" allowed for interior shooting.

The next idea was to mount it to the locomotive itself. The crew bracketed the camera mount to the handrails and cylinders. This was more solid and stable and they got what they were after.

After finishing up for the day, Train No. 4 was beating down our necks. I was pretty adamant about not delaying the passenger train as it was just bad form. I could see No. 4's headlight coming up behind. They pulled their million-dollar Panavision camera off the side of the engine and told me to highball for town; they'd take the rest of it off when we got in.

As I was pulling on the loop, I saw that all that aluminum piping hanging off the side would not clear the switch stand in the yard, so I set the air and brought her to a stop. Our rear end was still fouling the switch to the depot and No. 4 was about ¼-mile back. I grabbed a wrench and started to take all that stuff off.

You'd of thought the world ended. "HEY! You can't touch that stuff. You're not in the union!" What? I told them this was MY engine and I could take whatever I want off of it. "If you would prefer, I could let that steel switch stand remove it for you but your high-dollar camera mount won't like it very much."

So reluctantly (and using my tools), the crew removed the mount and No. 4 came in only a few minutes off the advertised time. That wasn't the last time I used the "It's MY train..." tactic to get something done.

There were no movie trains on Saturday and Sunday, September 3rd and 4th. On the 5th, the Main Unit was busy shooting the scene with River Phoenix at Henry Jones' house in Antonito. On Tuesday, September 6th, the First Unit gang got close-ups of the real actors boarding the train at speed. The paved road in the background didn't show up in the close-up shots. In other shots, the dirt road that parallels the right-of-way around MP 286 was covered with dirt and assorted tumbleweeds.

Wednesday, September 7th, my fireman and I zoomed up the hill, light, to Cumbres. We did all the close-up shots of the actors for the shots we had done at Windy Point with the Second Unit on August 31st. The big buzz of the day was Harrison Ford, Steven Spielberg and George Lucas were going to be there to watch the filming. Ford wasn't in any of the scenes, as our part of the story was when Indiana Jones was a young man. Apparently, he just wanted to watch.

We spent the morning filming out



The film crew watches (and plugs their ears) as 489 and the morning passenger train heads east toward Antonito. You can view a close-up of the "big shots" on page 12.

on Windy Point, then pulled into Cumbres to let No. 2 by. After lunch, we backed 484 out of the siding and down to the Cumbres water plug to top off the tank and I got down to oil around. There were a bunch of people walking around headed back to the train. A guy came up behind me and said, "This is really cool." I turned around, and there was Harrison Ford in shorts and a T-shirt. "They told me there was going to be a train here, but I had no idea it would be this cool and amazing. Wow!" I thanked him and

we ran 484 to Lobato where we did the close-up shots of the fight on the top of the train and the water spout scene. For years a fake water tank—dating from a 1968 film—had stood next to the tracks. For this scene they wanted a water column. They tore down the old tank and built a new one further from the track and brought in this typical Hollywood water column with ball bearings in it so it would spin easily.

The next day we were back at Lobato, shooting the water column scene, and waiting for No. 2 to come up the hill.

he asked if there was any way he could come up and ride with us on the engine. I said that it was his train so, why not? He then said he'd have to go talk to someone, but would be back.

Pretty soon we were headed back around the Point where we worked for the rest of the day, but still no Harrison Ford. At 3:00 they called a wrap for the day and we pulled back to Cumbres to clear for No. 3. I was sitting on 484's right seat watching the mob unload, and saw Ford making his way alongside the train. He walked up to the engine and said with a disgusted tone, "They wouldn't let me come up and ride." "Who is 'they'?" "My bosses." "I thought you were the boss." "Oh no," he said. "I have LOTS of bosses. Thanks anyway, gotta go." Such was my brush with Harrison Ford.

The last three days of the shoot



Photo by Ian Kelly

The crew, including cameramen, soundmen, lighting technicians and several actors wait atop the "Den of Lions" boxcar. Note the mattresses inside to catch Indy's fall into the Den of Lions. The original reporting marks are still faintly visible on the left side of the car.



Hollywood set designers constructed a phony water tank and water column at Lobato. Today the tank is gone. The water column still stands.



The "Big Shots." (L to R) Steven Spielberg, River Phoenix, Harrison Ford and George Lucas

I had been talking on and off to Spielberg so I climbed down from the cab, thinking I'd take a "rogue's gallery" pic of the big shots. I went down the train, pulled out my camera and some kid comes up and tells me I can't take pictures on the set and was going to confiscate my camera. "Excuse me? You're going to what?" "No pictures. Give me your camera!" Once again I pulled my "card."

"Listen, kid," I said. "This is MY train and MY railroad! Piss me off and I'll take my train and go home!" Pointing to Spielberg and Ford sitting on top of the train, I said, "You can explain all that to the guys sitting up on that car," at which point he left in a huff. Spielberg saw me talking to the kid and climbed down, asking if there was a problem. "No, not anymore." "OK, if there is another problem, just let me know."


Then he added, "By the way why are we stopped here?" "To clear for our regular passenger train." "Oh, you mean like Amtrak or something?" "No, our passenger train has a steam locomotive just like this one, pulling passenger cars filled with people. It's how we make our living."

"Wow, really?" he said. He then called up to the soundman on the roof and said, "I want to record this!"

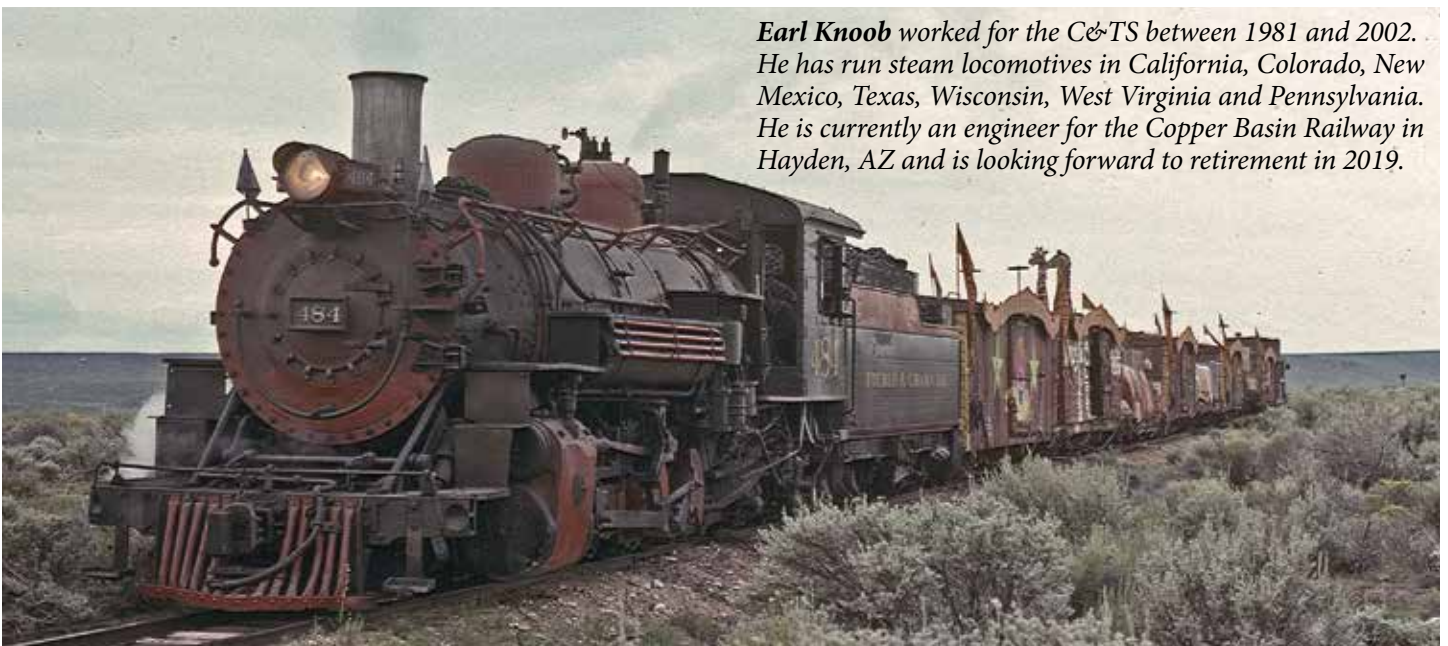
I got my pic. And with that, we were done.

The film was released in the spring of 1989 and we all got invited to the premier at the Rialto Theater in Alamosa.

Lastly, I should mention that Lucasfilms' contract with Kyle Railways stipulated they would restore everything to its original appearance after the shoot was done. That they did and they did a great job, too. Their guys spent nearly two weeks replacing the Murphy roofs on the boxcars, repainting everything and lettering all the cars. 484 got a complete paint job, right down to the tri-colored herald.

 **Earl Knoob**

Special thanks to **Sarah Garcia** at Lucasfilm, LCC, **Earl Knoob** and **Ian Kelly** for their assistance in the preparation and images for this story. ~ Chris James, Dispatch Editor.



Earl Knoob worked for the C&TS between 1981 and 2002. He has run steam locomotives in California, Colorado, New Mexico, Texas, Wisconsin, West Virginia and Pennsylvania. He is currently an engineer for the Copper Basin Railway in Hayden, AZ and is looking forward to retirement in 2019.

Pueblo & Chama Railroad No. 484, pulling the Dunn & Duffy circus train, takes a break during filming on the flats west of Antonito.

The View from the Back of the Train

by Ian Kelly

Whilst the art department was busy prepping the circus train and building sets in Chama, I was half a world away in Europe with the Main Unit on location. Once we wrapped there after a 12-week-long shoot, the main crew returned to the UK and a small group of us Brits traveled to the U.S. to work on the opening sequence, along with a crew from Los Angeles. I was part of the advance crew, flying to Denver where we hired a car and drove down to Chama with the Production Manager.

My job, as video engineer, was to ensure that the video taps on the cameras worked so the camera crew and director could see what was being captured on film, particularly when the cameras were rigged remotely on a crane to record the day's takes for immediate playback. Without video, it could be days before we would get to see any processed film. In the past these quick film prints were called the "dailies." With video, these prints were basically instantaneous.

My first sight of the Railroad was the eastbound train at Windy Point. My first thought was "how does that thing stay on the rails?" I was used to the UK's narrow gauge where the width of the rolling stock is in proportion to the gauge of the track.

The Second Unit shoot was fun as Second Units usually are, without the pressures of big-name directors and stars to worry about. We began shooting the chase sequence with the train just outside of Antonito. The Grip Department, responsible for camera rigs, rigged a flat car so things didn't fall off but they couldn't get the crane stable enough to be usable. We were using a first-generation remote-controlled camera mount called a Hot Head. It didn't have any gyro stabilization and the flat car on 3-foot gauge track wobbled...a lot. Rigging the camera directly to 484 solved the problem.

Once the Main, or First Unit arrived, the pressure was on. Our direc-

tor, Steven Spielberg, had no patience so once he had planned the shot, it is done in his mind and he was anxious to move on to the next shot.

Our Director of Photography, Douglas Slocombe, was a veteran of the previous two Indiana Jones films. A lovely man, he was also very absent-minded and completely oblivious to the dangers of working on the roof of a moving train. Many times, he had to be guided carefully back from the edge by the crew. He passed away a couple of years ago, aged 103.

Our only scene that didn't involve the Railroad was where young Indiana runs home to his father, played by Sean Connery. We used a house in Antonito for the exterior but the interior was actually a set built on the edge of town, as Steven wanted a view of the fields through the window.

The Main Unit wrapped shooting on the Friday and everyone flew off to the next location in Green River, Utah, whilst a small splinter unit, including myself, stayed behind to shoot inserts and run-bys on Saturday. This was a really fun day, the only proviso being that we had to retire to a siding to let the daily trains go past. We shot all day and got lots of great shots of the train, front, back and sides with close-ups of the 484's running gear. As usual with this kind of footage, it's unlikely that any of these shots actually appeared in the finished film.

Then we wrapped and flew to join the rest of the crew in Green River to shoot the scene at Arches National Park. Then it was back to Los Angeles for the studio interiors. Twenty five years later I returned to Antonito as a member of the Friends.

But that's another story.

Ian Kelly has been an active member of the Friends of the C&TS for the last five years. A skilled machinist as well as a video technician, he can be found most summers at the Ed Lowrance Car Repair Facility in Antonito. He lives in California.



LOOKING BACK: A FONDNESS FOR CONVERTED BOX CARS

It's hard to believe that the Friends has been around since 1988, mainly because I volunteered as a teenager in the early 90s, and I'm certain that was just yesterday. When I started volunteering, I heard many times that I should be thankful that lunch was now more than a baloney sandwich in the rain at Osier. Since then, I've ridden the C&TS countless times but I still have a certain fondness for converted box cars with Plexiglas windows.



My grandfather, Spencer Wilson, shared his love for the Railroad with me at an early age. When he suggested I might enjoy volunteering, I jumped at the opportunity. We had a running joke that my name was really "Spencer Wilson's granddaughter," and he introduced himself at one Friends meeting as "Jessica Ratliff's grandfather."

I did it for five of the best summers. I scraped, painted, lettered and was an early chronicler. I still have my volunteer pictures from those sessions and a copy of *Safety Rules for Volunteers*. "The Memorandum of Record" for the August 1990 work session—my first—starts with, "1990 was a record year for the Friends. With 102 volunteers from 17 different states, more work was accomplished in August than any previous work session." It is a testament to the Friends that each year got bigger and better.

I always looked forward to seeing everyone who returned year after year. Sadly some of my favorite people have passed away, and many others have "retired" from volunteering after faithfully serving 20-25 years.

It has been many years since I worked on the Railroad, but I have proudly passed on the love of trains to my husband and kids. Although they love to ride, they prefer to chase, a sign of true rail fans. Perhaps we will all volunteer someday. Thank you, Friends, for making that a possibility.

—Jessica Dickman, ABQ, NM

HISTORIC PRESERVATION ON THE C&TS, 2018

SESSION E (JULY 23 - 27), SESSION F (JULY 30 - AUGUST 3)

AND SESSION G (SEPTEMBER 24 - 28)

Photos by Don Atkinson, Norma Cerda, Jim Gross, Paul Davidson, Dave Jenkins, Bill Lock, and the Friends' E, F and G Chronicling Teams: Sharon McGee, Pat Maufrais, Michael Mee and Tim Smith. Photos are shown when available. Reports are based on Team Leader submissions to FIDO and volunteer assignment lists. The Editor regrets any errors in content.

ANTONITO, COLORADO: ED LOWRANCE CRF

Proj. 0732: Car Lettering at CRF, Session G

Patti Lounsbury was the one-person lettering crew during Session G. Lettering for a number of the pieces of rolling stock that were scheduled was delayed as restoration and painting was not yet complete. These will probably be completed next year.



The rolling stock that was lettered included three Flat Cars, 6529, 6601 and 6627, along with Flanger OJ.

Several other cars that were not completed in the previous work sessions had minor lettering done.

Proj. 1197: Fabrication of Replica Trucks for the Tourist Sleeper, Cook Car and RPO 54: Sessions E, F and G

The complete fabrication of replica trucks for the Tourist Sleeper, Cook Car 053 and RPO 54 has been an on-going project at the CRF for many sessions over many years. Led by Russ Hanscom, the E and F sessions were staffed by Ian Kelly and Fred Kuhns. The G session included a host of Friends: Dennis Cheever, Roger Davis, David Hamilton, Wayne Klatt,

Roy Lloyd and John Weiss, along with Russ and Ian.

With a crew like that, you would expect a lot to get done. And indeed it was.

Tasks ranged from the simple, such as drilling cotter pin holes, installing salvaged brake shoes and painting the truck frames, to the complex, such as hot riveting, preparation of the wheel and bearing pedestals, and final assembly of some of the trucks. All in all, there were more tasks completed that can possibly be listed here.

Perhaps some of the photos and their 10,000 words can tell the story better than text.



Proj. 1246: Restore GRAMPS Tank Car 11050, Sessions E, F and G



Chris Trunk and Randy Worwag, with help from Russ Hanscom, continued the restoration of GRAMPS Tank 11050. Much of the three sessions focused on the coupler, air brakes and draft gear components. They also welded and repaired the holes in the frame used to attach the carry irons and modified one of the brake cylinders.

In Session F, they continued work on coupler and draft gear components, installing one draft gear unit



into the yoke, assembled the new coupler, and installed the completed assembly into the B-end coupler pocket. They also unblocked the car and reinstalled the B-end truck, and cleaned and painted the exterior of the air brake cylinders.



Continuing in Session G, they fitted the new coupler and lowered the car back onto the trucks.



Proj. 1332: Restore UTLX Tank Car 11056 Sessions, F and G

Chris Trunk and Randy Worwag also continued the restoration of Tank Car 11060 with work on the brake components.



This included cleaning and painting the exterior of the car's brake cylinder, fabricating cut-lever and brake line brackets, and forging the ends for two cut-lever rods.

Proj. 1287: Replace Straight Valve with Angle Cock Valve on Cook Car 053, Session G

Chuck Dueker and Tom Hiscox installed angle valves to both ends of the train line, installed flex hoses and glad hands, and fabricated U-boats. Multiple air leaks were discovered and all repaired, except for the necessary addition of one union which still leaks and will need to be replaced with a Schedule 80 union which we did not have. The union will need to be ordered and changed out during the A session in 2019.

Proj. 0743: Checklist for Charter Trains, Session G

Don Atkinson created a complete checklist for inspecting, preparing and using rolling stock for C&TS charter trains.

The list includes checks on lighting, cleanliness, accessories, materials, consumables, and safety, right down to soap in the rest room and ice in the coolers.

This is all to insure that charter participants have a safe and comfortable ride.

Several derailments: The cover of the Fall issue shows Russ Hanscom at work on the Tank Car, not Chris Trunk. Additionally, on the volunteer list for Session D, Project 1186, page 17, the *Restoration of Locomotive 483 for Static Display*, I neglected to include Ray Hoppes who painted and installed the fireman's seat box and the engineer's seat post. And on p. 11 of the Summer issue, in Tom Smith's "Looking Back" story I referred to Tom Smith as Tim Smith. And yes, the Editor actually does know that Osier is in Colorado and Lava is in New Mexico. My apologies to all! ~ Ed.

LOOKING BACK:
THE TRUTH WILL SET YOU FREE!

In the late 90s-early 2000s, I was in charge of the tree trimming and removal project. At that time, on the edge of the Chama yard, there was a 90-foot-tall cottonwood tree,



very dead. The tree leaned precariously over the main line just beyond the water tower.

The Railroad and the Friends wanted it removed and asked if I would take it down. All were very nervous but I was very confident. I had looked at that tree for a couple of years and figured out how I would do it and make it an interesting show.

The event was set up for the coming Friday morning and sufficient folks had been told about it so there would be a small crowd to see the tree come down. After protecting the track with logs to prevent damage to the rails I started my "show," walking back and forth and pacing off the length of the tree to determine where it would fall. Then, the exact spot where the tree would land was marked with a stake driven into the ground by the track.

When all was ready I cut the felling notch on the low side of the tree and then walked around some more, waving my arms and making sure everybody was out of the way and in the clear. Finally, I cut the back side of the tree and—*Swoosh! Crash!*—the tree fell. And landed right on top of the marker stake! PERFECT!

The truth part?

As much as that tree leaned and as dead as it was, there was no chance that it would land anywhere but right on that marker.

— Dave Vos, Robbinsdale, MN

Proj. 1323: Maintain and Repair Flat Car 6200, Session G

Greg Coit and his crew began the repairs on Flat Car 6200 back in Session B. In Session G, Greg was joined by Bob Hewett, Randy Quinlan and Rob Brigham.



They replaced damaged sills in the car. Replacing one of them exposed some more metal in need of needle-scaling. It was then treated with rust inhibitor.



The brake system air lines were tested which yielded a few leaks that were then fixed. New decking was attached with ringshank nails. Finally, linseed oil was applied to top, bottom, side and ends of decking.



Proj. 1317: Reconstruct Drop Bottom Gondola 731, Session F

Drop Bottom Gondola 731 was basically a pile of sticks-on-wheels when **Bill Pratt** and his crew, Bob Osborn, Randy and Lee Parks, Ron Senek, Matthew Jamenson and Bruce McBride began the tear-down in Session D.



In Session F, it was discovered that even some of the metal parts, truss rods, sills and cross frame members were cracked or rusted through.



The car was torn down to the sills, removing the brake cylinder, brake linkage, cross frame pads and plates over the bolsters.

The metal frame, end sills, and cross frames were needle-scaled, treated



with rust conversion solution and coated with red oxide primer. Frozen bolts were removed and wood end sill inserts were installed.

Rebuilding will continue next year, along with the completion of two other Drop Bottom Gondolas, 811 and 859, which need to be moved to the Antonito CRF.

ALONG THE C&TS RIGHT-OF-WAY

Proj. 0740: Wood Preservative Treatment, Session G

Brad Lounsbury and Rich Hull applied linseed oil to bare wood on rolling stock and facilities along the Railroad including the Rio Chama, Lobato and Cumbres Trestles.



CUMBRES, COLORADO

Proj. 1005: Maintenance and Repair of Car Inspector's House and Cumbres Section House, Sessions E and F

Of all the historical assets along the C&TS, the two structures at the summit of Cumbres Pass have, over the years, probably received the most attention. Life at 10,022 feet is tough

on any structure, especially one originally built in the 19th century. Over the years, the Car Inspector's House has been remodeled, repaired and, according to team leader **Bob Conry**, the victim of poor construction work.



Bob returned in Sessions E and F to continue restoring and stabilizing the Car Inspector's House at the summit. His crew included Sam Beard, Vance Behr and John Pierce in Session E, and Wayne Shirley in Session F.



Restoration focused on creating a foundation for a new heating stove in the structure and the construction of a new track-facing covered porch on the south side, all to Bob Conry's exacting standards!

CHAMA, NEW MEXICO

Proj. 0770: Project Discovery, Sessions E, F, and G

Project Discovery is the process of inspecting and planning for future projects by the Friends. John Eng and Michael Jennings surveyed the Railroad's assets for consideration: Chama Sand House and Pit, Chama Engine House Doors, Log Bunk House, Frame Bunk House, Coal House, Lava Pump House Roof, Coal Tipple Lightning Suppression, OY Rotary, Tender and Water Car 0472 and RPO 54.

Proj. 1330: Install Public Information Signs at Stock Pens, Session F



The post for the Stock Pen sign was installed during Session D, but the sign was not ready. It's now in place!

Proj. 1315: Repair Friends Paint Car 3686, Sessions E and F



The Paint Car isn't used on the Railroad, only for storage of paint and equipment in the Chama yard. It was in need of a complete rebuild so it was stripped and reassembled with new materials. Like the P-Box rebuild, there were too many steps to list here.



Greg Coit (E) and George Trever (F) supervised Tim Taylor, Gary Thomas, Raymond Young, Ron Lira, Peter Maw, and Dan Robbins.



The project began in Session C and by the conclusion of F there were still a number of smaller tasks remaining to be done during 2019.



LOOKING BACK:

AN HONOR TO BE A DOCENT

When I moved to southern New Mexico in 1996, the Cumbres & Toltec caught my attention. My first visit to Chama was just to look. Later, on two occasions, my wife and I took the train trip. Am I a hard-core, long time rail fan? Not really. Honestly, aircraft have commanded more of my attention, having worked as a commercial pilot in both airplanes and helicopters, and having previously owned a small Cessna for years.



But as a child growing up in Mississippi near the Illinois Central, the big steam engines on trains like *The City of New Orleans* caught my eye. At Chama, the locomotives of the Cumbres & Toltec rekindled my interest, and besides, history is fascinating! What could be done in my retirement years that is both useful and fun?

Beginning in 2010, I volunteered for work sessions, first as a chronicler, later as a car letterer. Writing is a passion and during 2011 and 2012 I owned a weekly newspaper in Mississippi that was established in 1892. That experience and columns in two other papers give me the opportunity now to feature our Railroad often.

Regarding the lettering assignment, today it is thrilling to see cars displayed that our team worked on and know that what we did matters.

A couple of years ago I qualified as a docent. It was a great honor to do that job on opening day during 2018, and my plan is to help close the season this year also. That will be a privilege!

My current goal is to interest my four children in volunteering since we need younger blood. Two are flying guys as well – one an airline captain and the other a police helicopter pilot. But they can be converted too.

Come join us!

—Billy Anders, Canyon Lake, TX

Proj. 0700: Landscaping around Chama Depot, Sessions E and F



Becky Robbins and **Becky Falk** did daily maintenance on the current planting areas and the Chama depot, including trimming, pulling weeds, and trash pickup of the entire grounds. As Becky Falk (and Becky Robbins) says, "Our work is sometimes the first impression of the Railroad. My aim is to present a neat and clean place for families to come to enjoy a day of adventure on the C&TS."

Proj. 0730: Car Lettering, Session E



Patti Lounsbury, assisted by Lori Higgins, Christine Krutul and Al Stevenson lettered or completed lettering on a number of cars in the Chama yard including Flat Car 6746, added missing lettering to the ends of Cars 3585, 3016 and 3591, and corrected lettering on High Side Gondola 1232.



Retainer information had been put in an incorrect position on both sides of this car instead of on the brake end by the retainer. The incorrectly placed stencils were painted out and then re-lettered in the correct position.

Proj. 1312: Reconstruction of High-Side Gondola 1000, Sessions E and F

Reconstruction of High Side Gondola continued led by **Michael Kennedy** (E) and **Jim McGee** (F) with the assistance of Michael Johnson, Art Montgomery, Paul Weber and Phil Nissen (E) and Bob Michel, and Ron and Andy Ross (F).



The E-crew continued demolition of the car, salvaging truss rods by removing nuts and cleaning threads. Two side beams were cut to length and tenons added to end of the beam and the beams were then primed.



The F-crew was hampered by a lack of materials but still partially fabricated sub-sills, a needle beam and installed hardware.

Proj. 1325: Convert P-Box 213 to Original Box Car 3476 Configuration, Sessions E and F

Wayne Huddleston, Barry Morris, Don Beyer, Kevin Sherrow, Ron Lira and Sam Beard, supervised by Team Leader **Bill Stamm**, continued the conversion of the old passenger box car to its original form, Box Car 3476.



The team manufactured and installed vertical rods, oak door posts, and vertical frame members. The old doors were removed and new ones constructed. They removed and installed new end beams and flooring, removed the old roof boards, installed a new roof, and began the installation of new interior sheeting plus much more, too numerous to list!



Proj. 1311: Maintenance and Repair of Box Car 3090, Sessions E and F



Craig McMullen, Tim Bristow, Herb Knoesel and David Sowell replaced the roof walk and saddles, inspected and repaired some roof problems, tightened all the safety hardware, and made small general repairs to "make the car presentable."



Proj. 0250: Assemble and Install Sawdust Extractor, Carpentry Shop, Sessions E and F



A sawdust extractor was donated to the Friends, so **Craig McMullen** built a suitable frame for the equipment in Antonito. It will be installed in the Chama Carpentry Shop.



Proj. 1017: Stabilization and Repair of Chama Coal Tipple, Sessions E and F.

John Sutkus, John Soos, Bill and Gene Bailey, Sam Schecter, Ron Schmidt, Herb Knoesel and Barry Morris removed the remaining coal in the south track dump, removed and rehabilitated the south guillotine gate and the associated steel guides.



They removed and replaced timber framing at the sides of the south guillotine gate, and reinstalled the existing short planks that close off the opening above the gate between the newly-installed white oak framing.



One of the ongoing tasks is to restore the mechanical coal lift system for occasional demonstrations.

Proj. 1293: Repair Sheep Car 5674, Special Session SS 6 and Session F

Bill Lock and his merry (and hard-working) band of Friends including Dave Ferro, Dave Jenkins, Norma Cerda and Mary Chavarria, worked throughout the weekend of July 27-29 and almost completed the restoration of Sheep Car 5674.

Despite working until 7 PM on Sunday, the car still needed another day of work for completion.



Work included rebuilding two doors and installing the metal roof and the roof walk.

Some of the letterboards and number boards remain to be completed and the crew left detailed instructions for a team in Session F, immediately following the Special Session.



Jim McGee and a number of helpers finished up the car in Session F by adding several two-inch pieces on the letterboards for the D&RGW "flying" logo, fabricated and installed three doorstops, and installed door hardware on both doors.



C&TS HAD ME FOR LIFE!

Volume 31, No.1 of the *Dispatch* was outstanding. It took me back many years. I was aboard for work sessions from 1990 through 2003 and the *Dispatch* issue stirred up many memories.

In my first work session, I loaded up my rental car's trunk with goodies at Bill Lock's house for a car/truck caravan up to Chama. Since I came all the way from Maryland, I pushed to stay after the work session period and John Bush let me work on Mike #487.

From there, the C&TS had me for life; every session was different and very enjoyable. The guys and gals I met there were unforgettable. As long as I am around I will be a member of the Friends. Thank for your effort!

— **Ken Spencer, Bel Air, MD**

COLORADO SPRINGS, WORK SITE

Proj. 1335: Build Replica Pilot for Locomotive 168

Craig McMullen probably needs his own category for all the fine carpentry work he does, not only in Antonito and Chama, but at the Friends' Work Site and at his home workshop, both in Colorado Springs. In the Springs, Craig is building a replica of the wooden pilot of Locomotive 168.



During Session G, Craig took some time out to explain the pilot's construction to some of the Friends at the Ed Lowrance CRF in Antonito.



FRIENDS SERVICES AND SUPPORT

Proj. 200/201: Restoration Site Leaders, Chama and Antonito

Geof Gordon, Russ Hanscom and John Engs

Project 210: Check-In and Registration, Chama and Antonito

Holly Ross and Mary Jane Smith

Project 222: Friends Merchandise Sales, Chama and Antonito

Holly Ross and Mary Jane Smith



Project 230: Food Preparation, Chama

Mary Jane Smith, Nancy Gordon, Maggie McMullen, Jeanette Reib, and Caroline Tower



Project 230: Food Preparation, Antonito

Patty Hanscom



Project 240: Tool Car Operation, Chama

Craig McMullen and Barry Vincent



Project 241: Tool and Bolt Room Operation, Antonito CRF

Marshall Smith and George Davies

Project 246: Paint Car Operation, Chama and Antonito

Brad Lounsbury and Kevin Clayton

Project 248: Lettering Supervisor and Coordination, Chama and Antonito

Patti Lounsbury

Project 250: Carpentry Shop Operation, Chama

Craig McMullen

Project 262: Chronicling Work Projects, Chama and Antonito

Sharon McGee, Pat Maufrais, Michael Mee and Tim Smith



Project 294: Hauling and Vehicle Operation, Chama and Antonito

Bob Reib



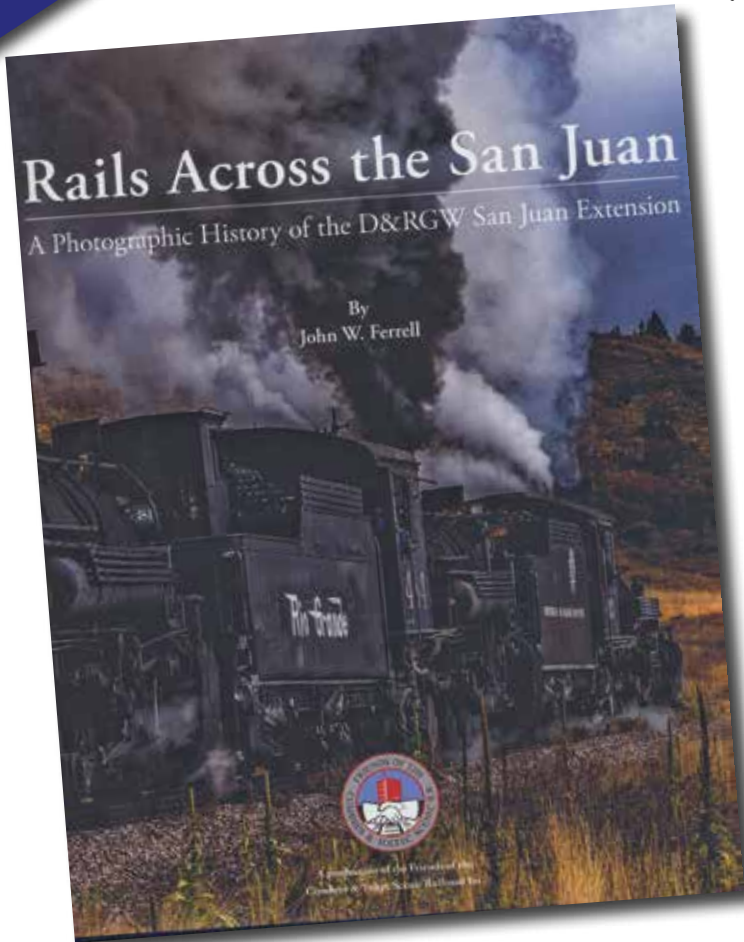


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Rails Across the San Juan

by John W. Ferrell



Tucked away between two states lies the remnants of a railroad line that belied its small nature with amazing feats of endurance and engineering. The narrow-gauge San Juan Extension of the Denver & Rio Grande Railroad brought the ever-growing reach of civilization to the rugged Rocky Mountains of southern Colorado and the arid plains of northern New Mexico. Today, the narrow-gauge extension lives on in the form of two unique and complete separate tourist railroads, both National Historic Landmarks.

Rails Across the San Juan covers the history and journey of not just what still remains but also that which has been lost. Enjoy the informative narrative and wonderful historic and current photographs of the times, towns and people along the San Juan line. 160 pages.

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FRIENDS PROJECTS COMMITTEE REPORT
Board of Directors Meeting, Friday, October 19, 2018

Overview: This has been a frustrating year for projects! We were seriously short Session Leaders and Team Leaders. In addition, session registrations were dramatically down from the previous years. We had more than 20 cancellations for many reasons but predominantly the reason given was medical issues. As a result, project production was seriously curtailed. Even though we had seven work sessions and four scheduled special sessions, many projects did not progress satisfactorily because of limited crew sizes and lack of skilled supervision. Also, many volunteers elected not to attend multiple sessions. We had several interruptions due to weather, predominantly in Sessions E and F. On the positive side we completed many projects as indicated below and completed the construction project in the Antonito CRF. Again, this year the Antonito CRF was utilized in all seven of the scheduled sessions. The most important point in attendance for all sessions was the number of new attendees. This averaged three-to-five or more at each scheduled session.



Session Attendance:

	2017	2018	
April Session	7	-	(Stock Car 3-day)
Session SS2	-	6	(Assembly of Engine 168 Cab)
Session SS3	-	4	(Repair Sheep Car 5674)
Session SS1	15	12	
Session A	62	43	
Session B	66	47	
Session C	107	104	
Session D	86	86	
Session SS2	5	-	(Cabooses 0306 2-Day)
Session SS3	7	-	(Cabooses 0306 2-Day)
Session E	59	56	
Session F	75	56	
Session SS4	9	-	(RGS Charter)
Session G	37	34	
COS Session	37	29	(based on 40 hrs/attendee)

Attendee Totals:

2017: 572 Total Attendees (553 @ 40hrs, 7 @ 24hrs, 12 @ 16hrs)–22,480 Total Hours
 2018: 452 Total Attendees (426 @ 40hrs, 26 @ 24hrs)–17,664 Total Hours

Completed Projects:

- Project 1260: Reconstruction of Drop Bottom Gondola Car
- Project 1272: Install Backing Plate on Drop Bottom Gondola Car
- Project 1288: Install Two New Flag Poles for Osier Dining Hall
- Project 1293: Repair Sheep Car 5674
- Project 1296: Construct “Lean-To” Addition to Ed Lowrance CRF in Antonito
- Project 1297: Perform Repairs and Maintenance on RGS Cabooses 0400
- Project 1309: Make Repairs to Reefer 169
- Project 1311: Maintenance and Repair of Box Car 3090
- Project 1314: Repair Idler Flat Car 6746
- Project 1319: Repairs to Caboose 0503
- Project 1320: Replace Speaker Wiring on Rider Gondolas 9613 and 9615
- Project 1321: Relocation of Tool Room Nut/Bolt Bins, Ed Lowrance CRF
- Project 1323: Maintain/Repair Steel Flat Car 6200
- Project 1326: Restore/Reconstruct Period Cab for Engine 168 from Period Plans
- Project 1329: Spring Box Maintenance at Cresco, Cumbres, and Los Pinos
- Project 1330: Install Information Signage on Terrace Avenue and at Stock Pens

On-Going Restoration Projects in 2018:

- Project 1005: Stabilization and Restoration of the Car Inspectors’ House, Cumbres
- Project 1017: Stabilization and Repair of Coal Tipple, Chama
- Project 1115: Restore 0252 Tourist Sleeper (Colorado Springs site)
- Project 1118: Restore UTLX Tank Cars 11036 and 11037
- Project 1153: Restore Chama Stock Pens
- Project 1177: Restore Lava Pump House
- Project 1186: Cosmetic Restoration of Engine 483 for Static Display
- Project 1197: Construct Trucks for Passenger Coaches
- Project 1219: Repairs to Cumbres Section House

- Project 1244: Restore GRAMPS Oil Loading Platform
- Project 1254: Restoration of Water Service Car 04904
- Project 1276: Repairs to Caboose 05635
- Project 1281: Repair Roof Leaks on Friends Kitchen 3591
- Project 1284: Correct Wood/Hardware Problems, DBG 801
- Project 1287: Replace 3/4-inch Train Line on Cook Car 053
- Project 1295: Rebuild MOW Bunk Car 04258
- Project 1303: Prepare Display Box Car 3159
- Project 1304: Restore Converted Stock Car 5774
- Project 1308: Repair Damage to Entry Door, Bunk House
- Project 1312: Reconstruct High Side Gondola 1000
- Project 1313: Reconstruct High Side Gondola 1204
- Project 1315: Repair Friends Paint Car, Box Car 3686
- Project 1317: Reconstruct Drop Bottom Gondola 731
- Project 1322: Replace Rear Roof for Stove Pipe, Caboose 0579
- Project 1332: Restore GRAMPS UTLX Tank Car 11056

Recurring Projects:

- Project 0700/0701: Landscaping Station and Yard, Chama and Antonito
- Project 0705: Historic Signage at Osier
- Project 0710: Trimming of Wild Growth Along the Railroad
- Project 0720/0722: Painting of Cars and Structures, Chama and Antonito
- Project 0730/0732: Lettering of Cars, Chama and Antonito

Recurring Projects (cont.):

- Project 0740: Wood Preservative Treatment
- Project 0741: General Maintenance and Repair of Caboose Roofs
- Project 0743: Pre-Use Servicing for Charters
- Project 0750: Maintenance and Upkeep of Railroad Signage
- Project 0770: Project Discovery
- Project 0779: Mechanical Maintenance
- Project 0781: Inspection of AED and First Aid Equipment
- Project 0790: Mowing Grass, Stock Pens and Terrace Ave.
- Project 0795: Web-Camera System Operation and Maintenance.

Active Items:

2019 Restoration Project Plan and Schedule
 Enclosed Structure over Reefers, Antonito
 Facility Expansion, Ed Lowrance CRF, Antonito
 Structure Steel Cover, Ed Lowrance CRF, Antonito
 Equipment Storage Building, Chama

Support Projects:

Support projects are not listed individually. It is important to understand that support projects are the backbone of any work session. Without the members who sign up for these projects, work sessions would not succeed. These include site leaders, volunteer check-in, merchandise sales, food preparation, tool and bolt car and paint car supervision, project chronicling, hauling and vehicle operation, carpentry shop and safety personnel.

A (Brief) Letter FROM the Editor

This year there have been a number of problems and delays getting the *Dispatch* in your mailbox. Hardly a week goes by when I don't get an e-mail or two from a Friends member wondering where the current issue is.



This year some members didn't receive an issue at all, others received the Spring issue in the summer and the Summer issue in the fall. And it seems to have no rhyme or reason. One issue takes six weeks to get to Iowa, the next issue gets to Iowa in a week. While we'd like to apologize for the delays, they are out of our hands.

The *Dispatch* is sent as USPS Bulk Mail which means it is sent to you on a "space available" basis and may sit in Timbuktu for a while, waiting for an empty truck. We have no control over that and faster delivery would mean sending the *Dispatch* First Class, an expensive operation for an organization such as ours.

There are several solutions: you can always download the latest issue at the *Dispatch* link in the Friends Forum. If you can't, and your membership is paid up, contact Jason Rose at jason@coloradonewmexicosteamtrain.org, the Forum's Webmaster. If your paper copy never shows up (please, give it time...), contact Gwen at the Friends office at (505)-880-1311.

Thanks for your patience. ~ Ed.

Friends of the Cumbres & Toltec Scenic Railroad, Inc Statement of Financial Position

	December 31,	
	2017	2016
Assets		
Current assets		
Cash and cash equivalents	\$ 428,578	\$ 363,619
Receivables	11,552	10,770
Inventory	6,336	16,289
Prepaid Expenses	<u>14,722</u>	<u>8,570</u>
Total Current Assets	\$ 461,188	\$ 399,248
Property, furniture and equipment, net	534,876	550,677
Investments – unrestricted	21,585	20,610
Investments – permanently restricted	89,150	88,650
Collections	<u>\$ 268,249</u>	<u>218,762</u>
Total assets	<u>\$ 1,375,048</u>	<u>\$ 1,277,947</u>
Liabilities and Net Assets		
Current liabilities		
Accounts payable & accrued expenses	\$ 32,083	\$ 18,931
Deferred revenue	<u>3,336</u>	<u>2,548</u>
Total current liabilities	<u>\$ 35,419</u>	<u>\$ 21,479</u>
Net assets		
Unrestricted	\$ 839,405	\$ 800,854
Temporarily restricted	411,074	366,964
Permanently restricted	<u>89,150</u>	<u>88,650</u>
Total liabilities and net assets	<u>\$ 1,375,048</u>	<u>\$ 1,277,947</u>

Support & Revenue, 2017

Grants and Contributions (inc. restricted and unrestricted)	\$ 366,117
Member Dues	173,306
Program Fees-Work Session,	72,550
Charter (NET) and Merchandise	24,425
Reimbursed Commission projects	43,587
Other Income	3,229
Investment Income	<u>1,579</u>
Total support and revenue	\$684,793

Expenses, 2017

Contractors, Materials, Tools and Supplies	\$ 135,399
Fundraising	134,215
Indirect Program Expenses	133,946
Management, General & Admin.	92,128
Other Direct Program Expenses	31,585
Merchandise	29,311
Professional Services	16,750
<i>Dispatch</i> & Public Relations	14,976
Travel, Meals and Lodging	7,409
Interpretation	<u>5,913</u>
	\$ 601,632

To review a full set of audited financial statements, go to our website at <https://www.cumbrestoltec.org>, then go to ABOUT US: DOCUMENTS: 2017 AUDITED FINANCIAL STATEMENTS



Friends of the Cumbres & Toltec Scenic
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Photo by Andy M. Paine: FCTS, Andy M. Pain Collection, AMP06-138

"Think ya used enough dynamite there, Butch?"

Indiana Jones and the Last Crusade was only one of many films shot over the years on the C&TS and its D&RGW predecessor. One of the most memorable scenes was filmed on September 21, 1968, when *Butch Cassidy and the Sundance Kid* attempted to rob a "Union Pacific" train. In truth, it was filmed between Chama and Durango using D&RGW Locomotive 478, painted up as UP Locomotive 473. Engineer Andy Paine was there with his camera and captured, at a safe distance, the exploding express car.