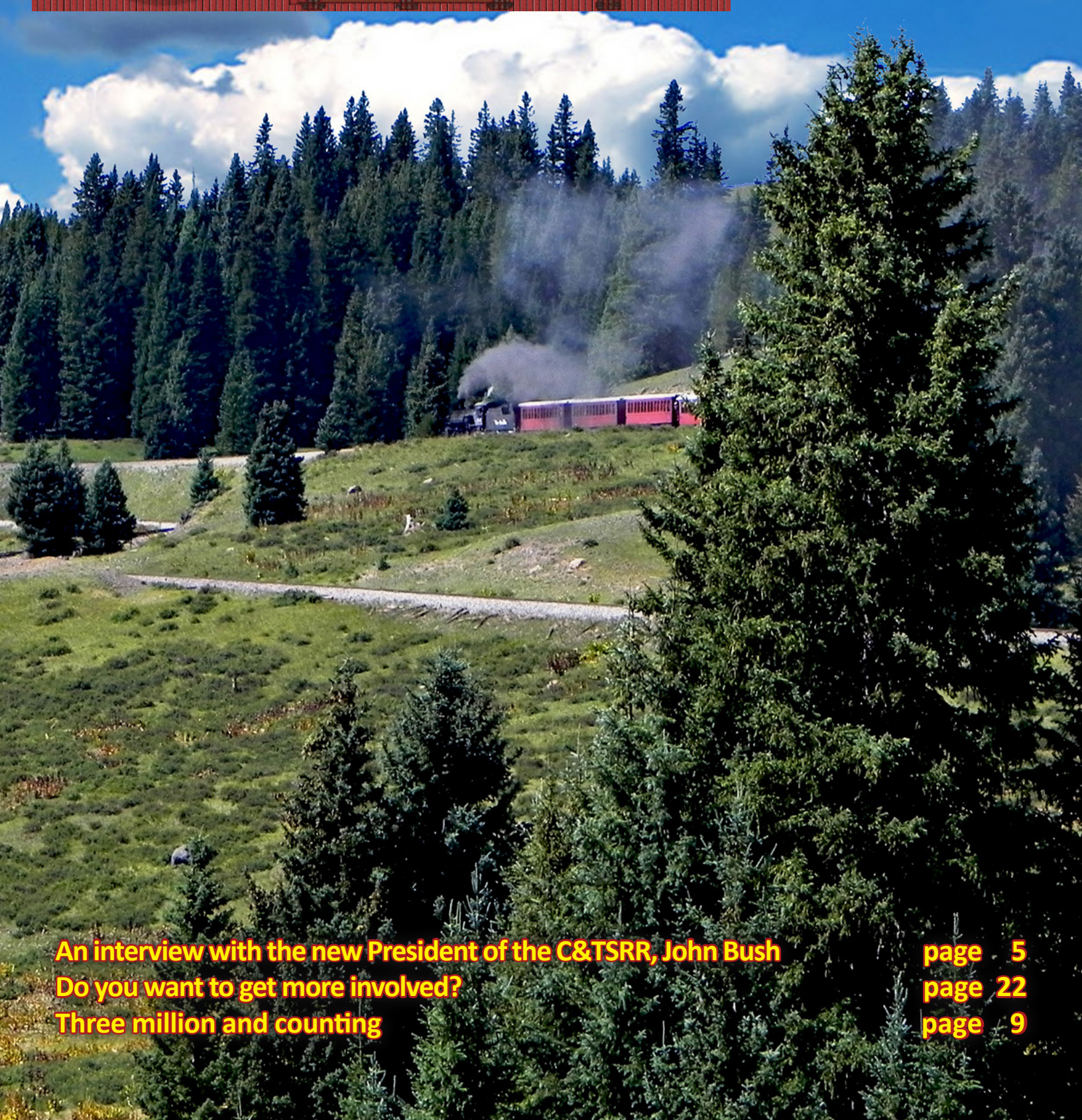


# C&TS DISPATCH

VOL. 26 NO.1  
SPRING 2013



**An interview with the new President of the C&TSRR, John Bush**  
**Do you want to get more involved?**  
**Three million and counting**

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# C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

William Lock, Founder

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Please write the editors at  
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic railroad Inc., 4421 McLeod Rd. NE, Suite F, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad Inc., is a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by 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 ARM (Association of Railway Museums) and a member of TRAIN (Tourist Railway Association). Family membership in the Friends is \$30.00 per year, outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic railroad is both a National and a State Registered Historic site.

**Cumbres & Toltec Scenic Railroad**

Denver & Rio Grande Railway 1880 to 1886  
 Denver & Rio Grande Railroad 1886 to 1921  
 Denver & Rio Grande Western Railroad 1921 to 1970  
 Cumbres & Toltec Scenic Railroad 1970 to 2013  
 © 2013 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

## PRESIDENT'S COLUMN



### A Real Gentleman & Dear Friend

I had just started composing this column for the upcoming edition of the *Dispatch* when I received a call from Bill Lock on a Friday morning. The news was not good and it was the kind of news that knocks the wind out of one's sails. Long-time Friends Board Member and Historian Spencer Wilson had passed away over night.

Spencer's son had taken him to the hospital Thursday evening where Spencer collapsed in the parking lot. Doctor's were able to revive and stabilize him but a few hours later Spencer passed away. Spencer had just been in the office the previous Tuesday afternoon and looked a bit tired and fatigued. The last image I'll remember is Spencer walking to his car with his cowboy hat and red jacket on.

These sorts of columns don't seem to get any easier to write. Over the years that I have been here we've had our share of individuals associated with the Friends and the railroad that have passed away. So many of these people have given a

great deal of themselves towards the preservation of the Cumbres & Toltec Scenic Railroad.

Spencer was more than a Board Member and Historian. He was a true gentleman, a very kind individual and interesting to listen to. He was a Korean War Veteran and served in the United States Navy achieving the rank of Ensign. Coming from the desert southwest I always found it difficult to imagine Spencer in the Navy, but he was. Being a Professor of History he was a wealth of knowledge and maybe that is what I found so interesting about him. People like Spencer are walking encyclopedias and the knowledge he had truly astounded me!

When my wife Judy and I made the move to New Mexico back in 2005, Spencer and Kathleen were very welcoming. We would go out to dinner from time to time and if it wasn't Los Mananitas on Rio Grande then it was Gianni's on Central Avenue. All it took was a couple of cocktails and a good meal and Spencer was smiling from ear to ear. He enjoyed our company and we sure valued his and Kathleen's. That was Spencer, very warm and welcoming.

Then there were the trips up to Santa Fe with Spencer to see his good buddy and comrade Carl Turner. Spencer and Carl both served on the Cumbres & Toltec Scenic Railroad Commission. If you could single out any two individuals that were true champions of the Cumbres & Toltec Scenic Railroad it was probably Carl and Spencer!

They fought the battles over many years to help preserve the railroad and their stories were proof of that. Sometimes we'd listen to Spencer and Carl under a big shade tree at the REA Office in Santa Fe and other times it was at Tiny's Bar & Restaurant over a good New Mexican lunch! They were quite a pair and truly the best of friends.

Spencer was the sort of person you knew would leave their mark on this Earth and make it a better place for him being here. He enjoyed reading and writing and therefore was so instrumental in the development of the Friends' Library. He helped create a resource that our organization and membership can be proud of. That resource which Spencer so loved and nurtured helped to attract the Richard L. Dorman Photo Collection and those collections that have followed. Because of his efforts and passion, our Library has evolved into one of the more valued locations to research the Denver & Rio Grande Narrow Gauge System.

You could search the world over but you will not find another Spencer Wilson. They don't come along everyday but then again, that's why Spencer was so special and unique. A tip of the hat, a smile and "I'll see you tomorrow" is how I remember him. It is so sad when we lose friends like this but we can take a great deal of consolation that we knew Spencer and that he touched our lives. That is what I will be forever grateful for!

Tim Tennant

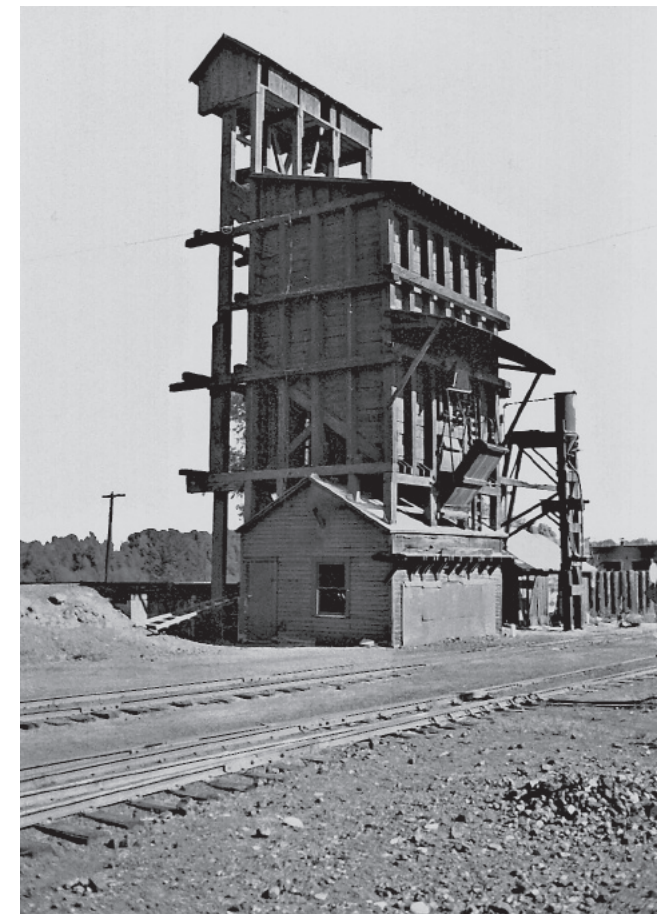
## TRAIN RIDE DISCOUNT POLICY FOR FRIENDS MEMBERS

A 10% discount will be afforded to *Friends* Members as the name appears on their membership card for up to four (4) individuals. Example: If a member's card contains over four family member names on the card, only four individuals will be provided the discount. The remaining individuals will pay the full fare applicable. This discount applies to coach, tourist class or parlor cars seats on regularly scheduled Cumbres & Toltec trains. The discount is not applicable to any charters or special trains operated over the C&TS. Reservations can be made in person or by calling reservations at 1-888-CUMBRES.

A 25% discount will be afforded to members who participate in work sessions. The member must actually participate in a work session and possess a Friends work session badge to qualify. Example: If there is a husband and wife who desire to ride and the husband participates in the work session but the wife does not, he receives the 25% discount and she receives a 10% discount if her name is on the membership

card. Reservation agents will verify against a master list supplied by the *Friends*. The 25% discount applies only to coach seats on regularly scheduled trains and not to tourist class or parlor car seats nor on any special or charter trains.

These discounts cannot be combined with any other special fares offered on regularly scheduled trains. Any violation of this policy by a *Friends* member will result in the revocation of this privilege to the member involved in the infraction.





## Spencer Wilson

1929-2013

Longtime Friends' Board Member and Historian, Spencer Wilson passed away on February 15, 2013 from complications due to pneumonia. Spencer is survived by his wife of over 37 years, Kathleen and sons John S. Wilson of Albuquerque, NM and James A. Wilson of Cincinnati, OH plus grandchildren Mathew, Donovan, Samuel and Leon Wilson; step-children, Terri Klas and Deborah Brooks of Albuquerque, and Philip Dixon of Ridgecrest, CA; step-grandchildren, Jessica Dickman, Sarah Moon, Andrew Brooks, Christi Gronowski, Casey Brooks and Ryan Dixon. He was preceded in death by his parents, Donald & Frances Wilson and his sister, Marian Cornish but remembered by her surviving children, Spencer, Tommy, Timothy and Dwight.

Spencer was in the United States Navy and served during the Korean War. He was a member of the Albuquerque Kiwanis Club and the New Mexico Historical Society, including two terms as President.

He retired from New Mexico Institute of Mining and Technology in Socorro, NM as a Professor of History in 1995. In 1980 Spencer co-authored with Vernon J. Glover *"The Cumbres & Toltec Scenic Railroad, The Historic Preservation Study."* He authored a second book on the Cumbres & Toltec in 2012 entitled *"Saving The Cumbres & Toltec Scenic Railroad."*

Spencer was a member of the New Mexico Cultural Properties Review Committee from 1973 to 1980. He was involved in many aspects of historic preservation including architecture and the Cumbres & Toltec Scenic Railroad. During his years in Socorro he was president of the Socorro County Historical Society and active in the preservation of the Hammel Brewery in Socorro. Later he was on the Board of the Friends of the Cumbres & Toltec Scenic Railroad, Inc. as well as one of the New Mexico Commissioners on the Cumbres & Toltec Scenic Railroad Commission. He wrote numerous articles and gave presentations on historic preservation and the coming of the railroad to New Mexico. He was the Friends' Librarian and helped build the Library into the resource that it is today.

Spencer was beloved by all and will be missed. A service in his memory with the scattering of his ashes will take place during the Friends' Annual Dinner on Friday June 21, 2013 at Cumbres Pass. In lieu of flowers, memorial gifts can be made to; Friends of the Cumbres & Toltec Scenic Railroad, Inc., 4421 McLeod Road NE, Suite F, Albuquerque, NM 87109.



## Transcript of Interview with John Bush

By Ed Lowrance—January 2013

This is a transcript of an interview with John Bush, the new President of the railroad operating company conducted in his Chama NM office by Friends member Ed. Lowrance on January 18th 2013.

*(There have been minor changes made for clarity, they do not effect the content.)*

**Ed:** I'm with John Bush, who recently became the boss of the Cumbres & Toltec Scenic Railroad. What is your title anyway?

**John:** My title is President and General Manager

**Ed:** And you've been the boss, president, for how long?

**John:** Officially, I was hired on the 20<sup>th</sup> of December and started on the first of January. We're already into my eighteenth day.

**Ed:** You're into your eighteenth day and you've got your feet on the ground.

**John:** Yes, it's good to be back in Chama. I was chief mechanical officer from the fall of '89 until the spring of '96, then I left here to go to the White Pass in Yukon, where I was superintendent of operations. I left there and went to the Roaring Camp in Felton, California where I've been manager of two railroads, both part of the same company: Roaring Camp Big Trees, a Narrow Gauge railroad, and the standard gauge Santa Cruz Big Trees and Pacific.

**Ed:** How in the world did we get you to move from California, those are nice jobs?

**John:** Well, as a bit of background of course, I'm originally a Colorado native, as is my wife and two sons, born in Denver. I grew up in Telluride Colorado, so this part of the world has always been home. I was here from fall of '89 to Spring of '96, so it was an opportunity to come home. California is nice,

a lot of nice things about it, but the Colorado and New Mexico mountains are my home.

**Ed:** We're delighted that you're back here; the Friends are incredibly excited that you're on the job and especially that you're running the place, and that's why we're having this little interview. They want to see you and hear about you and what your plans are. Can you tell us who your number one guys are both in Chama and Antonito?

**John:** I'll be leaning heavily on Marvin Casias and Glen Avery, are two people, of course there are a bunch of people I've worked with before, some of whom are still around. Some of whom worked for the railroad at that time, some of whom were just in the community but work for the railroad now. I'm looking forward to working with those people again. And I'm looking forward to this being an exciting and productive relationship.

**Ed:** Is there winter work going on?

**John:** Absolutely, right now we're doing a 1472 day inspection here in Chama on the 484 and of course we're doing annual work on all the locomotives. We're doing some flue/tube replacement on the 489 right now. We're also doing work on what we used to

call the "old Antonito coaches" over in Antonito now, as well as some painting and annual work and updating on the rest of the passenger car fleet. That work is mostly going on over in Antonito. Additionally, over in Antonito, work is progressing with the 463.

**Ed:** Super, we hope to be hearing more about the 463 later on.

**John:** (smiling) When there is more to tell you, we'll tell you more.

**Ed:** But we do understand the work is going well. What do you see as the thing that needs the most help for the railroad?

**John:** Well, my primary goal, assuming that things stay together mechanically, as I expect they will. My primary goal this year is ridership. We've gone through a "kind of slide down the bannister",



JOHN BUSH,  
PRESIDENT AND GENERAL MANAGER OF  
THE CUMBRES & TOLTEC SCENIC RAILROAD



step by step and we have to turn that around. So, I'm looking to increase ridership this year, putting a major effort into the marketing plan, getting that out earlier, being more user friendly and customer friendly, so that we can provide a good experience to our customers. We want to work on maintaining the interest in the demographic that we've been getting, which primarily now is aging "baby boomers", of which I am one. But we don't want to lose the opportunity to reach the younger generation coming up. We're hoping to do some things, including the Cinder Bear stuff, aimed at the younger audience, trying to get their interest. We're also trying to work on our pricing structure, to make it more attractive to younger people, younger couples so that we can help get their interest. If we can get the interest of the kids when they're little, like most of us got our interest when we were little kids, then you've got 'em. We want to work on that.

**Ed:** Have any decisions been made on the pricing structure that you can share with us?

**John:** We do have some decisions on that. The pricing structure is lower this year, a little bit less than last year. Of course there will be the Parlor Car class, the tourist class and coach. There have been price reductions on those; and this summer we're going to run a "kids ride free" program, so that kids with an adult, kids between the ages of 2 and 12, ride free. That does not include Cinder Bear trains and does not include the Fall Colors season, but it should make the pricing much more attractive and doable for young couples with kids.

**Ed:** That's great. One of

the things that people have commented on is that advertising pieces were not available until almost the time the trains started. How's that work going?

**John:** Well, that's going well, I've quite frankly been working on that mostly since I first got here, and have only come up for air for this interview, from working on finishing the brochure and working on the website stuff. We've got a very competent group working on those things and I'm simply helping them to get that up and running. I'm aware that last year that stuff got off kind of late and we want to get into that market earlier, when people are making their decisions.

**Ed:** As you know the Friends can be classed anywhere from fans to rabid fans about this railroad, which is why we come here to work. Do you foresee any things that you particularly want the friends to do to enhance ridership?

**John:** I think that everything they do, and I think they would say so too, is directed toward improving the health of the railroad. The more the railroad looks healthy and alive, the better we'll do. Certainly the improvement in the look of the structures is a big help, the improvement in the non-operating fleet, that I know they've mostly been involved with, is a big help. It makes the railroad look more presentable and attractive and vibrant. All of those things are a plus. Of course, they are our good will ambassadors. We're really all in this together now, we have a new model now. In the past, all the way back to 1970, there was mostly a kind of an outside operator. I realize that there were

two iterations of people who had come mostly out of the Friends to create non profits. Now that it really is in the commission's hands, we are "it" and we are "us" and we are all in this together; we all we swim together or we sink together. So I'm looking for us all to work together. I'm looking for the Friends along with the very valuable physical things to be our good will ambassadors and tell and share the railroad with all the people they know who are not currently riding the rails.

**Ed:** We view ourselves as the caretakers of the non revenue assets, and now our work is turning even more to what we hope will enhance visitor experience, so that people will come and stay and see more than just a train ride.

**John:** Right, and that's exactly what it should be. That's what I'm looking for as well. I realize that you guys are charged with the museum aspect, and that interpretive part of the railroad, where I am mostly going to be focused on trying to run a business successfully enough that we can all continue to do this stuff.

**Ed:** Our logo is a couple of gloves handshaking and we consider ourselves hopefully a good partner.

**John:** Right, of course I was here pretty early on in the life of the Friends, back when Bill Lock was running it. One of the early things that we did here that Friends and the railroad together was when we first ran the rotary in '91. That operation provided a substantial boost in membership for the Friends and helped generate some of the monies that was used to get the tank cars back from

Alaska. So I am very interested in working with the Friends in the kind of projects that can be "win-win" not only for the business but for the historic side of it as well. Of course if the business can't succeed and were to fail, then we'd be in a real tough spot because it's an awful long way from anywhere to have a static museum and we don't want to go there.

**Ed:** Nobody in either organization does; the commissioners, management or the friends. We want to wipe the word static.

**John:** Exactly. I have always considered this place to be, and still consider this place to be really, what I call "unself-conscious" history. Unlike Williamsburg, VA and Mystic CT, which are intentionally playing the past, what we do here is just plain live it. And I'm looking for us to continue to do things the way that they used to be done. That, more than anything, helps to show the public what railroading was really like. It isn't just about train rides; it was about fixing cars, taking coal, washing engines, cleaning fires, working around the depot and all that stuff. What's remarkable here is that it's still done the way it used to be done. I look for that to continue and be enhanced as we go forward.

**Ed:** We're anxious to facilitate that living museum aspect because this railroad was the heart and life of this area. There are people you can run into still who remember that it was the way they got to town. We are anxious to provide the supporting "set", if you think in terms of a movie, an authentic "set".

**John:** Right. And that's exactly what I'm looking for, is to show

the public that sort of "time machine".

**Ed:** Do you have anything you want to tell our audience, which is the friends who come to our website and look at this video.

**John:** Crassly – yes: Come, buy a ticket, ride the train, bring your friends, wash rinse repeat, wash rinse repeat, - and for the friends- work. I'm not expecting much from you except everything, lots of work, lots of help, lots of cooperation on both sides, doing stuff together. We want to build, rebuild and revitalize a fabulous piece of Americana that we are lucky enough to have here. And of course an awful lot has been done; we've come a long ways from when they first decided they'd save the railroad. We've still got a long ways to go. Everybody who has participated and contributed in the past – we stand on their shoulders. I remember when I first got here in late '89 to the Spring of '96, and stuff we did and I thought back about Bernie Watts and Rich Braden and John Olberg and guys that first did it as C&TS and how much easier everything was for me than it had been for them. What were now really simple things, "now" being in 1989, compared to what they were in 1970 and that has continued. Lots of things we can do in the shop now that when I was here I never dreamed we could accomplish. We do all our own wheel work; when I was here all that wheel work had to go to Durango. So we're getting more and more capable. What we really need to do now that we've got a much better track structure, now that lots of things have improved, we still have a ways to go but, I think we're on the right track and if

we can get the ridership back to the kinds of numbers where it can be self-sufficient, I think we'll be in position to do some of the things that I have dreamed we'd be doing already. I'd love to see us back to 6 or more functioning steam locomotives and be in position to run rotary trains whenever we have enough snow or chose to do it and all sorts of things like that. Additionally if we can get to the point where we can run recreated San Juan type consists, that would be fabulous. I'm looking for us to do those kinds of things to recreate things which in the past were dreams.

**Ed:** Sounds to me that you're telling me and our viewers that we have plenty of job security.

**John:** As long as we can keep it alive we've all got plenty of work to do. There's not going to come a time when we're sitting back thinking "it's all been taken care of". That's not going to happen. We've got a lot to do, we've got a lot of dreams of what we can do going forward.

**Ed:** John, thank you for spending this time with us.

**John:** You're quite welcome, it's been a pleasure.



# Three Million and Counting

Submitted by Bob Ross

## GOT A HOME SHOP AND LIKE TO WORK IN IT?

### WE HAVE A DEAL FOR YOU!!!

The Friends need three pairs of passenger car trucks for cars currently undergoing restoration. We have some of the major castings but each truck has 80 different parts and each of those are in quantity. Any work that can be done in house saves valuable \$\$ that can be used for other projects. Some parts, like wheels and springs, must be purchased, but for lots of others, we have a choice between making or buying. Typical parts include special bolts, eye bolts, plates with holes, special washers, chain links, and truss rods. The Friends supply the raw materials, which is mainly hot rolled steel, but there are some white oak and cast iron parts too.

Many of the parts are relatively simple, and we have drawings, photos, and examples of all. If you have a lathe, mill, or metal cutting saw and do not mind spending some off session hours making chips, the effort would be greatly appreciated. To the extent parts can be prepared before sessions, the sessions can be used for the assembly of the trucks.

For more details, photos, drawings, or discussion, please contact Russ Hanscom, [rphanscom@earthlink.net](mailto:rphanscom@earthlink.net), or 505-716-7176.

That's right! Three million dollars! Thanks to you, that is what we have raised through *Another Century of Narrow Gauge Steam*, and our grant writing efforts. Not bad for a bunch of volunteers.

Now a new fund raising program, *Preserving the Narrow Gauge Past for the Future*, was successfully instituted last August.

PNGPF is an ongoing campaign that targets very specific needs that support the Friends Mission. The first phase of this program covers our general operating needs as well as individual restoration and interpretation projects. Once again our membership has generously supported this very worthwhile endeavor. During the first six months we raised \$102,500. Here is a breakdown of the results.

General Operation Funds	\$60,200
Railway Post Office Car #54	9,000
Cook Car #053	2,100
Gramps Frameless Tank Cars	5,400
Tourist Sleeper #470	2,100
Enhanced Interpretation	3,200
Antonito Car Shelter	9,700
Passenger Trucks	10,800

This fund raising effort will be ongoing with these specific projects until our two year goals are reached. As projects are completed, new high priority projects will be identified. In this *Dispatch* we have listed those who have already donated. We thank them very much for their support. We will continue to publish updated donor lists in future issues.

To make your donation and to obtain more complete descriptions of these projects, go to the Friends website: <http://www.cumbrestoltec.org/join-or-give/preserving-narrow-gauge-past-for-the-future-pngpf.html>

### Dispatch Deadlines

To establish a dependable schedule for mailing the C&TS Dispatch, The following deadlines for material to be received at the Friends' office will be observed:

**Summer Issue 2013 – Mail on June 14, 2013** All materials must be received by May 10, 2013

**Fall Issue 2013 – Mail on October 14, 2013** All materials must be received by September 16, 2013

**Winter Issue 2012 - Mail on December 13, 2013** All materials must be received by October 25, 2013

**Spring Issue 2014 – Mail on March 28, 2014** All materials must be received by February 14, 2014

*Note: The Dispatch wishes to identify photographers whenever possible. If a name is not included with a photograph, the photographer is unknown*

### Donors

#### Donations to PNGPF

##### \$1 - \$999

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Akin, Cody  
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Alliston, Norval  
Alsberg, Allan & Nicki  
Altshool, John L  
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Arndt, James  
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Bailey, Bill B  
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Bailey, George & Barbara  
Bailey, Joe M  
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Bassett, Michael

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Colby, James & Lois	Giller, Linda	Jorgensen, James L	McDaniel, Dr James	Petrick, Thomas W	Schaefer, Ronald	Terrell, M K	McMullen, Craig & Maggie
Cole, Allan & Mary	Givens, Charles	Juncker, Leonard	McDowell, Bruce	Pfizer Foundation Matching Gifts	Schalk, James & Helen	Thode, Mike	Meckley, Robert
Coleman, Jerry & Rita	Glancy, Gerard L & Karen	Kaufman, Bob	McGee, Jim & Sharon	Phelps, Jeffrey L	Schennum, Warren & Donna	Thomas, Gary F	Miller, Bruce & Barbara
Colley, Steve	Goin, Robert	Keene, Bob	McGinley, Michael	Platt, James P	Schisler, Craig	Titsworth, Rudy	Mouritsen, Beth
Cook, W George	Gonzales, Maureen	Keeney, Willard	McKean, John A	Polk, Tommy	Schisler, John G - Maryland	Toft, Thomas	Rauch, Gary
Courneya, Robert C	Gordon, Geoffrey & Nancy	Kent, Arthur and Nancy	McLean, Colin	Pool, John S	Schmehling, Bob & Marty	Tremblay, Ross & Marybeth	Rausin, Anthony
Dahlberg, Peter	Griffith Jr, CP	Harris	McNeese, Robert	Primrose, David	Schober, Wayne & Vicki	Trubeck, William L	Rosevear, Al
Dahm, Lewis & Mary Anna	Gritzo, Lud & Lois	Kern Jr, William A & Kathryn E	Meade, Jim & Phyllis	Primrose, David	Schoelkopf, Rolf & Shirley	Trunk, Christopher	Schmidt, Robert & Donna
Davenport, Paul	Haase, Klaus	Kidd, Victor V	Meade, Jim & Phyllis	Pruitt, Jackie	Schroeder, George	Ulmann, CE	Schmidt, Ronald V
Davidson, Richard	Hall, Anthony	Kilshemer, S A	Mershon, Bill	Pullin, Randy	Schultz, John	Urquhart, Ross	Smith, Marshall & Mary Jane
Davidson, Richard	Hall, Glenn & Carla	Kimball, John	Mestel, Clifford	Quinn, Patrick J	Schumaker, Paul	Van De Weghe, Richard	
Day, Rollin	Hall, Jim	Klein, Michael	Miesem, Ross & Mary	Rathbun, Paul & Betty	Seely, Neil	Van Doren, Robert	<b>\$5001 +</b>
DeFloria, Tom	Hamway, Geoffrey	Knobbe, Robert A	Miller, Theodore L.	Ratzlaff, Allen D	Seller, Robert	Van Horn, Martin K & Antoinette	Milheim Jr, Dr Irvine & Mary
Denton, Keith	Hansen, Carl T	Koch, Jim	Mitchell, Andrew	Rea, Harriet & James	Severance, Richard	Van Vuren, Dirk	Ross, Bob & Holly
Derkum, Philip & Yee, Flora	Harmon, Bob & Nancy	Komlos, John & Joan	Mitchell, Byron & Mary	Redding, David	Severns, Bill & Diane	Vane, Ronald	Smith, Theodore & Linda
DeShazo, Neal & Family	Hayden, RW Jim	Kottkamp, Jim	Moody, Nita	Reed, L A	Shane, Richard A	Vanguard Charitable Endowment Program	Tower, Caroline
Dower, Anthony G	Hayes, Robert S & Wanda	Krause, Robert E	Moore, Bill	Reichert, James M & Sarah A	Shanton, Elwood	Vermillion, Barry & Kathy	
Dresdow, Jeanette E	Haynes, Stephen	Kukuk, Ken	Moore, Joe	Reul, Eberhard-c	Sharratt, Tom & Sharon	Vos, Dave & Diane	
Dufeny, Max L Jr	Healy, Dave	Kumler, Craig & Robin	Moore, William B-Illinois	Rice, David L	Shepard, Earl A	Wadsworth, Cowboy	
Earle, Jim	Heard, Tom	Lang, Tom & Gloria	Morgan, Howard	Rich, John & Mary	Sherburn, David	Wadsworth, Terry	
Eaton, Charles	Heckman, William	Lapp, William	Mudra, Boyd	Riddervold, Glenn & Peggy	Simley, Jeff	Walter, Mike	
Ellis, Jack	Heiermann, Jack	Leaman, Carl	Mulligan, Michael	Rider, Kent M			
	Hendra, Richard	Leemhuis, David	Mundis, Robert & Ann				
			Murray, Tom (VA)				

# Internet and Mail Book Auction

A long-time member of the Friends, Bob Tully, recently passed on and his family has seen fit to donate his collection of books to the Friends for their use or disposition. We are grateful for the gift and have added many books to our library collection. However, there are some desirable items that we already have on our shelves that perhaps our members and others might wish to acquire, therefore we are conducting a sale either by mail or e-mail to the Friends. The rules for the auction are below. The list of books appears on the following page.

## Book Auction Rules – Important! – Read Before Bidding

- 5:00 PM on Wednesday, May 1, 2013 at the Friends Albuquerque office.
- Membership in the Friends of the Cumbres & Toltec Scenic RR is not required.
- Bid by Item Number, indicating the name of the book, so as to avoid errors.
- Minimum bids are specified in the auction item list.
- Multiple bids are permitted and may be included in one submission.
- Minimum bidding increments of \$1.00 U. S. apply.
- The high bidder will pay the actual amount of the bid, except for multiple bids by the same bidder, in which case, the lowest of his bids that wins over the next-highest bidder applies.
- In case of tied bids, the earliest submitted e-mail bid or the earliest postmarked mail bid will be awarded the item.
- Shipping to continental U. S. addresses by USPS is included. Other requested shipping methods are not included. Shipping to addresses outside the continental U. S. is not included. Cont.

Title	Author(s)	Publisher	Date	Bk, DJ Condition	Binding
Alamosa/Salida and the Valley Line	Dorman	RD Pubs	1991	Fine, good	Hard
American Narrow Gauge Railroads	Hilton	Stanford Univ.	1990	Fine, good in mylar	Hard
Centennial State Trolleys	Fletcher	CRRM	1995	Fine, not issued	Soft
Century of Passenger Trains, A	Thode	Rocky Mtn RR Club	2001	Fine, not issued	Hard
Chili Line and Santa Fe the City Different. The	Dorman	RD Pubs	1996	Fine, fine	Hard
Coal, Cinders and Parlor Cars: CRA #19	Several	CRRM	1991	Fine, good	Hard
Colorado Rail Annual #9	Rhine, Davis, Ferrell	CRRM	1971	Good, not issued	Soft
Denver's Railroads	Forrest & Albi	CRRM	1986	Fine, minor chipping	Hard
Denver's Street Railways II	Robertson & Cafky	Sundance	2004	Fine, plastic cover	Hard
Durango Always a Railroad Town	Dorman	RD Pubs	1996	Fine, very good	Hard
Florence & Cripple Creek	Lewis	Sundance	2002	Fine, plastic cover	Hard
Florence & Cripple Creek RR: CRA #13	Wilkins	CRRM	1976	Fine, fine	Hard
Historic Alpine Tunnel	Helmers	Sage Books	1963	Good, good	Hard
Iowa Trolleys - CERA #B-114	Carlson & Levis	CERA	1975	Very good, worn	Hard
Journeys to Yesteryear	Goss	Rocky Mtn RR Club	2005	Fine, not issued	Soft
Locomotives of the Rio Grande	CRRM	CRRM	1983	Fair, not issued	Soft
Logging Along the D&RGW	Chappell	CRRM	1971	Very good, worn & chipped	Hard
Narrow Gauge Data Book	Sloan	N T R A K Publishing	1989	Very good, not issued	Soft
Narrow Gauge in the Rockies	Beebe & Clegg	Howell-North	1960	Good, no dj	Hard
Narrow Gauge in the Rockies	Beebe & Clegg	Howell-North	1982	Good, not issued	Soft

- Winning bidder will be notified of amount to be remitted before shipping.
- Bids are to be made by e-mail to: [bookauction@cumbrestoltec.org](mailto:bookauction@cumbrestoltec.org)

Or by USPS to: Friends of the Cumbres & Toltec Scenic Railroad, Inc.  
Book Auction  
4421 McLeod Road, NE – Suite F  
Albuquerque, NM 87109-2223  
USA

## Condition Guidelines

- As new:** Book and dust jacket (if supplied when new) should be in the same pristine condition as published.
- Fine:** Book and dust jacket (if supplied when new) should be crisp without noticeable flaws or defects.
- Very Good:** Can be used to describe a used book that shows minor wear, but has no tears to the binding, to book pages or to the dust jacket (if supplied when new).
- Fair:** This is a used book that has all the text pages intact, but may be missing a title page, end papers, etc. Binding and dust jacket (if present) may be worn and all defects should be noted.
- Poor:** Used to describe books with considerable wear. May be suitable as a reading copy if the text is complete and un-observed. May be soiled, scuffed, have separation from the spine, etc. All defects should be noted.
- Ex-library:** Former library copy. This should be noted, regardless of the book's condition.

Features	Min. Bid	Ron's	Railpub	Gavora	Karen's	Amazon	Caboose	Booktrain	Abe Books
1st ed., small dj tear	\$75	\$150	\$150				\$110		
1991 printing	\$60	\$125		\$85	\$95				\$60-\$120
	\$10	\$20		\$15					
Reprint of 1972 paper	\$20				\$37				
1st ed., 2nd p., contents identical to 1 p.	\$50		\$100	\$75					
Minor dj wear	\$20		\$35	\$45					
Cover faded, contents fine	\$15			\$30					
Revised ed., 4 map packet	\$15					\$25			
1st ed, signed, #342	\$35	\$65	\$70	\$95	\$60				\$75-\$95
	\$50	\$100-\$150	\$100				\$120		
1st ed, signed	\$100	\$175						\$150	\$190-\$250
Shrinkwrapped as new	\$30	\$45	\$40	\$65					
ex-lib, 1st ed.	\$25								\$50-\$125
7 maps	\$10					\$20			
1 of 1000	\$15				\$37				
Rev. ed., some water damage at top	\$10	\$25	\$25	\$35					\$8-\$28
Errata sheet	\$100	\$225	\$180				\$175		\$140-\$175
	\$10		\$30						
3rd printing, hard, no dj	\$10	\$60							
7th printing, soft	\$5								

Title	Author(s)	Publisher	Date	Bk, DJ Condition	Binding
Narrow Gauge News: CRA #21	Richardson	CRRM	1994	Fine, very good	Hard
N. G. Pictorial Vol. I: RGS & D&RGW Motive Power	Grandt, Ed	R/Robb Ltd.	1981	Very good, not issued	Soft
N. G. Pictorial Vol. III: D&RGW Gons, Boxes & Flats	Grandt, Ed.	R/Robb Ltd.	1999	Fine, not issued	Soft
N. G. Pictorial Vol. V: D&RGW Cabooses	Grandt, Ed.	R/Robb Ltd.	1987	Fine, not issued	Soft
N. G. Pictorial Vol. VII: D&RGW Lettered Work Equip.	Grandt, Ed. & Day	R/Robb Ltd.	1989	Fine, not issued	Soft
N. G. Pictorial Vol. X: D&RGW Numbered Work Cars	Grandt, Ed.	R/Robb Ltd.	1993	Good, not issued	Soft
N. G. Pictorial Vol., II: D&RGW Passenger Cars	Grandt, Ed.	R/Robb Ltd.	1985	Fine, not issued	Soft
Narrow Gauge to Central & Silver Plume: CRA #10	Hauck	CRRM	1972	Fine, fine in mylar	Hard
Rainbow Route	Sloan & Skowronski	Sundance	1975	Fine, plastic cover	Hard
Rio Grande ... to the Pacific	LeMassena	Sundance	1974	Fine, plastic cover	Hard
Rio Grande ... to the Pacific	LeMassena	Sundance	1974	Very good, plastic cover	Hard
Rio Grande Narrow Gauge Varnish: CRA #25	Danneman	CRRM	2003	Fine, not issued	Hard
Rio Grande Narrow Gauge: The Final Years	Hereford & Robart	R/Robb Ltd.	2001	Fine, not issued	Soft
Rio Grande Narrow Gauge: The Final Years	Hereford & Robart	R/Robb Ltd.	2001	Fine, not issued	Soft
Rio Grande Secret Places, Vol. 1	Farewell	CRRM	1997	Fine, fine	Hard
Rio Grande: Mainline of the Rockies	Beebe & Clegg	Howell-North	1962	Good, no dj	Hard
Rocky Mtn. RRs V. II: D&RGW Durango to Alamosa & Salida	Dorman & Hayden	RD Pubs II	2005	Fine, fine	Hard
Rocky Mtn. RRs V. II: D&RGW Durango to Alamosa & Salida	Dorman & Hayden	RD Pubs II	2005	Fine, fine	Hard
Santa Fe in the Intermountain West: CRA #23	Seward, Stagner, Hauck	CRRM	1998	Fine, fine	Hard
Shortline to Cripple Creek: CRA #16	Wilkins	CRRM	1983	Fine, fine	Hard
Snowplow	Best	Howell-North	1966	Very good, worn	Hard
South Park Line: A Concise History, The: CRA #12	Chappell, Richardson, Hauck	CRRM	1974	Very good, tear & chipping	Hard
Stairway to the Stars: CRA #26	Abbott	CRRM	2005	As new, not issued	Hard
Thunder of Their Passing, The	Turner	Sono Nis Press	2003	Fine, fine	Hard
Ticket to Ride the Narrow Gauge, A: CRA #24	Danneman	CRRM	2000	Fine, fine	Hard
Trails Among the Columbine - 1989	Meyers & Collman	Sundance	1989	Fine, plastic cover	Hard
Trains We Rode, The	Beebe & Clegg	Promontory	1990	Fine, very good	Hard
Uintah Railway	Bender	Howell-North	1970	Fine, fine in mylar	Hard
Union Pacific Railroad Co. Colorado Div. Employees' TT #65		Tramway Press	1988		Stapled

Features	Min. Bid	Ron's	Railpub	Gavora	Karen's	Amazon	Caboose	Booktrain	Abe Books
Minor dust jacket chipping	\$25		\$40	\$65	\$39			\$35	
	\$20		\$50		\$31	\$25			
4th printing	\$20		\$45			\$20			
	\$15		\$25		\$26	\$25			
	\$25		\$35			\$35			
Minor water damage to last 54 pages	\$15					\$70			
	\$20		\$50			\$25			
	\$25	\$35		\$45					
1p, not signed	\$50	**\$110	\$75 (3rd)				\$70		\$70-\$100
2nd ed, 1st printing	\$35	\$50		\$75				\$59	
1st ed, signed, #01896	\$50		\$95	\$100-\$125			\$65	\$75	\$50-\$125
	\$25				\$49			\$40	
Signed by Robart	\$15				\$26	\$90			\$29
	\$15				\$26	\$90			\$29
	\$25	\$60			\$37			\$30	
no dj, water damage	\$10								
Signed by both authors	\$50			\$135					
	\$20		\$45		\$42				
	\$25			\$85	\$40			\$25	
Shrinkwrapped as new w/ map packet	\$30		\$25	\$65	\$35			\$25	
1st ed, not stated	\$20		\$45						\$40-\$55
	\$20					\$35			
Signed & inscribed	\$60						\$125		\$123-\$145
	\$25				\$50	\$80			
Errata sheet, map	\$25		\$40		\$42	\$40		\$40	
	\$25			\$50				\$75	\$57 & +
Combined volume	\$10			\$20					
	\$25			\$45					
Nice reprint of 12/24/1911 ETT	\$10								



# Article #3 - Flanger, Car and Fishermen Below Signs

Cumbres and Toltec Scenic Railroad

Prepared by: Jim Gross

Started April 20 2012

Update April 23, 2012, Ver. 2.01

This is the third article on signage along the Cumbres and Toltec Scenic Railroad (C&TSRR). In this article we will cover three signs: Flanger, Car, and a Fishermen Below sign.

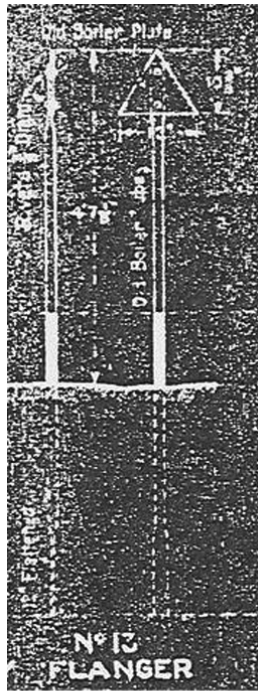
## I - Flanger Signs:

Again, there are two types of flanger signs found on the line. The first is wood and, of course, a metal version. The flanger sign is used to tell the engineer to raise the flanger blade when cleaning snow off the track. The majority of signs are metal, but we do have three wood signs. One is at the Osier coal platform switch and was installed new in 2004 by the MOW crew to show the historic sign. The other two are tall and historic, located just before Apache Crossing at Mile 317.65 and just before Cresco tank at Mile 335.02. We do not know which way the arm on the sign should be pointing as we have found photos on the D&RG showing both ways.

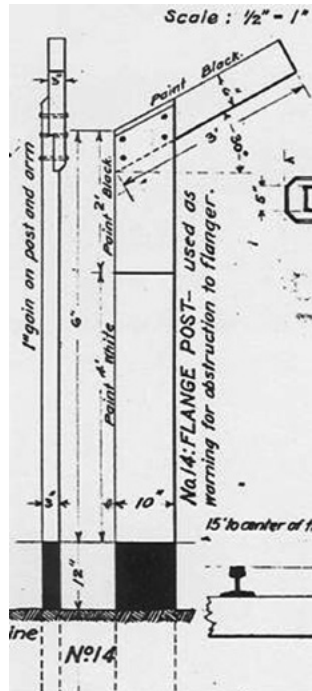


Mile 318.50

Jim Gross 2010



From - D&RGRR  
Standard Posts  
June 26 19xx



From - D&RGRR  
Standard Posts  
Aug. 1906



Mile 327.65 Jim Gross 2009



Mile 296.07

Jim Gross 2005



MP 331.20 Looks like Cumbres Circa 19xx

Richard Dorman Collection

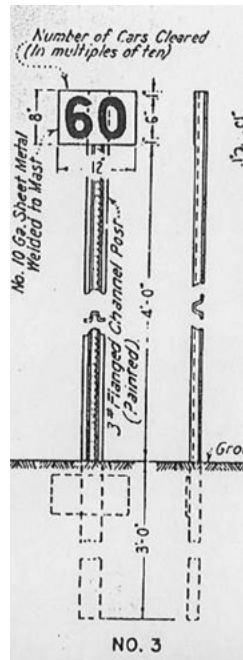


## II - Car Signs:

The standard post documentation only shows metal for the car signs. We only have three car signs on the C&TS. They can be found east of Sublette 305.80 (40 cars), Mud Tunnel 311.42 (60 cars) and west Cumbres 331.10 (40 cars). The signs are used to show the number of cars from the last switch.

Along with the 60 car sign at Mud tunnel is a clearance point sign at 310.90, just before the west switch at Toltec siding. We believe this sign is used like the car signs, but it is the only one like it on the railroad.

In the photo of the 40 car sign at Cumbres 331.10, you can also see a tie in the ground. We believe this is the remnants of another tall flanger sign.



From - D&RGRR  
Standard Posts  
Nov 8, 1943



Mile 331.10 Jim Gross 2004



Mile 310.90 Jim Gross 2004



Mile 331.10 Jim Gross 2005

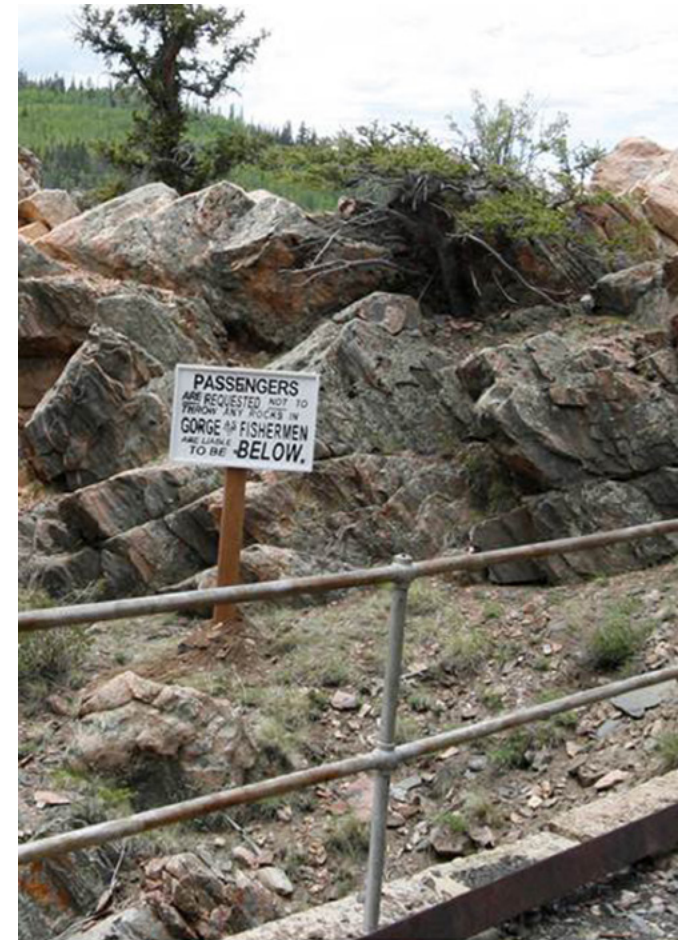


MP 311.42 60 Car Sign at Mud Tunnel  
C&TSrr Historic Preservation Study

## III - Fishermen Below Signs:

Back in January 2009, Larry G. asked on the net if a sign he had found at the Garfield Monument could be replaced. He gave me the information to find a group of photos taken in April 1950 (Search for - "Wallace Kirkland, San Juan, Life Magazine") or link to; (<http://images.google.com/hosted/life/4441d902fe2338f4.html>) As it turned out, the photo was from a trip in April 1950 along the San Juan by Wallace Kirkland of Life Magazine. He had taken four shots of two signs we now call "Fishermen Below". In June of 2009, the MOW crew replaced the historic signs. Terry Woolsey made the paint mask for the signs. On site, John Mitchell and Jim Gross replaced the sign by the Garfield Monument. As it turned out, we were able to find rotten wood in the old post hole and used the same hole. At the same time, Mike Mahoney and Terry Woolsey were replacing the sign by the tunnel. They found the original location, but made a safety decision to place it on a bigger and safer ledge.

As you can see from the story of the Fishermen Below sign, we use the historic photos to help us replace the historic fabric of the C&TS. Again, if you know of historic photos of signage on the C&TS, we would like to hear from you. Next time, we will look at Station and Yard Limit signs.



Mile 315.32 Jim Gross 2009



Mile 315.32 Jim Gross 2009



MP 315.328 Sign at Toltec Tunnel Circa April 1950 Photographer Wallace Kirkland



## WORKING WITH DORMAN COLLECTION PHOTOS

Rich Murray

I recently had an opportunity to work with photos from the extensive Richard Dorman collection maintained by the Friends of the C&TS. This collection taken as a whole is a wonderful photographic history of Rocky Mountain railroading, while each individual photo is an interesting study in its own right. When working with these photos I was at times so involved with one that I often found myself getting lost in it, wondering about the time and the location, and/or the people you can see in the shot. There is plenty of interesting railroad information in these and sometimes there is a surprise.

One of the photos in the collection had an interesting story to tell beyond the railroad. It shows what one of the railroad families did to supplement their income. Ken Lively, son of C.R. Lively, while working off and on for the D&RGW also ran a store and post office at Cumbres. You might recognize the first of the two photos as it is on page 81 in the Dorman book, "Chama/Cumbres and a little Chili".



Is there possibly a connection between the two pictures? While processing the first photo, the words on the sign above the store become visible.

**SADDLE HORSES  
REASONABLE RATES**



Sign in the first photo with the ad revealed by processing

Although the covered turntable building in the second picture was demolished about 13 years before the photo of the store was taken and there might be no connection at all, I can't help but wonder, "How long were the Livelys in the livery business?"



## Moonlight & Wine Tasting Train-2013

The Friends Moonlight & Wine Tasting Train will operate on Saturday June 22, 2013 departing the Cumbres & Toltec Scenic Railroad Chama Depot at 5:00pm. The train will arrive back in Chama at approximately 11:30pm. A photo run-by will be offered on the trip to Osier.

As we offered in 2012, this year's event will also offer wine tasting aboard the train featuring Casa Rondena Winery of Albuquerque. These New Mexico wines will be available for purchase during the ride. Bar service will also be available aboard the train.



To make reservations please call the Friends of the Cumbres & Toltec Scenic Railroad's Albuquerque Office at 505-880-1311. Office hours are Monday-Friday 8:00am to 5:00pm. Parlor Car fare is \$150/person, Tourist Class fare is \$120/person with Coach Class being \$99/person for general public or \$89/person if you are a Friends member. Child fares for coach are \$65/person for general public or \$55/person if the child is a Friends member. Come join us on what should be a relaxing and entertaining evening!



A mouth watering Prime Rib and Cod dinner served at the railroad's Osier Dining Hall is included in the price of a ticket. You may also visit us at [www.cumbrestoltec.org](http://www.cumbrestoltec.org) The Friends of the Cumbres & Toltec Scenic Railroad, Inc. has over 2,400 members worldwide and is the museum arm of the 64-mile long Cumbres & Toltec Scenic Railroad.



## DO YOU WANT TO GET MORE INVOLVED?

One of the most important functions of the Friends involves the volunteer work done each season on the structures and rolling stock owned by the railroad. The focal point of the Friends' activities are seven week-long work sessions conducted annually at different locations along the railroad, in Chama, NM; Antonito, CO; and our site in Colorado Springs, CO. While the projects change from year-to-year, many of them are multiyear efforts. Others, such as painting and lettering historic rolling stock, are annual fixtures. These are not just work sessions as you will meet and become friends with many fine people of similar interests and come away with a feeling of satisfaction knowing you have helped preserve part of a rapidly disappearing period of American history.

For more information contact:

John Eng; [jengs@engsventures.com](mailto:jengs@engsventures.com) or Ed Lowrance; [eglval@centurytel.net](mailto:eglval@centurytel.net)

### 2013 WORK SESSION SCHEDULE

Work sessions A-G will take place at sites along the Cumbres & Toltec Scenic Railroad.

May 20-24	Work Session A - Chama, NM and Antonito, CO
May 27-31	Work Session B - Chama, NM and Antonito, CO
June 17-21	Work Session C - Chama, NM and Antonito, CO
June 24-28	Work Session D - Chama, NM and Antonito, CO
July 29- August 2	Work Session E - Chama, NM and Antonito, CO
August 5-9	Work Session F - Chama, NM and Antonito, CO
Sept 30- Oct 4th	Work Session G - Antonito, CO

### COLORADO SPRINGS WORK SITE

Scheduled work days at the site are the 1st, 3rd & 5th Saturdays of each month subject to working conditions. Start time is generally 8 am. Special (additional) work sessions are scheduled throughout the year based on specific needs. If you have an interest in participating contact the site leader John Eng; [jengs@engsventures.com](mailto:jengs@engsventures.com) or Tom Simco; [htjms3@central.com](mailto:htjms3@central.com) for information.

### CUMBRES MALL EXHIBIT STAFF

**Tuesday, 12 February 2013 12:09**

In 2011, the Narrow Gauge Preservation Foundation set up an informative exhibit in the Cumbres Mall on Terrace Avenue, across from the Chama depot. The focal point is Sam Furakawa's fine Sn3 scale layout depicting the Chama yard as it appeared in 1950. Sam has donated this wonderful model to the Friends for use in a future interpretive railroad visitor's museum.

The NGPF asked the Friends to staff this exhibit space during the C&TS RR operating season and we enthusiastically agreed. Last year the display was manned by a handful of volunteers, a large number of visitors came and the public feedback was overwhelmingly enthusiastic. During work session weeks, the exhibit was well staffed. We now need volunteers to support this worthwhile project during the operating season May 25, 2013 to October 20, 2013.

Hours of operation are 8:30 - 10:00 AM and 3:30 - 5:00 PM daily. This schedule is based on departure and arrival times of the trains and were the most attended times last year. The job includes promoting the Friends and NGPF organizations and explaining the layout. In addition, the staff will sell Friends merchandise on a low key basis. Volunteers will have a lot of free time in Chama while contributing to an important Friends endeavor. Plan to stay several days, a week or whichever fits into your schedule.

If you like to meet people, have a basic knowledge of the Friends Mission, and want to spend more time in Chama, this is right up your alley. Bob & Holly Ross, who have been managing exhibit volunteers since 2011, will coordinate staffing for this project in 2013, introduce you to the exhibit and work with you to set up schedules flexible enough to meet your needs. If you are interested in volunteering during the railroad operating season, contact Bob at the following telephone numbers: (317) 569-0580 over the Winter - (575) 756-1111 May thru October

If you desire to staff the exhibit during work sessions B, C, D, E, F or G, sign up... for Project 360 on the registration form R-2 when the volunteer packet becomes available on the web site or request a copy from the Friends office. It is important to register early to become familiar with the exhibit, review procedures and receive training.

### IN MEMORIAM

We have added a sub-forum to the on-line Friends Forum for those who wish to post an announcement about the passing of a Friends member or a member of a Friends family. This can be found in the General Discussion section.

## CLASSIFIEDS

### WANTED:

Chroniclers to document all projects done by the Friends. Basic camera and computer skills necessary. Cameras and computer supplied. Documenting the projects is important to future efforts to find funds for additional work. Weeks 1 and 2 are in Antonito and Chama, weeks 3-7 are basically in Chama with visits to Cumbres and Antonito.

Contact: Sharon McGee: [jsmcgee@q.com](mailto:jsmcgee@q.com)

Ed Lowrance: [eglval@centurytel.net](mailto:eglval@centurytel.net)

or John Eng: [jengs@engsventures.com](mailto:jengs@engsventures.com)







Friends of the Cumbres & Toltec Scenic Railroad, Inc.

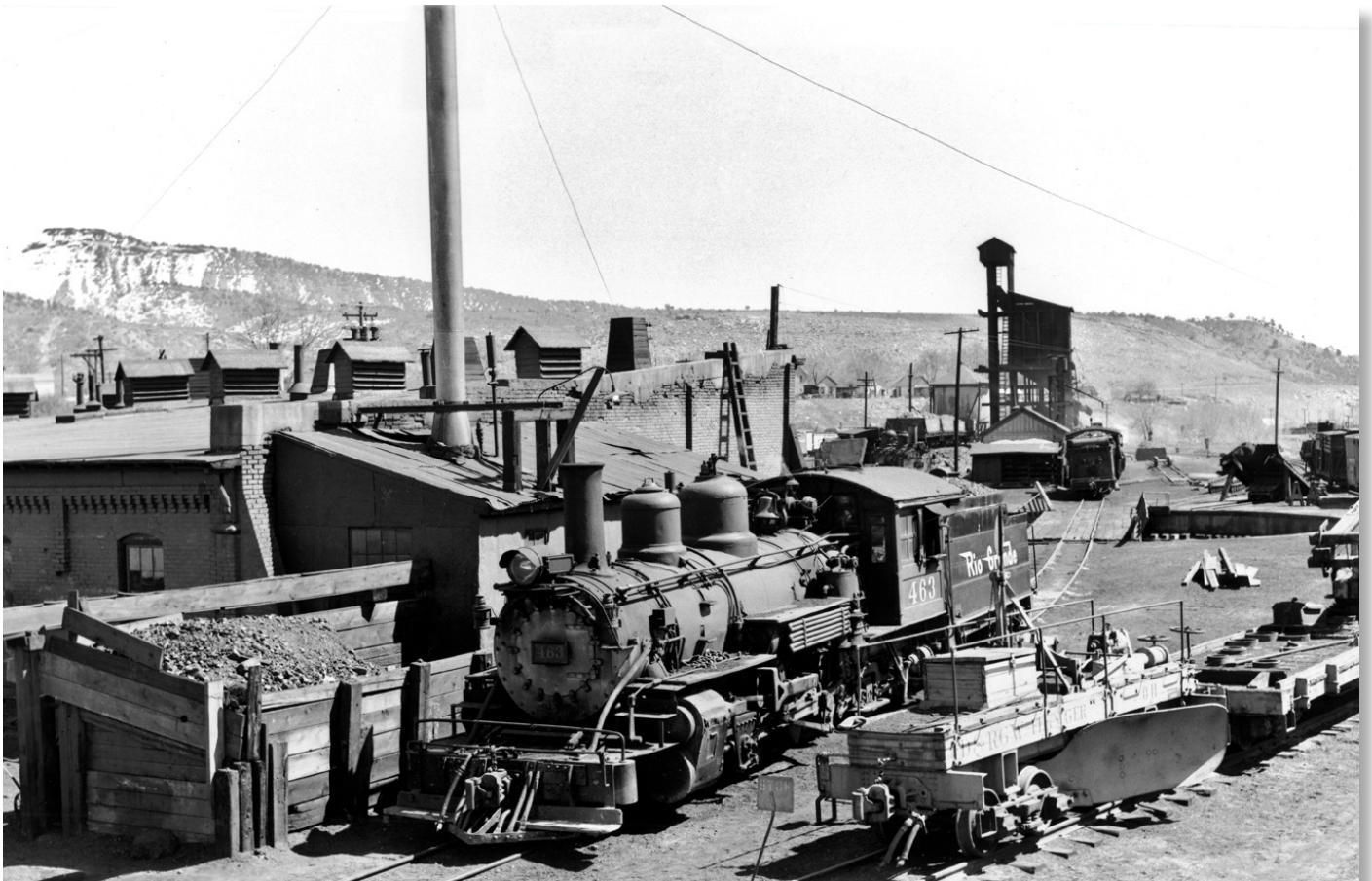
4421 McLeod Rd NE, Suite F

Albuquerque, NM 87109

Return Service Requested

Non-Profit  
Organization  
U.S. Postage

**Paid**  
Albuquerque, NM  
Permit No.1710



Engine #463 and Flanger OH. Durango March 1948 Photograph by Ernie S. Payton From the Richard Dorman collection file no. RD003-148