



C&TS DISPATCH

VOLUME 38 NO. 4
WINTER 2025

*Riding the Rails
with a Friends Docent
Galloping Geese
on the RGS and C&TS*

*How to "Read" a Boxcar
Virtual Education 101
Work Sessions E, F & G*





C&TS DISPATCH

Friends of the Cumbres & Toltec
Scenic Railroad, Inc.

William Lock, Founder—1988

Vol. 38, No. 4 ❁ Winter, 2025

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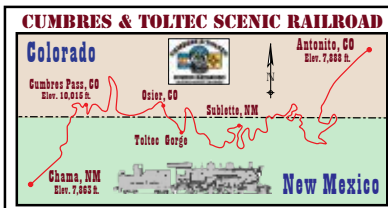
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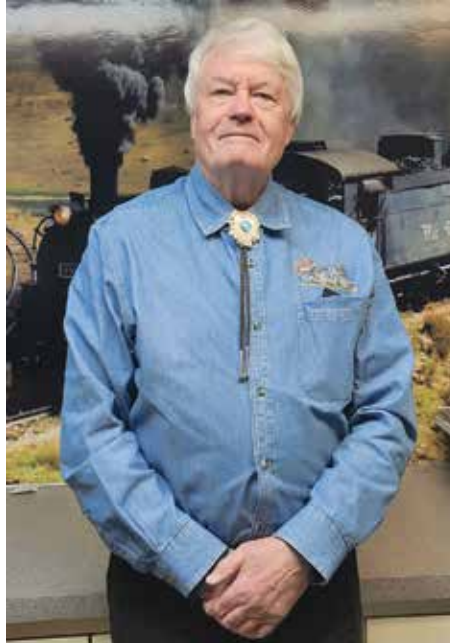


Denver & Rio Grande Railway: 1880–1886
Denver & Rio Grande Railroad: 1886–1921
Denver & Rio Grande Western Railroad: 1921–1970
Cumbres & Toltec Scenic Railroad: 1970–today

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

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President's FORUM



The View from the Cab

As I sit at my desk to write my column for the Winter 2025 *C&TS Dispatch*, the snow has begun falling in the High Country of Colorado and New Mexico, along the Cumbres & Toltec Scenic Railroad. December snow heralds the reinstated Santa's Holiday Trains, rolling out of both Chama and Antonito. Our web cam at the Chama depot will be featured on Albuquerque's KOAT Channel 7, showing our vintage rail cars in the Chama yard.

Inside the locomotive shops, Steven Butler and his crew are hard at work prepping the fleet of the Railroad's vintage Mikado century-old steam engines for the 2026 excursion season.

C&TS engine 315, newly overhauled, has been sent to Golden, Colorado, to do Holiday Season duty for their sold-out Polar Express Train at Colorado Railroad Museum.

The Friends' volunteers report that the 2025 work sessions finished strong with a number of railcars painted and lettered, including Gramps Tank Car 11050.



"Time to Rest" Original art by Gayle Van Horn, 2007



On the cover:

CTS K-36 Locomotive 487 is on point for a spectacular charter trip, westbound out of Antonito, on October 27, 2025. The train was made up from just about every kind of C&TS rolling stock imaginable: three tank cars, four stock cars, nine boxcars, three gondolas, two cabooses, plus K-36 488, mid-train, helping on the climb to Cumbres. What a show!
Photo: by Steve Jorgensen

The multi-year restoration of Gondola Car 1000 was completed and it joined the C&TS historic freight car fleet. The Sublette log bunk house had its walls repaired, and Cumbres section house now has a new roof! Those, along with many other restoration projects were both initiated and completed during the 2025 season. Plus, the Friends two-day photo charter train in October was a great success!

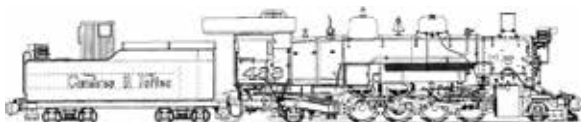


Photo: Don Atkinson

The Friends 2026 Volunteer work sessions have been posted on our web site and will open for registration beginning in January. For those members that are drawn to particular projects, don't forget to sign up early!

As we wind down the 2025 operating season, I ask that we all take time to give thanks to our Friends family of members and Volunteers. Without your steadfast financial support, our Friends Organization would not be able to accomplish our historic Preservation, Restoration, and Interpretation work!

Happy Holidays!



 Rick Marsden

Share Your Volunteer Experience with Us!

What we're looking for:

- Short videos (10 seconds-3 minutes) showcasing your work, interactions with fellow volunteers, or the stunning scenery around the Railroad
- Photos of you and your team taken by volunteers
- Behind-the-scenes footage that gives us a taste of life as a volunteer
- Your personal stories and experiences working on this historic railway

How to share:

If you're comfortable sharing your video clips or photos, please contact our social Media Coordinator at kswalser@fctsrr.org or on our social media pages, [@friendsofctsrr](https://www.facebook.com/friendsofctsrr). Kathleen can provide you with more details about the easiest ways to share your photos and videos at full resolution.

Why share?

By capturing your moments, you'll help us:

- Share the spirit of volunteerism and camaraderie
- Showcase the importance of preservation and maintenance work
- Inspire others to join our community

We're excited to hear from you and see the incredible experiences you had during the 2025 Work Sessions!

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



2026 is going to be a great year for the Railroad and the Friends!

If you love trains, history and volunteer activities, JOIN US as we help preserve the "Living History" of the Cumbres & Toltec Scenic Railroad. For \$40 a year, you and your family can become Friends and receive the quarterly *C&TS Dispatch*, train ride discounts, invitations to special events and the opportunity to participate in restoration projects each summer, along with the satisfaction of supporting and investing in the historic and cultural heritage that is the Cumbres & Toltec!

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

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

Name _____

Address _____

City, State, Zip _____

My check for \$ _____ is enclosed,
or

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

Card # _____

Exp. Date _____

Signature _____

Email _____

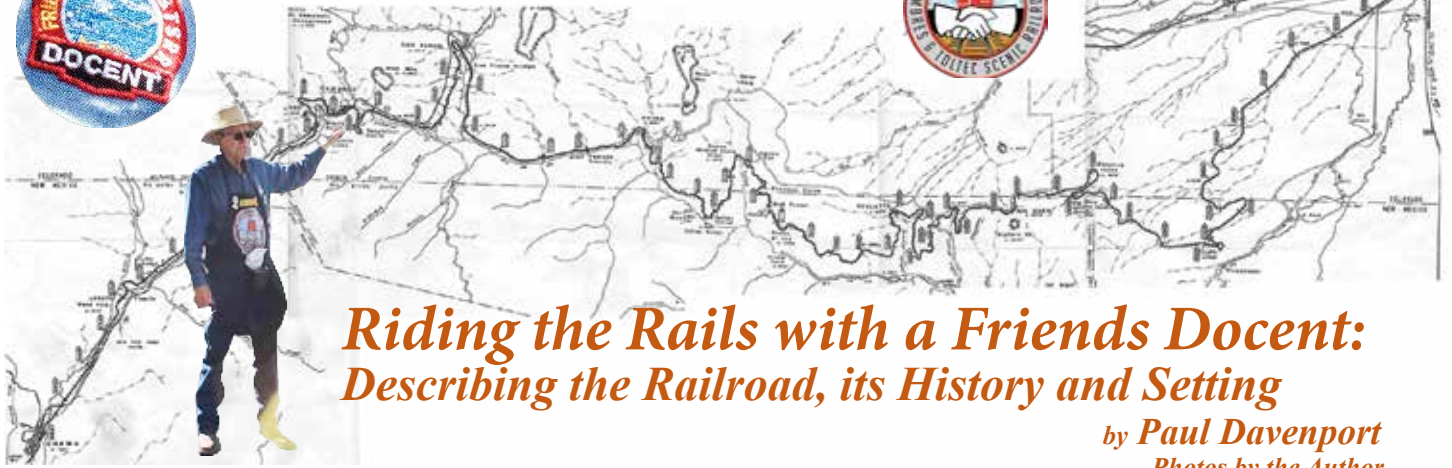
Mail to:

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Albuquerque, NM 87109
505-880-1311

www.friendsofcumbrestoltec.org

Already a Member?
Give this to a friend!

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Riding the Rails with a Friends Docent: Describing the Railroad, its History and Setting

by Paul Davenport

Photos by the Author

“Does anybody have any questions—any EASY questions?” Pat Maufrais, a veteran docent with an easygoing approach, jocularly asked passengers seated in a Cumbres & Toltec Scenic Railroad coach soon after the train left Chama. A central part of being a volunteer docent with the Friends of the Cumbres & Toltec Scenic Railroad is imparting information to passengers, so it’s important for docents to know a lot about the Railroad, its history and geographic setting. It’s also important that docents know their limits. Timing is important, too.

Those were the takeaways from shadowing docent Pat Maufrais as he interacted with passengers on the east-bound train on a sunny late September day as aspens were beginning to add a golden drapery to hillsides and ridge lines overlooking the tracks.



C&TS Docent Pat Maufrais answers questions and points out some of the many interesting features to passengers as the train travels between Chama, New Mexico and Osier, Colorado.

Along the way, Maufrais went on to field a wide range of questions from passengers, including inquiries about when the Denver & Rio Grande originally laid its track into Chama (on the very last day of 1880), how the Railroad got its first passenger cars (they were rebuilt from boxcars in 1971), and the age of the Railroad’s steam engines (they’re now an amazing full century old!) Even after about 150 rides over eight seasons of docenting,

“I have a long ways to go” to learn things about the railroad, Maufrais reflected during an on-board conversation with the *Dispatch*, adding that he’s careful not to guess answers to passengers’ questions. “You never know when a railroad modeler or enthusiast knows more than I do. I don’t want to get hand-slapped.”

After boarding the train in the morning, Maufrais spoke with passengers during the twenty-five mile ride to the Osier stop before moving over to the westbound train from Antonito. It happened to be a rare day when the Friends had only one volunteer docent available to work the two daily trains. The Friends strive to have a docent working each and every train during the Railroad’s five-month operating season but it’s not always possible.

During the ride, Maufrais mentioned passing points of interest along the train’s route but prioritized alerting passengers ahead of time that they might want to go to the gondola car or a coach’s open-air vestibule to get a better view of an upcoming scenic landmark or a possible standout photo.

Nearing Lobato, a trackside location near Chama where part of the exciting circus-train chase scene of the “Indiana Jones and the Last Crusade” movie was filmed in 1988, Maufrais suggested that passengers get ready to take photos “to show all your friends how cool you are.”

Clad in jeans and a Railroad-logo denim shirt and wearing a wide-brimmed hat and a standard-issue docents apron with big pockets laden with material to distribute, Maufrais moved frequently between the train’s three coaches—the train’s upscale cars have their own attendants—and also spent time in the gondola. He said one reason why he’s frequently on the move is to give each coach’s passengers “a break” from his narrative so they can just sit back and quietly watch the eye-catching scenery going by.

Even with his years of experience, Maufrais occasionally

glances at his handwritten “cheat sheets” and a timetable to help keep track of the train’s travel across the full-64-mile route. That helps him to know when to move quickly between the cars to convey timely information



about what sights will soon be visible from the train. With the train approaching a ravine, “it could be an opportunity to see the engine as it goes around the curve,” Maufrais announced.

During the seven-car train’s climb up to the 10,000-foot pass, the K-Class Locomotive 484 was a constant presence for passengers who could clearly hear its loud chugging and chuffing from inside the coach even though they couldn’t always see the mechanical powerhouse. “It is working very hard. This is serious going,” Maufrais said, offering perspective.

Maufrais prompted amused laughter from passengers when he suggested they “lighten the load” on the locomotive by taking turns jumping up and down inside the coach.

Even after many rides under his belt, routines can change unexpectedly, Maufrais said. He used to regularly tip passengers on trains approaching certain locations to expect a “blowdown”—a photo-worthy dramatic huge sideways gush of steam from the locomotive to remove sediment in the water supply. But blowdowns during the trip became a thing of the past in 2022 when C&TS Management decided to have fewer blowdowns because the blowdowns diluted a chemical product added to the locomotive’s water supply to reduce scale buildup inside the boiler. However, Maufrais said he wasn’t informed of the change so it was surprising—and a little embarrassing—when he told passengers to expect a blowdown and

nothing happened. “Now I don’t talk about that.”

Maufrais was one of thirty-three docents on the Friends’ roster as of late September. That sounds like a lot, but the Friends organization welcomes and needs newcomers to the docent program to handle the workload of two or more trains six days a week and veteran docents depart the ranks.

Maufrais—a Texan who formerly worked in the construction and hauling industries—serves as a docent many times during the three months when he and his wife, Jinx, stay at a Chama campground in their recreational vehicle. He worked a personal-record thirty-one trains in 2024.

Some docents come from afar and only work several trains during one- or two-week periods each year, while others who live near the Railroad—at least seasonally—might ride the trains a dozen or more times annually. Of those near the Railroad, “we’re going to work them as much as we can,” said Tom Stewart, a ten-year docent and a co-coordinator of the docent’s program. He added that schedulers strive to accommodate docents available only for short periods. “Give us a week and we’ll put you on the train two or

three times—super flexible that way,” Stewart said during a September interview.

Maufrais said being a docent is rewarding and that becoming one fulfilled his desire to be an active volunteer with the Friends. He had no interest in trains before he first rode the train with his family in the 1990s. “I didn’t have a clue how the locomotive worked.” But more visits to ride the train followed over the years and Maufrais decided to join the Friends and then volunteer, initially as a work session chronicler. He became a docent after meeting an old hand who assured Maufrais that he’d be taught everything he needed to know.

“I enjoy seeing smiles on people’s faces,” Maufrais said when asked what he enjoyed about being a docent. “I’ve had a lot of thank-yous and that kind of stuff.”

The first Friends docents began riding the train in 1998, a decade after the Friends organization was incorporated to formalize a volunteer effort begun by Friends founder Bill Lock to preserve and restore the Railroad’s historic freight cars and structures.

As in the docent program’s early years, Doris Osterwald’s book *Ticket to Toltec: A Mile by Mile Guide* remains required reading in training new docents. Training has evolved to include a manual, in-person instruction, an examination and on-board teaming of rookie trainees with experienced docents. “Flash cards” provide the docents with at-a-glance refreshers on key aspects of the Railroad’s all-important historic locomotive fleet and

prominent sights and locations such as Toltec Gorge and Cumbres Pass.

“That is the kind of information that a docent needs to absorb,” said Stewart.



There’s a learning curve in becoming a docent and it helps to be a railfan, Stewart said. Docents who start without that background will learn the basics they need to know during training and gradually increase their knowledge as they work the train and gain confidence. “It takes a couple of years—maybe twelve or fourteen trips before most people can do the job without worrying about it.”

Docents also are expected to be familiar with how the Railroad works so they can answer passengers’ questions. For instance, passengers might wonder why the train has stopped for no apparent reason when they’re in the gondola car toward the rear of the train, and unable to see that the locomotive tender at the front of the train is taking on water.

Docents are “expected to know what is going on,” Stewart said.

While docents can handle some tasks such as helping passengers find their assigned seats on a coach car, other matters involving passengers are best directed to the conductor, the Railroad employee in charge of the train. For instance, a question might come up at Osier after the stop if passengers realize they don’t know whether they’re ticketed to reboard a train to continue riding it across the entire line, or instead need to switch trains to return to

their point of origin to complete their day’s journey. While the Railroad is responsible for the train’s safe operation and passenger safety, Maufrias said he advises passengers how to reboard the train after the lunch stop, telling them to hold onto the same hand grips that they used when descending the steps after arriving in Osier.



As for one passenger’s unusual request to be allowed to ride in the locomotive to shovel coal into the firebox, “That’s not up to me,” Maufrias recalled saying.

Stewart said docents take an online sensitivity class and are expected to have a soft touch. Being helpful and considerate of the passengers, both young and old, is key and a part of helping ensure that passengers have a great train ride, he said. “You’ve got to treat these people like guests. They’re not just visitors. They’re not just customers.”

“But docents are allowed to be themselves,” Stewart said. “We don’t have a script. We don’t want a script. Each docent has their own style and their own interests.”



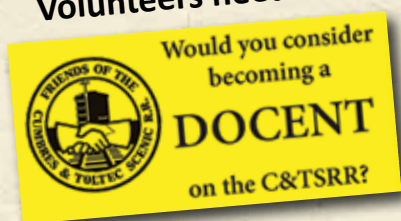
Paul Davenport, a retired reporter and editor for *The Associated Press*, is a longtime member of the Friends, a Friends board member and a twenty-year participant in summer and fall work sessions. You will generally find him working with right-of-way crews cutting trackside trees and brush, and maintaining historic signs. He lives in Phoenix, Arizona.



Pat Maufrais with four future docents on the C&TS. Check back in a few years!



Volunteers needed!



Enjoy meeting and conversing with the public? Have the stamina to be on your feet most of the day on a moving train? If so, consider being a volunteer train docent with the Friends of the Cumbres & Toltec Scenic Railroad. The Railroad's operating season runs from Memorial Day through mid-October, with trains departing most days from either Chama, New Mexico, and Antonito, Colorado. That frequency provides a lot of opportunities and flexibility for volunteering.

Friends docents play a important and fulfilling role in a passenger's experience on the Railroad's trains. Docents can also perform volunteer work in the Chama and Antonito yards and at the two depots, greeting guests and answering questions while interpreting the Railroad as a living museum. There's a lot of stories to share about the 64-mile-long Railroad as well as the area's culture, fauna, flora and geology along the right-of-way.



Docents can ride a Railroad bus either to Chama or Antonito before or after their assigned train trip. They get lunch at the Osier midway stop.

It helps, but it isn't necessary, that beginning docents have some background as railfans. Training with a reference book, a manual and other material is provided and a newcomer doesn't ride solo until after first riding a few times with an experienced docent.

To learn more, visit the "Docents-Volunteers" section of the volunteer page on the Home Page of the Friends website,

<https://friendsofcumbrestoltec.org/docent-volunteers/>



Standards for Customer Service for Friends Docents

These guidelines have been adopted by the Friends for training of new docents. These guidelines are included in the Cumbres & Toltec Scenic Railroad Docent Handbook.

Make eye contact and smile.
Start and end every Guest contact direct eye contact and smile.

Greet and welcome each Guest.
Extend an appropriate greeting to every Guest.

Seek out Guest contact.
Every docent will seek out Guests who need help or assistance.

Assist Crew Members during unexpected situations.
Although docents are not employees of the Railroad, work with Railroad employees to help resolve Guest concerns. Seek out the conductor and get the facts.

Display appropriate body language at all times.

It is the responsibility of every Docent to display appropriate body language whenever visible to Guests.

Preserve the Guest experience.
Always focus on the positive rather than rules and regulations. Talking about personal or Railroad-related problems is unacceptable.

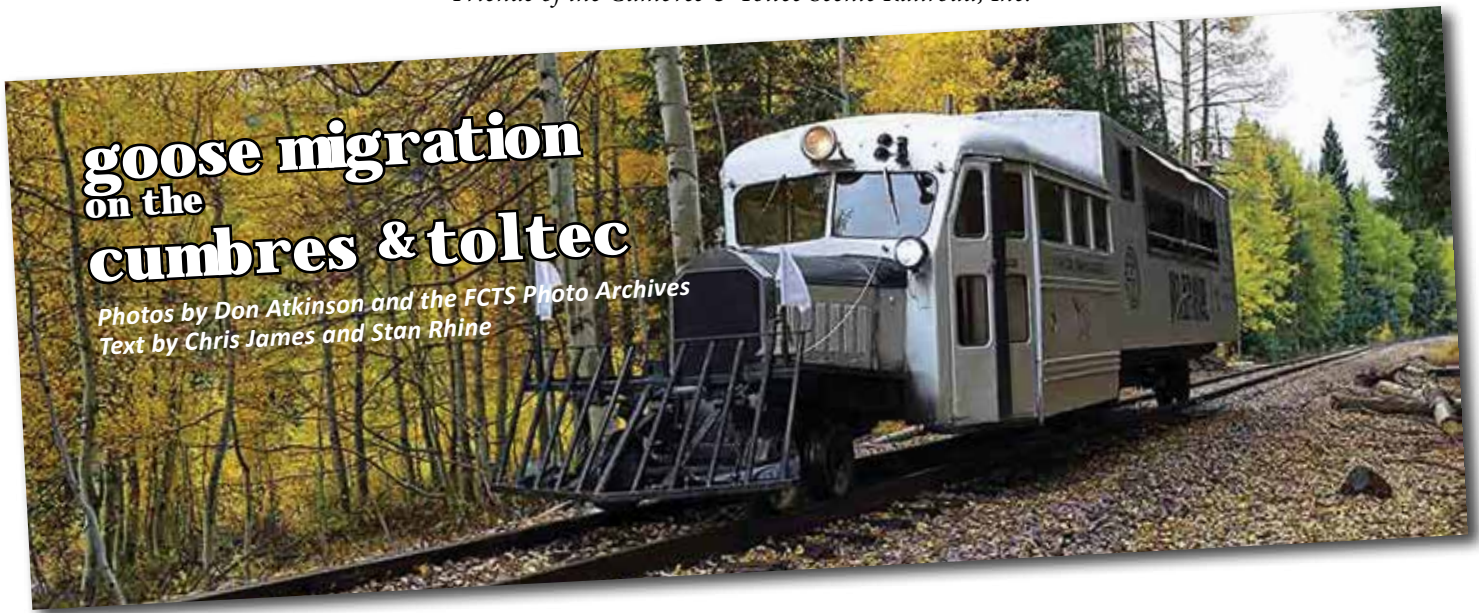
Thank each Guest.
Extend to each Guest a sincere "Thank you" at the trip's conclusion.

Know when to talk, when to listen and when to move on.
Be sensitive to Guests who desire to enjoy the trip in peace and quiet.

Use language that all Guests can understand.
The vast majority of Guests are not rail fans. Even simple ideas as a 4% grade need to be explained.

Be competent.
Know the material in *Ticket to Toltec* and use that book as the major source for answers. Do not give your version of history. Do not make up answers.

Taking breaks.
Being a docent is hard work! Taking a break is perfectly acceptable. However, take a low profile while taking a break. We are here for our Guests.



*“You see the geese in chevron flight.
Flappin’ and racin’ on before the snow.
They’ve got the urge for goin’
They’ve got the wings to go.”*

Joanie Mitchell
Urge for Goin’

While not exactly “flappin’ and racin’ on before the snow,” the special Cumbres & Toltec’s Galloping Goose events this fall carried lot of passengers with an urge for goin’ before the snow on Goose No. 5, on each of this fall’s six galloping excursions, two from Chama to Antonito, each returning the following day, and two shorter day trips from Chama to Osier and return.

The Goose trips weren’t the usual form of passenger travel on Cumbres Pass like today’s C&TS trains or the old Denver & Rio Grande *San Juan Express*, or the many long freights hauling goods, cattle and oil over the mountains to Alamosa. But over on the nearby narrow gauge Rio Grande Southern Railroad, the Goose’s home territory, one end of the line was at Durango, the western-most point on the D&RG’s Southwest Extension, a remainder of which includes today’s C&TS. The other end of the RGS connected back to the D&RG at Ridgeway, 162.6 miles north, so it was not unheard of for a Goose to occasion-

ally migrate beyond its normal range at the behest of the Rio Grande. But generally, seven Geese traveled between Ridgeway, north of Ouray, and Durango, flappin’ and eacin’ north and south at an average speed of about eighteen mph, delivering mail, passengers and simple freight shipments through the mining and agricultural regions of the western slope, beyond the reach of other railroads.

By the early 1950s, the RGS contract for the U.S. Mail had been canceled. Goose travel were now mostly special runs and tourist rides for those adventurous enough to brave the uneven tracks, occasional rock slides and derailments that often required passenger assistance to continue their journey from Ridgeway to Lizard Head and return, all for \$5.25.

But even that didn’t last. Without the mail contract, tourist trips were about all that kept the Goose alive. Regular RGS freight operations had fallen to near zero.

By the summer of 1952, the clock had run out and the last Goose ran for passengers on September 30th. By the following summer, both the Rio Grande Southern and the Galloping Geese were gone.

Despite the demise of the RGS and the Geese and the removal of the RGS tracks between Ridgeway and Durango (along with the 107 miles of D&RG narrow gauge tracks that were pulled up between Durango and Chama in 1970) pieces of southwest Colorado’s famous railroads-and its rolling stock-live on. Thanks to the public’s demand for Colorado’s history and rail fan experiences, the Durango & Silverton, the Cumbres & Toltec Scenic Railroad, the Colorado Railroad Museum in Golden, Colorado, the Galloping Goose Historical Society Museum in Dolores, Colorado and the Ridgeway (Colorado) Railroad Museum provide the historic backdrops and rights-of-way for Geese.; one wayward Goose lives at Knotts Berry Farm in California.

The most active Goose is No. 5 that annually migrates to the C&TS and the D&S from Dolores. And while it’s not “original” to the C&TS and the Southwest Extension, it has become an integral part of the RGS, D&RG and C&TS history.

And it, and the six other Geese, have stories to tell.



*Goose No. 5, Crosses Cascade Trestle
Friends Photographers Goose Special, October, 2025
Photo by Don Atkinson*

Toward the end of the Nineteenth century, Otto Mears, the "Pathfinder of the San Juans," built hundreds of miles of Colorado original toll roads and later, narrow gauge railroads like the Silverton Northern, Silverton Gladstone and Northerly (built by the Gold King Mine but later purchased by Mears), and the Silverton Railroad, all serving the mines around the San Juan Mountains.

The Silverton Railroad was probably the most ambitious project: the goal was Ouray, and a connection with the Denver & Rio Grande, on the western side of the San Juans.

But geography stopped the Railroad sixteen miles north of Silverton. Beyond there, Mears' Toll Road to Ouray, built in 1883, clung to cliff sides high above the Uncompaghre River, passable only on foot or by horses and wagons. Mears wanted to complete his railroad but with no possible route through the rugged terrain, the seven-mile descent between the Albany Mine and Ouray never heard the echo of a Silverton Railroad whistle.

Still, the toll roads and railroads had made Otto Mears a wealthy man. Since he couldn't build all the way from Ouray over Red Mountain Pass, he did the next best thing: in 1890, Mears began construction of the Rio Grande Southern Railroad, which would connect to the

Denver & Rio Grande at Ridgeway, sixteen miles north of Ouray. From there he built south and west to Dolores and east to Durango where the rails of the D&RG's Southwest Extension connected with his other three San Juan railroads running north out of Silverton.

By 1891, the Rio Grande Southern, with financial assistance from the D&RG, had built a 162-mile narrow gauge bypass from Ridgeway to Durango. It wasn't exactly efficient, but it was better than shipping ore by the wagon load over Mears' rocky toll road or 410 railroad-miles to Montrose by way of the Rio Grande, not unlike sailing round South America to get to San Francisco prior to the construction of the Panama Canal.

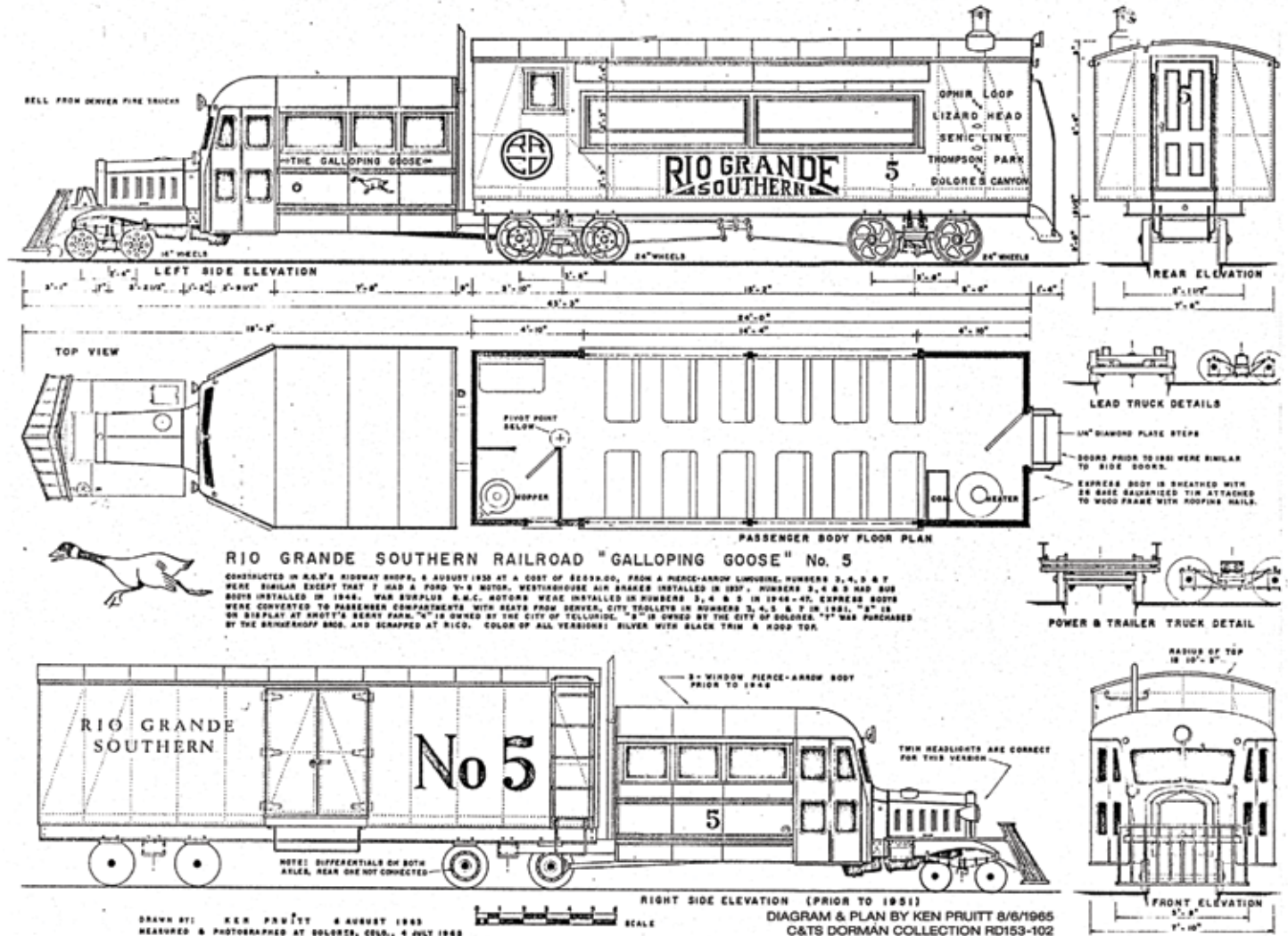
By that time, the D&RG was rapidly upgrading to standard gauge tracks and rolling stock. The RGS acquired 1,000 of the now-surplus narrow gauge freight and passenger cars, some already in very poor condition, along with some ageing narrow gauge locomotives.

Still, after its completion in 1891, the Rio Grande Southern was wildly successful, shipping ore to and from mines and agricultural freight from western Colorado. But a short two years later in 1893, the guillotine dropped.

In 1893, Congress repealed the Sherman Silver Pur-



Colorado Railroad Museum Collection



chase Act that required the purchase of the shiny mineral, previously at set price as high as \$1.29 per ounce. The mines, often a marginal operation anyway, survived until the prices, now in post-repeal freefall, dropped as low as \$.588 per ounce. The silver mining industry in Colorado and the West was over. The mines closed, the towns that supported the once-booming mining camps went bust and the miners moved on. With shipping of ore and supplies suddenly curtailed, the young Rio Grande Southern fell into receivership. In 1895, the Railroad was placed under the direction of the Denver & Rio Grande.

After the Silver Purchase Act, followed by the Stock Market Crash of 1929, the economic outlook could have spelled the end of the Rio Grande Southern. Still bankrupt and under receivership, the little narrow gauge line struggled on, through the early 1930s, now under the supervision of receiver Victor Miller.

Miller began to decrease expenses by terminating the D&RG management agreement, stopped renting equipment from them and renegotiated the terminal contract in Durango, saving \$57,000 a year.

But Miller's most long-lasting contribution to the RGS was to cut the cost of running steam-powered locomotives pulling entire, if short, trains. To keep the lucrative U.S. Mail contract but still provide passenger and freight services between Durango, Ridgeway and the many small towns in between, Miller proposed a simple passenger and LCL (less-than-carload) freight and passenger service. Utilizing rail-based automobiles running on gasoline instead of coal, and just big enough and economical enough to fulfill the Railroad's mail and dwindling passenger and freight needs, the Railroad might just survive.

The concept, which later became known as "The Galloping Goose," was born.

Light-weight, self-propelled transit wasn't new to the RGS. Earlier in the 20th century the Railroad operated several Model T inspection cars with flanged wheels, precursors to the "speeders" found in the C&TS today. According to Stan Rhine's book *Tin Feathers, Wooden Trestles and Iron Men* (Colorado Railroad Museum,

2012), Miller concluded, "Any rail vehicle intended to replace a steam train would have to be much larger and more substantial than any of these tiny, frail machines."

Rather than building the machines from the rail up, the RGS solution was to start with a used automobile that "already had an engine, transmission, electrical and cooling systems integrated into a functional package (that would be) much faster and less expensive."

The result was named "**Motor No. 1**," built in 1931 by the Railroad's master mechanic, Jack Odenbaugh. The "Galloping Goose," a name of uncertain origin but perhaps made popular by *The Toonerville Trolley*, a cartoon strip at the time, was in common use by almost everyone except the Railroad until around 1947 when the RGS finally acknowledged their popularity. Eventually, the name stuck, replaced "Motor," and became ubiquitous with the little waddling vehicles on the Rio Grande Southern.

Motor No. 1 was based on a Buick Master Six with a chopped body, an extended frame and a canvas-covered stake bed. In 750 days of active service, Stan Rhine states that, compared to a RGS steam train, the new motor "paid back the \$828.55, the cost of its construction, in less than a month."



"Motor No. 1" in Rico, Colorado, ca. 1931
FCTS Photo Collection RD169-042

It was such a success that the RGS began building a larger, much improved version. **Motor No. 2**, based on a Buick "limousine," rolling out of the RGS shop two months after No. 1. It had seating for eight: two plus the motorman in front and five tucked into the back seat. Behind the passenger body was an enclosed 650 cubic-foot steel freight box for mail and freight.

Ultimately Motor No. 2 was deemed too small and was



Goose No. 2, Durango, Colorado June 1940
FCTS Collection FCTS 153-020



Original No. 1 RGS Superintendent's 1911 Ford Model T
Inspection Car #1 in Ridgeway, 1913
FCTS Photo Collection RD169-04

retired in 1942 and picked clean for replacement parts, though eventually it ended up fully restored at the Colorado Railroad Museum.

Motor No. 3 was completed two short months after Motor No. 2. At 42' 3" in length it was the largest "goose" (still with a lower case "g") yet. According to Stan Rhine's *Tin Feathers*, No. 3 was built from a 1926 "Pierce-Arrow limousine, purchased used in Denver on September 2, 1931" for \$400.

"With a nearly 1000 cubic-foot freight compartment and the roomy Pierce-Arrow passenger compartment," it was a "significant technical and aesthetic advance, greatly increasing the passenger, mail and freight handling capabilities of its forerunners."

It was clear that Motor 3 was a masterpiece and the next Motors, **No. 4** and **No. 5** with their Pierce-Arrow bodies, would be built almost identical to No. 3. The flock of Geese kept the Railroad alive during World War II.



Original Goose No. 3, Ridgeway, Colorado, June 1945
Nos. 4 and 5 were of a similar design.
FCTS Collection FCTS RD154-101

But that would soon change. Once the war was over, mines and minerals for defense and the mining towns that supported them, along with their requisite freight, began disappearing in the San Juans. Those that survived now relied on trucks to haul their ore, goods and supplies. Post-war days had victorious Americans flying high, flush with the future and eager to travel, pumping cheap, un-rationed gas into the cars they hadn't used or couldn't afford since Pearl Harbor. Along with freight, RGS's limited passenger traffic was declining.

America was changing. And so were the Motors.

Looking at photos from the 40's and early 50's, the rebuilt RGS Motors 3, 4, and 5, now named officially named "Geese 3, 4, and 5," have a very different, and distinctive, appearance. Gone were the worn out twenty-year-old Pierce-Arrow "limo" bodies, replaced by war-surplus bus bodies that were tighter, roomier and stylistically familiar to the post-war era and available for pennies on the dollar.



Modified Goose No. 3, 1951 Telluride, Colorado, July 1951
Geese 3, 4 and 5 were a similar redesign.
FCTS Collection RD153-033

Built by Wayne Company in Indiana for use in Europe on left-hand-lane traffic roads, as well as American military bases with right-hand lanes, the government surplus buses had entry doors on both sides of the cab. Regardless whether you were stationed in England or Texas, you wouldn't be stepping off the bus into traffic. Most of those shopping for surplus busses for use in North America weren't interested in those two-door models but for a railroad like the RGS they were perfect: passengers could safely step off onto any platform at stations on the Rio Grande Southern. You can see the double-door arrangement on Goose No. 5 at Cresco on the C&TS on page 12.

Goose 6 became the workhorse ("workgoose?") of the fleet with a flatbed in back used for maintenance purposes. Built in 1934, it was used as an inspection vehicle, similar to the original Model T's of earlier days but also could haul a trailer for poles, ties or any other equipment that didn't require a costly steam locomotive and flat car.



No. 6 at Rico, Colorado, May 1949
FCTS Collection RD169-034

Goose No. 7 was a bit of a hybrid. The last of the Geese to hatch, arriving in October, 1936, it retained its Pierce-Arrow body, gussied up a bit, but it had the largest freight body yet, 1,000 cubic feet, almost the same as a narrow gauge boxcar. It was stationed out of Durango and mainly worked the southern portion of the Railroad.

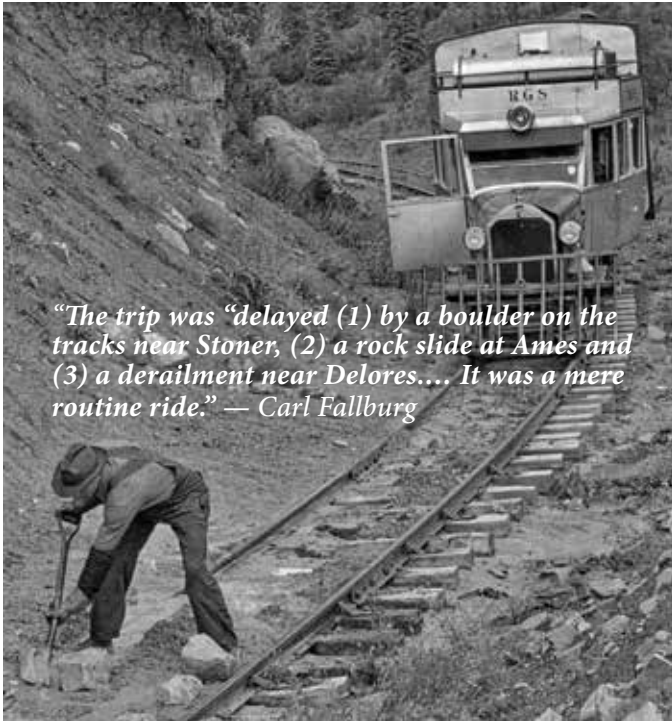


Goose No. 7, on its first day of service, October, 1936
Colorado Railroad Museum Collection

There was also an **Eighth Goose**, built as San Cristobal Railroad No. 1 for the D&RGW's old Lake City Branch in 1933. But the branch was in such poor condition, it was torn up in 1937. The pseudo-Goose was shipped back to Ridgeway, and its body replaced the aging Pierce-Arrow passenger body on Goose No. 2.

In the broad view, the Galloping Geese kept the struggling Rio Grande Southern alive as long as they could. In the post-war years as cars carried more passengers and

trucks carried freight over now (somewhat) improved roads, the Geese became a bit of an anachronism: funky, unique but an amazing way to travel through the San Juans. Adding to the few local passengers, there were now railfans from all over, especially the Rocky Mountain Railroad Club, who sponsored a number of Goose trips over the line. In *Tin Feathers*, San Rhein quotes a letter to Cornelius Hauch who, along with Bob Richardson, founded the Colorado Railroad Museum, about a trip on Goose No. 5 in 1947:



"The trip was "delayed (1) by a boulder on the tracks near Stoner, (2) a rock slide at Ames and (3) a derailment near Delores.... It was a mere routine ride." — Carl Fallburg

*Motorman shoveling debris from the track, July 12, 1941
Photo by Bob Lunoe
FCTS Photo Collection RD154-099*

But the end was near. In 1950, the Geese lost their lucrative U.S. Mail contract that had kept them alive for so many years. Still, tourists in Durango discovered the "what-the-heck-is *this*" Geese. Word began to spread and during the 1950-1951 season, 2,000 passengers braved the 53-mile trip between Ridgeway and Lizard Head and back. But tourists had also discovered the Durango-Silverton branch, easier to access, more comfortable to ride and with better overnight accommodations at both ends. And it was a real train, not, as Stan Rhein wrote, some "goofy-looking contraption that appeared...to be built out of spare parts."

The last Goose* trip departed Ridgeway on September 30, 1951. The permission to dismantle the Rio Grande Southern was granted on April 8th, 1952. Dismantling the line began the following September with three "dis-membered" Geese helping to scrap their livelihood. Said Stan Rhine, "the wondrous creation, the Galloping Goose that had saved the Railroad had become in instrument of its death."

*According to Stan Rhine, the name "Galloping Goose" may have been credited to an old RGS railroader who reportedly proclaimed, "that darned rig looks like an old goose a-flappin' and a-gallopin' down the track." Regardless of the source, the name became so popular with tourists and the press that the RGS probably decided it wasn't so bad after all.)



*Goose No. 4, southbound at the Trout Lake Tank, July 1951
Photo by Ernie Peyton
FCTS Photo Collection RD137-019*



*Goose No. 5 at Cresco Tank, September 2025
Photographers Goose Special
Photo by Don Atkinson*

Post Script: A fastidious railroad historian may complain that "The Galloping Geese did not have a major role in what is now the Cumbres & Toltec. Why is it there now?" While that may be true, Goose No. 5 has been traveling over on the C&T&S since it was first introduced to the Railroad in 1998. With the RGS connection with the D&RG in Durango, a short goose-flight to Chama along the abandoned Southwest Extension right-of-way, it probably felt as much at home there as at Lizard Head.

According to an article in the Fall 1998 C&T&S Dispatch, the Goose "had not moved more than a couple feet on its display track in Dolores." Now fully restored to safe, operational condition, "It was quickly decided that No. 5's return to service should be on the C&T&S." On Friday, May 29th, 1998 it was loaded on a flatbed truck and carried the 150 miles to Chama and unloaded at the end-of-track.

On Saturday, after some final tune-ups, it made it's first run to Cumbres. On its second run the following Sunday, No. 5 met up with former RGS Locomotive 463 at Cresco. It must have been like a meeting of two old friends after 47 years!



Chris James edits the C&T&S Dispatch but has drawn most of his Goose history from the book *Tin Feathers, Wooden Trestles and Iron Men* by the late Dr. Stan Rhine. A "retired Professor of Anthropology at UNM, forensic scientist, researcher, writer, railroad historian and model train builder," Rhein was a long-time Friends member. His book, *Tin Feathers* was first published by the Colorado Railroad Museum 2012. A new edition of the book has now been released.

Then and Now



Superintendent Boucher and driver Jimmy Cooper in Goose No. 4
Photo by John W. Maxwell
FCTS Photo Collection RD153-074



Goose No. 5 leaving Osier, October, 2025
Friends Photographers Goose Special
Photo by Don Atkinson



Goose No. 7 at Lizard Head Snowshed, June 1941
Photo by Charles S. Small
FCTS Photo Collection, RD137-019



Goose No. 5 at Cumbres Friends Photographers Goose Special
October, 2025
Photo by Don Atkinson



A parade of Geese at the Colorado Railroad Museum GooseFest, June 16, 2012. [Front to back} Nos. 1, 2, 4, 5, 6, 7
Missing Goose No. 3 resides at Knott's Berry Farm, Buena Park, California
Photo by Stan Rhine

NUMBERS & LETTERS:

ALL THOSE MYSTERIOUS DATES, ABBREVIATIONS, NUMBERS AND CODES ON FREIGHT CARS: WHAT DO THEY ALL MEAN?



On the Cumbres & Toltec, you will see a variety of letters and symbols on every freight car. This alphabet soup of text, numbers, dates, and codes may not mean much to the average C&TS rider, but to the Friends of the C&TS and those who are interested in our historic rolling stock, they convey a lot of vital information, not only about the car and its variety of cargo but also some of its maintenance, painting and perhaps even its preservation over the years. Much of the rolling stock you see on the C&TS is over a century old. But thanks to the care and maintenance of the D&RGW of days past and the Friends restoration work since 1988, they keep rollin', helping to keep the Railroad's history alive!



This D&RGW narrow gauge boxcar, lettered in its 1940s scheme has the usual Denver and Rio Grande Western lettering and new "Flying Rio Grande" design scheme. The car number—3605—is seen just below the lettering. But what does all the fine print mean? Smaller lettering is critical to the loading and maintenance of the car.



The lower-left corner of the car has a **Stenciled Star** image that refers to the year and source and date of the painting and lettering.

This was used by the D&RGW to denote when the car was last painted. The Friends of the C&TS (Cumbres and Toltec Scenic) Railroad have adapted this logo to indicate when the Friends volunteers repaint a freight car. The star shows "F-C-T-S 25:" Friends (F), of the Cumbres (C) & Toltec (T), Scenic (S) Railroad and the year painted (2025). This indicates the boxcar was painted and lettered by the Friends during the summer of 2025.

DU. 6 44 – This car was last weighed in Durango (DU) in June (6) in 1944.

CAPY 50000

Capacity of the car in pounds. In this case it is 50,000 lbs. This is the normally loaded design limit of the car.

LD LMT 55000 – Load Limit of the car in pounds. Here it is 55,000 lbs. This is the maximum capacity of the car.

LT WT 23100 – Light Weight of the car. In this case it is 23,100 lbs., about 11 tons!

Note that the trucks under these cars are arch bar types with a capacity of 25 tons each.

TEXT AND PHOTOS BY
DON STEWART

On the right side of the car is the **dimensional data for loading the boxcars.**

CU. FT. 1267—Cubic Feet inside is 1267. That is all that will fit in the cars. In the early 1900s, a ranch in Gunnison harvested its grass into bales. Their records indicated that 144 bales would fit into the cars. The grass was used to feed mules hauling cars (trolleys) at the CF&I steel plant in Pueblo, Colorado.

I.L. 29 FT. 5 IN.—The Interior Length is 29 feet, 5 inches, so longer items will not fit in the car.

I.W. 7 FT. 0 IN.—The Interior Width is 7 feet 0 inches.

I.H. 6 FT. 1 IN.—The Interior Height is 6 feet, 1 inch.

REBUILT 24—This car was rebuilt in 1924.

Below that is the lubrication repack date for the journal boxes.

RPKD DU. 9-1-45 D&RGW—In this case the boxes were repacked (RPKD) in **Durango (DU)**, Colorado, on September 1, 1945, by the D&RGW. Other common repacked sites are ALA (Alamosa, Colorado), SAL (Salida, Colorado), MO (Montrose, Colorado), and OU (Ouray, Colorado).

On the upper side of the car, just left of the door is:

NEW ROOF ALA 9-24 This indicates that a new roof was installed in September 1924. The D&RGW completely rebuilt the cars in 1924 through 1926. New cars were taxed at a higher rate than repaired cars, so the cars were rebuilt using the existing metal hardware and all new wood, instead of buying new cars.

On the door in the center of the car are two stencils. **One indicates the right (R) or left (L) side of the car.** The right side of the car is shown here. How do you tell the right side of the car from the left? It all depends on the brake wheel location. Even on modern standard gauge cars, the brake wheel denotes the “B” end of the car.



The other end is the “A” end. When facing the B end from outside of the car, the right side is to the person’s right side. The left side is to the left. Marking the door helps indicate that the right side of the car when viewing the cars from the side in a train. It helps when repairing a missing grab iron near the B end on the right side that needs to be replaced and identifying the end-location of the brake wheel..

The door also notes, **“DO NOT CLEAT DOOR.”** Cleats were lengthy 40- to 60-penny spikes used to prevent door bulging and shrinkage because of the load, allowing fine materials to slip out of the cars between the floor and side doors along the route. This loss of fine materials, such as ice, flour, sugar, beans, mining concentrate, drilling mud, etc., made for an undesirable loss of money for the railroad. These spikes were pounded into the door at an angle and driven into the floor of the car inside the door causing damage to the doors and was frowned upon by the railroad.

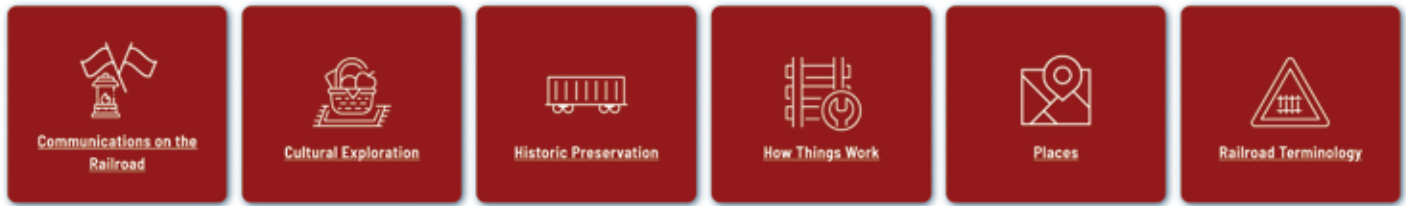


After 1940, most lettering on the ends of each car was limited to the **railroad (D&RGW) and car number.** The end with the **RETAINER** (the “B” end) also had a stencil indicating the handle position when moving down grade. Usually, the retainer is not used (placed in the “RELEASE” position) whereby no air pressure was applied to brakes. Hence the old expression to “Turn up the Retainers” for going downhill, adding air to the lines for braking. When going down grade the retainer lever was generally placed in the 10-psi position. This applies about 10-psi to the car’s brake cylinder and thus applying some brake resistance to the car’s wheels. When loaded, the retainer lever was moved to the 20-psi position (“not to be used in the 20-psi position on empty cars.”), applying more residual pressure.



Don Stewart grew up in Albuquerque and currently lives in Phoenix, Arizona. An Engineering graduate of the U.S. Air Force Academy, he retired in late 2013 after many years in Air Force and the private sector. He first rode the C&T&S in June 1977; the hook was set. He joined the Friends in 1996 and has attended work sessions every year since then. Along with working on many other projects, he’s been the long-time Team Leader of the Friends Paint Crew. He currently serves as Chairman of the Friends of the C&T&S Board of Directors.

Virtual Education Program



The Friends of the Cumbres & Toltec Scenic Railroad's Education Programs are proud to teach young railfans about railroad history, how trains work, historic preservation, and our favorite Railroad, the Cumbres & Toltec Scenic Railroad. Our hope is that the materials provided will help young people fall in love with the Railroad and someday become part of the Friends' community.

The program began in 2022, when one of our volunteers found an older educational guide created by Nan Clark. The Historical Interpretation Committee of the Friends of the Cumbres & Toltec Scenic Railroad embarked on a journey to create a new educational outreach program for youth. Since then, the education program has grown, and the Education Committee branched off to focus solely on further development of the

Friends' educational offerings. Our Education Program is comprised of two parts, the Junior Engineer Program and the Virtual Education Program.

The *Cumbres & Toltec Scenic Railroad Junior Engineer Guide* was released early in the 2023 train season and has continually been a smash ever since. Thanks to our fantastic docents and C&TS staff, the program has been distributed to nearly 7,000 youth and our volunteers have certified roughly 5,000 Junior Engineers. Each new Junior Engineer is certified by one of our docents, onboard the train, and receives a Junior Engineer Patch upon completion of the guide. The guidebook is popular with adults as well, and our team has unexpectedly received several requests for a "Senior" Engineer Guide.

The second part of the Friends' education offerings, the Virtual Education Program, has been a work in progress for several years before being released in the summer of 2025. The program started with a list of topics and a request for researchers. Our amazing researchers turned in more material than the team has been able to work through and compile into units. Since the program's online debut, the Virtual Education Program has been viewed over 1,000 times.



Each unit produced by the Education Committee includes a screen-size PDF lesson written in youth-friendly terms with photos and drawings, a mini book with simplified text and activities. Some of our units have accompanying videos on YouTube, additional activity sheets, hands-on projects, and games. We currently have five full units available on the website, including "Whistle Signals," "Eating Houses," "Signs," "Rail Gauge," and "The Friends of the Cumbres & Toltec Scenic Railroad." Additional units will be released as they are completed.



Currently the team is working on researching and producing additional units, interactive trivia games, coloring sheets, and hands-on activities. Our long-term goal is to release units in twelve categories. Categories include "Railroad History," "Historic Preservation," "Places," "Communications on the Railroad," "Geography, Nature, & Weather," "How Things Work," "Cultural Exploration," "Railroad Terminology," "Cumbres & Toltec Scenic Railroad," "Locomotives & Rolling Stock," "Railroad Jobs," and "Miscellaneous."

As we continue to grow the Virtual Education Program, there are a few ways you can help. Our team is looking for volunteers who can create simple PowerPoint presentations using research materials provided by other team members. PowerPoints are then converted to PDFs and are the lesson portion of each unit. We also need volunteers to help us fact check and proofread completed materials. In addition to text-based work, we also need comic-book-style artists to help create engaging story-based materials, videographers who can produce animated videos illustrating how things work, and designers who can create detailed maps of sites along the Railroad. As always, we encourage members to submit any new ideas to help us fully develop this amazing program.

Do you want to help, but don't have time or the skills to help create educational materials? Share our Education Programs with young railfans, parents, and friends who want to learn more about trains, history, railroad life, and more at: <https://bit.ly/41IaDxk>



When the Whistle Blows



Draw a line from the whistle signal to the photo that shows the correct time the engineer should blow each signal.



Use your whistle signals guide to help you remember what the signals mean.

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Answers can be found on the Friends website: <https://tinyurl.com/whistlekey> or use the QR code above:

HISTORIC PRESERVATION ON THE C&TS, 2025

SESSION E (JULY 28-AUGUST 1) AND SESSION F (AUGUST 4-8)

SESSION G (SEPTEMBER 22-26)

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

Photos by Michael Mee, Sharon McGee, and Don Atkinson. Reports are based on Team Leader submissions to FIDO. Reports are edited due to space considerations. Team Leaders and project members are shown as listed in the Team Leader report in FIDO. Reports or photos not submitted may use archival information or are omitted. The Editor regrets any errors in content.

WORK SESSIONS
E, F AND G
JULY 28-SEPT 26



Session E Crew: July 28 - August 1



Session F Crew: August 4 - 8



Session G Crew: September 22-26

Proj. 0201/0301: Site Leader, Safety Training and Coordinator CRE, Antonito E, F & G



John Engs once again supervised the operations at the Ed Lowrance Car Repair Facility (CRF) in Antonito. He also acted as Safety Coordinator teaching the use of the AED defibrillator.

Proj 210-211: Session Sign-in and Merchandise Sales, Antonito, Sessions E, F & G

Mary Jane Smith handled both desks, not only getting them signed in but also getting them equipped with the correct Work Session outer-ware.

Proj. 0231: Meals and Snacks, Antonito, Sessions E, F, & G

Michelle Barlin, with lots of help, keeps the Friends crews happy, healthy and full of pie and yummy cake!



Proj. 0240: Tool Car Supervision Antonito, E, F & G



Of course it's Marshall Smith, master of the tool inventory (both in and out). He inspects tools for both sharpness and correct operation when handing them to team members.

Proj. 0248: Stencil Car-Lettering Coordinator, Antonito, Session F



Steve Jorgensen provided lettering stencils for Boxcars 3596 and 3073 with post-1939 "flying Rio Grande" logos on Boxcar 3073. That car also

included a tack board, "FLOUR, SUGAR AND BEAN LOADING ONLY." High Side Gondola 1000, a multi-year project, was readied for a 1936-1939 era Royal Gorge/Moffat Tunnel logo. (See the lettering results in Project 730 and 732, "Lettering Rolling Stock, Sessions E and F" to the right.)

Proj. 763: Landscaping Maintenance, Antonito, Sessions E, F & G

Keeping the weeds under control around the two yards, the CRF and depots is a never ending job. Fortunately, there are always willing gardeners willing to take on task.



Proj. 0763: Chronicling and Documenting projects in each Work Session, Sessions E, F & G

So where do all these wonderful photos come from? Why from our crack team of photographers on the Chronicling Team, of course: **Mike Mee** and **Sharon McGee** with additional help from **Don Atkinson** and **Ian Kelly**.



Proj. 730: Lettering of Rolling Stock, Chama, Session E

Steve Jorgensen's lettering crew (**Don and Jill Stewart, Greg Coit** and **Melissa Sellers**) did a fine job on a number of cars in Chama: Boxcars 3605 and 3073 were lettered with the great Rio Grande "flying" logo.



Proj. 0732: Rolling Stock Lettering, Antonito, Session F



Steve Jorgensen led a lettering crew including **Fred Pitroff, Gayle Mecca** and **William Brune**. A "LAVA" sign was painted and lettered for the Lava telephone booth.



Tank Car 11050 was lettered to GRAMPS/UTLX standards per instructions provided by the Tank Car Restoration Crew. About 90% of the lettering was completed; the remainder will be accomplished during Work Session G in 2025.

Proj. 1354: Speeder MW 02, Antonito, Session F & G



Work continued with **Jim McGee** leading the team of **Roy Obridgewitch**, and **Carl Hauelsen**. "The Devil's in the details!" And there has been a lot of little details to finish up to get MW02 back on the C&TS. In Session F, they repositioned the door strikers and sealed the body joints as well as

painting the interior and installing insulation.



In Session G, the crew fabricated and installed the roof panels along with a wiring harness for the lights and horn.



Proj. 1369: Rebuild/Restore Telephone Booths along the RoW, Antonito, Session F & G

Over the course of three work sessions, **Don Atkinson** and his crew that included **Steve Meeks, Jim Davidson, Paul King, Don Serrurier, John Galvey, Carl Hauelsen** and **Doug Barlen**, repaired booths at MP 90.766 Lava, 296.600 Big Horn, 310.520 Toltec, 311.280 Mud Tunnel, 314.800



Rock Tunnel, 322.900 Los Pinos, 327.650 Apache, 332.900, Coxo and Cresco, 335.240.



A SHPO project, the booths required structural repairs, roofing, siding and door and interior work. A typical completed booth was returned to Lava.



Proj. 1389: Rebuild Boxcar 3263 for use as the Stencil Car, Antonito, Session F & G

During Session F, car doors were restored or rebuilt if needed. During G Session, **Steve Meeks** built a reproduction door mechanism out of scrap steel and installed it on the A end of the car. The right and left upper door guides were installed and the right side door was squared up and installed. The crew, led by **Scott McCullough**, included **Lynn Aldrich, Steve Meeks** and **Rob Lenicheck**.



Proj. 1390: Restoration of RPO 54, Antonito, Session F & G

The RPO 54 project was stalled in Session D due to weather and paint problems. In G Session, **Don Atkin-**

son and Warren Bowers installed upper clerestory flashing on the roof. All four curved ends were installed and the east side was installed and about one half of the west side was installed.



and keep out rodents, vandals and other nefarious pests.



Proj. 1408: SHPO - General Repairs to Exterior of Osier Depot including windows, trim, and siding. Sessions C & D



A **BIG APOLOGY** (and a “Whoops!”) to team members **Cletus Wander** and **Dan Schmidt** for failing to include their report and photos from their **C and D projects** at Osier in the **Fall issue**. My bad! *cj*

Proj. 1005: Continued Work on Interior and Exterior of Car Inspectors House, Sessions F & G

In as much as your harried *Dispatch* Editor didn't receive any Team Leader reports from the crew working on the Car Inspectors House in Sessions E and F, you are just going to gather what you can from Michael Mee's terrific photos from Cumbres.



Proj. 1410: Reconditioning Existing Trucks and Fabrication of Parts, Sessions E & G

Ian Kelly assembled a 20-ton truck using existing wheelsets and frame. The truck will be placed under MOW Car 04258 in place of a 25-ton truck at one end. The car will then have matching 20-ton trucks.

Proj. 1005: Installation of Steel Door and Window Shutters at the Lava Pump House, E & F

The Lava Pump House, down the hill from Lava Tank, has now been secured with thick steel door and window shutters to protect the interior



The team did what they could to raise, straighten and level the Osier Depot's deck but the deck will need to be replaced in 2026. They also repainted the window sills, caulked portions of the exterior, and built five new door and window coverings to secure the interior during times when the depot is closed up.



Proj. 0779: Mechanical Maintenance, Antonito, Session E & F



Rider Gon 1357 was delivered with a bad wheel, and the body bolsters were also badly worn with no sign of lubrication. **Bill Kepner** and his crew found a better truck set, and once journal boxes and wheel sets were transferred to it, the truck was replaced under the car.



The team then traveled to Chama and did an air test on Drop Bottom Gon 783, Box Car 3014 and Livestock Car 5691. All passed.



Proj. 0759: Repair and Replace Signage on RoW Session G

Team Leader **Lawrence Marquess** and **John Lockwood** rode the speeder on Sunday to inspect and outline needed work between MPs 280 and 306. Selection of signs to be addressed during

Session G was determined based on factors including: (1) the immediacy of the need for replacement or repair; (2) availability of necessary tools and materials; and (3) the accessibility of the signs. Many signs are along stretches of the right-of-way that are very difficult to access by road or by walking. They were joined during Session G by team members **Paul Davenport**, **Kirk Middleton** and **Mike Smith**. On Tuesday, September 23rd, they drove west along the Railroad where they replaced mileposts 285 and 287, both



of which were rotted at the base and certain to fall over. On Wednesday and Thursday, September 24th and 25th, the C&TS provided them with a motor car, trailer and authority to operate between Antonito, MP 280 and Sublette, MP 306. During those two days, they replaced another milepost, MP 295. They repaired and totally repainted another six mileposts (286, 288, 289, 290, 291, 292). They also addressed several speed restriction signs which required attention because the required green paint on the back of the sign had faded or rusted away.



Proj 1332: Restore GRAMPS Tank Car 11056 to operational condition Antonito, Sessions E, F, & G

Randy Worwag and **Chris Trunk**, the Friends Tank Car wizards, assembled Bettendorf trucks with new wheels, replacing the temporary shop trucks under Car 11056.



They also fabricated and installed brake rigging and painted the air brake components.



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



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

Once the summer work sessions were over, we worked on Express Car 163 with a lot of work being done on the roof, the carlines and the clearstory windows. Inside the car, the crew prepared the flooring supports, removed paint on the interior and prepped the interior siding. The roof crew finished installing approximately half of the roof. They have lots of interior work remaining. Progress is slow but exciting. And important!



Work on Express Car 163 will continue throughout the winter. It is not expected to be completed until well into 2027. That's OK; it only took eleven years to complete Pullman 470's restoration!



Whistle in 2026 with the *2026 Friends of the Cumbres & Toltec Calendar!*

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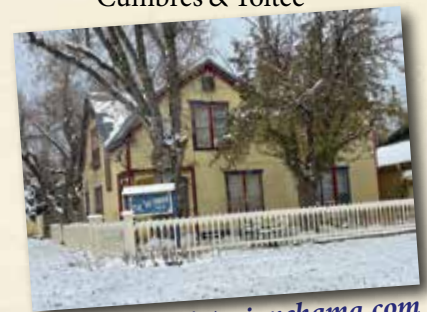
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Photo: Don Atkinson, 2025



Photo: Chris James, 2007

Is there something about bears and trains? C&TS Crewman Carlos Llamas often travels with “Mr. Bear,” a plush toy he originally acquired for his niece, Maija, 16 years ago. Today, it’s been Carlos’s almost constant companion around the C&TS and beyond. Carlos carried Mr. Bear on this fall’s Galloping Goose trips and he has traveled with Carlos and his family through forty-three states and eight countries. Mr. Bear is important to him, he says, because now he can always “carry his father’s spirit” with him.

But what can be said about the fireman and his Teddy on the *Jacobite Steam Train* (that’s *the Hogwarts Express* in the Harry Potter films) that travels 67 Km (47 miles) between Fort William and Mal-laig, Scotland? Not much, actually, except that perhaps *every* rail-road crew member simply needs a Teddy Bear! This is one of Chris’s favorite photos from his travels in Scotland back in 2007.