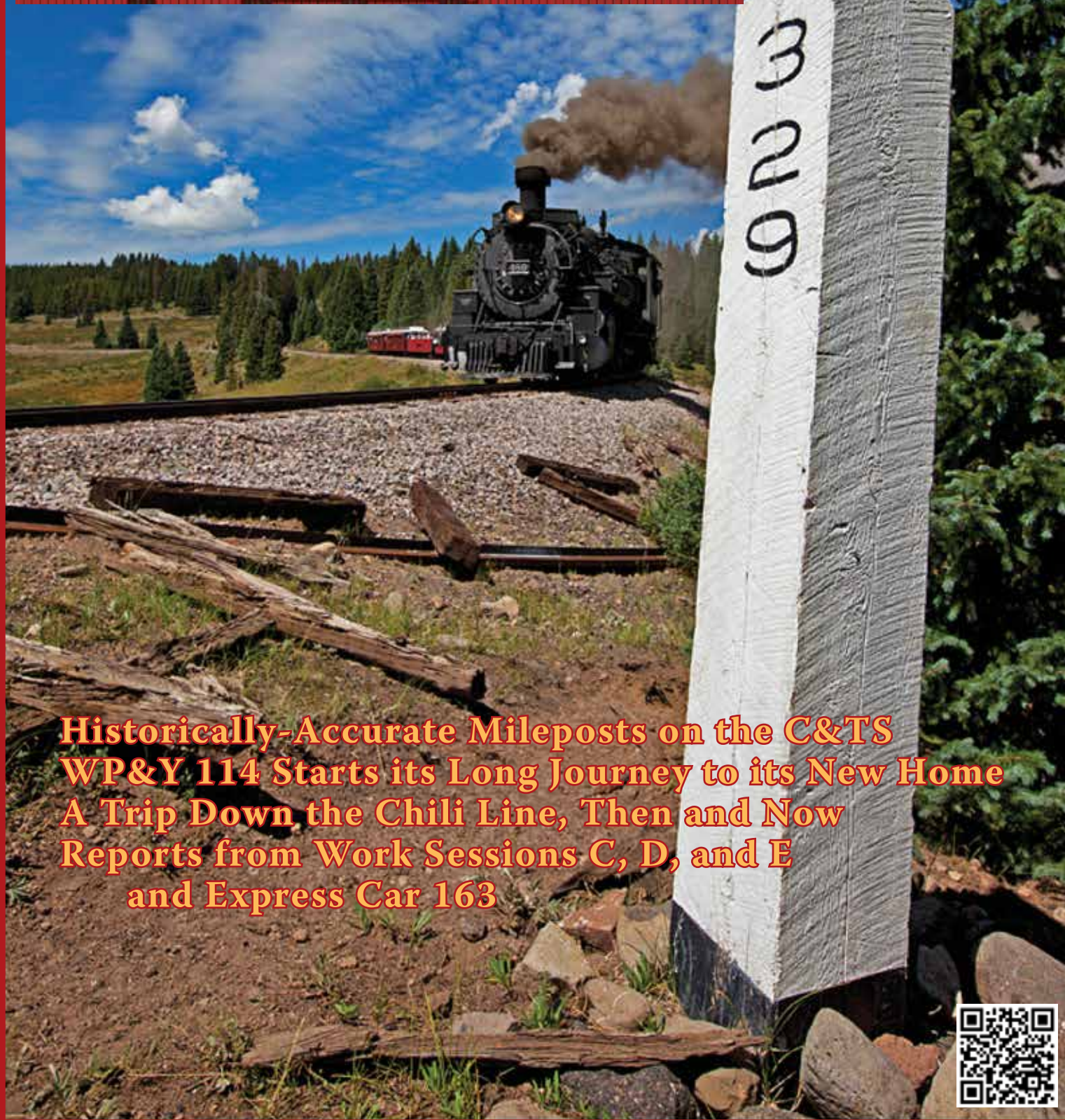




C&TS DISPATCH

VOLUME 37 NO. 3
FALL 2024



**Historically-Accurate Mileposts on the C&TS
WP&Y 114 Starts its Long Journey to its New Home
A Trip Down the Chili Line, Then and Now
Reports from Work Sessions C, D, and E
and Express Car 163**





C&TS DISPATCH

Friends of the Cumbres & Toltec
Scenic Railroad, Inc.

William Lock, Founder-1988

Vol. 37, No. 3 🍁 Fall, 2024

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C&TS DISPATCH

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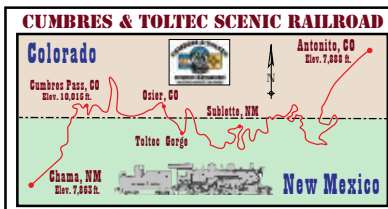
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a sixty-four mile-long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



Wrapping Up Twenty Years: Part IV

It's approaching 100 degrees here in Albuquerque as we advance into the later part of August. At least I'm inside as I continue to recap my twenty-year journey with the Friends. Although it taxes my memory, my recollection of these past times has been enjoyable. I've received some wonderful feedback, all very heartwarming. I hope you're enjoying it as well.

I may jump around a bit, but I'll continue recalling some of the events and accomplishments I didn't cover in the previous columns. It is also rewarding to remember some of the wonderful and talented Friends members, some here today, some gone, each with a passion for our organization, whom I've had the honor of working with over these past twenty years I apologize in advance if I exclude anyone, as it's not my intent to do so.

One accomplishment that stands out is the Friends' success in attaining National Historic Landmark status for the Cumbres & Toltec Scenic Railroad. On October 16, 2012, the Secretary of Interior designated the Denver & Rio Grande Railroad San Juan Extension and the C&TS as a

National Historic Landmark. This was quite an undertaking, a herculean effort by a number of people. We can thank John Hankey, Terri Shaw, Dick Cowles, Linda Smith and Keith Hayes for their hard work and dedication that made elevation of the C&TS to National Historic Landmark status a reality. This is a feat we all can be proud of.

For me, another source of pride was the formation of the Friends Photo Collection. It started back in 2006 with the donation and acquisition of the Richard Dorman Collection of Colorado and New Mexico railroad photographs from the 1880's-1990's. Dorman, a dedicated railfan, model railroader and author, contributed 24,797 historical photographs that he had acquired over the years.

The late Vernon Glover helped make this possible with a substantial monetary gift to help with half of the acquisition, plus Mr. Dorman's willingness to donate the other half. This enabled the Friends to become a well-known repository of historic D&RGW photos.

Over the years volunteers Wes Pfarner and Dave Ryerson have been the mainstays of these archives with new volunteers coming aboard recently to help. At the Albuquerque Office, the volunteers digitize the slides and still photographs, adding location and content descriptions along with keywords that make the collection fully searchable. Today there are over 48,000 images from twelve separate photo collections available on the Friends website. Needless to say, this archival collection is quite a resource to the narrow-gauge community and researchers. (See page 6.)

As I look at what the organization



Photo: Roger Hogan

On the cover:

There are sixty-four of these little posts between Antonito and Chama, each with an ascending number indicating the number of miles from Denver on the old D&RG. They may be easy to overlook but they are as important to the history of the C&TS as the locomotives. For over thirty years, Friends member Jim Gross has documented every milepost and whistle board along ROW. Follow his interpretive journey, beginning on page 8.

accomplishes each year, I need to express how proud I've always been of the docent program, part of our overall interpretive message. Since the day I arrived I've been appreciative of our volunteer docents. I'm a firm believer that Friends docents add so much to a passenger's "experience" on the Cumbres & Toltec. I don't believe there is another tourist railroad that equals the interpretation our docents provide to C&TS riders. Along with their superb narrative, the Friends Trip Maps that the docents hand out to the passengers provide an excellent keepsake for them to take home and remember their steam experience.


I would also be remiss if I did not highlight the Friends' communication efforts over the years. Center stage is the *C&TS Dispatch*, published quarterly. When I arrived, the *Dispatch* was published as a black & white newsletter/magazine. After several years, I decided to notch it up and turn it into a full-color publication. This has drastically improved the way the Friends organization communicates with members and non-members alike. We've been blessed with four superb editors over the past twenty years; Art Nichols, David Lee, Rich Murray and Chris James. What a job these gentlemen have done. Two years ago, the Friends added the *Dispatch Extra*, a monthly e-newsletter edited by Ian Kelly, to its communication roster, and a social media platform coordinator, Kathleen Walser, as an additional means of informing our members and the public at large through Facebook, YouTube and Instagram.

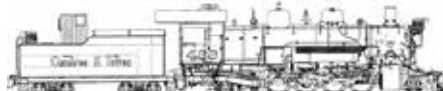
So much of what the Friends do involves our annual work sessions. Organized by the Projects Committee, the work sessions are the heart of what the organization does in

protecting, restoring and preserving our important railroad history, its structures and its rolling stock. During my tenure, this function has really evolved. Back in 2005, Bob Tully was the Project Committee Chair. With a notebook and pad of paper, he planned and organized projects, ordered materials, and more. As I recall, Bob Ground then plugged team leaders and volunteer workers into each work session. I marveled at how Bob Tully accomplished all that he did and that was back when the Friends had substantially more work session attendees. When Bob passed away, the Project Committee torch was passed to Ed Lowrance. Friends entered a new era of work session/project oversight and management when FIDO, the "Friends Integrated Database Online," was created by Phil McDonald. John Eng joined Ed to assist with Project Committee management. When Ed passed away, John took over as Chair of the Committee. I have been so appreciative of the leadership and applaud everyone who has made the Project Committee and Friends work sessions such a success. Again, if I've missed some detail or individuals I apologize.

In closing, recalling the wonderful memories of the past twenty years has been very rewarding and satisfying. I am looking forward to a final column at the end of the year to share just a few more of those memories and thoughts with you all. I appreciate all the support our members provide to the Friends.



 *Tim Tennant*



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



2024 is going to be a great year for the Railroad and the Friends!

If you love trains, history and volunteer activities, JOIN US as we help preserve the "Living History" of the Cumbres & Toltec Scenic Railroad.

For \$40 a year, you and your family can become Friends and receive the quarterly *C&TS Dispatch*, train ride discounts, invitations to special events and the opportunity to participate in restoration projects each summer, along with the satisfaction of supporting and investing in the historic cultural heritage that is the Cumbres & Toltec!

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

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

Name _____

Address _____

City, State, Zip _____

My check for \$ _____ is enclosed,
or

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

Card # _____

Exp. Date _____

Signature _____

Email _____

Mail to:

Friends of the C&TSRR, Inc.
4421 McLeod Road NE, Suite F
Albuquerque, NM 87109
505-880-1311

www.friendsofcumbrestoltec.org

**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

Roger Hogan, the Friends' popular photographer and flying ace drone pilot passed away on June 19th. He posted his C&TS photos, wildlife photos and drone footage almost daily on the C&TS and Narrow Gauge Discussion Forums. We are honored to use one of his photos on the cover of this issue of the *Dispatch* to commemorate his contributions. See his obituary on page 22.





Friends of the C&TS: TELEGRAPH AND NEWS

WP&Y No. 114 is Migrating South (slowly...)

As noted in the Winter, 2023 issue of the *C&TS Dispatch*, the C&TS has acquired White Pass & Yukon Locomotive 114 for use as the primary motive power for maintenance on the line. This will not only reduce the wear and tear on our 100-year-old fleet of steam locomotives, it will also be one more step in reducing the fire danger that has become an increasing threat to operation.

Shipping the Alco/Bombardier Diesel to Antonito began in Skagway in early July. At the waterfront, the 105-ton locomotive was lifted by two enormous forklifts and transferred to a low-boy flatbed truck for transport.



Photo by Joe Stoltz, *The Skagway News*



Photo by Gretchen Wehmhoff, *The Skagway News*

After about a one-thousand mile journey south via barge to Bellingham, Washington, 114 will continue its journey to Colorado by either the BNSF Railroad or a trucking company. Shipping by train would be cheaper but the BNSF has only two drop-center, high-capacity cars with enough clearance to carry 114 through the tunnels between Walsenburg and

Alamosa and she might not arrive until early 2025. The decision was made to truck 114 to Colorado.

Shipping a load this size from Bellingham by highway requires complex permitting for each state along the route. Says Scott Gibbs, "Most of the states allow 20,000 lbs. per axle. Washington State only allows 18,500 lbs. per axle except drive axles where they are limited to 15,000 lbs." They are going to need a lot of axles for a 105-ton locomotive!



As of this writing (early September), 114 is expected to leave Bellingham the third or fourth week of September. The trucking company says it will take around two weeks to carry the locomotive from northwest Washington State to Antonito so it's unlikely that the locomotive will arrive before early October. There will be a continuation of the transport story in the next (Winter) issue of the *C&TS Dispatch* and additional updates via e-mail in the *Dispatch Extra*.



Photo by Scott Gibbs

In the meantime, the two trucks and a collection of spare parts has already arrived in Antonito, awaiting the rest of 114 so the C&TS can begin reassembly.

Work Session Schedule Session G, 2024 (as of August 21, 2024)

Listed below is the schedule for Session G. Remember that the project schedule is often quite fluid and may change throughout the season without notice. The most current and complete schedule is posted on the Friends website at <https://bit.ly/3CIA8IA> or through the QR code (below) and to the "Volunteer Registration" link (right).



Support Services Projects

Proj Num	Project Description	Session G 9/23 - 9/27
	Registration Deadline	9/13
0200	Chama restoration session Site Leader.	
0201	Antonito CRF restoration session Site Leader.	I. Kelly + none
0202	Restoration Session Asst. Site Leader Chama	
0210	Work Session Check-In for Chama	
0211	Work Session Check-in Antonito CRF	M. J. Smith + none
0222	Friends merchandise sales - registration location	M. J. Smith + none
0230	Food Preparation - Chama lunches and snacks.	
0231	Food Preparation - Antonito CRF Lunches.	J. E. Mitchell + 1
0240	Tool Car Operation - Chama	
0241	Bolt Car Operation - Chama	
0245	Tool & Bolt Operation - Antonito CRF.	M. Smith (Asst: G. Davies) + none
0246	Paint Car Operation - Chama	TL NEEDED + none
0248	Lettering Coordinator - Stencil Car	
0250	Carpentry Shop Operation - Chama	
0280	Work Session Preparation at Chama	
0282	Work Session Close at Chama	
0294	Hauling & Vehicle Operation	B. Reib + 1
0310	Safety Coordinator for Chama yard	
0762	Project Chronicling - Chama	
0763	Project Chronicling - Antonito CRF	S. McGee + 1
0781	Inspection of AED Defibrillators.	

Projects in Antonito, CO		
Proj Num	Project Description	Session G 9/23 - 9/27
0311	Safety Coordinator for Antonito CRF	J. Engs (Asst: I. Kelly) + none
0701	Landscaping Antonito Yard and Friends Ed Lowrance CRF / CSF complex	TL NEEDED + 2
0722	Car Painting Antonito CRF and AN based painting	
0732	Car Lettering Antonito CRF	
0741	Caboose Annual Maintenance and Roof Repair	
0743	Charter train (photo freight) pre-use servicing (non-mechanical) and Wrangler (Car Host) service on photo train. Job requires ability to climb into and out of both freight and passenger cars on uneven ground and standing for long periods.	
0763	Project Chronicling - Antonito CRF	
0779	Mechanical Maintenance - Antonito CRF	
1197	Construct Period Trucks for Passenger Coaches	I. Kelly + 1
1246	Restore UTLX Tank Car 11050 original GRAMPS car	C. Trunk (Asst: R. Worwag) + 1
1304	Restore Converted Stock Car 5774	D. Pyzel + 2
1332	Restore GRAMPS Tank Car 11056 to operational condition	C. Trunk (Asst: R. Worwag) + none
1354	Maintain and Repair MW02 to operational condition	J. McGee + 2
1360	Addition of a covered structure on west end of Antonito CRF. 2024, add a concrete pad with track on north side of covered structure.	B. Oltmanns + none
1369	SHPO - Repair Telegraphone booths, wood structures at key locations along the right-of-way.	
1389	Rebuild Box Car 3263 for use as Friends Stencil Car.	
1390	Railway Post Office Car 54 - Repair windows and windowsills then strip old paint and prime, repaint and re-letter	
1391	Rebuild Flat Car 6649 to roadable condition for MOW service	B. Oltmanns (Asst: B. James) + 2

Projects Along the Right-of-Way

Proj Num	Project Description	Session G 9/23 - 9/27
0710	Removal of plant material along the Right of Way (ROW) that may impair SAFE and efficient Railroad operations. The ROW extends from the Yard Limit in Chama to the Yard Limit in Antonito.	
0740	Wood Preservative Treatment - Along the Line and Rail Yards	
0750	Maintain All Railroad Signage Along the 64-Mile Long Track	L. Marquess (Asst: P. Davenport) + 2
0770	Project Discovery - Identification of New Projects Along the Line	J. Engs + none
1381	Update "Structural Condition Survey" Originally Completed in 2010	

Friends of the C&TS: TELEGRAPH AND (MORE) NEWS



Photo Charter on the Chili Line!

On August 3rd, the Friends took a mixed-freight photo charter trip down the Chili Line to Santa Fe!

Well, not quite. The Chili Line was scrapped in 1941, but the 2024 C&TS consist and much of the terrain sure *looks like* the Chili Line and the climb up Gravity Hill was a good stand-in for the foothills of San Antonio Mountain, Barranca Hill and "Toas" (*sic*) Junction.

Don Atkinson was there with his camera but since the charter didn't really get to Santa Fe, the rest of the trip is documented here with photos from the Friends photographic archives, the next best thing to being there.

THIS TRAIN FOR TOAS JUNCTION ESPANOLA AND SANTA FE

FCTS RD174-205

~ Chris James



Don Atkinson, August 3rd, 2024



Richard B. Jackson, date unknown, FCTS RD088-045



Barranca Hill, Bob Lunoe, 8/26/1941
FCTS RD086-016



FCTS RDS071-110



Southbound out of Embudo, July 7, 1941
Robert W. Richardson, SR09-173



475 at Taos Junction, August, 1938
Richard B. Jackson, FCTS RD086-026



Pulling out of Santa Fe, July 24, 1940
Richard B. Jackson, FCTS RD089-096

And in other news... We're on the Lookout for a Truck!

Do you have a good condition pickup truck, 1/2- or 3/4-ton, that you no longer use and would be willing to donate to the Friends? Our 23-year-old Green Machine



No, not this one!

(a Chevy Silverado 1/2-ton truck) that has served the Friends for well over ten years has finally given up, needing a new transmission that will cost around \$4,000, way more than the vehicle is worth. If you have a 1/2- or 3/4-ton pickup that you think the Friends could use (and get you a nice tax deduction at the end of the year for its current value!), please get in touch with the office at 505-880-1311 or via e-mail at info@cumbrestoltec.org.

Two Safety Committee Member Openings



The **Friends Safety Committee** serves as a focal point for the development of plans, policies and procedures designed to enhance the effectiveness of safety as it relates to the Friends mission. The committee's goal is to promote the Friend's safety program by techniques, developments, effective safety practices and standards. There are five members on the committee with a Safety Officer and alternate. **We presently have two committee vacancies.**

The Safety Committee convenes once a year at the fall meeting and deals with issues relating to safety all year. We try to broadcast the meeting over the web (via Teams or Zoom) for those who cannot attend in person. If you are considering becoming a committee member, it would help if you have had previous experience in safety issues.

~ John Engs

jengs@engsventures.com



Historically-Accurate Mileposts and Whistle Boards along the C&TS

by Jim Gross and Chris James

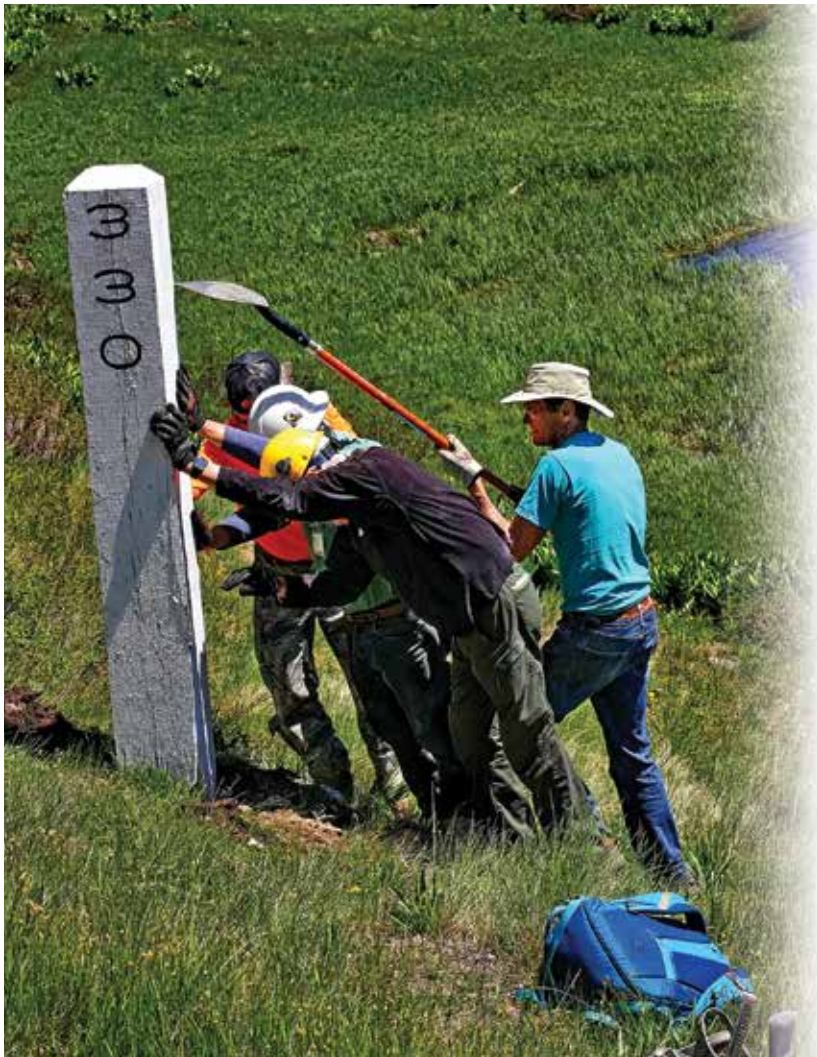
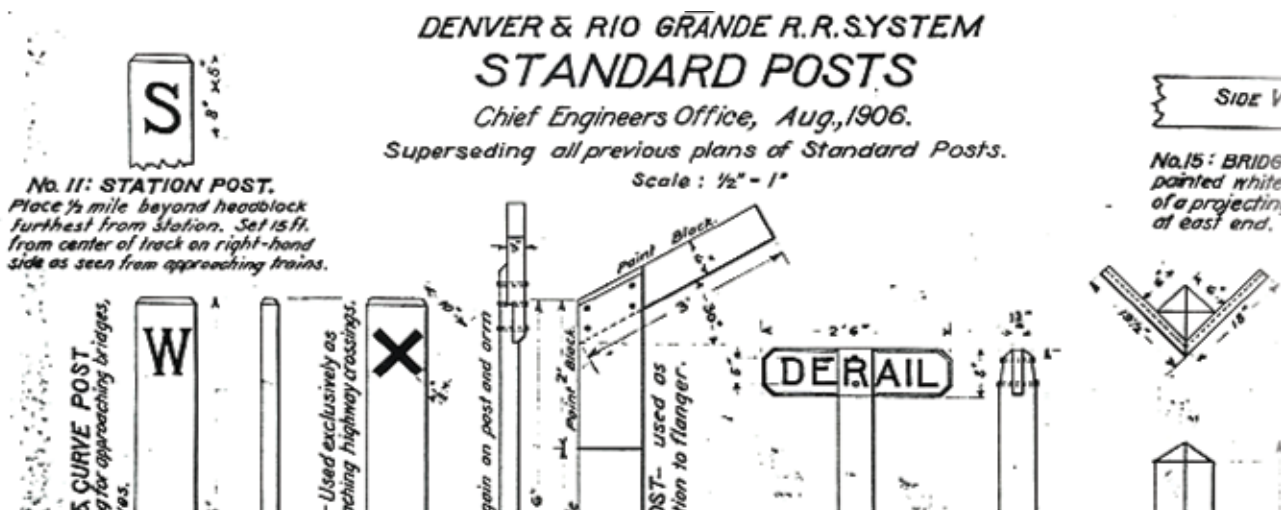


Photo by Mike Mee

Rollin' down the interstate, or even just around town, highway signs in the United States are standardized by law. Sign shapes and colors alert drivers of different types of information: regulations such as speed limits are rectangular, generally vertical black-on-white; red octagons always indicate "Stop!" whether you can read English or not; round signs with a big X and "RR" indicate a railroad crossing; pentagonal signs at school crossings are shaped like an old school building; triangular signs tell you to "Yield." Yellow, orange, brown, green and blue colored backgrounds each indicate a specific category of warning, construction, direction, recreation and so on. These are the American highway standards for today.

Not so on the Cumbres & Toltec. While there are many signs along the C&TS right-of-way, they are anything but standardized. This is because the D&RG/D&RGW "standards" for signage have changed over the 140-plus years of the Southwest Extension. Because one of the goals of the Cumbres & Toltec is historical accuracy, the variety of shapes, sizes, paint styles and stenciling of text and numbers of the current signs reflect the different eras of the Railroad's operation, based on historical records such as valuation maps, dateable photographs and existing signage, some of which has remained unchanged since the acquisition of the Railroad. In effect, 1970 is when "time stopped on the D&RGW," at least when it comes to painting, repair and replacement of mileposts, whistle boards and other signage. The signs and mileposts reflect the time back when each was originally placed along the right-of-way,



or at least back as far a reliable date may indicate. They may have rotted out over time or disappeared, but they are replaced as accurately as possible to maintain their historical presence.

To support the historic integrity on the C&TS, any D&RG document or photograph can be used, but these documents have more value with an associated date and location. Some of these documents include the D&RG Standard Signs, also called Standard Posts, and the ICC Valuation Maps. The ICC Valuation maps are used to locate missing signs and verify placements of others. Photo evidence is also used to assist with new signage and to document existing signs. All dated photos of the D&RG can be used, though the most valuable are those taken along the C&TS prior to 1970. Many of these photos have been located in the Friends' Dorman Photo Archives and the Western History Photo Archives at the Denver Public Library. Photos after 1970 are important but have not been used to prove historic correctness unless they can be correlated to a pre-1970 sign or milepost.

The maintenance, repair and replacement of these track-side icons has been the task of the Milepost and Whistle Board (MOW) Team since the earliest days of the Friends. For over twenty years, the guiding document of the team is the Mile-by-Mile Database. Beginning with information collected by the late Cal Smith in the early 90s, the database has grown into a highly-detailed document including every notable feature associated with the Railroad, including not only the mileposts and signage, but also switches and sidings, tunnel portals, structures, bridges and more along entire 64-mile right-of way.

The Mile-by-Mile Database has been the project of Jim Gross of Camarillo, California, and he has returned to the Railroad annually. His interest in the C&TS as a historic railroad started with his first work session back in 1991, working with Cal Smith on the MOW team. That year the team only repainted the signs along the line. At the time, Jim knew neither the history nor the significance of the signs being repainted. To help with the location, variety and specifications of the signs, he started the Friends Mile-by-Mile Database spreadsheet in 1995. In 1996 he became MOW team leader. Starting with some of Cal Smith's data, Jim began looking for more D&RG documents and historic photos. In 2004, he began developing a second collection, the Mile-by-Mile Photo Database. Combined, the two documents create a comprehensive—and on-going—historical summary of the markers and warning signs along the right-of-way along with the other Railroad-related infrastructure.

Jim Gross's Mile-by-Mile Database is an amazing document, twenty-seven pages of an Excel spreadsheet documenting almost every tangible Railroad-related feature from Antonito to Chama, noted in ascending mileage from Denver as indicated on and between each post.* In this summary, only Mileposts and Whistle Boards (labeled W: whistle; S: station; X: crossing) are documented, though other simple abbreviations not included here are used throughout the database.

*I often refer to it as the "Tie-by-Tie Database;" it's that detailed!

~Editor

Today, regardless of their era and style, these markers provide location and safety information for train crews operating over the line, maintenance crews who are sent to specific locations between Chama and Antonito, Friends team members who keep the right-of-way free of foliage and debris, and passengers and docents who can use the mileposts to identify, explain and understand historic Railroad locations and events. Because they are not standardized like any Class 1 railroad, the mileposts also act like a window into the breadth of historic railroading in the San Juans.

Mile Posts	1919 Valuation Map See above	Structure	Place Name	Date Set New	Use Comments
285.871	1734.75	Bridge Mile numbers	Ferguson's Trestle	Jun-17	New place
285.871			Ferguson's or hang mans Trestle		
285.900					
286.000	1740.54	MP Wood 8x8	.1 mi W Ferguson's	Aug-56	Tu 9/10
286.100					
286.200					
286.300					
286.400					
286.500					
286.600					
286.700					
286.720	1779.07	28ft Wood Bridge 2ft high, Two spans at 14ft x 12ft			Ina-74
286.721	1779.35	Bridge Mile numbers		Pre-1900	
286.800					
286.900					
287.000	1793.66	MP Wood 8x8	Parallel 6LM rd	Aug-99	TU 9/10
287.100					
287.200					
287.300		Dirt Road Sign	Requested by forest service		
287.301		Dirt Road Crossing			
287.400					
287.500	1819.54	28ft Wood Bridge 7ft high, Two spans at 14ft x 7ft			Ina-74
287.501	1819.82	Bridge Mile numbers	First seen 2009		Culvert no place in
287.600					
287.700					
287.800					
287.900					
288.000	1846.49	MP Wood 8x8		Aug-87	P 6/12
288.100					
288.200					
288.290	1861.70	42ft Wood Bridge 7ft high, Three spans at 14ft x 7ft			Ina-74
288.291	1662.12	Bridge Mile numbers		???	
288.300					
288.400					
288.500	1875.53	SL Metal Sign CO > NM "C" added		Aug-99	"C" 6/12
288.600					
288.700					
288.800					
288.900					
289.000	1899.18	MP Wood 8x8	Climbing hill (in cut)	Aug-99	Restored
289.100					
289.200					
289.300					
289.400	1924.63	SL Metal Sign NM > CO "C" added - On hill		Aug-99	P W 2011
289.410		Wood Culvert			
289.500	1936.82	Ms. Station 1 Mile West (1919) Lave			

If you are interested in obtaining copy of the current Mile-by-Mile Database, contact Jim Gross at jagross463@gmail.com.



Photo by Mike Mee

MOW Crew, Session C, 2024, (left to right): Mike Mahoney, Ben Wight, Steve Kaufmann, Terry Woolsey and Paul Davenport. Larry Marquess will be leading a second MOW this year during the Work Session G.

After more than thirty years, Jim Gross is retiring and has passed the torch to Assistant Team Leader Mike Mahoney and his crew, Paul Davenport, Ben Wight, Larry Marquess, Steve Kaufman and Terry Woolsey. Over the years, many other Friends volunteers have contributed to the on-going project and will continue to do so for years to come.

Mileposts

There are four styles of mileposts on the C&TS, either existing or evidence that shows the styles that have existed in the past.

Style 1: White wooden milepost lettered with D, horizontal numbers, M on a black background is the 1870 style from the earliest days of the D&RG. The “D” represents Denver and the “M,” miles. The number is the distance from Denver. By Style 2 (below), the letter “M” had been discontinued.

While there is no known official historical documentation of this style, **MP292**, **MP321** and **MP327** represent historic examples of Style 1 along the C&TS. No other photos of this style have been found and no surviving original Style 1 Mileposts are found on the Railroad today.

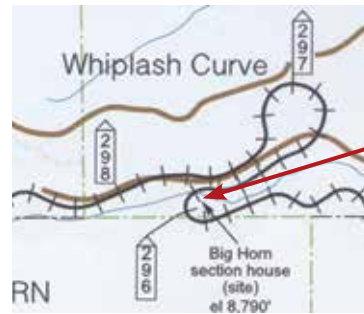


The original MP 327 post remnant, up the grade from the Los Pinos Water Tank, and the newer “D. 327 M.” replacement.

Style 2: White wooden milepost lettered D with horizontal numbers on a black background is shown in a standard D&RG document dated 1906. By now the mile-age “M” is no longer present. At one time **MP296** was the sole survivor of this original style. Jim Gross photographed it in 1991 but it no longer exists today.



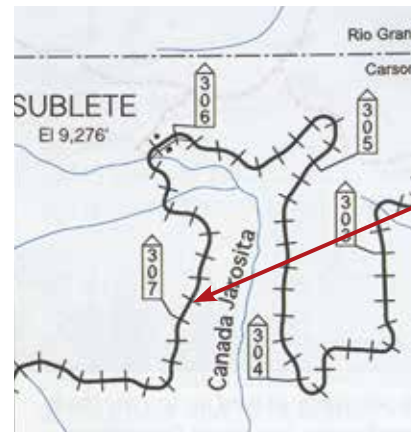
MP 296 as photographed in 1991. The older milepost is now gone.



(Right) The MOW crew adds the finishing touches to a replacement MP296.



Style 3: White wooden milepost, vertical numbers, no black background. There is no documentation to indicate when the Railroad began using this style, though there are several photos attributed to Otto Perry (**MP282**, 1949 and **MP336**, 1953) in the Denver Public Library collection. Photos for Style 2 and Style 3 can be seen in two of Perry’s photos, one of **MP329** in Style 2, dated 1939, and the other, **MP329** in Style 3, dated 1954, providing an indication of a cross-over date.



(Left) At some point in the past, MP 307 was replaced, but the style was incorrect and not historic: the mile numbers were painted too low on the post. No similar posts have been found. The MOW Team later replaced the milepost with the correct C&TS design (above).

Style 4: Metal Milepost with Vertical Numbers. The date when the metal mileposts were first used is not known. There is a Standard Post document with a date of “revised May 22, 1970,” which would put it right at the acquisition of the C&TS from the D&RG. An older document should exist, but it has not been located. There are ten metal posts on the C&TS: **MP300**, **MP301**, **MP304**, **MP212**, **MP234**, **MP331**, **MP336**, **MP340**, and **MP342**. There is a 1949 photo of **MP 340** in the FCTS Dorman Photo Collection. There are two other metal milepost photos elsewhere on the D&RG dated 1942 and 1968.

C&TS maps courtesy Doris and Becky Osterwald, *Ticket to Toltec*, 3rd Edition © 2013, Used with permission.



Milepost Tops

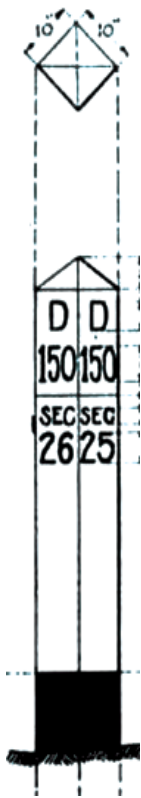
There are two varieties of top geometry on the mileposts, chamfered and pyramid tops.



Type 1: Pyramid:

The Standard Post document dated August 1906 shows the Style 2 milepost with a pyramid top. The two mileposts with pyramid tops on the C&TS are **MP318**, which is

painted in Style 2 and **MP343** painted in Style 3. These are the only two mileposts at this time on the C&TS with pyramid tops. There is a photo of **MP330** in 1962 and **MP306** in 1973 with pyramid tops but there are no other photos of pyramid tops on the C&TS that we know of. Other photos elsewhere on the D&RG do show pyramid tops but no photo shows a pyramid top on a Style 1 milepost on the C&TS. The MOW team believes pyramid tops were too hard to make and support, so they just faded away.



Type 2: Chamfered:

Today, most mileposts are chamfered on top with a 40° angle cut on all four sides, though both pyramid and chamfered posts can be found along the C&TS Right-of-Way.

The illustration above/right is from the "Denver & Rio Grande R.R. System Standard Posts" document of 1906. The document (see page 8) shows a pyramid design and specifications for the mileposts. There are chamfered examples shown for the whistle boards and station posts. Perhaps it was left up to the section crews to decide which design was best suited for the location.

The Case of the Missing Mileage (or, "How Does a Milepost Move 1.3 Miles?")

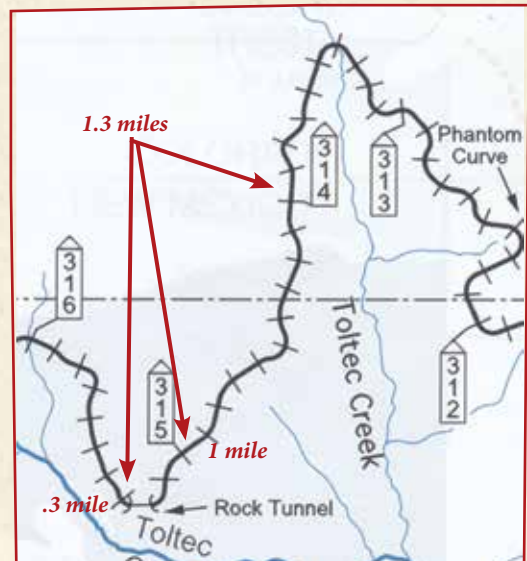


FCTS RD090-020.jpg

The W. H. Jackson photo of Engine No. 100 next to Milepost 314 at Rock (or Toltec) Tunnel circa 1880 is one of the classic photos on the C&TS. For those of you who have never seen Milepost 314 in "modern" photos of the west portal of Rock Tunnel there is a good reason: in 1899, D&RG replaced the serpentine narrow gauge route over La Vita Pass with a new (but equally serpentine) standard gauge right-of-way over the similarly-named "Veta Pass," about 7.5 miles south of the original route. Not only was the new right-of-way standard gauge, it was also about 1.3 miles shorter than the narrow gauge route. This required moving all the mileposts 1.3 miles east. The relocation of the line reflects that change and Rock Tunnel is now at mile 315.300.



So, where's the tunnel?



Stencil Sets:

A calligrapher most likely hand-painted all the signs in the 1870s and we do not know when, or even if, the lettering was standardized. Rather than freehand lettering the mileposts as in the past, stencils are used to provide uniform size and shape to the mileage numbers. Nothing resembling official stencils or typefaces has been found in D&RG historic records. Still, historical accuracy is important so there are two styles in use by the Friends MOW crews, taken from historic mileposts and “custom made” by the Friends. Any milepost found on the C&TS that can be identified as being there before the 1970s is considered “an historic D&RG milepost” and can be used as source material.



Style 1 & 2 Milepost Stencil: The stencil set for Style 1 and 2 mileposts were made from a copy of MP292 made by Jim Gross. The numerals were painted tall and thin to fit horizontally on the mileposts with the “D” above, and with or without the “M” below.

Style 3 & 4 Milepost Stencil: Here the “D.” and “M.” have been dropped and the numerals are stenciled vertically. Look closely and you will see that the painted

number on **MP 337** appears to cover an earlier raised “**MP 358,**” which would have placed it west of Lumber-ton on the old D&RGW. Perhaps that was easier than cutting an entirely new post. The stencil set for Style 3



Jim Gross uses the metal C&TS stencil set to complete the installation of MP 326 in 1995.



and 4 are copies of tracings. In the 1980s, Earl Knoob and Russ Fischer traced wooden milepost numbers along the C&TS in order to make a milepost number set. In 1996, Jim Gross copied the tracings to make stencils on thin plastic. Jim’s tracings were later given to Terry Woolsey and he made the present set of plastic “C&TS stencil set” used today.

Whistle Boards

Whistle Boards are placed trackside to indicate that the locomotive engineer needs to sound a warning whistle to anyone or anything that might be on the track ahead, particularly at grade-level crossings, bridges, tunnels or curves. The whistle is also used to announce the arrival or passage of a station or section house. There are three

whistle board styles on the C&TS. All three styles may be seen with a letter “X”, “S” or “W”. All tell the engineer to blow the whistle but for different reasons:

- X:** Whistle for a crossing, warning for safety
- S:** Whistle for approaching a station stop.
- W:** Whistle a warning for dangerous locations, blind spots like bridges, tunnels or curves.

There are three different styles of whistle boards:

Style 1 Whistle Board: Wooden whistle board painted white with black lettering. A Standard Post document



with a date of August 1906 shows a Style 1 whistle board. There is no official documentation of a date earlier than 1906 but we believe it is the first style created in 1870. No original examples of Style 1 remain on the C&TS. Elsewhere on the D&RG, two

Otto Perry photos in the Denver Public Library (OP-9314, dated 1916 and OP-8003, dated 1940) show Style 1 whistle boards. There are two recreated Style 1 whistle boards in the Osier area, one at mile 317.700 and the other at mile 318.900.

Style 2 Whistle Board: Wooden whistle board painted black with white on top with black lettering.

A Standard Post document shows this style but there is no date on the document. Physical examples of Style 2 can be found along the C&TS. There are photos circa 1939 and in the 1950s of this style at The Narrows, mile 340.50.



Style 3 Whistle Board: Metal whistle board with target painted white with black letters. We have documentation of this style but there are no dates on the documents. Physical examples of the Style 3 are found along the C&TS.



In Closing:

We use all the above information to make the best historic decisions possible to show the D&RGW over the last 100-plus years. Document updates over time, along with the amount of time to repaint or replace mileposts and whistle boards to new specifications, have resulted in all four styles of mileposts and three styles of whistle boards represented along the right-of-way of the C&TS. We hope this gives you a good idea of why we believe we have historically accurate mileposts and whistle boards. We will keep looking for photos and documents to update our information and understanding of the historically-correct milepost styles for the C&TS.

~Jim Gross and the MOW Teams

HISTORIC PRESERVATION ON THE C&TS, 2024

SESSION C (JUNE 17-21), SESSION D (JUNE 24-28), SESSION E (JULY 2-AUG.2)

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

Photos by Sharon McGee, Don Atkinson and Michael Mee. Photos are shown when available. Reports are based on Team Leader submissions to FIDO. Reports not submitted to FIDO use archival information. The Editor regrets any errors in content.



Session C and D Teams, Chama



Session D and E Teams, Antonito

SUPPORT SERVICES, CHAMA AND ANTONITO

Proj. 0200-201: Site Leader, Chama and Antonito, Sessions C, D & E



C&TS President **Ed Beaudette** joined Site Leader **Craig McMullen** to begin the Chama Sessions C and D. At Session E in Antonito, Don Atkinson did the honors.

Proj. 0222: Merchandise Sales, Chama and Antonito, Sessions C, D, & E

OK, you can't start work without a new calendar, a t-shirt and whatever Friends swag you can find. The marketing crew, including **Jack Price**, will make sure you are well stocked! Buy a few books, too!



Proj. 0310-311: Safety Coordinator Chama & Antonito, Sessions C, D and E



Workplace safety is, of course, THE most important aspect for working at a Friends work session. **John Eng** and **Don Atkinson** observe, warn and advise of unsafe working conditions. And you had better pay attention!

Proj. 0230-231: Food Preparation Chama & Antonito, Session C, D & E



Michelle Barlen rallies the troops. "FOOD!" Need we say more?



We wouldn't get *anything* done without these wonderful ladies in both Chama and Antonito!



Lunch is the most popular time of the day.



If you are working along the ROW, you can “brown bag” it, thanks to the kitchen!

Proj. 0240-245: Tool and Bolt Operation, Chama & Antonito, Sessions C, D, & E



Doug Barlen (L) and *Marshall Smith* handled the maintenance and distribution of tools while *George Davies* (below) supervised the Bolt Room.



Proj. 0246: Paint Car Operation, Chama, Sessions C & D

Frank Higgins and *Lance Godfrey* doled out a variety of paint for the projects throughout the Railroad.

Proj. 0248: Lettering Coordinator Chama, Sessions C, D & E



Steve Jorgensen (R) is not only a member of the Friends Board, he's also a “Man of Letters” (and numbers.)

Proj. 0250: Carpentry Shop, Chama, Sessions C & D



Jim Hickman (L) manages the Carpentry Shop in Chama which helps support the many construction projects performed by *Bob Conry* and others (R).

Proj. 0294: Hauling and Vehicle Operation, Everywhere, C, D & E



This is the only known photograph of *Bob Reib* not driving a vehicle or sitting in a front-end loader.

Proj. 0762: Project Chronicling Chama & Antonito, Sessions C, D & E



Sharon McGee and *Michael Mee* teamed up (again) to document the work progress, Mike in Sessions C and D and Sharon in Sessions D and E. Many of their photos are presented here.

CHAMA, NM

Proj. 0700: Landscaping, Chama, Sessions C & D

LuEllen Schoen and *Shaun Auckland* spiffed up the gardens and kept the weeds in check for both Sessions C and D. The landscape crews have more job security than just about any team!



Proj. 0720: Car Painting, Chama Team, Sessions C & D



A variety of Boxcars, Stock Cars, Reefers, the RPO and more got paint from **Don Stewart's** busy paint crew including **Jill Stewart, Frank Higgins, Lance Godfrey** and **Druby Hebert**



The paint crew also applied linseed oil to the floor of the newly-completed High Side Gondola 1000. (See Proj. 1312.)

Proj. 0730: Car Lettering, Chama, Session D

With the painting done, **Steve Jorgansen** was back with his stencils, adding car numbers, heralds and car reporting marks.



Proj. 0780: Mechanical Maintenance, In-Service Rolling Stock, Chama, Sessions C & D, Antonito, Session E

Led by **Mike Wissler**, Mechanical Maintenance is the service, repair or replacement of brake system parts and linkages, wheel sets, bearings, couplers, and safety appliances. As a part of that inspection, a brake test is also conducted.



Proj. 1186: Cosmetic Restoration of Locomotive 483, Chama, Session C

Bob Schoen had a sizable crew of **Larry Springer, Dave and Eileen Shannon, Dylan Sellers** and **Dudley Bayne**.

This year, the major focus was to start inventorying parts and adding missing running gear to the engine, and do it in such a way to keep the engine mobile if small reposition moves were necessary for future rod and pin installation. This year, they spun driver #1, which was 180 degrees off its normal position.



Again they were successful in using the technique that the late **Chuck Armstrong** taught them, including the use of a horizontally-rigged chain hoist to spin the driver. At the end of Session C, they had all four drivers in correspondence, and were successful in adding a forward connecting rod to link up Drivers 1 and 2.



Proj. 1286: Construction of Friends Storage Building, Chama, Sessions C & D

Team Leader **Cletus Wander** and his crew, **Fred Kunes** and **Bill Reynolds**, completed drywall and insulation on all the walls except the bathroom wall where rough-in plumbing is needed. Ceiling drywall and insulation was completed. Sheetrock and plywood deck were completed on the roof of the storage room along with starting the taping and mudding of drywall. They also completed rough-in electrical conduit.

Proj. 1307: Install Sign Carden in Chama Yard Area, Chama, Session C

In the Sign Garden, Team Leader **John Ferrell** and his assistant **Rick Lively** spiked switch stand to ties, installed signage in the sign garden and worked on interpretive signage in Osier and on Terrace Avenue.



Proj. 1310: Replace Hand Rail on Stairs to Terrace Ave., Chama, Session C

Jeff and Ryan Laufer and **Matt Spencer** removed the handrails and posts from the pathway. They dug holes and cut and shaped new posts and placed and leveled them with concrete at levels required by code, and cut and threaded pipe to go between new posts.



Proj. 1312: Reconstruct High-Side Gondola 1000, Chama, Sessions C & D

Markus Hagemann returned from Germany for the umpteenth year to work on the restoration of High Side Gondola 1000. Assisting him both sessions was **Tim Bristow, John Ruhr** and **Bill Hobbs**.



The brake assemblies including the hand brake were finished, except the missing guide pins behind the wheel flanges. Air brakes were checked for leaks; some were found and will have to be fixed later. The mechanical parts of the brakes are connected and the hand brake is now operational. The floor boards were trimmed and treated with linseed oil (see Proj. 0720) and the side and end walls were built with handles and corner plates attached.



The car has now been primed and painted.

Proj. 1372: Replace Retaining Wall at Tipple, Chama, Sessions C & D



Proj. 1376: Rebuild Boxcar 3566 as Hollywood Movie Display Boxcar, Session D

The "movie crew" joined Team Leader **Raymond Young**, including **Gavin DeBerry, Charles Horner, Ryan Laufer, Dan Osetek, David Sowell** and **Matthew Spencer**.



Boxcar 3566 was received from the D&S in poor condition. It is being rebuilt to house D&RGW museum materials and showcase the various movies that have been shot on the C&TS.



It has now been re-sided from the frame up and received a new sealed roof and doorway.



But will there be popcorn and sodas?



CUMBRES, CO

Proj. 1005: Continue Restoration of Car Inspector's House, Sessions C, D and E

Work continued on the Car Inspector's House, largely concerning lots of detail work. Most of the first floor beadboard was installed. Second floor work will wait for more construction decisions.



All eight permanent windows were installed. Doors were fabricated off-site by **Jim Hickman**; door frame pieces were fabricated by **Bob Conry** and delivered to site. The permanent windows and doors were then installed and the interior trim ere installed during Session D.



All missing exterior batten strips, corner boards, eave trim strips, and window trim were installed and primed.



It takes a lot of volunteers to work on a project this size. **John Pierce** and **Vance Behr** co-led the work and were joined by **Clayton Buttram, Pete Dahlburg, Mark**

Carpenter, David and Nick Collins, John Rugg, Tim Bristow and Remington, Bryce, and Susan Templeton.



Proj. 1365: Construct Walking Trails with BSA Scouts, Sessions C & D

John Eng and **Tom Stewart** co-led another season of BSA Scouts, building trails at Cumbres. It's tough work, but look at those smiles!



Proj. 1401: Repair Cumbres Station Pump House, Sessions C & D

After the initial restoration in 2013, the spring and pump house has sustained damage from winter storms. **Vance Behr** and **Clayton Buttram** took time off from the Car Inspector's House and determined the building was structurally sound but needed a missing roof panel installed. The existing door was too warped for continued use, so it was removed and another door was built. The paint crew then primed and painted building.

ALONG THE R-OW

Proj. 0750: Maintain Railroad Signage Along RoW, Session C

Mike Mahoney and **Paul Davenport**, Team Leaders, along with **Steve Kaufmann, Ben Wight** and **Terry Woolsey** had a very busy session: the crew replaced three mileposts, (323, 328 and 335) and two whistle boards at USFS Road 494; the existing posts had all rotted to the soil line.



They repainted/re-lettered/reinstalled two yard limit signs, a "Station One Mile" sign was reinstalled at Osier and a "40" car sign was straightened and reinstalled due to a losing battle with a track crew backhoe.





Pre- and post-“C” work session checks on random, easily accessed mileposts garnered three additional mileposts (285, 318, 331) suffering soil line rot and were noted for replacement in the future.



Proj. 0710: Removal of Vegetation along ROW, Session D

Paul Davenport and his crew consisting of Allan Green, Steve Kaufmann, Mike Mahoney, Gregory Pringle, Mike Smith and Ben Wight did extensive trackside cutting on the west side that included felling dead trees in The Narrows, where they worked half the week.



The crew removed a total of 93 trees with diameters of six inches or larger, nearly all in The Narrows. Other areas worked included Cresco siding and west to Second Crossing, an area that hadn't been worked in recent memory. Work areas are chosen to cut trackside growth to reduce wildfire threats, improve sight lines for train crews and passengers and generally promote safe train operations. Access considerations also help determine what

areas are selected for work during the one week that the team is on the ground annually.



Proj. 0740: Wood Preservative Treatment, Yard and RoW, Session D

The wood preservation team, Frank Higgins and Doug Hayworth, was interspersed with Paint Team activities. The trestle and building porches were done in conjunction with other paint work at Cumbres. Car 1000 decking was treated prior to it being primed and painted.



The Wood Shop platform was treated on Friday of Session C for safety concerns to minimize impact on use of the platform. Lobato Bridge requires special time and railroad coordination for access.

**ANTONITO, COLORADO:
ED LOWRANCE CAR
REPAIR FACILITY**

Proj. 0701: Landscaping, Antonito, Session E



Landscaping around the depot and yards is as important as the trains. And like keeping the trains running, the Landscape volunteers such as Lucinda Lenicheck and Donella Jacobs picked up in E where the C and D team left off. Approximately one-half of the CRF/CSF property was seriously in need of weedwhacking.



Additionally, trees and bushes around the raised gardens and parking lot islands were trimmed and cleaned up. A trash patrol around the facility was also conducted.

Proj. 0779: Mechanical Maintenance Antonito, Sessions E

Bill Kepner led the maintenance team of Matt Jameson, Dave Morton and Tom Nagel. Five cars were inspected with no problems: 0503, 3244, 3414, 3537 and 05635.



Multiple problems were found on Caboose 0306 concerning the Triple Valve. They also replaced the brake shoes, the B-end brake beam and the A-end angle cock.

Proj. 1246/1332: Restore UTLX Tank Cars 11050, and 11032, Antonito, Sessions D & E

Chris Trunk and *Randy Worwag* continued restoration of UTLX Tank Car 11050 with the fabrication and installation of brake rigging mechanical components. They tested the air brake system for leaks and proper operation and piston travel. They also fabricated and installed Cardwell Draft Gear components on the B-end coupler.



They also riveted walkway ladders and diagonal bracing, and cut and installed walkway planking.



Proj. 1369: Restore Telegraphone Booths, Antonito, Sessions C, D & E

The telegraphone booths are located along the line at strategic points. They provided a means of direct contact with the dispatcher by key or voice to provide train control along the line. The structures have deteriorated, helped by continuous exposure to the elements and some vandalism. The last maintenance on some of the booths occurred 15-20 years ago.



All nine booths surveyed—Lava, Big Horn, Toltec, Mud Tunnel, Rock Tunnel, Los Pinos, Apache, Coxo and Cresco—needed varying degrees of work. The crew, supervised by *Don Atkinson* during all three sessions included *Lynn Aldrich* and *Travis Malek* (Sessions C and D) and *Bill Brune* and *Glenn Butcher* in E.



Proj. 1197: Construct Period Trucks for Passenger Coaches, Antonito, Sessions C, D & E



Ian Kelly continued with the manufacture of period-accurate trucks for the passenger coaches and other rolling stock currently under construction or restoration, a project he has supervised for many seasons in Antonito.

Proj. 1390: RPO 54, Continued Restoration and Paint, Sessions C, D & E

This year's biggest project was the preparation and repainting of Railway Post Office (RPO) 54. It's nearing completion. During Session C, windows have been built and were set in for test fitting and were then removed for painting, along with the trim. Then, a special primer was applied to the wood portions of the car where the existing paint has been removed. This is to be compatible with the finish coating to be applied later. Once again, *Don Atkinson* was the Team Leader for all three sessions. *Glenn Butcher* and *Ian Kelly* assisted in Session C. *Don* and *Jill Stewart* were the crew in Session D.



Frade and Fred Pittroff lettered Reefer 157, Rider Boxcar 3537 and host of stock cars.



Proj. 0732: Painting, Antonito Team, Sessions C and D

Led by **Don Stewart** with assistance from **Jill Stewart** and **Frank Higgins**, a lot of the sessions' painting involved not only rolling stock around Antonito but buildings and other structures as well, such as up at Sublette and Cumbres.

Proj. 1345: Restore and Maintain Sublette Section House, Session E



A big crew here including Team Leader **Bob Conry** plus **David Herdman, Rob Lenicheck, Scott McCollough, Don Myers, Tim Bristow** and **John Pierce**.



Paint was removed on one section using paint stripper, heat guns and scrapers. The metal was then wire-wheeled around the screw heads and sanded in prep for priming.

Proj. 1391: Restore Flat Car 6649 for MOW Service, Sessions C & D

Flat Car 6649 is slated to work for the Railroad, not directly for the Friends. Throughout Session C and D, **Bill James** led **Fuzzy Anstine, Alan Kraus** and **Jim Wilmesher** on the restoration project. Session C work included the repair and adjustment of the diagonal frame member on the A-end.



Not all the painting tasks involve paint or primer. There is a lot of preparation work to be done including lots of scraping and sanding the old, often weathered, paint.



In Session D they cut and installed nailers and shiplap planks and installed ice dam fabric, applied linseed oil on the decking, straightened the brake staff and installed the hand brake assembly



Proj. 0732: Car Lettering, Antonito, Session E

Done painting? Time for lettering! **Steve Jorgensen**, Team Leader, along with **Tim**



This project has been waiting to begin for several years. The team rebuilt the kitchen's back wall, finished repairs on the adjacent bunkhouse, added new siding and roofing material.

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

Text and photos by **Don Atkinson** from the July and August Work Sessions at the Colorado Springs Car Restoration Facility



On July 6th we held the first work session on Baggage Car 163 for July. During the session we removed the steps to access the end sill, built a platform to work on and removed the west end sill. We also moved the new and old sills into the shop and cut the end to the correct length. Additionally, we installed the four vertical bolts on the bolsters and did some tent and trailer clean up. A good day of work and the lunch with the Pikes Peak Trolley Museum volunteers was very nice.

cutting mortises and drilling holes on the end sill. We still have a few more mortises to cut and then we can test fit the end sill to the west end of the car. I also included a photo of the old end sill to show the level of rot the car sustained over the last 140 years.



On August 17th we held the first Colorado Springs work site session for August due to work sessions E & F in Antonito. Work consisted of trimming the tenons on the center and intermediate sills, leveling the sills to the same height, prepping the vertical truss rods for welding,



Sad News

Glenden Casteel

Older members and volunteers will remember Glenden Casteel. Glenden passed away on December 22, 2023, leaving his widow Carol Casteel. Glenden had been widowed from his long-time wife Delores Casteel and married Carol in September of 2018.

Glenden was integral to the establishment of the Friends in several ways. When I started the work of the Friends in 1981, Glenden attended the first work session with me. His participation gave me the confidence to get started since at



best I am a mediocre carpenter, and he was great. He participated in almost every volunteer session until he retired from Albuquerque and moved to his home in Bedford, Pennsylvania to take care of his mother. He served as our first Projects Committee Chairman, and he served as our Secretary for a number of years. He took the lead in his desire to live up to historic preservation standards as we started doing more ambitious projects. Two highlights of things that he led for our restoration work included:

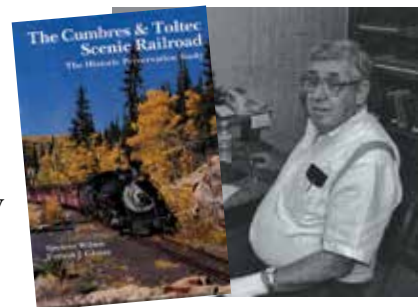
- He encouraged us and led a project to restore the water service car which had been involved in a fire and needed all new tongue and groove siding.
- He led the crew to stabilize and restore several bays of the Cumbres snow shed. I remember how pleased he was that he was able to use historic methods of hoisting large beams in place without the aid of mechanical equipment. His picture is prominent in the photos of the work that was done on the snow shed.

Those of you who remember Glenden will remember that he always could find time at the end of a work session day to throw a line into the Chama River and had the ability to do pretty well with the trout. We thank Glenden for his leadership that helped the Friends get started as a serious restoration organization. ~ Bill Lock

Vernon (Vern) Glover

Vern Glover was the co-author, along with the late Spencer Wilson, of the *Cumbres & Toltec Scenic Railroad Historic Preservation Study* (1980), the catalyst that ultimately led to the creation of the Friends of the C&TS and the Railroad becoming a National Historic Landmark. He passed away on April 18, 2024.

“Vern was a prolific author of many historical books and articles on Southwestern railroads. He also provided a substantial monetary contribution for acquiring the Friends *Dorman Collection* of historic photographs. This was a new opportunity for the Friends and was the beginning of the significant effort that has been successfully carried on since 2007. After Spencer Wilson’s passing, Vern took on the Friends Library work from 2013 to 2016.” ~ Tim Tennant



Chuck Armstrong

Chuck Armstrong joined the Locomotive 483 restoration crew and with his positive spirit, congenial demeanor, positive attitude and limitless appetite for hard work, his mechanical ingenuity and skill, he immediately became a fast friend to the whole group.

Chuck passed away unexpectedly in January, 2024.



As a lifelong resident of Timmons, Ontario, Chuck spent his career at General Motors and had a passionate interest in railroads, cars and motorcycles, often arriving in Chama after a cross-country motorcycle ride from Canada.

Chuck’s loss is greatly felt and his memory is an inspiration to his friends. ~ *The 483 Crew*

“Wacky” Roger Hogan

Roger Hogan passed away on Wednesday, June 19th. Roger and his wife Barbara were well known to many Friends who volunteered for work sessions in Chama during years past and who stayed at their Hotel and Shops.



They retired from the hotel business a couple of years ago but continued to enjoy shooting and posting videos and stills of the narrow gauge on the Friends and Narrow Gauge Forums. His wild-life stills were a particular treat, especially during the cold winter months. All of us are very saddened by the news of his passing and extend our condolences to his widow Barbara and their family. One of his great photos is on the cover of this issue of the *Dispatch*. ~ Ian Kelly





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Attention PHOTOGRAPHERS!
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Submission deadline is Dec. 31, 2024!
Check the link below or scan QR right for submission guidelines:

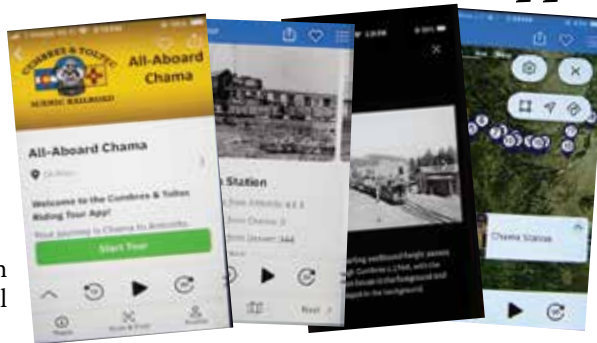
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Do you have the C&TS Mobile Device App?

It's sort of like having a docent in your pocket. Prior to your ride, you can download the **C&TS Mobile Device App**. The on-board docents will give you more information and answer any question you have about your journey, but a little extra knowledge along with some historical photographs will help you understand more than just the scenery passing by.

The app can also take you places to explore on your own such as the *Walking Tours of Cumbres, Osier or Antonito*. Created by the Friends, the app also includes a *Driving Tour of the Tracks Across Borders Byway* along the right-of-way of



the D&RGW that was abandoned between Chama and Durango, in the early 70s,

The application is free from either the Apple Store or GooglePlay and can be a handy companion to your travels. It won't tell you everything the docents do, but it will add one extra layer to your knowledge.



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Photo by Mike Mee

“Hey! Why walk to the high country when I can take the train?”