



C&TS DISPATCH

VOLUME 39
SUMMER

NO. 2
2026



Open-Passenger Gondolas on the D&RG and the C&TS

plus: Meet the Friends New Office Staff!

How to Disassemble a Boxcar

The Tale of Tanglefoot, The Railroad Raccoon,

Photos from the Ernie Robart Collection

Session A, B, and SS Summaries

Session E, F, & G Schedules

...and lots more



C&TS DISPATCH

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

William Lock, Founder-1988

Vol. 39, No. 2 ☞ Summer, 2026

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Henry Sandles

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Jim Ewbank

C&TS DISPATCH

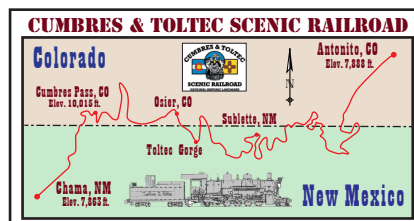
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The C&TS Dispatch is published four times each year by The Friends of the Cumbres & Toltec Scenic Railroad Inc., a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a sixty-four mile-long 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 \$40.00 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: 1970-today

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



Friends of the C&TS: TELEGRAPH

WELCOME TO THE NEW FRIENDS STAFF!

Two key staff positions with the Friends of the Cumbres & Toltec Scenic Railroad have been filled with the naming of Henry Sandles as Executive Director and President and Sara Jamison as Office Manager.

Henry Sandles

Executive Director and President of the FCTSRR, Inc.

Henry started on May 18, 2026, after the Friends Board of Directors approved his hiring following a lengthy search. Henry's experience in civic engagement and



fundraising for nonprofit organizations will help support the key needs of the Friends.

In

its search for the new executive director and president, the Board identified a need to boost the Friends' community presence through outreach to raise the public profile of the Friends.

Priorities for supporting the historic preservation work of the Friends include stepping up fundraising and recruitment of volunteers for the organization's work sessions.

Specific tasks assigned to the executive director and president including overseeing the volunteer program, representing the Friends at events to communicate the organization's mission, identifying potential fundraising opportuni-

ties and planning special events.

Henry's professional experience includes positions with the University of New Mexico, the World Golf Foundation and a state government social service agency. A longtime Albuquerque resident, Henry replaces Rick Marsden, who resigned as Friends Executive Director and president in January.

Email — hsandles@fctsrr.org

Sara Jamison

Office Manager, FCTSRR, Inc.

Sara has experience with nonprofit management in her previous job in Wisconsin. She relocated to New Mexico from a small island community in Lake Superior.

Her position with the Friends involves providing comprehensive operational and administrative support

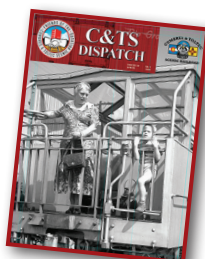


to ensure efficient day-to-day functioning of the office in Albuquerque.

Specific tasks as-

signed to the office manager including processing membership renewals, overseeing functions, planning meetings and events, and supporting volunteer efforts, fundraising and membership activities.

Email — hsandles@fctsrr.org



While the *Silver Vista*, the Denver & Rio Grande's short-lived passenger gondola, was a hit with the tourists, it was not so popular with the Railroad looking for any excuse to scrap the ancient narrow gauge. But ha! The *Silver Vista* helped build passenger traffic, which saved the Silverton Branch. Among the 1953 travelers in the *Silver Vista* was our own future Friends member, Ernie Robart, then six years old, and his mother Hulda. Ernie (1947-2019) went on to volunteer with the C&TS and the Friends and, over the course of fifty-plus years, shot tens-of-thousands of photographs that are now part of the Friends of the C&TS Historic Photo Collections. See Page 19.

FCTS Historic Photo Collections, ERNG19530600-0025.jpg

PLUS A "HOWDY" AND A (SNIFF...) "FAREWELL!"

Katharina Root Accountant and Financial Supervisor, CTSRR, Inc.

Katharina, a longtime Friends employee is the third member of the office staff, active in the office for many years. Katharina's duties as internal accountant for the Friends include keeping financial records, providing financial statements and re-cording, and making payments for expenses. Katharina also edits the Friends annual calendar.

Email — krout@fctsrr.org



Gwen Lotz Retiring as Office Manager for the FCTSRR, Inc.

Before her retirement from the Friends staff after 22 years of dedicated service to the organization, Gwen helped familiarize Sara with the organization's office operations.

Friends from all over gathered at the *Season 52 Restaurant* in Albuquerque on May 2nd for a farewell luncheon, high praise, photos and a couple of parting gifts.

Sara, you have some big shoes to fill!



Help Wanted:

Craig McMullen has announced his intent to retire from his position as head of the Friends Wood Shop in Chama. He will continue working on other projects and sessions.

The Friends of the C&TS needs an experienced wood worker that would be willing to take the position as *Supervisor of the Chama Wood Shop* for the 2027 season. For information,

Contact John Engs,
jengs@fctsrr.org



NRHS GRANTS COMMITTEE AWARDS \$10,000 GRANT FOR EXPRESS CAR 163

The National Railway Historical Society (NRHS) has awarded the Friends of the Cumbres & Toltec Scenic Railroad a \$10,000 Heritage Grant for 2026 for the purpose of the restoration of Denver & Rio Grande Business-Express Car No. 163.



FCTSRR Collection SR22-015.jpg



Photo: Don Atkinson

As set forth in the Terms and Conditions applicable to the Grant, the project, or portion of the project, to which the Grant award applies, should be completed within two (2) years of receipt of the Grant funds and, upon completion, a Final Report, as described in the Terms and Conditions, shall be provided to the NRHS.

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 become a member of the Friends and receive the quarterly *C&TS Dispatch*, the monthly *Dispatch Extra*, discounts on train rides, invitations to special events and the opportunity to participate in restoration of 100-year-old Railroad cars and buildings each summer.

You don't have to be a volunteer to be a member of the Friends. Even if you can't visit us in Chama, New Mexico or Antonito, Colorado, your membership helps the Friends of the C&TS protect and maintain the history of narrow gauge Railroading in the West along with the satisfaction of supporting and investing in the cultural heritage that is the Cumbres & Toltec!

You can help our organization even more if you consider making a tax deductible donation of any amount to the Friends of the Cumbres & Toltec, a 501(c)3 non-profit organization.

Only \$40 per year for a Family Membership! All memberships (including Foreign Memberships) can be purchased online at www.friendsofcumbrestoltec.org

We accept



Check the website for
more information!

Already a Member?
Give this to a friend!

Friends of the Cumbres & Toltec Scenic Railroad, Inc. is a non-profit, tax exempt corporation under section 501(c)(3) of the IRS Code. All contributions are deductible to the fullest extent of the law. IRS# 85-036487



President's Roundtable

***"My heart is warm with the Friends I make, and better Friends I'll not be knowing, yet there isn't a train I wouldn't take, no matter where it's going."*—Edna St. Vincent Millay**



Recently I had the opportunity to visit work sessions in Chama and Antonito, and I have never seen a more dedicated group of members, volunteers, and Board of Directors in any organization. Their willingness to cover their travel, lodging and

meals, along with the time they devote, is incredibly generous. The project managers do an outstanding job leading volunteer crews, and the camaraderie among the crews is unmatched. I have observed several projects first-hand and can attest to the professionalism and pride the crews bring to their work. It's been eye-opening to watch decaying freight cars and complex railroad equipment transition to a completely rebuilt state and returned to historic standards. The amount of time and energy the docents and volunteers devote to the work

hospitality of John and Veronica Bush. We loved the Parlor Suite and the welcome and warmth was impressive. We had the good fortune of having breakfast with several Friends and the pleasure of meeting John and Beth, candidates for membership into the Friends organization.

Further, I had the opportunity to meet the mayor, Ernest Vigil, whom we agreed to meet and chat about the train and community involvement in the coming days. Additionally, we met residents at the Iron Rail restaurant, the Chama mall, and of course, Wilders; all of which we enjoyed immensely. I found our interaction with the locals to be extremely valuable during conversations regarding the people in northern New Mexico and southern Colorado. I fully anticipate increasing the amount of involvement the Friends currently enjoy with these communities, as well as building a solid rapport with members of the Jicarilla Apache Nation.

***"To travel by train is to see nature and human beings, towns and churches and rivers, in fact, to see life."*—Agatha Christie**

sessions often ranges from one to six weeks. Furthermore, to help preserve the C&TSRR's rich history, and that of the Friends, our volunteers work year-round to catalog our extensive photo collection and maintain our non-circulating library, which houses a host of books, maps, photos and other documents.

My first opportunity to visit Chama and ride the Cumbres and Toltec Scenic Railroad was in July of 1998, with my bride-to-be, Diana Saavedra. This time it was even sweeter as this time it was with Diana Sandles, my wife of twenty-four years. During the 1998 visit, we dined at Finas and stayed in a log cabin in the southern part of the village. I would have never dreamed I would be back in Chama, this time as the President and Executive Director of the Friends of the Cumbres and Toltec Scenic Railroad. We stayed at a marvelous Bed and Breakfast, The Victorian, where we enjoyed the

The Friends of the Cumbres and Toltec Scenic Railroad is continuing its efforts to involve young people in our mission. The Junior Engineer and Virtual Education programs are outstanding programs with exciting additions coming soon. In addition to these programs, we're



Photo by Mike Mee

exploring various strategies to encourage young people to work closely with members and volunteers in the upkeep and maintenance of the Railroad. Young people will have the ability to work one on one with volunteers and will gain valuable on-the-job training and experience, which will serve them well as they pursue future employment.

“Train up a child in the way he should go, and when he is old, he will not depart from it.”

Proverbs 22:6—King James Version

Already efforts are underway to partner with high schools and collegiate institutions throughout northern New Mexico and Southern Colorado. Both the public and private sectors have been targeted for financial assistance. The Board of Directors have authorized a pilot program whereby young people in communities in which the train serves can participate.

The pilot program would enable the Friends to secure funding through grants supporting workforce development, youth development, workforce opportunities for rural communities, reentry employment in skilled trades, and community economic support. Numerous corporations such as Caterpillar, John Deere, Mercedes, Cummins, and various other corporations offer funding in these areas. Stay tuned for additional information in upcoming issues of the *Dispatch* and the *Dispatch Extra* newsletter.

~ Henry Sandles

A Message From the Founder:

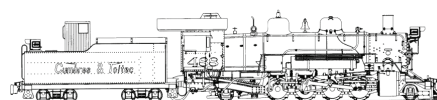
Now Is the Time to Stay Connected

When a group of us started what would become the Friends of the Cumbres & Toltec Scenic Railroad some 45 years ago back in 1981, the future of the Railroad was anything but certain. We knew we were trying to help save something special, but the task before us was formidable, and success was far from assured. What carried us forward in those early days, more than anything else, were people like you—dedicated individuals with a vision and a deep love for the C&TS and all that it represents.

Over the years I have watched Friends members bring cars back from the edge, repair buildings that might otherwise have disappeared, preserve records and photographs, and interpret the story of this remarkable narrow-gauge Railroad for excited visitors riding the historic rails much like the pioneers of old. I have seen lasting friendships formed and I have seen how much can be done when a group of determined people roll up their sleeves and work together. It has been one of the great privileges of my life to watch that happen, and I want first and foremost to say thank you for your involvement and support.

Today we face a different, but equally important, challenge: making sure the Friends remains strong for the next generation. Now is the time to stay connected. As many of us grow older and our interests naturally change, we can keep the spirit of those early days alive by remaining engaged ourselves and by welcoming new people into the organization. Keeping your membership current and continuing your generous support remain the simplest and most meaningful ways to strengthen these efforts, helping to provide the materials and supplies that turn plans into finished projects. And volunteering keeps your hands on the heritage we are preserving. Just as important, recruiting new members may be the most powerful thing each of us can do. Every one of us can serve as an ambassador for the Friends by sharing our enthusiasm with friends, family, and fellow railfans, and by inviting them to learn more, ride the Railroad, become members, donate, or join us at a work session. A simple, personal invitation has always been at the heart of how the Friends has grown.

The Friends have accomplished a great deal since those early days, and none of it has happened by accident. It has happened because people cared enough to stay involved and to bring others along with them. As Founder, it has been a joy to see what your dedication has made possible. Because of you, this work continues, and by renewing, giving, volunteering, and inviting others to join us, you help ensure that this extraordinary Railroad and its history will be preserved and shared for many years to come.



All Aboard!

Bill Lock, Founder
Friends of the C&TSRR





Friends of the C&TS: TELEGRAPH

Current Locomotive Status, June 27th, 2026

168—the annual inspection is almost complete, ready for its scheduled special Centennial trains at the end of July and the beginning of August.

315—was planned to return at the end of May. Once it arrives, it will have its right cylinder bored out and new piston rings fitted.

463—Trailing truck work is being finished up, and it will shortly rejoin its tender. It will not need an annual inspection until November.

484—Is awaiting its 1472-day inspection. On the back burner.

487—Is complete and in in service.

488—is in service and has worked over the line to Antonito and was observed hauling the first Dark Sky Train out of Antonito on June 12.

489— has been working the daily trains from Chama to Antonito and back on alternate days.

492—Work on the running gear will take place in Chama in the summer of 2026 in between routine maintenance on the running fleet. In Antonito, 492's boiler has been measured for thickness, using ultrasonic testing, and marked out for the flexible staybolt grid pattern.

Diesel 15—Is operable but needs some work

including a new water pump and reverser.

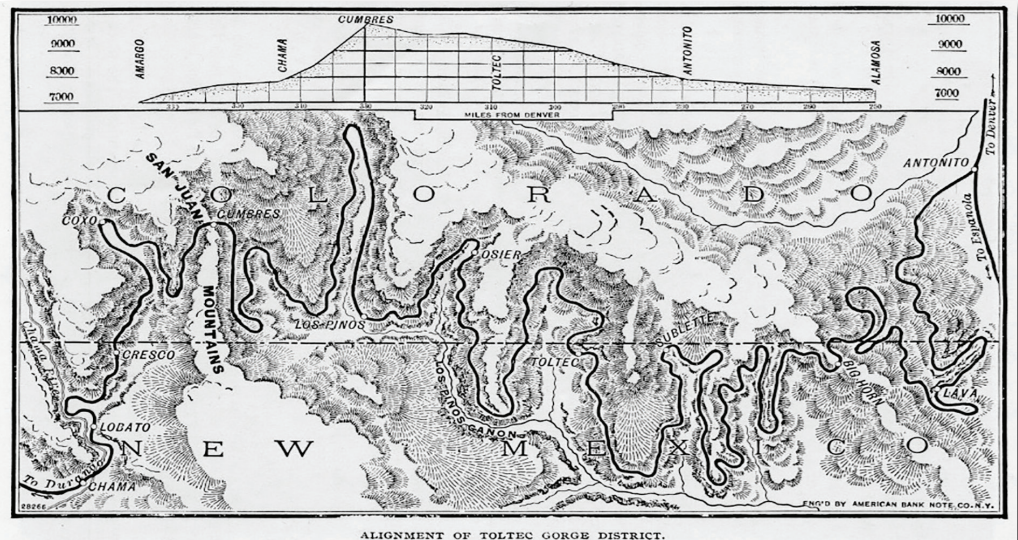
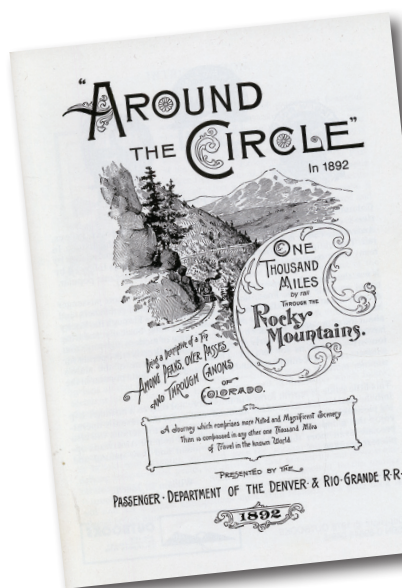
Diesel 19—Is, as usual, patiently working in the yard in Antonito.

Diesel 114—The C&TS shop crew has repainted Diesel 114, formerly of the White Pass & Yukon Railway, into a color scheme that celebrates both the 150th birthday of Colorado becoming a state and the 250th birthday of the signing of the Declaration of Independence.



Photo by Scott Gibbs

It's now the workhorse for MOW tasks and has made several trips out of Antonito this year with ballast trains, saving road time on the K-36/K-37 roster of 100-year-old steamers. You can probably hear them all give a sigh of relief.



Around the Circle in 1882

From the introduction: "The tourist in search of grand and beautiful scenery finds an embarrassment of riches in Colorado. Among so many attractions he is at a loss of which to choose, and having made a choice, he is frequently troubled with doubts as to the wisdom of his selection. Recognizing this fact, the Passenger Department of the Rio Grande Railroad, after a careful and thoughtful discussion of the situation, has decided to make a selection of a tour that shall embrace the most varied and picturesque scenery to be found on any Railroad in the world, included in a single trip, at a moderate cost." **Around the Circle in 1882** Public Domain, Chris James Collection

A HERITAGE WORTH PRESERVING

In case you didn't know, the Friends have been hosting virtual town halls since December 2025. We have had guests from many walks of Railroad life. Guests shared their experience in Railroad photography, preservation, running the C&TS and commission, and more. Series 2 concludes July 23, 2026 with Railroad trivia.

SERIES TWO EPISODES INCLUDE:

Episode 1: December 20, 2025, Craig McMullen: A Radiologist turned Master Carpenter's Volunteer Experience with the Friends

Episode 2: January 22, 2026, John West and Olaf Rasmussen: Chasing Trains on the D&RGW and Beyond

Episode 3: February 26, 2026, William Diehl of *Big Diehl Photography*: Modern Day Railroad Photography

Episode 4: March 26, 2026, Melissa Sellers, John Ferrell, Greg Coit, and Randy Worwag: Preservation, Interpretation, and Restoration with the Friends

Episode 5: April 23, 2026, News from the Cumbres & Toltec Scenic Railroad with Commissioner Billy Elbrock and Marketing Manager Robert Stefanski

Episode 6: May 28, 2026, John Bush, Jeff Taylor, and Jimmy Booth: Locomotive 223 Restoration

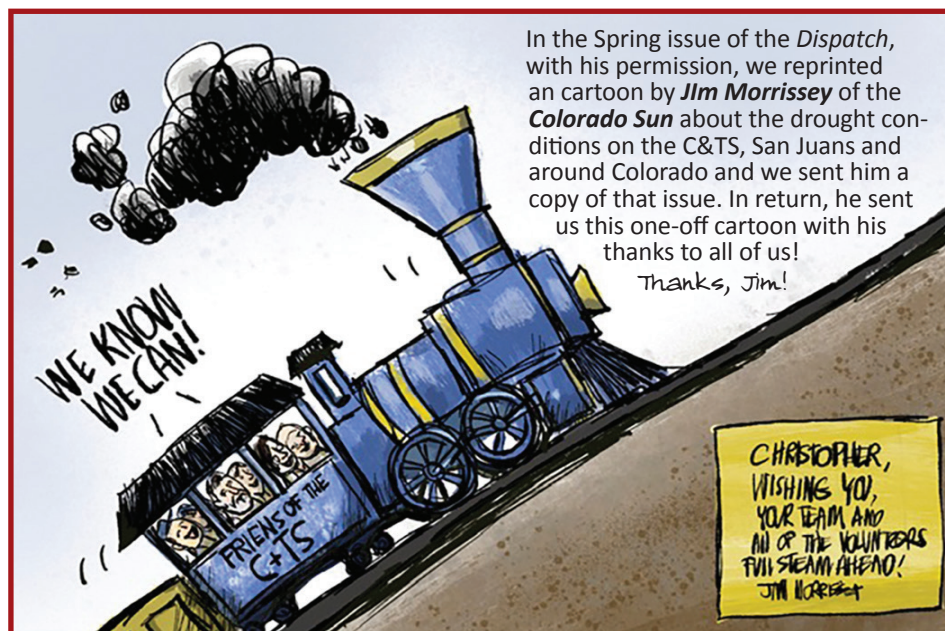
Episode 7: June 25, 2026, News from the Friends of the Cumbres & Toltec Scenic Railroad's Volunteer Work Sessions

Episode 8: July 23, 2026, Railroad Trivia Night with Melissa Sellers

Missed an episode? Watch the replay on YouTube: <https://qrco.de/bgrhix>



A Heritage Worth Preserving: Town Halls





“The Denver & Rio Grande quickly realized that its greatest commodity was not simply the movement of passengers and freight, but spectacle—an insight it proudly captured in its slogan, THE SCENIC LINE OF THE WORLD. In 1882–83, the Rio Grande translated that idea into reality with the construction of three open-air observation cars designed to immerse passengers directly in the surrounding landscape.”

When a Cumbres & Toltec Scenic Railroad train rolls past, one car invariably draws the eye—and the crowd. The open-air rider gondola, filled with grinning passengers leaning into the wind, has become a signature of the Railroad. Though these sturdy 32 foot-long cars have delighted generations of visitors, their origins are far more utilitarian. They were built by the hundreds for the Denver & Rio Grande Railroad around the turn of the 20th century as high-side gondolas for hauling coal, ore, freight, and later drilling pipe. Several survivors of the fleet were later transformed by the C&TSRR with end passageways that allowed them to be worked seamlessly into passenger trains.

reality at its Burnham Shops in Denver with the construction of three open-air observation cars designed to immerse passengers in the majestic mountain vistas.

In 1882, the first of these cars—No. 100, *Royal Gorge*—was constructed at a cost of \$2,600. It was followed in 1883 by No. 101, *Black Cañon*, at \$2,240, and finally No. 102, *Argus*, completed for \$1,129. The first two cars took their names from two

RIDING WITH THE WIND!

by Steve Jorgensen

Placed near the center of each train, they deliver something no coach can match: the sharp bark of exhaust, the tang of coal smoke, the sting of drifting cinders, and sweeping, unobstructed views of the San Juan high country.

The open-air “rider gons” of today are not a modern novelty, but the continuation of a much older Denver & Rio Grande Railroad tradition. As the diminutive narrow gauge line pushed into the Rockies in the late 1870s and early 1880s, it quickly realized that its greatest commodity was not simply the movement of passengers and freight, but grandeur—a concept it proudly captured in its slogan, “The Scenic Line of the World.” By the early 1880s, the Railroad was actively marketing the journey itself to tourists nationwide through richly illustrated timetables, pamphlets and brochures. In 1882–83, the Rio Grande translated that idea into

of the Railroad’s most celebrated scenic landmarks, while *Argus*, in keeping with the fashion of the era, appears to have been aptly named for the all-seeing,



There is nothing more enjoyable than viewing the Rocky Mountains from an open-air observation car on the Denver & Rio Grande. And check out the guy with the camera!

Image from the Lucius Beebe and Charles Clegg Collection, Courtesy Anne Clegg Holloway

hundred-eyed giant of Greek mythology, Argus Panoptes. During a system renumbering in 1886, the three cars became 500 to 502.

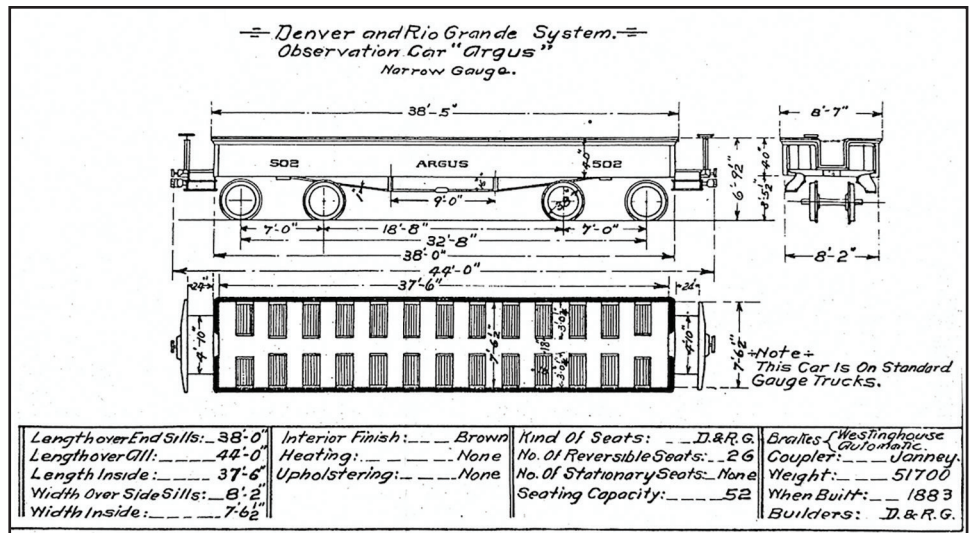
Though similar in concept, the cars differed slightly in dimensions and seating capacity, raising the long-standing question of whether they were built new or adapted from existing equipment. Author Gilbert Lathrop in his book, *Rio Grande Glory Days*, described them as “coaches sawed off at the windowsills.” Yet their overall dimensions closely resembled passenger and baggage cars being produced at the Burnham Shops during the same period, suggesting purpose-built construction. With only folio sheets surviving—and no detailed construction records—the construction question remains unresolved.

In either case, the cars were finished to passenger-car standards, with tongue-and-groove siding, end platforms, passenger trucks, Janney couplers, and Westinghouse Automatic Air Brake equipment. Seating consisted of brown-stained, reversible oak benches: *Royal Gorge* carried twenty-four seats accommodating forty-eight passengers, while *Black Cañon* and *Argus* each had twenty-six seats with a capacity of fifty-two.

The folio sheet for *Argus* suggests that at one time it also rode on standard gauge passenger trucks, indicating possible assignment on standard-gauge routes where open-air observation cars were required.

The cars rolled out of the shops in standard Denver & Rio Grande passenger livery—highly varnished Tuscan-red bodies, black ironwork, standard brown trucks, and imitation gold leaf striping and lettering—presenting an appearance every bit as refined and later as well maintained as the Railroad’s enclosed coaches. A cost-cutting directive in September, 1918, saw all passenger coaches painted Pullman green. Interestingly, management had determined that the use of the Pullman color would result in three months longer service and materials savings of \$1.25 per car!

Promotional literature and system timetables of the 1880s indicate that the narrow gauge observation cars operated primarily during daylight hours from late spring through early fall, initially assigned to two of the Railroad’s most celebrated scenic routes: the Royal Gorge between Cañon City and Salida, and the Black Cañon of the Gunnison between Gunnison and Cimarron. A further shift came



FCTS Collection



Open Observation Car No. 500, the Royal Gorge, on the rear of a passenger train.

Originally Car No. 100, it carried tourists between Gunnison and Cimarron, Colorado, ca. 1910–1920.

Denver Public Library Collection, FCTS RD048-033



Like riding on the Cumbres & Toltec, passengers occasionally had to endure coal-powered transportation, but it was worth it to travel the Black Canyon of the Gunnison by rail.

FCTS RD048-035, Business and Special Cars

in March 1900, when the last narrow gauge passenger train departed Denver westbound, ending such service through the Royal Gorge. Thereafter, the narrow gauge observation cars were confined to the Black Cañon segment of the Salida-Grand Junction Colorado Express, although period photographs show their occasional use on other parts of the remaining narrow gauge system.

The cars were typically coupled to the rear of a train at one end of the canyon, then set out on a siding at the opposite end to await the next day's return run. Recalling those early years living in Cimarron, a young Mr. Lathrop—the son of a Rio Grande railroader—wryly observed that during these layovers the cars were sometimes used by “lovers as trysting places, probably resulting in numerous marriages.” Initially offered without fare, the service proved immensely popular despite some inherent discomforts. Summer thunderstorms and high-altitude sun, along with the shower of cinders and smoke from the stacks of the ten-wheel passenger locomotives, did little to dampen passenger enthusiasm. Lathrop also relates that enterprising newsboys seized the opportunity by selling goggles to well-heeled travelers for fifty cents—though seasoned riders simply reversed their seats to face away from the offending exhaust.

Regular use of the observation cars continued after the turn of the century on scheduled Trains 315 and 316, and the company continued to advertise open-air rides through the Royal Gorge and Black Cañon in its system timetables, although the fare had risen to 25 cents. After 1915, however, deteriorating economic fortunes with the Rio Grande forced deep cost-cutting measures, and the narrow gauge bore the brunt as investment was shifted to the standard gauge system. Capital improvements were deferred, marginal routes abandoned, and service was reduced to only the most profitable lines. By October 1925, all three observation cars had been withdrawn from service and were dismantled that December in Salida. Their retirement marked the end of more than four decades of one of the Rio Grande's most distinctive passenger experiences.

The revival, when it came, arrived from an unlikely direction: In the 1950s, Hollywood film crews descended on the Animas Canyon between Durango and Silverton. The many resulting motion pictures, including

Ticket to Tomahawk, *Denver & Rio Grande*, and *Night Passage*, gave the Rio Grande's narrow gauge an unexpected burst of national visibility. Tourists who had never heard of Durango suddenly wanted to ride the train they had seen on the silver screen. The Railroad scrambled to meet the demand, refurbishing old coaches, and in 1947 created an entirely new and unique observation car.

Built from a retired outfit car that had begun life as an 1882 coach, the 42-foot, 11-inch *Silver Vista* was fitted

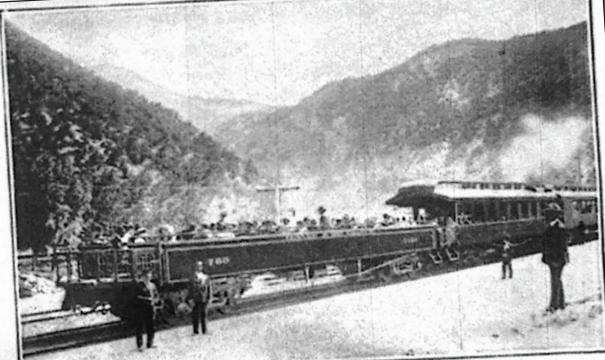


Open Observation Car No. 502, Argus, and Parlor Car Camp Bird at Lake Junction, on eastbound D&RG Train 316 at the northern end of the Lake City Branch of the D&RG, just east of Sapinero, Colorado. The photo was taken by George Beam, the D&RG's Official Photographer, ca. 1912. *Denver Public Library Collection, FCTS RD048-03*

Denver & Rio Grande Railroad
for all these occasions

Write for special circulars showing rates and illustrated descriptive pamphlets to

S. K. HOOPER
General Passenger Agent
DENVER

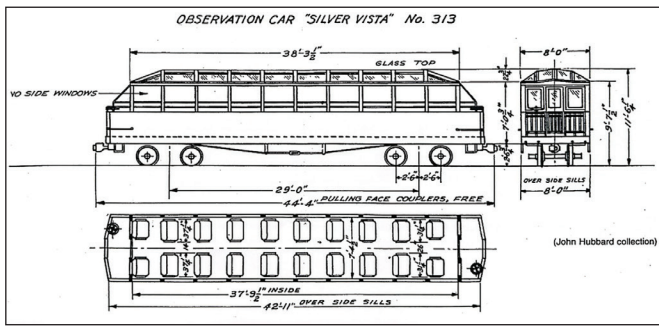


During the Summer months these cars are operated on daylight trains (regular) through the Royal Gorge, Canon of the Grand and Black Canon of the Gunnison. Seats Free.

“EVERY MILE A PICTURE”

This ad in Scribner's Magazine (1887 - 1939) shows standard gauge Observation Car 780, which dates the photo to around 1905. “Major” S.K. (Shadrach) Hooper became the General Passenger and Ticket Agent for the D&RG starting in 1884. He was the marketing genius who devised the D&RG Curecanti Needle logo that fall and was responsible for coining the motto of the D&RG, “Scenic Line of the World,” and published the Railroad's Timetables and D&RG's famous travel brochures like “Around the Circle,” and “Rocky Mountain Views of the Rio Grande.” Public Domain

with a glass roof, open sides, and seating for forty passengers in twenty reversible red-and-blue leatherette seats. Assigned to the newly rediscovered Silverton train, the car soon became the most coveted ticket on the run and the centerpiece of a service attracting worldwide attention. The open-air spirit of those first narrow gauge observation



FCTS Collection

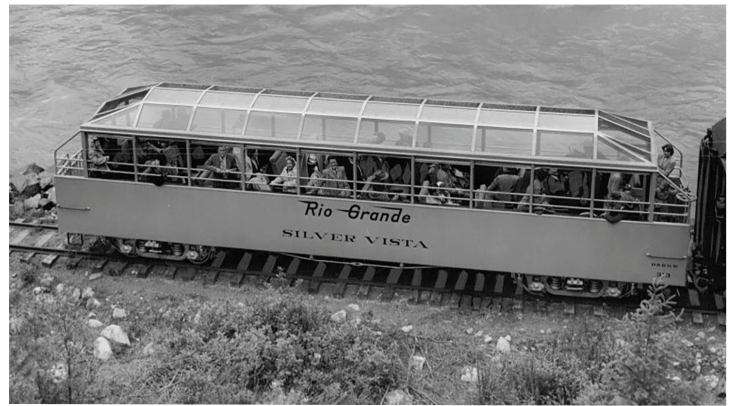
cars had not died in Salida in 1925. It had simply been waiting for its moment.

That moment proved all too brief. On September 30, 1953, fire destroyed the *Silver Vista* at the Alamosa car shops—only six years after it had been built. The Rio Grande chose not to rebuild it, a decision entirely consistent with corporate strategy: by the early 1950s, the Railroad was maneuvering to shed its narrow gauge operations. The San Juan passenger train had made its last run in January 1951, freight revenues had withered as better roads and motorized trucks reached the San Juan towns, and segments of the famous narrow gauge circle were already marked for abandonment. Rebuilding a celebrated tourist car ran directly counter to a management that wanted out. Some historians have noted a darker possibility—that the Railroad may have had reason to welcome the elimination of the very attraction that made abandonment so difficult. No evidence has ever surfaced to confirm it, but the suspicion has never entirely faded. Whether the fire was accident, negligence, or something darker, the Railroad got exactly what it needed from the ashes.

The Silverton branch was living on borrowed time, and during the early 1960s the Rio Grande petitioned the ICC to abandon the historic line. The request was denied; the line's ever growing passenger revenue was too much to dismiss. Reluctantly, the Railroad began investing in the tourist operation by building additional rolling stock and upgrading the Durango Depot.

Around that time, Class 21 Pipe Gondola No. 9605 was selected for conversion into an open-air observation car at the Burnham Shops. The car had originally been built in 1916 as a standard-gauge boxcar and during the San Juan Basin oil and gas boom had been rebuilt in 1953 as a narrow gauge pipe-carrying gondola. For its new role, the car received end walls with passage doors, side doors, and marker-light brackets, but no seating. Retaining its original freight car paint scheme, it was used exclusively on fan trips.

In 1963, two sister cars (Nos. 9609 and 9611) were added, and all three were further modified with passenger trucks, steel roofs (except the original observation car, which did not receive a roof until 1965), tile floors, removable side curtains, and outward-facing seats for 44 passengers. All three were repainted in the Rio Grande



While it only lasted about six years, The Rio Grande's *Silver Vista* Observation Car was a big hit for travelers (notice the crowded interior!) on the narrow gauge through the Royal Gorge and the Black Canyon of the Gunnison. CRRM Collection



D&RGW K-36 with baggage car, four coaches and the *Silver Vista* at Mears Junction, heading for Marshall Pass, south of Poncha Springs, May 21, 1950. FCTS Collection RD061-098



This may have been the last Rocky Mountain Railroad Club excursion through the Black Canyon of the Gunnison, May 30, 1949. The rails were torn out later that year. FCTS Collection RD032-131

[Insert] Curecanti Needle, 1886 Timetable. Chris James Collection

Gold paint scheme. In 1965 three more pipe gons (Nos. 9600, 9601 and 9606) were also converted to observation cars. The six, numbered 400 through 405, became among the most popular cars on the Silverton train and represented the last narrow gauge acquisition of equipment by the Rio Grande.

In 1967, the Railroad again petitioned the ICC, seeking to abandon its entire remaining steam-era narrow gauge system. The ICC permitted it to divest everything but the Silverton branch in 1968. Then, in 1970, the states of Colorado and New Mexico stepped in — purchasing the part of the old San Juan extension between Antonito, Colorado, and Chama, New Mexico—and established the Cumbres & Toltec Scenic Railroad.

A new era dawned when Charles Bradshaw purchased the Silverton Branch from the D&RGW on March 25, 1981, and the newly formed Durango & Silverton Narrow Gauge Railroad entered a period of rapid growth. Among the many upgrades to passenger equipment that followed was the addition of eleven new open observation cars—numbered 406 to 416—constructed by the Railroad's own car shops and built along the same design lines as the older D&RGW cars already in service. Nos. 406 to 409 and 413 to 416 began life as standard gauge stock cars built in 1937 before being rebuilt to narrow gauge specifications and passenger amenities. Nos. 411 and 412 followed a more circuitous path: originally standard gauge boxcars built in 1916, they had also been converted to narrow gauge pipe-carrying gondolas before the Durango shops transformed them into open observation cars. Number 410 was rebuilt from a different sort of predecessor entirely—the former rail trailer No. 1002. In each case, cars that had spent their working lives hauling freight through the San Juans were given a second life carrying passengers.

When American Heritage Railways acquired the D&SNGRR in 1998, President Al Harper deepened the Railroad's commitment to premium passenger experiences. The Durango shops constructed No. 313, a new *Silver Vista*, in 2006—an upgraded recreation of the beloved 1947 original, featuring an enlarged glass roof, removable side windows, a private rear viewing platform, and premium seating for just twenty-six passengers. It became the flagship of the Railroad's first-class open observation fleet. No. 410 followed, rebuilt as the *Rio Grande* with sixteen pairs of outward-facing seats for thirty-two passengers, and in 2012, No. 314, *Knight Sky*, joined the first-class cars—styled after the *Silver Vista* and heated for winter operations. Together they represented the latest chapter in a tradition stretching back to the Rio Grande's earliest mountain excursions: that the finest seat on any train is the one closest to the country it crosses.

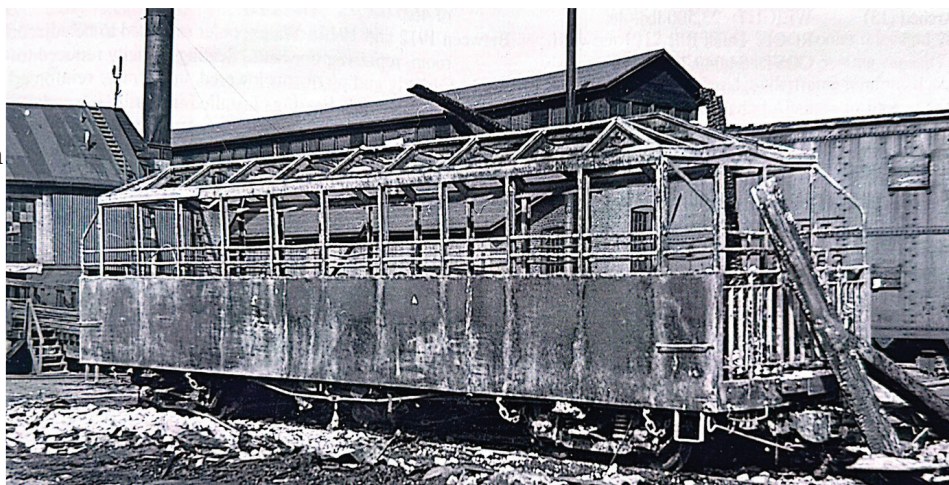


Photo: Robert Richardson. Colorado Railroad Museum Collection. Used with permission.

The Cumbres & Toltec Scenic Railroad arrived at that same destination by a very different route. Unlike most historic passenger railroads, the Cumbres & Toltec began operations in 1970 facing a challenge that would shape its philosophy for decades—it inherited virtually no passenger equipment from the D&RGW. What the Railroad did possess, however, was in some ways even more valuable: sixty-four miles of rugged railroad winding through some of the most dramatic scenery in the San Juan Mountains, and one of the largest collections of historic narrow gauge freight equipment in the world. Visitors were treated not only to spectacular mountain vistas, but to the Railroad itself—freight cars, work equipment, historic structures, and the everyday operations of a mountain railroad built to move freight through difficult but beautiful country. The result was something distinctive among American tourist railroads: an experience that immersed passengers not only in the landscape, but in the world of the hardworking railroaders who once labored there.

During the Railroad's first three years of operation, employees and volunteers converted twenty turn-of-the-century 3000-series boxcars into passenger coaches known affectionately as "P-Boxes." Openings for side and end doors, along with windows glazed with Plexiglas, were cut into the cars. Seating consisted of surplus classroom chairs with molded plastic seats, some still retaining the book racks mounted beneath them!

The Railroad's first rider gondola, a 1902-built Class 14 No. 1357, was introduced in 1974. It was succeeded by Class 15 No. 1746 in 1982 and by Class 13 No. 1204 in 1985. Today, Nos. 1204 and 1357 both serve in charter service. In the mid-1980s, open-ended Class 14 Pipe Gondola No. 1557 joined the fleet as an open observation car; its end walls were initially heavy chains to provide safety.

During the 1980s, the Cumbres & Toltec began gradually replacing its P-Box fleet with coaches construct-



Volunteers in Chama work on a cold day in January 1971 converting D&RGW Boxcar No. 3339 to C&TS Box Car Coach No. 200.

Photo by Ernie Robart, FCTS Collection ERNG19710124-0053

ed from former D&RGW 6500-series steel flat cars. As part of this transition, the Railroad converted two 1950s era Class 21 pipe gons (similar the D&SNG) into standing-only open observation cars. Walls with doors were added to the ends to permit passage between cars, and their sides were rebuilt to match the exterior appearance of the new coaches. No. 9613, *Toltec Vista*, and No. 9615, *Cumbres Vista*, remain in passenger service today.

For the many railfans who come specifically to photograph vintage all-freight charter trains, the Friends maintain a fleet of six historically painted and lettered passenger-carrying freight cars that, from trackside, are virtually indistinguishable from the rest of

the train. Gondolas No. 1204 and No. 1357, together with converted Series 21 Flat Car No. 6205 built in 1918 but finished in the 2016 Denver & Rio Grande Railroad livery for use on the Historic Trains as rider



Friends of the Cumbres & Toltec volunteers upgrade a high side gondola to an open-air observation car for passengers on the C&TS.

Photo by Chris James



Friends volunteers Ian Kelly and Kathy Bargsten attach the safety chains so passengers can easily—and safely—travel from the coach to the Rider Gondola.

Photo by Chris James

gondolas. Completing the fleet are the 3000-series Rider Boxcars Nos. 3414 and 3537, along with Concession/Restroom Boxcar No. 3244

The Railroad's focus on the rider's journey through time—whether winding through the lonely sagebrush flats west of Antonito aboard a traditional passenger train or photographing a painstakingly restored steam-powered freight double-heading up to Cumbres Pass—ensures that the visitor's experience is not merely a recreation of history but a passage through it and into the world of the railroaders who made it happen.

This story spans the life of the old Denver & Rio Grande Railroad and the lines that followed, but the essential truth has never changed: the journey itself was always the destination. From the Rio Grande's varnished Tuscan-red observation cars that first carried tourists through the Royal Gorge and Black Cañon, to the Durango & Silverton's gleaming *Silver Vista* riding high above the Animas Canyon, to the



Passengers fill an open car as the eastbound train climbs the 4% grade from Chama to Cumbres. The view along the way is spectacular in the mountain air!

Photo by Chris James



Passengers on the Cumbres & Toltec today may dress a little differently than those in the early 20th Century but they enjoy the journey, just the same!

Photo by Steve Jorgensen

cinder-dusted gondolas that carry passengers deep into the world of working steam railroads on the Cumbres & Toltec, each generation has rediscovered what the Railroad itself understood from the very beginning—the thrill is not simply in being a spectator of the San Juan high country, but in being a part of it where, as in the 19th and early 20th centuries, they can indeed, *ride with the wind*.

STEVE JORGENSEN is a retired American Airlines Pilot, a long-time member of the Friends of the FCTS and a member of the Friends Board of Directors. He is also a frequent contributor to the *C&TS Dispatch*.

Work Session Schedule, Sessions E, F & G

(as of June 21, 2026. Subject to change. Check the *Dispatch Extra Newsletter* for Updates!)

Location	Session	Project Number	Volunteer Project: Project Name	Team Lead	Ass't Team Lead	Number of Volunteers
Antonito	E	231	Food Preparation - Antonito CRF Lunches.	Michelle Barlen	Lynn K Aldrich	4
		245	Tool & Bolt Operation - Antonito CRF.	Marshall Smith		2
		248	Lettering Coordinator - Stencil Car	Steve Jorgensen		1
		701	Landscaping Antonito Yard and Friends Ed Lowrance CRF / CSF complex			2
		743	Equipment cleaning and preparation for 150 celebration	Fred Pittroff		4
		763	Project Chronicling - Antonito CRF	Ian Kelly		2
		1332	Restore GRAMPS Tank Car 11056 to operational condition	Christopher Trunk	Randall S Worwag	3
		1390	Repair windows strip and prime, repaint and re-letter RPO 54	Donald L Atkinson		4
		1392	Install trucks, and underbody hardware on boxcar 3223	Scott McCollough		5
	F	231	Food Preparation - Antonito CRF Lunches.	Michelle Barlen	Lynn K Aldrich	4
		245	Tool & Bolt Operation - Antonito CRF.	Marshall Smith		2
		248	Lettering Coordinator - Stencil Car	Steve Jorgensen		1
		311	Safety Coordinator for Antonito CRF	John S Engs		1
		701	Landscaping Antonito Yard and Friends Ed Lowrance CRF / CSF complex			2
		763	Project Chronicling - Antonito CRF	Ian Kelly		3
		1332	Restore GRAMPS Tank Car 11056 to operational condition	Christopher Trunk	Randall S Worwag	3
		1354	Maintain and Repair MW02 to operational condition	Jim McGee		3
		1390	Repair windows strip and prime, repaint and re-letter RPO 54	Donald L Atkinson		3
		1392	Install trucks, and underbody hardware on boxcar 3223	Scott McCollough		5
	G	231	Food Preparation - Antonito CRF Lunches.	Michelle Barlen	Lynn K Aldrich	4
		245	Tool & Bolt Operation - Antonito CRF.			3
		701	Landscaping Antonito Yard and Friends Ed Lowrance CRF / CSF complex			2
		763	Project Chronicling - Antonito CRF	Ian Kelly		3
		1332	Restore GRAMPS Tank Car 11056 to operational condition	Christopher Trunk	Randall S Worwag	3
		1354	Maintain and Repair MW02 to operational condition	Jim McGee		3
		1390	Repair windows strip and prime, repaint and re-letter RPO 54	Donald L Atkinson		3
Chama	E	726	QUICK FIX TEAM Handles projects that can be completed in 3 days			4
		730	Car Lettering - Chama Based	Steve Jorgensen		3
		762	Project Chronicling - Chama			1
	F	726	QUICK FIX TEAM Handles projects that can be completed in 3 days			4
		730	Car Lettering - Chama Based	Steve Jorgensen		3
		762	Project Chronicling - Chama			1
Cumbres	E	1005	SHPO - Reconstruction of Car Inspector's House	John Pierce	Vance Behr	5
	F	1005	SHPO - Reconstruction of Car Inspector's House	John Pierce	Vance Behr	5

Session E: July 27–July 31, Chama, New Mexico and Antonito, Colorado (no lunch provided in Chama)

Session F: August 3–August 7, Chama, New Mexico and Antonito, Colorado (no lunch provided in Chama)

Session G: September 21–September 25, Chama, New Mexico and Antonito, Colorado

Express Car 163 Restoration: (Colorado Springs, Colorado) 1st, 3rd and 5th Saturdays throughout the year

For work session Volunteer Registration and information, visit:

<https://friendsofcumbrestoltec.org/work-session-volunteer-registration/>



HOW TO DISASSEMBLE A BOXCAR IN NINE EASY STEPS!

...OR READ IT IN REVERSE AND LEARN HOW TO BUILD A BOXCAR (YOUR CHOICE!).



Step 1: Start with Boxcar 3150 that is too far gone to restore.



Step 2: Salvage the metal parts that might be useful on Boxcar 2332.



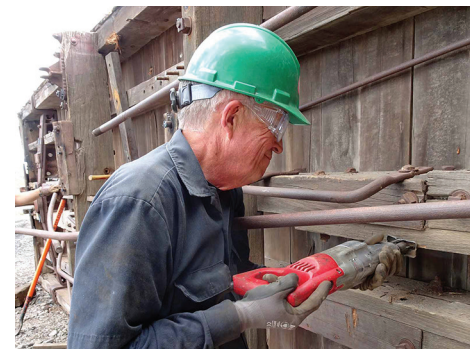
Step 3: If a wrench doesn't do the job, reach for a grinder.



Step 4: The wheel sets might still have some life in them. They may end up on 3223 in the background.



Step 5: Not all the salvage parts are easily accessible. A forklift helps get the crew to the underside.



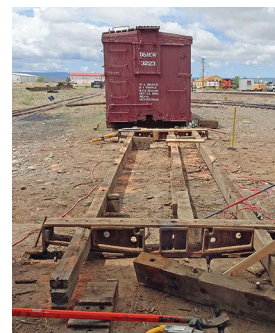
Step 6: There are many metal parts to be removed, like air brake lines and brake cylinders.



Step 7: We're down to the wooden parts now, mostly rotting wood, nothing worth saving.



Step 8: Some parts didn't want to give up easily so they needed a little extra "persuasion."



Step 9: The carcass has now been picked clean by the vultures. All that remains are a few bones and some clean-up.



Project 1392: Narrow gauge trucks and underbelly hardware, salvaged from D&RGW Boxcar 3150 [above] will soon become part of D&RGW Boxcar 3223 [left], currently waiting patiently in Session B for the restoration crew in Session C. Details of the "transplant" will appear in the next *Dispatch*.

HISTORIC PRESERVATION ON THE C&TS, 2026

SESSION A (MAY 18-22), SESSION B (MAY 25-29)

[PHOTOS POSTED WHEN AVAILABLE AND SPACE ALLOWED]



Session A and B Summary Reports are condensed from notes supplied by Don Atkinson who also photographed both sessions.

Session A, Antonito 2026

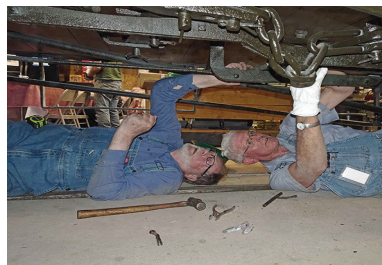
May 18 was Day One of **Work Session A** in Antonito. We had a small group of volunteers with lots of work to do. The main projects were beginning disassembling elderly Boxcar 3150 (see Page 15) for parts useful on Boxcar 3223, continuing work on MOW Speeder MW02, the annual caboose roof maintenance and continuing work on RPO 54. As always, we had the support teams providing documentation, safety, transportation, tool room operation and most, importantly, the kitchen crew again kept us well fed (maybe a little too well fed for our waist lines) with hot meals each day.

Midweek, the wind had been high but it did not stop us from working. The boxcar tear-down team removed the trucks, couplers, brake cylinder and trucks. The car was moved onto its side for removing the underside hardware (See Page 17 for the process.)

Additionally, the RPO 54 team installed glass on the side doors, sanded and painted all four doors. They also inspected four caboose roofs and safety hardware. MW02 crew has been rebuilding window trim.

To finish up Session A, the boxcar team finished removing the needed hardware from the boxcar and began disassembling the wood components. The RPO team finished the second coat of paint on the side doors (with well-masked windows) and the caboose roof team applied elastomeric roof emulsion and other minor repairs to the roofs of Caboose 05635 and 0503. The MW02 team complete manufacturing, staining and sealing more window trim and repairing other components.

Lots of work was accomplished with a small crew.



Session A

Proj #	Project	Crew
0201	Site Leader	John Engs
0211	Work Session Check-in	Mary Jane Smith
0222	Sales & Regist.	Mary Jane Smith
0231	Food Prep-Lunch	Michelle Barlen Mary Jane Smith Doug Barlen
0245	Tool & Bolt Operation	Marshall Smith Doug Bartlen
0294	Hauling & Vehicle Operation	Bob Reib Ben Wight Rob Lira
0311	Safety Coord.	John Engs
0471	Caboose Maint.	Don Atkinson
0770	Project Discovery	John Engs
0781	Inspect AED Defibrillators	John Engs
1354	MW02 Repair	Jim McGee Carl Haueisen Roy Obrigewitch
1390	RPO Prime & Paint	Don Atkinson Terry Mitchell
1420	Composite Truck Inspection	Ian Kelly
1433	Part & Salvage Box 3150	Bill Kepner Glenn Butcher Lance Kriesch Marcus Blout Matthew Jameson

Special Session 1

June 10-13, 2026

Proj #	Project	Crew
1379	Rebuild double-deck Stock Car 5600 to road-worthy condition.	Bill Lock Ken Sellers Melissa Sellers Jeff Duray Norma Lock David Ferro





Session B, Antonito 2026

It was a small team with eleven members but the following week on May 25th **Work Session B** was fired up and accomplished a tremendous amount of work. The RPO 54 team's tasks includes painting the final coat on the RPO's doors and finishing the installation of the flashing on the car's roof. The hand brake system on the RPO was modified and repaired and is now completed. Boxcar 3150 team continued the Boxcar tear-down by removing the boxcar's side walls from the boxcar and ripping up down to the floor and sills. It was a mess, but all was cleaned up. We now have the parts needed to return Boxcar 3223 to serviceable condition.

The caboose team repaired the roof of Caboose 0503 and applied elastomeric roof emulsion to the roofs of Caboose 0579, 0503 and 05635. The crews also completed the weed whacking and trash pick up around the CRF property.

The kitchen team keep everyone well fed, and... there was CAKE! The tool room team made sure we had the tools and hardware needed. Overall a very successful work session.

By the end of the week, the projects were completed, the tools were stored and the Antonio site was clean and ready for Session C on June 15.

With the projects done and the tools put away, the team had time to wander around the Antonito Rail Yard and visit the Car Shop where the Railroad is building a new parlor car.

Overall a very successful work session.

For the complete boxcar disassembly, see page 15.



Session B

Proj #	Project	Crew
0201	Site Leader	John Engs
0211	Work Session Check-in	Mary Jane Smith
0222	Sales & Regist.	Mary Jane Smith
0231	Food Prep-Lunch	Michelle Barlen Mary Jane Smith
0245	Tool & Bolt Operation	Marshall Smith Doug Bartlen
0294	Hauling & Vehicle Operation	Bob Reib Ron Horejsi
0770	Project Discovery	John Engs
0311	Safety Coord.	John Engs
0471	Caboose Maint.	Don Atkinson
1296	Const. Friends Storage Bldg.	Bob Conry Ben Wight Ron Lira
1390	RPO Prime & Paint	Don Atkinson Steve Meeks
1420	Composite Truck Inspection	Ian Kelly
1433	Part & Salvage Boxcar 3150	Bill Kepner Glenn Butcher Lance Kriesch Marcus Blout Matthew Jameson (See Page 15)

Special Session 2

June 13-14, 2026

Proj #	Project	Crew
1399	Maintenance on Freight Museum Car	Melissa Sellers Tegan Welsch-Rainek Richard Livley
1390	Window Repair & Painting Prep. RPO 54	Ken Sellers Melissa Sellers Don Atkinson J. David Holt Steve Jorgensen





THE TALE OF TANGLEFOOT: THE LITTLE RACCOON WHO FOUND A RAILROAD FAMILY

Nobody knows exactly when Tanglefoot was born. He says it was “a long, long time ago,” but the old-timer railroaders just smile and wink. What everyone does know is that he grew up in the Swamp, a quiet wooded corner of the Chama Rail Yard where raccoons, deer, birds, and other little critters have lived for generations.

Even as a tiny raccoon, he loved trains. He would hide behind piles of ties in the yard or around the coaling or water tower, watching

the big steam locomotives hiss and whistle as they came and went. He especially loved watching the volunteers from the Friends of the C&TSRR, who spent their summers scraping, painting, hammering, and restoring old railroad cars.

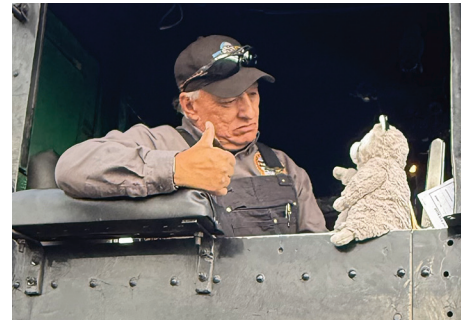
Tanglefoot wanted so much to meet them, but there was only one problem: he was very shy. He had no brothers or sisters to play with, no one to talk to, and not even a real name. Every evening he would sit by himself and wonder what it would be like to have friends.

Then one summer day, everything changed. As usual, he woke up early and very carefully sneaked toward a group of laughing volunteers to watch them lettering an old gondola down in the Swamp. He was almost close enough to hear what they were saying when—“Ouch!” He stubbed his toe on an old rusty piece of rail. It didn’t hurt much, but it made him limp a bit.

One of the volunteers heard the yelp and spotted the little raccoon. Instead of chasing him away (she had heard crazy stories about wild animals with rabies living in the Swamp), she just smiled and walked up to him. “Well, hey there! It looks like you hurt yourself... can we help?” The whole lettering crew gathered around. They cleaned his little paw and gave him a snack and a drink of water.

Then someone asked, “What’s your name?” The little raccoon looked at the ground. “I...I don’t have one.” The volunteers all thought for a moment. One of them noticed his funny little limp and laughed, “I’ve got it! Since you’re all tangled up with that sore foot, I know just the perfect name! It’s a famous place on the Railroad, too, near Cumbres Pass.

We’ll call you Tanglefoot!” The little raccoon’s eyes grew as big as locomotive headlights. For the first time in his life he had a name. But he got something even better. He made some friends!



Top and above photos by Steve Jorgensen

The lettering crew adopted him and introduced him to the rest of the volunteers, who welcomed him like family. Before long, the Railroaders knew him too. They even took him on train rides through the mountains, where he rode with the biggest smile anyone had ever seen on a raccoon.

From that day on, Tanglefoot was never lonely again. Today he still lives in the Swamp, but now he spends much of his time traveling around the Cumbres & Toltec Scenic Railroad. He likes helping the railroaders and Friends alike, meeting visitors, waving at children, and helping everyone discover the wonderful work of the Friends volunteers who preserve this historic Railroad.

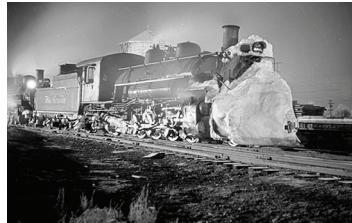


Top and above photos by Melissa Sellers

With **Ernie Robart** featured on the cover of this issue, some of you who never had the chance to meet Ernie might enjoy seeing some of his vast collection of photographs during his fifty-plus years of association with the Denver & Rio Grande Western, the Cumbres & Toltec and the Friends. The photo here are thumbnails but if you go to the Friends Historic Photo Collection at <https://friendsofcumbrestoltec.org/collections/> and click on Ernie's Gallery, starting in 1962, and enter "Robart" into the search box (upper right corner), you will find a gold mine of Ernie's photos to view and savor! Each photo includes the Friends Archive Call Number to enter into *Search* for larger images that you can view and enjoy!



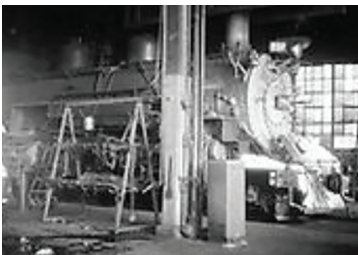
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Ernie Robart (1947-2018) was an avid rail fan and photographer. He was instrumental in saving the part of the D&RGW Railroad that was to become the C&TS. In the spring of 2019, the Friends received Ernie's photo collection with approximately 50,000 photos of which 20,000 may be narrow gauge. We have been putting narrow-gauge photos on the internet with separate gallery for each year. As of Fall 2024, we started putting standard-gauge photos on the internet with a separate gallery for each Railroad. As of April 2025, we have over 11,00 narrow-gauge images and 531 standard-gauge images in 46 galleries.



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ERNG19841003-0020



ERNG19670529-0023



ERNG19780204-0020



ERNG19700311-0120



ERNG19720222-0100



ERNG19670529-0458



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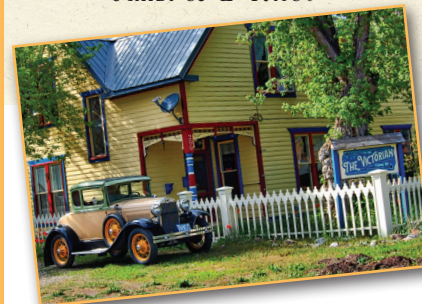
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Greetings from the Royal Gorge! These open cars are great! Home soon! ~ Love, Mother!

FCTS Collection, SR47-045.jpg