



C&TS DISPATCH

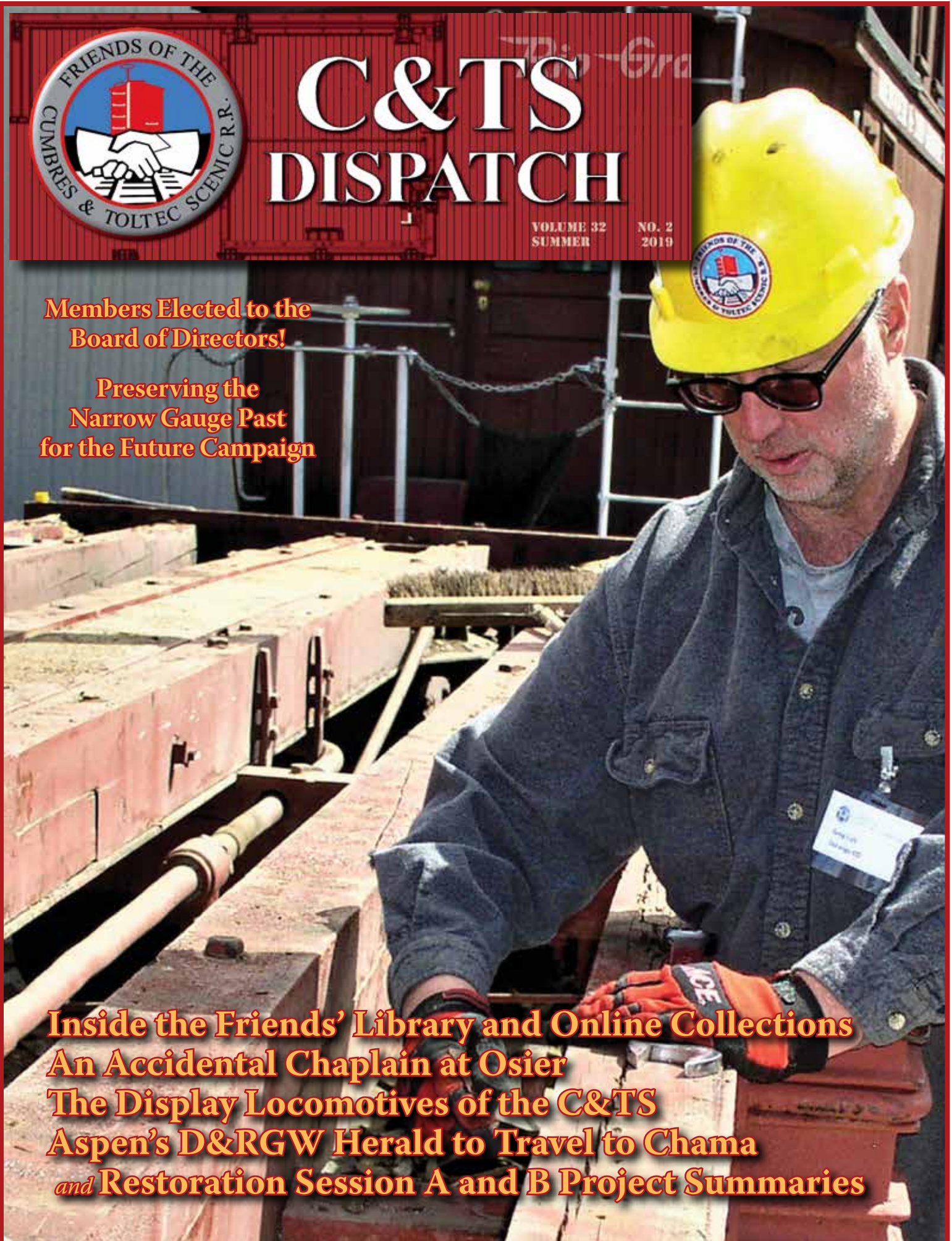
VOLUME 32
SUMMER

NO. 2
2019

**Members Elected to the
Board of Directors!**

**Preserving the
Narrow Gauge Past
for the Future Campaign**

**Inside the Friends' Library and Online Collections
An Accidental Chaplain at Osier
The Display Locomotives of the C&TS
Aspen's D&RGW Herald to Travel to Chama
and Restoration Session A and B Project Summaries**





C&TS DISPATCH

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

William Lock, Founder-1988

Vol. 32, No. 2 ☞ Summer, 2019

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Editor — Christopher James

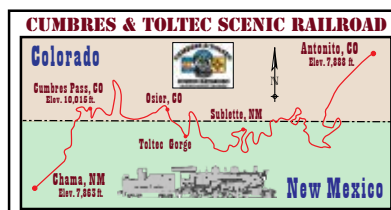
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long railroad and museum of railroad history and technology, operating between Antonito, Colorado, and Chama, New Mexico. The railroad is owned jointly by the States of Colorado and New Mexico. As the museum arm, the *Friends* is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of the *Heritage Rail Alliance (HRA)*. Family membership in the Friends is \$35.00 per year; outside the USA membership is \$50.00. All contributions are fully tax deductible and will be gratefully accepted. For information, please write us in Albuquerque at the **Friends of the Cumbres & Toltec Scenic Railroad, Inc., 4421 McLeod Rd. NE, Suite F, Albuquerque, NM, 87109**, or call us at **(505) 880-1311**.



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

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

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President's FORUM



Gearing up for the 50th Anniversary!

The calendar says it's 2019 and there is still half a year remaining, but let's gaze ahead to 2020, a very special year! We will be celebrating the 50th Anniversary of our beloved Cumbres & Toltec Scenic Railroad and the 140th year of steam over Cumbres Pass.

Can you believe it? It has been fifty years since the States of Colorado and New Mexico purchased the 64 miles of narrow gauge track, locomotives, structures and rolling stock from the Denver & Rio Grande Western. Even further back, it has been 140 years since those same 64 miles of railroad were forged through the rugged and pristine San Juan Mountain Range! Pretty incredible.

A lot has taken place over those almost-fifty-years of operation under the Cumbres & Toltec banner. There were years in which the start of the season was in doubt; there was the shutdown on account of fire danger; there was a year with only one operational locomotive; and the Lobato Trestle Fire that shut down the west side of Cumbres Pass for nearly a year. Like the Railroad's colorful history during the D&RGW days, the C&TS has survived and is still here and better than ever!

We are fortunate that today we are

witnessing some of the best times for the Railroad. Over the last twelve-plus years, the Railroad's infrastructure has improved to a level it has never seen before. Track conditions are superb; for the most part, the locomotive fleet has consisted of five operational engines, and the passenger equipment continues to improve, providing the luxury of offering the riding public three classes of service. As members of the Friends, we can be proud of the many trains that traverse the railroad between Antonito and Chama on a daily basis during every operating season.

The C&TS management will be announcing a variety of specials and events throughout 2020. One of the events early in the 2020 season will be the operation of the Rotary snowplow on the west side of Cumbres Pass in advance of Opening Day. If you are interested in participating in this amazing charter, call the Railroad (not the Friends) and, for a deposit, you will be placed on a growing waiting list. The Railroad will start selling tickets in November and the higher you are on the waiting list, the better your chances to purchase a ticket for this special train.

Many other events are planned for the 50th anniversary year as well, including a special train on July 1, 2020, to commemorate the date of the purchase agreement between the States of New Mexico and Colorado. It was on that date that the C&TS was "born." A Galloping Goose Fest is also on the schedule for 2020, giving you a chance to gallop on a Goose. The Friends will be sponsoring a special photo charter that summer. Our charter team is developing a period theme and talking about potential dates with the Railroad's 50th Anniversary Committee as to when this charter could operate. Stay tuned!

This celebration will also have an



On the Cover:

Greg Coit, of Bayfield, Colorado, is the Team Leader for the repair and restoration of Steel Flat Car 6214 at the Ed Lowrance Car Repair Facility in Antonito. The original deteriorating decking was removed during Session B. Work should be completed when restoration continues in Session G. Greg is also one of the new members of the Friends' Board of Directors. Congratulations, Greg! Photo by Tim Smith

Regional Friends Members Meet in Austin, Texas

impact on some of the restoration work sessions the Friends will be organizing during this 50th Anniversary year. Volunteers will see some changes, currently under discussion, in the 2020 work session schedule. When John Eng and the Projects Committee have next year's schedule finalized, there will be an announcement to the Friends' membership.

As we look ahead to next year, please think about your travel plans. 2020 will be a momentous year. Fifty years is quite a milestone not only for the C&TS but the Friends as well. We will also be celebrating our continued stewardship over D&RGW's narrow gauge history, a history that reaches back to 1880!

I look forward to seeing many of you during the work sessions that are still ahead of us this year as we look ahead to 2020. Thank you for all the support and everything you do for the Friends of the Cumbres & Toltec Scenic Railroad.

Tim Tennant

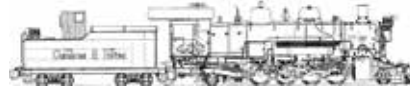
C&TS is honored as USA Today's Number-One Scenic Train Ride (again!)

For the second time, the Cumbres & Toltec Scenic Railroad was voted the "Best Scenic Train Ride" in the 2019 USA TODAY



10-Best Readers' Choice travel award contest. The Cumbres & Toltec was also the previous winner in a vote taken by readers in 2017.

"We are very grateful to the readers of USA TODAY for voting our historic railroad as the most scenic train ride in North America," said John Bush, president of the C&TS. "Last year, they also voted the Cumbres & Toltec the top attraction in both Colorado and New Mexico and it's an absolute honor to be so highly regarded and enthusiastically supported."



On Saturday, May 4, 2019, Friends members gathered at the Austin Steam Train Association in Cedar Park, Texas, for a regional member meeting. There were approximately sixty members in attendance, and we enjoyed a great day with them. Friends Chairman Bob Ross and I were on hand to lead the day's activities.

We began the day with a presentation/question & answer session at the SpringHill Suites in Cedar Park and then boarded motorcoaches. The train that day had to depart from Bertram as the Austin Pecan Festival required the operation of their regional commuter train. The Austin Steam Train operates over their tracks.

Our ride took the group to Burnet and beyond over "rare" mileage. We had a great lunch at the Trailblazer Grill in Burnet. Our post-World War Two passenger car consist was pulled by an EMD GP40-3 locomotive on lease to the ASTA until restoration and repairs are made on their ALCO RSD-15.

These events prove very successful and our members appreciate the outreach.

~Tim Tennant

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

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



How about YOU?

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



PRESERVING THE NARROW GAUGE PAST FOR THE FUTURE



Dear Friends Members:

This year rail fans and historians will be commemorating the 150th anniversary of the completion of the transcontinental railroad. The completion of the railroad was a life-changing event in terms of linking people and commerce. Next year the Cumbres & Toltec Scenic Railroad will be commemorating an important milestone of its own, the 50th anniversary of the creation of the C&TS. The saving of this line from Antonito, Colorado to Chama, New Mexico was also life-changing for the surrounding communities. The Railroad is planning many special events during the 2020 season to celebrate this anniversary.

What is now the Friends played a critical role in creating the C&TS, and the Friends have continued our efforts to preserve, restore and interpret the C&TS ever since. Our work would not be possible without support from members like you. We thank you for your past support, both volunteer and financial, and hope you will continue to support our mission at this important milestone by contributing to our **Preserving the Narrow Gauge Past for the Future Campaign (PNGPF)**.

As you know, many of the historic cars and structures of the C&TS date from the late 19th century and the early 20th century. The harsh climate in the region, with hot dry summers and freezing winters, takes an annual toll. Preserving these historic buildings and cars takes constant attention and occasionally a complete restoration to keep these resources from crumbling into dust. Through seven annual work sessions and the year-round facility in Colorado Springs, our volunteers provide around \$500,000 annually in donated labor (an estimated 30,000 hours). However, our work requires real expenditures in terms of staff support, essential tools and supplies, and providing

safe working conditions for our volunteers.

The **PNGPF Campaign** was designed to direct your funds to the Friends' efforts you most want to support. We have five donation options:

Work Session Support provides supplies like paint, lumber, nails, bolts and tools for the work crews doing



on-going preservation and minor restoration work to preserve the C&TS historic treasures. Our goal is not only to preserve these

assets but to put them in working order. This has the added benefit of allowing the public to see historic freight trains as they were in their heyday and also generate revenue for the Railroad and Friends with special charters. This year some of our work will include preparation of rolling stock for the 50th anniversary celebrations.

Interpretation Projects provide educational signage to give Railroad riders and visitors a better understanding of the rich history of the Railroad, its operations, the lives of the people who work for it, and the wonderful region in which it operates. Friends' docents ride each train to provide educational commentary. Their efforts are designed to enhance the visitors' experience and build a cadre of Railroad supporters for the future.



General Operating Support provides the glue that holds all our activities together. It supports our small staff and necessary functions such as accounting, clerical support, insurance and overall management. Without it, the Friends would be unable to function.



Major Restoration Projects are complex restorations of critical rolling stock and historic structures that take several years to complete. Among the active projects are the restoration of the Tourist Sleeper 470, stock cars and major repair work to the Lava

Pump House and the Cumbres buildings. These are critical projects to maintain the historic assets of the C&TS.

The **Capital Fund** is intended to support capital improvements needed to enhance the safety and capacity of work sites in Antonito and Chama. Our priority for this year is the expansion of the Antonito Ed Lowrance Car Restoration Facility (CRF). Due to the success of the CRF, Antonito now draws between 40-50 volunteers each work session.

We have outgrown the existing facility. This leads to safety issues due to overcrowding, which must be corrected. Lack of storage for critical supplies, including winter storage of paint and stains, makes our work less efficient. In order to accommodate the growing number of volunteers, we must enlarge our storage facilities and improve our sanitary facilities to enhance safety and provide a more comfortable work environment. Chama facilities also need to be upgraded to secure storage and repair space for the small engines we use in our work.



We hope you will join us in preserving this historic treasure and providing the foundation for its future success. A donor support information form can be found to the right or you can donate online by going to the Friends website at www.cumbrestoltec.org and clicking on the JOIN/RENEW/GIVE button.

Most sincerely,

Tim Tennant

Tim Tennant
CEO Friends of the C&TS

Bob Ross

Bob Ross
Chairman of the Board

PRESERVING THE NARROW GAUGE PAST FOR THE FUTURE SPRING 2019 DONOR CARD

Yes, I would like to support the Friends by making a contribution of \$ _____ to the PNGPF program.

Please allocate my donation as follows:

\$ _____ Wok Session Support

\$ _____ Major Restoration Projects

\$ _____ Interpretation Projects

\$ _____ General Operating Support

\$ _____ Capital Fund

Name _____

Address: _____

City _____ State _____ Zip _____

Phone (____) _____

Email _____

____ My full contribution is enclosed

or

____ Charge my credit card (check one)

____ Master Card ____ Visa ____ Discover

Card number _____

Expiration Date _____

Signature _____

If you are not already a Friends member, **check here** ____ to apply the first \$35 of your contribution to a one-year membership thus granting all the benefits of membership such as the ability to participate in the work sessions and receive our quarterly magazine and other updates of Friends activities.

The Friends of the Cumbres & Toltec, Inc is a nonprofit charitable organization and all contributions are tax deductible to the fullest extent provided by law.

Friends of the Cumbres & Toltec, Inc.
4421 McLeod Road NE, Suite F
Albuquerque, NM 87109
(505) 880-1331

Tear and send, or better yet, e-mail your donation!



Friends of the C&TS Timetable: **TIMETABLE**

FRIENDS 2019 RESTORATION WORK SESSION SCHEDULE CONTINUES!

Get out your calendars and mark down these dates! The 2019 Restoration Work Sessions are in full swing. Skilled, amateur or just plain interested in helping, there's a place for **you** this summer in Chama, Antonito or along the right-of-way. There are also volunteer opportunities at the Friends' office in Albuquerque. Find out more in the Friends' Library story, beginning on page 10. And if you have never attended a Work Session before, we'll waive the \$20 registration fee. See page 3 for details!

So grab your gloves and a hard hat and head for the C&TS! You will never regret it!

The remaining 2019 work schedule is as follows:

Session D 6/24 thru 6/28

Session E 7/29 thru 8/2

Session F 8/5 thru 8/9

Session G 9/23 thru 9/27

Additional "Special Sessions" may also be announced.

To learn more, visit

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



Photo: Tim Smith

Friends Volunteers, Antonito, Work Session B, May 28, 2019

Requirements and fees for volunteer work:

- You must be a current member of the Friends.
- Session registration: \$20.00 for each session.
- Lunches: \$35.00 per session (or \$7/day).
- You must have personal health and accident insurance.
- There is an additional \$15.00 charge per year for supplemental insurance through the Friends.
- **Important!** Read the Safety Program in the volunteer forms section of the website, <https://www.cumbrestoltec.org>



Friends of the C&TS Telegraph: **NEWS**

Join Us for a Locomotive 315 Photo Freight Charter, August 3, 2019!

\$225/person per day for Friends members & DHRS members

\$250/person per day for general public

Lunch at Osier, water, and snacks on the train included in the fare

Reservations close July 22

Only 50 seats available!

Call 505-880-1311 to reserve your seat today!



This is a lifetime opportunity to capture the 315 in Flying Rio Grande livery!

The special charter will feature several freight cars, an open rider gondola, restored historic Coach #292, and a caboose.

Staying in Chama? A morning motorcoach will depart from Chama at 7:00 AM arriving in Antonito at 8:00 AM (\$25/person to ride the bus).





Friends of the C&TS Telegraph: NEWS

New Members Join the Friends' Board of Directors; Others Retire!

Change is in the wind (and steam and coal smoke.) Four new faces have joined the Friends' Board of Directors, voted in by Friends' members this spring. They join **John Engs, James Herron, Bill Lock, Warren Smalley, Ed Beaudette, Russ Hanscom, Dan Pyzel, Caroline Tower, Scott Hardy** and **Don Stewart** who were all reelected for another term. Don Stewart will be the new Board Chair, replacing retiring Bob Ross. Dave Ferro also retired from the Board. The new Board members are:

Greg Coit, Bayfield, Colorado

Greg Coit, a native of California and graduate from Humboldt State University, has been a Friends member and volunteer since 2014. Greg's interest in Colorado & New Mexico narrow gauge railroads started when he was a teenager. After visits to the area, and falling in love with the scenery and climate, he moved to Bayfield, Colorado in 2017.

Greg has worked on the paint crew and restored gondolas and boxcars. He now leads a team every year restoring flat cars, most of which are used by the C&TS for maintenance of way. He also enjoys volunteering for Friends charter events.

He has been a Linux Systems Administrator since 1999 and works remotely for a company based in Chicago.

John Ferrell, Royalton, Vermont

John Ferrell was first inducted into the Friends of the C&TS in 2009 while wandering the Chama railyard. A lifelong train enthusiast, he has possessed a particular interest in the Cumbres & Toltec and its history since he was a small child, and found the Friends a natural continuation of this passion, participating in work sessions every year since. He has greatly enjoyed learning the ins and outs of swapping out trucks under rolling stock, checking journal boxes, restoring boxcar roofs, stripping and painting #483, tending to the masonry of the Lava Pump House, and all manner of MOW signage.

In 2011, he received his B.A. in History from McMurry University. In 2014, while enrolled in Texas State University for his masters, he became the first intern of the Friends. At the Friends headquarters, he engaged in management of the archives, creating exhibits and interpretive displays, refining the Richard L. Dorman photograph collection database, and taking on the task of creating a book to be published by the Friends. His internship also took him to the C&TS, where he served as a docent and created text for display signage at Osier and Cumbres.

In November 2018, after four years of work, he completed the Friends of the C&TS book *Rails Across the San Juan*, his first published work.

Wayne E. Huddleston, Omaha, Nebraska

Wayne spent most of his life in California but now resides

in the Omaha, Nebraska, area. He has been an active member of the Friends since 2004 when he attended his first work session with the Mile Posts and Whistle Boards crew. It was love at first sight. Since then he has regularly attended summer work sessions involving a variety of additional projects including tree and brush cutting, right-of-way work, trestle repairs at Cumbres Pass, Derrick OP rebuilding and other freight car restorations or conversions.

Wayne earned a Bachelor of Science degree from California State University, Long Beach, and an MBA from UCLA. He spent most of his business career working for the Southern Pacific and later Union Pacific railroads in a variety of field operating positions and headquarters staff positions for the Mechanical and Operating Departments. In 2012, Wayne retired from the Union Pacific after 38 years of service. He and his wife Edith continue to live in the Omaha area. In addition to volunteering with the Friends, Wayne also enjoys collecting and operating O-gauge and garden railroad trains.

Ian Kelly, Malibu, California

Ian is retired video engineer and owner of a video services company. Originally from England, he has lived in the USA for thirty or so years with his wife Susan on the sunny west coast of California. His connection to the Railroad goes back some thirty years when he was introduced to the C&TS while working on "Indiana Jones and the Last Crusade." He so enjoyed his time on the Railroad that he always promised himself that he would return. Some 25 years later, he joined the Friends and worked in the Antonito CRF on the passenger truck project during the 2013 session G. In 2018, he worked all seven sessions at the CRF, as well as appearing as Chief Inspector T. N. Crum-Pette as part of the Railroad's Murder/Mystery train back in September. In addition, in 2018 he worked as a volunteer train host on two of the Friends charter freights.

After leaving school, Ian was a trainee mechanical engineer with British Railways Workshops in England at Doncaster going through the apprentice school, then York carriage works, Horwich rolling stock and foundry works, followed by the drawing offices in Derby. After moving on to a job at Pinewood Studios, he got involved in making documentaries and worked on various feature film projects in the UK, the USA and around the world, including "Forrest Gump", "Avatar" and "Jungle Book," as well as "Indiana Jones and the Last Crusade." "But," he says, "the minute the hooter goes off in the CRF for lunch, mentally I'm back in Doncaster Locomotive Works."

Ian's usual mode of transport is his 1962 Land Rover Dormobile camper, not old enough to match the age of the Baldwin steam engines associated with the C&TS and only slightly faster.



COLD, BUT NOT FORGOTTEN

THE DISPLAY LOCOMOTIVES OF THE CUMBRES & TOLTEC

It is easy to think of a steam locomotive as being “alive” as it charges up the 4% grade on Cumbres Pass. In fact, it is alive in its own mechanical way, burning fuel at a ferocious rate and thirsting for water, much like a long distance runner in a marathon. And like that runner, watching a locomotive’s “muscles” at work, the pistons, the running gear and the counterbalanced wheels, is not unlike watching a star Olympic athlete at her best.



D&RGW K-37 No. 492, Salida, Colorado, date and photographer Unknown. FCTS Dorman Collection RD120-012



D&RGW K-37 No. 492, Chama, New Mexico, 2018. Photo: Chris James



D&RGW K-37 No. 494, Durango, Colorado, April 6, 1962. Photo: Andy M. Payne, FCTS Dorman Collection AMP02-151



D&RGW K-37 No. 494, Antonito, Colorado, 2018. Photo: Chris James

Over time, even top athletes eventually lose their edge and retire, often to be replaced by new contenders who are younger, stronger and more agile. However, unlike athletes, locomotives can be almost endlessly rebuilt (at great cost) to preserve their historic glory. Such has been the case with many of the locomotives on the C&TS.

Not all of the locomotives acquired from the D&RGW when the railroad was purchased in 1970 have remained in service, even if they are still historic. Like old horses “put out to pasture,” four of our iron horses have been set aside for use as static displays and occasional sources of spare, impossible-to-find parts. And while they are no longer plying the narrow gauge lines of Colorado and New Mexico, they are admired nonetheless, the way we still admire retired athletes like Michael Jordan or Nadia Comăneci for their skill, stamina and the stories they can tell.

D&RGW K-37 No. 492 sits east of the shop in Chama. Like the other locomotives in the K-37 class, Nos. 490-499, 492 was built new for the Rio Grande by Baldwin as a standard gauge C-41 class, 2-8-0 locomotive in 1903 and rebuilt as a narrow gauge 2-8-2 in 1928 by the D&RGW’s Denver Burnham Shops in response to the demand for narrow gauge motive power. Purchased from the D&RGW when the C&TS acquired the line in 1970, she was moved to Chama for good.

Largely a source for parts, her boiler insulation was tested and found to contain asbestos. Prior to removal of the asbestos, Friends volunteers stripped off most of the piping, running boards, hand rails and tanks, and removed the boiler jacket. With the jacket off and the asbestos removed by a licensed contractor, the boiler was given a protective coat of paint in 2001. 492 has never operated on the C&TS.

D&RGW K-37 No. 494, shown to the left at work in Durango and photographed by engineer-photographer Andy M. Payne, now rests east of the C&TS Depot in Antonito. Like her sister 492, she was converted from standard gauge to narrow gauge in Denver and shipped by standard gauge flat car to Alamosa for final assembly in the Alamosa shop.

By 1967, it was decided that her useful life was over and she was put in storage in Alamosa. She too was part of the rolling stock acquired from the D&RGW in 1970. Later she was moved to her current location near the Antonito yard. Over the years, Friends volunteers have scraped, painted and lettered the Locomotive and 494 remains on display in Antonito for our visitors and riders to admire.

Also in Antonito and “pulling” a static display of narrow gauge freight cars, **D&RGW K-37 No. 495** (opposite page, top) stands at the entrance to the yard and depot. According to the C&TS rolling stock database, preservation work of 495 has been ongoing since the early days of the Friends in the late 1980s. Painting, repainting, lettering and relettering the Locomotive has occurred several times since the Locomotive was initially put on display. The “dog house”



D&RGW K-37 No. 495, Durango, Colorado, May 30, 1962. Photo: Andy M. Payne, FCTS Dorman Collection AMP02-160



D&RGW K-37 No. 495, Antonito, Colorado, 2018. Photo: Chris James



D&RGW K-36 No. 483, Salida, Colorado, date and photographer Unknown. FCTS Dorman Collection RD117-029



D&RGW K-36 No. 483, Wilson's Gulch, Colorado, MP 445.5, September 28, 1958. Photo: Andy M. Payne, FCTS Dorman Collection AMP06-220



D&RGW K-36 No. 483, New Mexico, 2018. Photo: Chris James

on the tender was restored by the Friends as well. Additionally, most of the rolling stock in the static display have been repainted at one time or another.

Unfortunately, the rust holes in the tender skirting as seen in the photo to the left are evidence of its hard life as a display locomotive.

D&RGW K-36 No. 483 probably has some of the most interesting, and tragic, stories to tell. She was built new for the D&RGW by Baldwin in 1925. The Friends' photograph archives show her working throughout the D&RG narrow gauge system from Salida to Montrose, Durango to Alamosa, and on the Farmington Branch.


In September, 1958, she and sister Locomotive 494 were double-heading a freight about six miles east of Durango at MP 445.5 when she derailed and jackknifed into a small arroyo, rolling over onto her left side. Fireman Paul Mayer was killed and the Locomotive was heavily damaged.

Repaired, she was put back into service and was the only operational locomotive when the original K-36 and K-37 fleet was acquired by the C&TS twelve years later. She helped move much of the rolling stock from Antonito when the line was purchased from the D&RGW and pulled many a passenger train over Cumbres Pass in the early 70s.

By 1977, her flue sheets had worn out and with the Railroad now having more operational locomotives, she was retired to the Chama yard.

Beginning in 1993, the Friends has worked on preserving, if not totally restoring, 483 for static display in Chama. The Locomotive was largely disassembled down to the boiler and frame and each part was cataloged, scraped, painted, or, in the case of some of the wooden parts, recreated.

Preservation of 483 continues today with the Locomotive sitting on the RIP ("Repair in Place") track in the yard across from the Chama water tank. It will not be long before 483 returns to her former glory, even if it's only as a static display. But you know what? She's so beautiful, she won't mind that at all.

 Chris James



D&RGW K-36 No. 483, preservation crew, Chama, New Mexico, Summer, 2016. Photo: Friends of the CC&TS Chonichling Team

RESEARCH AND VOLUNTEERING AT THE PHOTOGRAPHS BOOKS MAPS STUDIES L

Not every volunteer opportunity with the Friends of the Cumbres & Toltec involves pounding nails, lettering rolling stock or manufacturing passenger trucks from the wheels up. Every year there are over 350 volunteers, about 15% of our total membership, who travel to Chama and Antonito to pick up a hammer, a paint brush or a welding torch. For those who don't think they have the skills to rehabilitate a flat car (though you might be surprised because you probably *do* have those skills, or could easily be trained), don't feel that you can't participate as a volunteer.

Take, for example, your *Dispatch* editor. After two back surgeries I decided it would be best if I stopped climbing ladders to restore boxcars. Although I'd participated in a number of Restoration Work Sessions in the past, these days the only tools I generally wield are a camera, a keyboard and mouse. It's my way of contributing to the Friends with my skills.

As for you who would like to participate but spending time in Chama or Antonito is not an option, whether it is due to *your* back or your schedule, your family or skills, there are other volunteer opportunities available:

- You could present one of the Friends' or the Railroad's fine video productions to your model railroad club or local service organization. All you need is a laptop or tablet and projector. If you don't have one or the other, they are generally available for rental locally or perhaps on loan from your work, church or neighbor.
- The Friends office also has a fine tabletop display that could be shipped to you for presentation at a railroad fair in your city.
- There is even the simple volunteer task of being a Friends "evangelist," giving you the satisfaction of telling the story of Rocky Mountain narrow gauge railroading to your friends, neighbors or anyone else who would listen (and of course providing them with a membership form.)
- If you happen to be living within shouting distance of Albuquerque, volunteer opportunities await in the Friends' Spencer Wilson Library.

The Library wears many hats. It focuses mainly on Colorado and New Mexico narrow gauge history but also includes many rare books on historic railroading around the country. It is also the home of the Friends' collection of over 29,000 photographs purchased by or donated to the Friends. Wherever possible, the photos have been identified by location, date and photographer, and then sorted, catalogued, and embedded with searchable keywords and uploaded for viewing, purchasing or download. Spearhead-



Spencer Wilson
Professor, historian, docent, Railroad Commissioner, Board member, Librarian, instrumental in recognizing and preserving the historical assets of the Cumbres & Toltec. Spencer passed away in 2013.

ing this herculean task have been Wes Pfarner and Dave Ryerson, two retired Sandia Labs software engineers. Both have spent much of the last twelve years hunched over a scanner and a keyboard assembling this incredible collection, cataloging the images and placing them online.

The Dorman Collection alone, some 25,000 images, is sorted into nearly 400 subcategories ranging from locomotive class (C-16, K37, etc.) to types of rolling stock, locations, structures, wrecks, right-of-way and more. And the photos are not limited to the D&RG, as they also include shots including the Rio Grande Southern, the Colorado Midland, and shortline logging operations around Colorado and New Mexico. The other collections are smaller but are equally well cataloged and accessible.

This, however, is just the beginning. And this is where you come in.

This spring the Friends acquired an astounding collection from the estate of the late Ernie Robart. With around 27,000 color slides along with somewhere between 30,000 and 40,000 black-and-white and color prints, negatives, books, CDs, DVDs and other ephemera, the acquisition is stunning. Ernie was a active Friend and incredible photographer whose work ranges from the last days of the D&RGW and the beginning of the C&TS to photos taken shortly before his passing.

If the Dorman Collection took twelve years to catalog and place online, imagine the task ahead for the Ernie Robart Collection. Wes Pfarner and Dave Ryerson could really use some volunteer help to start processing these new acquisitions.

Perhaps you live in or near Albuquerque. Or perhaps, instead of traveling to Chama or Antonito to volunteer with a hammer, you could spend a "Work Session" in Albuquerque with a mouse. As with any Friends project, some training

Continued on p. 12



Was Pfarner (top) and Dave Ryerson, along with many other volunteers, cataloged and organized the Friends photographic archives.

THE FRIENDS' SPENCER WILSON LIBRARY

LETTERS & DIGITAL FILES AVAILABLE ONLINE!

Spencer Wilson Library

The *Spencer Wilson Library* at the Friends' Albuquerque office is one of the finest and most diverse collections of Western railroad photographs, books, and other documents in the country. Available both online and in the Library itself, the collection is a goldmine of images, information and research potential to historians, railfans, and the public.

What will you find here? Take a look around!

Photo Collections:

The Library is home of the **Dorman Collection** of 24,797 images from the 1880s through the present that were acquired from the late Richard L. Dorman (1922-2010).

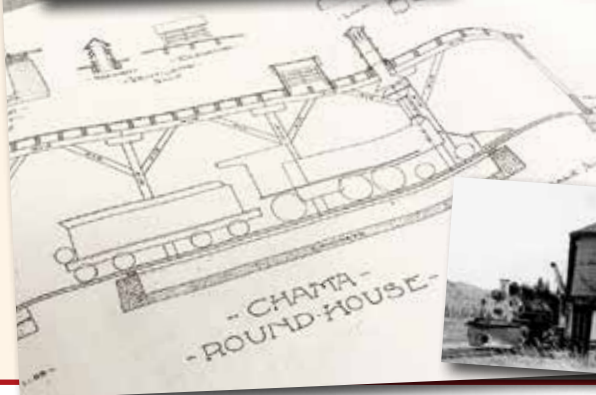
The **Berkstresser Collection**: George Berkstresser (1928-2014) was a railfan and science teacher at Sargent High School in Monte Vista. His 1,073 photographs were mostly from around Alamosa and were taken between the mid-1950s to the late 1970s.

The **Lowrance Collection**: Ed Lowrance (d. 2017) took photos on the D&RGW-National Park Service Excursion train in 1968 when the Park Service considered taking over the D&RGW narrow gauge for historical preservation.

The **Payne Collection**: 2,270 images from the camera of Andrus (Andy) M. Payne (1925-2012), a narrow gauge engineer who worked on the D&RGW out of Durango between 1954 and 1978.

The **Spence Collection** includes 341 photos from western narrow gauge lines taken by Gene R. Spence (1947-2011), a model railroader from Albuquerque.

The **Sperry Collection** contains 404 photographs made by Friends Member Russell Sperry (b. 1941), including 191 images of the D&RGW's narrow gauge operations in the 1960s and the last



freight trains over Cumbres Pass in August, 1968.

And then there is the **Ernie Robart Collection**, described on the opposite page: 27,000 color slides, 30-40,000 black-and-white and color prints, negatives and other material, still waiting to be cataloged and made available online. Ernie passed away suddenly last December.

With the exception of the Ernie Robart Collection, all the above collections can be accessed at

<https://ngtrainpics.photoshelter.com/index>

Photo sales generate about \$2,000 per year for the Friends that not only helps pay the fee for hosting the collection but also helps pay back the Friends' investment in the Dorman Collection. It also permits the public to view images at no charge, our contribution to narrow gauge history. We're sure Mr. Dorman would approve.

Book and Document Collections:

The shelves and files of the Library hold 1,100 books, maps, detailed engineering drawings, studies and reports on narrow gauge history, and vertical files of small items ranging from brochures to historical letters, along with current and back issues of railroading and model railroading periodicals. The cataloging of the book collection is complete and can be accessed at

<https://14973.rmwebopac.com>

and is searchable by keywords. The vertical file collection and the maps and drawings are in the process of being cataloged and will be available soon.

The online Library is open to all. The physical Library in

Albuquerque is available to Friends members by appointment.

Continued from p. 10

would probably be required along with some follow-up inspection. But there would really be very little difference between volunteering along the Railroad or volunteering in the office. If you know the Railroad, most of the locations, locomotive classes, rolling stock and other metadata would be familiar to you. If not, the Library's collection of over 1,100 books, maps, drawings and other historical information is available to you for reference, as is the immense historical knowledge of Wes and Dave.

Along with the thousands of photographs, the Library is the home over 1,100 books, maps and drawings. Like the photographs, these often rare or one-of-a-kind documents need supervision and organization. That task is handled by **Robin Henry**, the volunteer Librarian for the collection. Over the last three years, Robin has organized the collection and, like the photographs, has created a database of titles, keywords and content and placed the entire collection online in a searchable format at <https://14973.rmwebopac.com>. The database is open for use by the public; the physical



This is a small portion of the new Ernie Robart Collection of photographs. Each box holds about 750 slides.



Wes Pfarner is a tall guy, but he is almost dwarfed by the acquisitions from Ernie Robart's estate, including color slides, black-and-white prints, negatives, books and historic videos, all of which need to be organized, cataloged and placed into the Friends online collection.

Library in the office is available only for Friends' use. You can't "check out" the library holdings but Friends members are invited to use the Library by appointment as a resource for railroad research.

Robin has completed the initial cataloging of the book collection but new books and other



Robin Henry is the volunteer librarian at the Spencer Wilson Library, maintaining order and accessibility of the print collection, including maps and drawings.

donations are always arriving, sometimes by the box load, and need to be entered into the system. If the books are already in the collection, they are set aside and Wes sells them on eBay, netting the Library around \$6,000 a year, enough to pay for the off-site servers that support the collections.

Assisting Robin is **Richard Lind**, a recent arrival in Albuquerque, who is sorting and organizing the vertical file materials, smaller books, pamphlets, small documents, and other important papers that are part of the railroad history of Colorado and New Mexico. These documents




Richard Lind enters the smaller books and pamphlets that occupy the vertical files. Robin will later add them to the online database.

are organized and filed, ready for the research historian. Richard is preparing them so they too can be placed online for research.

So how can you volunteer to assist in the Spencer Wilson Library and where might your interests and talents be best put to use? Contact Tim Tennant at timtennant@cumbrestoltec.org and he will put you in contact with the Library staff. Like volunteering in Chama or Antonito, you can discuss your skills and interests and what sort of schedule would work for you. Unlike the summer Restoration Work Sessions, these volunteer opportunities are available year around and can be adjusted to fit your schedule.

The Friends of the Cumbres & Toltec is an all-volunteer organization and we always need volunteers! To paraphrase John F. Kennedy, "Ask not what the Friends can do for you. Ask what you can do for the Friends!"

 Chris James

From the editor: During our 30th anniversary celebration, I put out a call for stories that were “looking back” at interesting, important or unique events that Friends members had experienced over the previous thirty years. The Reverend Bruce Williams of Cedar Rapids, Iowa, submitted the following story. The *Looking Back* column ended with the Winter, 2018 issue. While this story was too long to use in *Looking Back*, it was simply too irresistible not to use it somewhere.

Enjoy!

 **Chris James**

September 21, 2007, began in typical fashion on the C&TS as fellow docent Mike Faith and I prepared for our westbound departure from Antonito. After setting up the PA in the open car, we decided Mike would work the car before lunch, while I'd do the after lunch shift.

Osier was selected as the site because it was in Colorado, the weather was cooperative, and we wouldn't be disturbed as passengers and crew would be eating lunch. Ed Neubaum, the docent on the eastbound train, was willing to take photographs of the ceremony using my camera.

So, as a wedding party of six, we gathered in the open car after the train was empty. As the ceremony was nearing its conclusion, the bride and groom were instructed, “If you can keep it under five minutes, you may kiss one another!”

Soon after departing Osier, Linda found the couple in the coach section, handed them a small plate, and said, “This is your wedding cake,” from the refreshments Linda had in the parlor car, a tender touch topping off a spontaneously special experience.

The Accidental Chaplain: **WEDDING BELLS AT OSIER**

by Rev. Bruce Williams
Photos by Ed Neubaum



(L to R) Linda, Bruce, Margie, Ron, Mike

During my second or third walk-through, a middle-aged couple, Margie and Ron, stopped me with a question about the locomotive. One question lead to another and after 10-12 minutes of interacting, the woman turned the conversation in a very different direction when she asked, “Is there anyone on this train who could perform a wedding?” Thinking she was asking a hypothetical question and comparing forms of transportation, I replied, “Oh, like the captain of a ship?” As she spoke, her partner, who looked like he could have been Wilford Brimley's brother, pulled out an official-looking envelope from his back pocket and began unfolding what they explained was a Colorado marriage license awaiting consummation.

Laughingly, I said, “Ma'am, you have no way of knowing you're talking to a clergyperson.” Her response was immediate, concise, and serious: “I don't believe in accidents.” Instantly, I realized my duty as a docent and a minister was to see what could be done about facilitating a wedding and not engage in a philosophical/theological debate about coincidence versus predestination.

I first checked with the conductor, who said it was okay as long as he wasn't involved. Mike Faith agreed to be best man, while the parlor car hostess, Linda Irvin, said she'd be the matron of honor.



Knowing of my interests, some of my high school friends said I could be a chaplain on a train. Although it took forty years, apparently they knew. We know the bride doesn't believe in accidents—do you?

The Rev. Bruce D. Williams
Cedar Rapids, IA

HISTORIC PRESERVATION ON THE C&TS, 2019

SESSION A (MAY 20-24), SESSION B (MAY 27-31)

PLUS SPECIAL SESSIONS FOR TOURIST SLEEPER 470 AND STOCK CAR 5691

Photos by Sharon McGee, Tim Smith Tom Simco and Don Atkinson. Photos are shown when available.

Reports are based on Team Leader submissions to FIDO and volunteer assignment lists. The Editor regrets any errors in content.

Because of continuing bad weather during Sessions A and B, along with low volunteer attendance during those two sessions, a number of scheduled projects for the two sessions were either cancelled or suffered from minimal progress. Additionally, many Team Leader reports were not delivered in time before this issue had to go to press. My apologies for the thin details and any errors in volunteer participation on these projects. ~ Editor.

ANTONITO, COLORADO: ED LOWRANCE CRF

Proj. 0701: Landscaping Depot and CRF, Sessions A and B

Once the sun (finally) came out in Antonito, Michelle Hackmeyer and Elizabeth Dyer could begin the gardening around the depot, planting flowers and spreading mulch.



Michelle says, "We cleaned up landscaping and grounds around the depot and CRF in Antonito and repaired irrigation systems in both places. This year was particularly challenging because of the weather, more so during A Session than Session B. During A Session, the temperatures were a little cold, but the wind in the afternoons made it unfeasible to continue working. Especially for this flatlander from North Florida!"



Because of the weather, Michelle and Elizabeth scrapped the scheduled locations and combined the Chama and Antonito projects throughout Sessions A and B in whatever location had better weather that day!

Proj. 1276: Repairs and Upgrades to Caboose 05635, Sessions A and B

Chuck Dueker, Jim Hickman, Tom Hiscox, Sam Hauck, Dean Myers.

Over the winter Jim Hickman built new doors for the caboose. They were fitted and installed.

Additionally, the railings on the A and B ends of the car were removed and repaired.



Proj. 1303: Prepare Boxcar 3159 for Static Display, Session A



Jim McGee and Chuck Dueker continued work on Boxcar 3159 to be put on static display in Antonito.

Proj. 1304: Restore Converted Stock Car 5774, Sessions A and B

Dan Pyzel, Andrew “AJ” Hackmeyer, Ken Halterman, Sam Hauck. Cattle Car 5774 is receiving a complete restoration including a rebuilt roof and new side doors.



Proj. 1339: Construct Work Area for Wheel Press, Session A

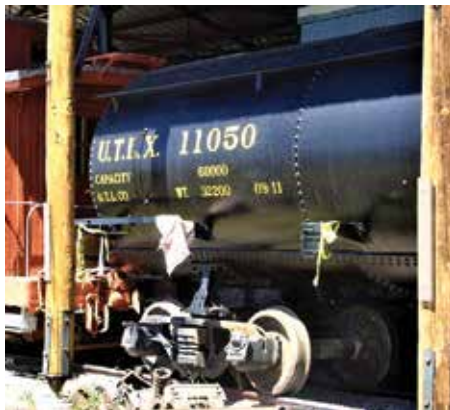
Russ Hanscom, Ward McCartney and others began laying out the forms for the foundation to support the wheel press that was acquired from the Orange Empire Railroad Museum in California. Next step: Concrete. This will be part of an entire wheel press work area.



Proj. 0732: Car Lettering, Session B



Fred Pitroff was joined by Patti Lounsbury for lettering projects in Session B, including finishing the lettering on UTLX Tank Car 11050.



Proj. 1341: Maintain, Repair, Replace Components of Steel Flat Car 6214, Session B

Greg Coit, Robert Brigham, Kevin Corwin, Roger Davis, Andrew “AJ” Hackmeyer teamed up for the Flat Car.



Greg and crew first had to remove the existing deck and needle scale the accessible unpainted metal. They inspected the end beams and found them in good condition. The sills were inspected and it was found the outer sills needed replacement.

They also did a brake inspection and air line test.



Proj. 1197: Construct Period Trucks for Passenger Coaches, Sessions A and B

Russ Hanscom, Fuzzy Anstine, Ian Kelly, John Weiss and Wayne Weiss continued work, with one set of trucks completed and moved to the outside storage track. Assembly was begun on the next set of trucks.



OSIER, COLORADO

Proj. 0705 : Seasonal Installation of Interpretive Signage at Osier, Session B

At the end of each season, the historic signs at Osier are removed for

the winter. John Engs replaced this interpretive sign in Session B.



CHAMA, NEW MEXICO

Proj. 1286: Construction of Friends Storage Building, Sessions A and B

Bob Conry, Duane Dyer, Ronald Horejsi, Bob Reib, Vance Behr, George Trever.

After many delays, including waiting for the snow to stop in Chama, work was finally begun on the off-site storage shed. A number of construction panels were completed.



1313: Reconstruction of High Side Rider Gondola 1204, Sessions A and B

Terry Rider (A), Dave Shannon (B), Ron Lira, Dan Robbins, and William Lowes were pretty much skunked by the bad weather in Chama in Session A, so most of the work on the Rider Gon was done in the woodshop.



Of course the structural integrity of their work had to be tested!



SPECIAL SESSION, CHAMA

SS1: Maintenance and Repair of Cattle Car 56901

Bill Lock, Norma Lock, Mavy Charvarria, Dave Ferro, Dave Jenkins and George Trevor arrived in Chama the end of April to begin the restoration of D&RGW Cattle Car 5691.



In this pre-session, they removed the roof walk, the fascia boards, and all of the roof boards. They removed

the doors, and cut off the bolts holding the tie rods. The upper sills (beams) were in really bad shape, so their first Session C project will be to replace the upper sills.



COLORADO SPRINGS WORK SITE

Restoration of D&RG Tourist Sleeper No. 470, February and April

John Eng, Don Atkinson, John Caufield, Jim Marquart, Bill Kepner, Mike Barbec, Craig McMullen, Duncan Durdick, Tom Simco, Jim King, Dean Myers, Jim Barton, Bill Lowes.

The complete restoration of Tourist Sleeper 470 is proceeding well at the



Colorado Springs work site. In February, Mike Brabec and Bill Kepner used a small bottlejack to stabilize the bolster bowl (bearing plate) so it could be bolted into position. It turned out to be more difficult than expected due to lack of maneuvering room.



In April, most of the work was inside the car instead of under it, installing the flooring, installing and routing the red oak trim over the truss beams, priming sections of the exterior wood and grinding flashing away from the seat frame castings.



FRIENDS SERVICES AND SUPPORT

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

Brad Lounsbury: Chama
John Eng: Antonito

Proj. 0294: Hauling and Vehicle Operation, Sessions A and B

Bob Reib

Proj. 0211: Work Session Check in, Antonito, Session A and B

Mary Jane Smith

Proj. 0211: Lettering Coordinator, Antonito, Sessions A and B

Patti Lounsbury

Proj. 0263: Project Chronicling, Antonito, Session A and B

Sharon McGee and Tim Smith

Proj. 0270: Equipment Preparation, Antonito and Chama, Sessions A and B

Leon Beier

Proj. 0222: Friends Merchandise Sales, Antonito, Session A and B



Mary Jane Smith

Proj. 0231: Food Preparation, Antonito, Sessions A and B



Patty Hanscom (Session A), Mary Jane Smith (Session B), Connie Hickman, Linda Dueker, Mary Lowes.

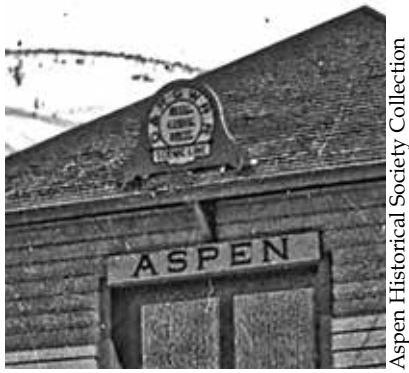
Proj. 0225: Tool and Bolt Operation, Antonito, Session A and B



Marshall Smith, Jack Heiermann

Thank you,
each and every one of you for
your support of the Friends!





Aspen Historical Society Collection

A Small Piece of History:

ASPEN STATION'S D&RGW HERALD

The Depot's "Royal Gorge Route" herald is bound for the C&TS

by William Beaver

As a boy growing up on the western slope of Colorado in the late 1950s and early 1960s, I spent a lot of time wandering around fading mining towns and crumbling ghost towns, deeply drinking in Colorado's mining and railroad past. Aspen was one of them. Often traveling from Grand Junction to Aspen with our parents, my sister Jan and I spent a considerable amount of free time roaming the streets of the town, a town undergoing a dramatic regeneration from mining to skiing, a make-over which concerned me as a teenager besotted with Colorado history. I was fearful that the new money in town would underestimate the value of preserving the reality and romance of the past, and the then-town council would not be adequate guardians.

The old Denver & Rio Grande Western depot was still standing in the railyard, fast falling into dereliction. It had just been sold to some out-of-state entrepreneurs whom, I suspected, were probably opening a hippie store straight out of Haight-Ashbury. Their business acumen aside, they certainly had no regard for the depot as a heritage property as I saw for myself when workmen began prising the

D&RGW herald from the roof in prelude to burning it.

I was horrified. I ran into the store, asked the new owners if I could have the sign. Scarcely awaiting their reply I immediately ran to the Jerome Hotel, borrowed my mother's DeSoto station wagon and whipped the sign away before it was put on the contractor's bonfire.

Having survived its journey back to Grand Junction, I saw my almost five-foot-long orphan was not in good shape. It was weather beaten and there was evidence of woodworm. Quite a lot of the paint had gone as well. Faced with the problem of either restoring it (replacing the worst affected timbers) or conserving it in the sorry state it was in, my father suggested that whatever I did, conserve or restore, I ought to do as little intervention as possible. He did not quite say: "Do not rub out the romance," but that was the import of his guidance.

The woodworm, however, was still active and so I bathed the whole sign in a cattle trough of fungicide. To my dismay most of the remaining paint started to lift off the wooden backing. I thereupon hurriedly but carefully fished it out of the tank, traced the existing early 20th century



FC&TS Richard Dorman Collection; RD-036-065

Aspen, Colorado's D&RGW's depot in 1954, six years before the author "collected" the weathered herald from the roof.

lettering onto thin parchment paper as a precaution and let the cumbersome sign dry.

Once it was stable, I decided to restore the missing and faded paint, lest I would have had nothing but a ghost of the proud symbol it once had been. But my teenage notions of authenticity dictated that I would only take on this task if I could obtain authentic D&RGW paint.

This was easier said than done. Fortunately, besides my father's private ophthalmic practice, he was also the Division Eye Surgeon for the D&RGW, which included the Aspen Branch and the San Juan Extension, part of which is now the Cumbres & Toltec. I implored him to ask around the next time he was in the Grand Junction yard and in due course he brought me two small cans of paint, telling me that he had been told by the shop foreman that they were "the last of D&RG yellow and brown to be had." I was in business!

Stabilisation having been achieved, I saw that the sign was more robust than I thought. I avoided sanding it and between the lettering that was left and what I had recorded on parchment paper, I think I did a half-way creditable job of preservation and restoration. But what then? I had absolutely no idea of what I would do with it.

By 1968, the D&RGW was gone from Aspen, the tracks extending only as far as Woody Creek, the first of several abandonments along the Aspen Branch.

Years passed. I moved to England and the sign was faithfully kept by my sister and her friends languishing in a secure warehouse, but not forgotten. At one stage it was suggested I put it up for auction at a railway memorabilia sale where I was assured it would fetch several thousand dollars, but I had set my heart on finding a home for it in a museum which valued Colorado's industrial history, if only I could find one. The Colorado Railroad Museum? No acknowledgement, no answer. The Aspen Historical Society? Bemusement; "What does Aspen have to do with the Royal Gorge?" I tried to explain but to no avail. No doubt the Society has more than enough 19th century bric-a-brac!

Then, in 2018, when re-visiting Colorado for a reunion at The Colorado College in Colorado Springs and riding the now-Cumbres & Toltec for the first time since the 1950s, my ever-patient sister brought up the disposition of the sign. Through Chris James, another Colorado College graduate and the Editor of the *C&TS Dispatch*, I got in contact with C&TS Board Member and restoration projects supervisor John Eng, no slouch when it comes to appraising potential acquisitions. "Can you find its provenance," he wanted to know. "How could you prove it is authentic?"

Fortunately, the C&TS's Dorman photographic collection and the Aspen Historical Society archive included photographs that show it forlornly on the station roof within just the right time period. Mr. Eng was convinced and accepted my modest unconditional gift on behalf of the Friends.

Later this summer, the custodians of that herald for all these years will deliver it to Chama and a bit of Denver and Rio Grande Western from Aspen will again in a working railway environment, a place where it will be most at home.

And even if it sits in a corner in a box car until someone comes up with a bright idea of how to use it, if at all, at

least it is in exactly the right place surrounded by the right people with the right attitude on the right railroad for which it was made, a happy outcome for what others regarded as only a piece of wood fit for a bonfire.



Photo courtesy of the author
William Beaver's restored Aspen depot herald, awaiting delivery.

Some Additional History of the Aspen Depot

Once located near the intersection of E. Hallam Street and N. Monarch Street in Aspen, there is no sign of the old depot today.

According to Ms. Anna Scott, archivist for the Aspen Historical Society, the depot was originally the Colorado Midland depot at the base of Aspen Mountain. Following the demise of the Colorado Midland, the depot was moved to a new location along the D&RGW "in the early 1920s."

The Denver and Rio Grande's "Royal Gorge Route" herald was adopted by the railroad in 1926 so it may be fair to assume that the Aspen depot's "D&RGWRR Royal Gorge Route Scenic Line" herald was placed atop the depot around that time. It remained there, weathering away, until I commandeered it in 1962, 36 years later.



Bill Beaver is a graduate of The Colorado College. Historian, soldier and Anglican (Episcopal) priest, he is also an overseas Friend of the C&TS, living in Oxford, United Kingdom. He is a donor to the 168 Restoration Fund and the Dorman Collection. He hopes to join

in a restoration session or two next summer.

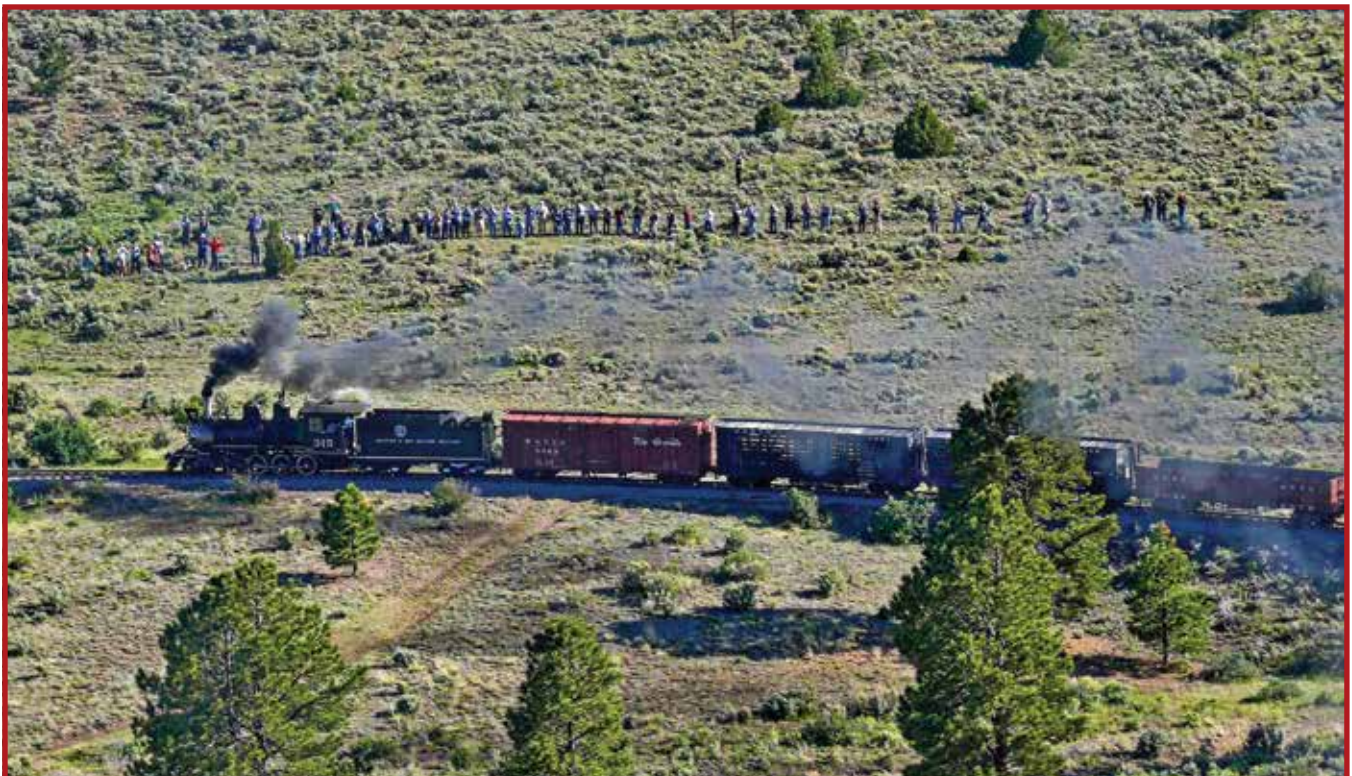
He would like to thank Ms. Anna Scott of the Aspen Historical Society and the patient custodians of the herald all these years, Steven and Jeannette Cornwell, and Joseph and Susan Kolbe.





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“No. 315 and a Flock of Foamites, June, 2008”

Photo by Russell Sperry

Posted on the *Narrow Gauge Discussion Forum* by Russell Sperry. Used with permission