An interview with the new President of the C&TSSR, John Bush  
Do you want to get more involved?  
Three million and counting
**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 Yanni’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
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 20th 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 us, 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”.

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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, 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 demography, 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 demography, 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 demography, 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 demography, 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 demography, getting that out earlier, being more user friendly and customer friend
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 $$. 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, rhanscom@earthlink.net, or 505-716-7176.

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 2013 - 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.

Three Million and Counting

Submitted by Bob Ross

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.

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<td>Antonio Car Shelter</td>
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<td>Passenger Trucks</td>
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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](http://www.cumbrestoltec.org/join-or-give/preserving-narrow-gauge-past-for-the-future-pngpf.html)

Donors

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<td>Bailey, Don M</td>
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<td>Bailey, Gene E</td>
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<td>Bracci, Steve &amp; Maryanne Cont.</td>
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<td>Bratt, John</td>
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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.

Book Auction Rules – Important! – Read Before Bidding

1. 5:00 PM on Wednesday, May 1, 2013 at the Friends Albuquerque office.
2. Membership in the Friends of the Cumbres & Toltec Scenic RR is not required.
3. Bid by Item Number, indicating the name of the book, so as to avoid errors.
4. Minimum bids are specified in the auction item list.
5. Multiple bids are permitted and may be included in one submission.
6. Minimum bidding increments of $1.00 U. S. apply.
7. 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.
8. In case of tied bids, the earliest submitted e-mail bid or the earliest postmarked mail bid will be awarded the item.
9. 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.

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<td>Thode</td>
<td>Rocky Mt RR Club</td>
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<td>Sage Books</td>
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</tbody>
</table>

1. Winning bidder will be notified of amount to be remitted before shipping.
2. Bids are to be made by e-mail to: bookauction@cumbrestoltec.org

Or by USPS to: Friends of the Cumbres & Toltec Scenic Railroad, Inc.
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.
Poor: Used to describe books with considerable wear. May be suitable as a reading copy if the text is complete and un-obscured. 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.

<table>
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<tr>
<th>Features</th>
<th>Min. Bid</th>
<th>Ron's</th>
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<th>Gavora</th>
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Visit our forum www.coloradonewmexicosteamtrain.org

Visit the Friends on the internet at www.cumbrestoltec.org
<table>
<thead>
<tr>
<th>Title</th>
<th>Author(s)</th>
<th>Publisher</th>
<th>Date</th>
<th>Bk, DJ Condition</th>
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<td>Sundance</td>
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<td>Rio Grande . . . to the Pacific</td>
<td>LeMassena</td>
<td>Sundance</td>
<td>1974</td>
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<td>Hard</td>
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<td>LeMassena</td>
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<td>R/Robb Ltd.</td>
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<td>Dorman &amp; Hayden</td>
<td>RD Pubs II</td>
<td>2005</td>
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<td>Tramway Press</td>
<td>1988</td>
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**Features:**
- **Min. Bid**
  - Minor dust jacket chipping: $25
  - 4th printing: $20
  - Minor water damage to last 54 pages: $15
  - Signed by both authors: $50
  - Signed & inscribed: $60
  - Errata sheet, map: $25
  - Combined volume: $10
  - Nico reprint of 12/24/1911 ETT: $10

**Ron's:**
- $40
- $50
- $65
- $65
- $39
- $25
- $12

**Railpub:**
- $45
- $45
- $45
- $45
- $45
- $45
- $45

**Gavora:**
- $31
- $31
- $20
- $20
- $20
- $20
- $20

**Karen's:**
- $25
- $25
- $25
- $25
- $25
- $25
- $25

**Amazon:**
- $35
- $35
- $35
- $35
- $35
- $35
- $35

**Caboose:**
- $70
- $70
- $25
- $25
- $25
- $25
- $25

**Booktrain:**
- $70
- $70
- $25
- $25
- $25
- $25
- $25

**Abe Books:**
- $10
- $10
- $10
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- $10
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- $25
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- $25

**Booktrain:**
- $70
- $70
- $25
- $25
- $25
- $25
- $25

**Abe Books:**
- $10
- $10
- $10
- $10
- $10
- $10
- $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.
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.

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/4441d9026e3338f4.html](http://images.google.com/hosted/life/4441d9026e3338f4.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.

Cont.
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&T. 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. 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?”
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 Engs; jengs@engsventures.com or Ed Lowrance; 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
August 9-16: 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 Engs; jengs@engsventures.com or Tom Simco; htjsm3@ecentral.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&TSS 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@aol.com
Ed Lowrance: eglval@centurytel.net
or John Engs: jengs@engsventures.com

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