

C&TS DISPATCH

VOLUME 31 NO. 1
SPRING 2018

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Serendipity and More by Friends Founder Bill Lock
Thirty Years of News in the C&TS Dispatch
The "Logo Mystery" Solved (sort of...)
In Memoriam
And more!

C & T S Dispatch

THE OFFICIAL PUBLICATION OF THE
FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.
P. O. Box 222, CHAMA, NEW MEXICO 87520

Vol. 1 No. 1

May, 1988

WELCOME !!

Welcome to the C & T S Dispatch, and especially welcome to the Friends of the Cumbres & Toltec Scenic Railroad, Inc. The Friends of the Cumbres & Toltec Scenic Railroad is a non-profit corporation incorporated in the State of New Mexico and Colorado. The railroad has operated since 1908 and is located in Chama, New Mexico. It is a major portion of the Rio Grande Scenic Railroad and is a National Historic Landmark. Without a doubt, it is one of the most beautiful and connected scenic railroads in the United States. Registered



Friends Volunteers, August 20, 1988

In order to provide the best possible service to our guests, the Friends of the Cumbres & Toltec Scenic Railroad has purchased a new locomotive and equipment in 1970 (after it was destroyed in the initial fire). The Railroad is now the largest and its best ever. In 1987, it had 38,721 riders experiencing the unique blend of railroad history and spectacular Rocky Mountain scenery.



C&TS DISPATCH

Friends of the Cumbres & Toltec
Scenic Railroad, Inc.

William Lock, Founder-1988

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C&TS DISPATCH

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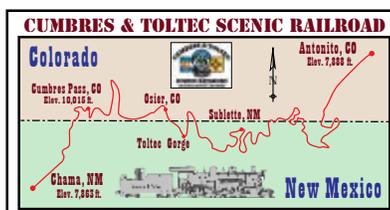
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The *C&TS Dispatch* is published four times each year by *The Friends of the Cumbres & Toltec Scenic Railroad Inc.*, a New Mexico nonprofit corporation. The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64 mile-long operating railroad and museum of railroad history and technology 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 Association of Tourist Railroads and Railway Museums (ATRRM). Family membership in the Friends is \$35.00 per year; outside the USA membership is \$50.00. All contributions are fully tax deductible and will be gratefully accepted. For information, please write us in Albuquerque at the *Friends of the Cumbres & Toltec Scenic Railroad, Inc.*, 4421 McLeod Rd. NE, Suite F, Albuquerque, NM, 87109, or call us at (505) 880-1311.

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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



Thirty Years of Hard Work and Passion

As we begin 2018, if you didn't know it, the Friends organization is turning thirty years old! Yes...thirty years old! It was back in 1988 that our founder Bill Lock incorporated the Friends as a New Mexico non-profit organization and here we are thirty years later.

So, what was going on in 1988? Let's take a look back: President Ronald Reagan was in the final year of his presidency, a first class postage stamp cost 22¢ but went up to 25¢, a gallon of gasoline was 91¢ while a gallon of milk was \$1.89, and a movie ticket was \$3.50. You could purchase a Ford Taurus for \$9,996, and sadly Pan Am Flight 103 exploded from a terrorist's bomb over Lockerbie, Scotland.

On TV, we were watching *The Cosby Show*, *A Different World*, and *Cheers*. At the theater we were viewing *Rain Man*, *Who Framed Roger Rabbit*, and *Die Hard*. The Washington Redskins won Super Bowl XXII and the Los Angeles Dodgers were World Series champions. We also lost such notable figures as basketball star Pete Maravich, singer Andy Gibb, and musician Roy Orbison.

It is always interesting to peer back to the past and remember what we were doing during that period of our

life and where we lived. Some of us might still reside in the same home we did thirty years ago, and there are those that may have moved a half dozen times.

We never know what lies around the next curve and certainly Bill Lock never envisioned that the organization known as the Friends of the Cumbres & Toltec would grow to what it is today. Over these past thirty years, the Friends has not only grown but matured. As an organization, the Friends have developed, grown, evolved, blossomed, flourished and thrived. A very passionate membership and a dedicated Board of Directors have been the forces behind this maturing process.

A fair number of you have traversed the route between Chama and Antonito for many years. Can you remember the very first work session that you attended or the first time you actually rode the Cumbres & Toltec? What brought you to southern Colorado and northern New Mexico? Was it by design that you found the C&TS and the Friends or was it strictly by chance that you stumbled upon the railroad, and ultimately, the Friends? There are interesting stories over the years of how people came to join us.

We know that a great many of you who found the Friends from near and far have had a significant impact on the organization and what has been accomplished over the years. Whether it's been through attendance at work sessions, monetary contributions, serving as a docent or a member of the Board of Directors, these efforts and your dedication have flourished over the past thirty years. Hard work and passion!

While we may look at the past and marvel how quickly time has flown, we still need to focus on the future. During this milestone anniversary year we have that opportunity and it is more important than ever. Change is inevi-



On the Cover:

The first issue of the *C&TS Dispatch*! It's Saturday, August 20, 1988, and the newly-organized Friends of the Cumbres & Toltec have gathered in Chama for a long weekend of restoration work. Many of these folks had already been meeting informally for the last several years, but thanks to Bill Lock and others, the Friends was now an official organization. *Photo by Bill Lock*

table and there is no way around it. Human nature doesn't handle change very well at times and I would think most of us can admit that.

So what will the Friends, as an organization, look like in another thirty years? It will be 2048 and I will be 90 years old. Some of you reading this column will be around and others won't, as it is just a fact of life. Who might be sitting in my chair trying to compose that next *Dispatch* column, and more importantly, who will be out there in Chama or Antonito doing the work that you will be doing during 2018 in the yard, in the CRF, in the Friends office or even at home?

Who is going to be making the lunches in the Kitchen Car for our work session crews? Who will be overseeing the big task of heading up the Projects Committee? Who might be on the daily trains in the role of docent? Interesting questions that we should all pause to think about.

We talk from time to time about who we will collectively pass the torch to. Who will be in that next generation that follows us in our continuous efforts to preserve and interpret the history of the Cumbres & Toltec Scenic Railroad and predecessor D&RGW?

The Friends have come a long way in the past thirty years, transforming from a handful of railroad history enthusiasts painting box cars into the skilled, and still enthusiastic, 2,400-member organization that it is today. We have faced challenges, risen to the occasion and overcome those challenges. The next thirty years will be equally challenging, if not more so. Let us all ponder, discuss and plot the future of the Friends of the Cumbres & Toltec Scenic Railroad over the course of 2018.

Enjoy and celebrate this special year and please consider joining us for a work session or one of the many special trains we are operating during the upcoming season.



Photo by Joe Kanocz

2018 Friends Photo Freight Charters

The Friends have a number of special trains to celebrate our 30th Anniversary. The success of these trains and the profits they generate support our mission. Please consider joining us.

Locomotive 315 Photo Freight Charter—June 2 & 3, 2018

The June charter will run from Antonito (tentative 8:00 AM departure) to Cumbres on Saturday June 2nd with around a 10-car mixed freight train, and return via motorcoach to the Antonito depot. On Sunday June 3rd, a motorcoach will take our group from the Antonito Depot to Cumbres and the charter will work its way back to Antonito.

There will be plenty of photo run-bys plus lunch, beverages & snacks on both days, included in the fare. Capacity will be limited to 45 riders each day. The Friends member fare is \$235/ day per person, with a \$100 deposit.

Moonlight & Wine Tasting Train—July 27, 2018

Enjoy a mouth-watering prime rib or cod dinner with all the trimmings at the Cumbres & Toltec's dining hall in Osier along with wine and cheese tasting en route featuring wines from Ponderosa Valley Vineyards, a New Mexico winery, in addition to a full

bar stocked with your favorite libations. Date: Friday July 27, 2018 with the train departing at 5:00 PM from the Chama Depot. It will arrive back in Chama at approximately 11:30 PM. Friends member fares: Parlor Car-\$160/person, Tourist Class-\$140/person, Coach Class-\$99/person.

September 29, 30 & October 1, 2018—Fall Colors in the San Juan Mountains

We will be re-lettering K27 #463 to represent a locomotive leased to the Rio Grande Southern. The one-day charter, Saturday, September 29th, will run Antonito-Osier-Antonito with a capacity of 65 passengers and plenty of photo run-bys. Friends member fare: \$259/person. On September 30th/October 1st, we will operate one day as a Rio Grande Southern freight and the second day featuring a mixed D&RGW freight. Also, one day will include Locomotive #315 operating as a helper unit in the train. Friends member fare: \$799/person. Lunch, beverages and snacks are included. Deposits of \$100 per person/per charter will reserve your space.

We appreciate your patronage. The only way we can continue to offer these trains is through the support of our members.

Call our Albuquerque Office at 505-880-1311 for reservations.

A (Brief) Letter FROM the Editor

by Chris James

Putting together an issue of the *C&TS Dispatch* is a lot of work, but it's also a lot of fun, as I get to learn about the wonderful and amazing work that the Friends of the C&TS do, as well as spend some time in Chama, Antonito or on the train in between.

My wife Jan and I joined the Friends ten years ago so we've only been members for the last 1/3rd of its existence. So in preparation for this anniversary issue, I reviewed every issue of the *Dispatch* from the last thirty years to see what I had missed.

In doing so, I discovered a lot about the history and activities of both the Friends and the Railroad that I didn't know, and thought that many of you who also haven't been hanging around here since 1988 might enjoy this historical review as well.

When I first started putting this issue together, my original plan was to focus on the many things that the Friends have accomplished, with the idea of



Photo: James Family Archives

putting together a thirty-year collection of photos and stories describing the Friends' restoration projects over the years, but guess what: lettering a box car in 2017 doesn't look all that much different than it did in 1989.

So I decided instead to present a cross-section of the projects, the history, and the people of the Friends from various stories within the contents of the *Dispatch*, for it is all of us who have been the movers and shakers that

shaped the Friends over the last thirty years.

What is presented on these pages is sort of a *Readers Digest* version of Friends' history. The complete, unedited issues of the *Dispatch* between 1988 and 2017 are now available online to current members on the Friends Forum [<https://tinyurl.com/cts-forum>]. Copies of newsletters from the earlier volunteer efforts of the Narrow Gauge Railroad Association (NGRRA), *The Telltale*, between 1971 and the demise of that organization in 1978, are now available online as well.

As you peruse this current issue of the *Dispatch*, think about who we *were*, who we *are* and *how we got here*. Then consider *where do we need to be thirty years from now?*

And perhaps more importantly, *how do we get there* so that our 60th Anniversary in 2048 will be as celebratory as our 30th.



C&TS Friends Telegraph: NEWS



FRIENDS 2018 RESTORATION WORK SESSION SCHEDULE ANNOUNCED!

Get out your calendars and mark down these dates! You may think that the 2017 Restoration Work Session Season just ended, but that means the 2018 Season is just around the corner! Skilled, amateur or just plain interested in helping, there's a place for *you* this summer in Chama, Antonito or along the right-of-way. So grab your gloves and a hard hat and head for the C&TS!

The 2018 work schedule is as follows:

Session A 5/21 thru 5/25

Session B 5/28 thru 6/1

Session C 6/18 thru 6/22

Session D 6/25 thru 6/29

Session E 7/23 thru 7/27

Session F 7/30 thru 8/3

Session G 9/24 thru 9/28

Additional "Special Sessions" may also be announced.

To learn more, visit

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



Photo: Friends' Chroniclers

Requirements and fees for volunteer work:

- You must be a current member of the Friends.
- Session registration: \$20.00 for each session.
- Lunches and snacks: \$30.00 per session (or \$7/day).
- You must have personal health and accident insurance.
- There is an additional \$15.00 charge per year for supplemental insurance through the Friends.



JOIN US ON A 2018 PHOTO FREIGHT!

JUNE 2 & 3 AND SEPT. 29, 30, & OCT. 1



JUNE 2 & 3, 2018 (after Session B)

This weekend charter will feature Locomotive 315 both days of operation. On June 2nd, the plan is to run a RGS freight from Antonito to Cumbres, with passengers bussed back to Antonito. June 3rd will feature a train of D&RGW freight equipment operating from Cumbres back to Antonito. Passengers will be transported via motorcoach from the depot in Antonito to Cumbres. The capacity each day will be 45 riders.

\$235/person/day—Friends Members
\$285/person/day—General Public

Run-bys, plus lunch, beverages and snacks provided.

SEPTEMBER 29, 30, and OCTOBER 1, 2018

This three-day charter will operate over Saturday, Sunday and Monday. On Saturday, September 29th, a K36 will pull a mixed train consist from Antonito to Osier and return. The capacity will be 65 passengers with a lower one-day fare.

Sunday/Monday, September 30th/October 1st will feature a two-day, higher-end charter (45 rider cap) operating on Sunday from Antonito to Cumbres as a D&RGW freight. Locomotive 463 re-lettered as a K-27 that was leased to the RGS will operate on Monday. The current plan is to operate Locomotive 315 with the K-27 on the second day.

Mark these dates on your calendar! More information will follow as our operating plan is assembled.

Saturday, September 29th Fares:
\$259/person—Friends Member
\$309/person—General Public

Sunday, September 30th/Monday October 1st Fare:
\$799/person—Friends Member
\$849/person—General Public

More details and information for this second charter will be available later in the summer.

Deposits of \$100/person per charter will reserve your space on these special trains.

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

4421 McLeod Road NE, Suite F

Albuquerque, NM 87109

505-880-1311 www.cumbrestoltec.org



Photos by Don Atkinson



Ernie Robart Collection

The Dark Ages: Early Volunteering on the C&TS

By Chris James

Volunteering around the Cumbres & Toltec Scenic Railroad has not always been as smooth and seamless as it feels today. The past 48 years have had their ups and downs, not only for the Railroad but also, at least in the early years, for the volunteers and the organizations that supported it. Since 1970, several different groups have been the “volunteer base” of the C&TS’s preservation efforts, sometimes organized, sometimes free-form; sometimes successful, sometimes not.

A lot of those ups and downs are recorded in the three publications that the volunteer organizations sent to their members over the years: *The Narrow Gauge News*, *The Telltale* and *The C&TS Dispatch*. The *News* and *The Telltale* are long gone, yet the *Dispatch* and the Friends of the C&TS have survived for thirty years. It reflects well on the success of the Friends that both have survived, grown and thrived since 1988. So perhaps an examination of some of the problems that brought about the demise of the earlier volunteer activities is in order.

commission but still lacked an official operator. Many volunteers again stepped up and helped the D&RGW transfer locomotives and rolling stock from Alamosa to Antonito along with repairing and upgrading the track. Still, the railroad needed a name. According to Spencer Wilson in his book *Saving the Cumbres & Toltec Scenic Railroad*, Terry Ross resolved the matter by “referring to the highest point on the railroad, Cumbres Pass, and the lowest, the bottom of Toltec Gorge—hence the *Cumbres & Toltec Scenic Railroad*.”

While the “new” C&TS was in operation, volunteer work was still catch-as-catch-can. Eager volunteers, assisted by now-unemployed D&RGW crews, ran many of the 1970 excursions, much to the chagrin of the two states’ railroad authorities who feared that an injury or fatality could doom the newly purchased line.

A search for a professional, economically-viable operator began and Scenic Railways, Inc., a small California company, was awarded a six-month trial contract to

“At Antonito there was a wonderful turnout of local volunteers for a great deal of hard work laying track. By the time of the first excursion they had completed the wye, passing tracks and storage trackage.”

Narrow Gauge News, August, 1971

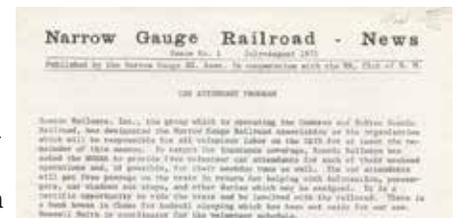
In September 1968, when the Denver & Rio Grande announced their plans to abandon the line between Antonito and Durango, along with its branch to Farmington, a number of organized and ad hoc volunteer groups ranging from the *Railroad Club of New Mexico* and the *Colorado-New Mexico Society to Save the Railroad*, newly-formed by Parker Fowler and his son Hugh, began to lobby for the continuance of rail service to Durango. Volunteerism at this point wasn’t for preservation of individual pieces of rolling stock or structures as it is today; it was for the acquisition and preservation of over 200 miles of narrow gauge railroad and history.

In July 1970, after long negotiations and no shortage of controversy and delay, Denver & Rio Grande Western sold the 64 miles of right-of-way between Antonito and Chama, locomotives, rolling stock and buildings to the States of Colorado and New Mexico for \$550,000. The remaining 153 miles were scrapped.

The two states now had their railroad and an oversight

operate the C&TS, beginning on May 1st of 1971. Scenic employees, again assisted by volunteers, began the conversion of box cars to passenger cars.

In August 1971, the first newsletter, *The Narrow Gauge News*, was published by the newly formed Narrow Gauge Railroad Association (NGRRA) “in Cooperation with the Railroad Club of New Mexico.” The NGRRA was designated by Scenic Railways as the organization responsible for all volunteer labor on the C&TS. The *News* touted the new volunteer efforts; “Carpenters and volunteers [have] converted a dozen box cars to passenger cars... At Antonito there was a wonderful turnout of local volunteers for a great deal of hard work laying track. By the time of the first excursion they had completed the wye, passing tracks



and storage trackage. Dead Engine 495 was spurred alongside the new depot, also built by volunteers.”

The six-month contract, however, was tough on the operator. “Scenic Railways has overspent the \$64,000 budget allocated to it from state appropriations to fix up the line,” said *The Narrow Gauge News*. “The cost may run as high as \$95,000 for repairs to roadbed and track, conversion of box cars into passenger cars and refurbishment of locomotives. It cost \$12,000 to fix up Engines 483 and 484, compared to the \$4,000 which was budgeted for this job.” Despite the deficit, at the end of the six-month trial, Scenic Railways was awarded a new, twenty-year contract to operate the line.

In March 1972, a new newsletter replaced *The Narrow Gauge News*, *The NGRRA Telltale*. While the first issue covered no direct volunteer activities, NGRRA President Alan Stevens offered a hopeful future but



added a concern: “The necessary ingredient for the success of the NGRRA activities on the C&TS is going to be responsible commitment by the volunteers on a steady basis. The pitfall we must avoid... is becoming overly committed due to our own unrealistic enthusiasm early in the season which may slowly fade... Please don’t promise what you can’t deliver.” The remainder of the issue covered news of the operations by Scenic.

In the June issue, Alan Stevens wrote that the “prime obligation” of the NGRRA was placing car attendants on all the trains. However, he also stressed “the need for participation in... restoration projects of historical preservation and renovation.” An additional paragraph in the June issue noted, “Volunteer quarters at Chama are being reconditioned to make your weekend stay more comfortable. In addition to repainting portions of the bunkhouse, electric power has been connected to the building. Separate quarters are being prepared for female participating members including an apricot fluff color scheme.”

Through the summer of 1972, volunteer projects proceeded slowly “with very small work crews” on the “renovation” of Rotary OM, the goal being a complete snow train display at the summit of Cumbres Pass with the Rotary and tender, the auxiliary tank car, perhaps a flanger and a K-37 engine. Participation in the Car Attendant Program flourished.

By the fall, membership in the NGRRA had grown to 250, but “the membership committee hasn’t been able to keep up with all the mail.” An advertisement in *Model Railroader* magazine and comments in *Railroad Model Craftsman* stimulated much of the growth. The formation of local chapters of the NGRRA was proposed for locations from Albuquerque to Los Alamos to El Paso. The NGRRA was growing!

The November issue of *The Telltale* expanded to four pages and began including photographs and scale drawings of the D&RGW box cars that volunteers were converting

into passenger chair-cars, a snack car, a tool car and an “Osier Toilet Car,” 18 cars in all. The volunteer labor was paying off but success may have out-paced the ability to administer it and *The Telltale* fell silent.



Over the winter the NGRRA appeared to go through a major reorganization. No issues were sent to members until April 1973, which began with an apology: “Hopefully this newsletter will mark the beginning of better communication with all of you,” wrote now “Past President” Alan Stevens. Jim Rupley had resigned as *Telltale* editor and many of those who had been “wouking (sic) on the C&TS the past three years found many put off duties in other areas taking our attention this winter.” He added, “If you feel that things have been slow and somewhat disorganized... [H]opefully with the duties better



distributed you will find the Assn. more responsive to your needs and wishes as members...with new blood in the organization and new officers...”

The “new” *Telltale* was hand-typed and mimeographed on simple yellow, standard letter-sized paper with no logo. Further apologies were offered inside as “the NGRRA *Telltale* had not been

published as often as it, perhaps should be...A mimeographed newsheet is planned as this can be put out easily and quickly...”

The remaining issues for 1973 mostly consisted of locomotive news, though NGRRA was credited with small restoration projects including painting mile posts and telegraph shacks.

The February 1974 issue arrived with a new header and logo, courtesy of member Ernie Robart, and included photos of Rotary OM’s highly-successful January trip up Cumbres Pass. Volunteer labor was praised for the Rotary’s new roof, glass, paint and lettering

While not exactly a volunteer topic, but one that would affect volunteers in the future, the May *Telltale* hinted at one of the major rifts between the two-state Commission and Scenic Railways. With the reduced tourism caused by the Arab Oil Embargo’s “gasoline crunch,” Scenic decided that only twenty steam trains would run late in the summer and only on weekends. The rest of the summer, trains would be pulled by ex-Oahu Diesel No. 19, normally used for switching.

While this was presented as a “minor issue” in subsequent issues, the New Mexico Attorney General ruled that Scenic’s diesel excursions were in violation of the contract to operate a steam railroad. Scenic countered with the claim that the contract implied they could do what they needed to do to stay solvent. Though not presented in *The Telltale*, the situation began to turn ugly with charges and counter-charges between Scenic and the Commission. At the heart of the problem was the fact that Scenic was

bleeding money and was trying to stem the flow. The problem would largely come to a head the following year.

Despite the problems, the June issue covered small volunteer preservation efforts and the car attendants provided by the Association. "Problems with the NGRRA" were mentioned in board meeting minutes but were not elaborated in *The Telltale*.

In September 1974, *The Telltale* proudly announced that the C&TS was "In Steam Again!" The Association was still



trying to grow and that fall the NGRRA Board proposed to include other narrow gauge railroads "in the Association's name," including the D&RGW, the EBT (East Broad Top) and other narrow gauge lines. The board was also attempting to "secure the donation" of one of the

two remaining RGS Galloping "Geese" for restoration and display, "maybe even operated" in Chama.

Once again there was a bit of a shake-up of the NGRRA Board of Directors and a new *Telltale* editor, Bill Luxford, was appointed following the resignation of editor Bill Moyers, Jr. In his first editorial, along with summarizing much of the volunteer work he and others had performed, Luxford lamented, "I'm sure fellow members feel...when they have spent their own time and money to repair, repaint or do something constructive to save the railroad...only to have a movie company come in and repaint it a different color and leave it for us to do all over again...making those of us who do the work say 'the heck with it all'...I can see why there might be fewer members showing up in Chama to work this year."

Other problems appears to be growing. Later in the same issue, volunteer Greg Palmer noted that "Only a small handful of NGRRA members have come to Chama to serve as CAR ATTENDANTS." In the same article, Palmer stated, "All BIAS thoughts about the NGRRA, Scenic Railways, or OUR country should not be brought on the trains. The passengers come to ride the train and have a good time, not to hear your opinions." He went on to state, "I believe the VOLUNTEER effort and showing was LACKING IN NUMBERS."

"Only a small handful of NGRRA members have come to Chama to serve as CAR ATTENDANTS."

The Telltale, September, 1974

Elsewhere in the September issue was an even more ominous comment from a NGRRA member in Los Alamos, a former board member of the organization, regarding the use of the diesel for tourist trips. In a written statement, he called for a "complete review of the [Scenic's] operation and contract...operations [that] have not been acceptable...[that] has alienated or lost a portion of the public." This only exacerbated the tension between Scenic and the

NGRRA. Bob Keller, Scenic's President, responded saying, "[H]ad we NOT run the diesel, the Railroad would have been CLOSED DOWN until [August 4, 1974]... We took a beating last year. We were operating in good faith and things just fell apart." There was also grumbling from the Denver Chapter about being left out of the NGRRA loop, but then, under the heading "Chapter Secretaries' Reports," *The Telltale* pleaded, "NO REPORTS 'CAUSE NOTHING WAS SENT IN!! Isn't anything happening out there??? Where are you Chama? Denver? Los Alamos?" Responding to the silence in the October issue, members reported projects including repainting the Bunkhouse, installation of new quartz-iodine lights in the Engine House, and repairs and paint on the Los Pinos Phone Shack.

Come November, *Telltale* editor Bill Luxford replied to some comments by C&TS Manager Fritz Baur in what could be considered a less-than-diplomatic manner with lots of underlined words and exclamation points, which probably only added to the animosity between the two organizations. It was followed by a two-part letter from the Denver Chapter that stated the opinion that the NGRRA and its board had a "lack of desire to retain the appearance and flavor of the D&RGW...Some of our membership and the [board] seem to have little desire to know what is correct as far as the line goes." Additionally, the author stated his opinion that the Denver Chapter "had no voice" in the Association. A more optimistic view was presented in the continuation of a two-part article, "Looking Back," by NGRRA Historical Editor Ernie Robart, that had begun in the previous issue. It not only summarized the history of the C&TS but also the many projects that the volunteers had accomplished over the last five years.

Many issues between the NGRRA, its members and Scenic Railways came to a head in a "Special Supplement" of *The Telltale* in February 1975:

"Train may NOT run this year!" screamed the headline.



Bob Keller of Scenic Railways informed members "that not another cent would be

spend on capital improvements..." which were "estimated to be close to \$100,000," thus escalating the rift between Scenic and the States' Railroad Commission. At issue were the different interpretations by the two parties between the "repair" clause of Scenic's contract and the "safety" clause.

There was no follow up in the next issue, though there was additional tension between the Denver Chapter and the NGRRA Board when the Denver folks bypassed the board and went directly to the Colorado Cultural Properties Office for approval of D&RGW paint color schemes. The resulting fracas resulted in the "loss of several well-intending members." Fortunately, in the end the trains did run in 1975.

The April, May, June 1975 issue attempted to answer many of the concerns voiced by NGRRA members, Scenic Railways and others. It acknowledged the many contribution of the Association as well as the need for an operator, Scenic Railways. "There are times," NGRRA President Jim Case stated, "when opinions differ between the organizations and the individuals of these organizations...some-

times the result is mistrust and bitterness. The NGRRA cannot allow past mistakes to continue.” Case continued to explain the hierarchy of the two states, Scenic, the NGRRA and its members. “If you have strong feelings about the operation of the railroad, [meetings with the Colorado and New Mexico Railroad Commission] are the place to voice them, not in the yards at Chama or on the train before the public. There is absolutely no merit in creating discord between Scenic and the NGRRA which can only lead to such a bad relationship that could cause the NGRRA to cease being able to function in any capacity anywhere.”

In the same issue, John Oldberg, the C&TS Superintendent, laid down new rules for car attendants, “...making a few changes in the mechanics of becoming a car attendant... [giving] us a more responsive, select group of interested and competent car attendants.” One of the changes included participation by Scenic’s invitation only. Attendants were further advised, “Three day beards, torn clothing or general unkempt appearance have gone unchecked in the past but cannot continue.”

He continued, “In the interest of broadening the base of volunteers, membership in any particular volunteer organization is no longer required for volunteer car attendants.” In other words, as far as car attendants were concerned, the NGRRA had been side-tracked.

Also in that issue of *The Telltale*, a letter from eight C&TS employees made a “public statement of support of Scenic Railways, Inc., its directors and its elected and appointed officials... We are acutely aware of the adverse effect which

“In the interest of broadening the base of volunteers, membership in any particular volunteer organization is no long required for car attendants.”

 **John Oldberg, C&TS Superintendent**
Narrow Gauge News April, May, June, 1975

ill-timed, ill-considered, or poorly stated public remarks concerned the safety, legality or sincerity of Scenic's operation of the C&TS has had on ticket sales—and thus on our ability to earn a living and on Scenic's ability to make necessary and desirable improvements in service and operation.”

The July-August issue of *The Telltale* was back in mimeographed yellow again and the number of issues annually was cut back to four. It was reported that volunteers had painted state line markers along with all but two mileposts and were now beginning the restoration of Reefers 166 and 161. The issue included a list of 24 projects that had been completed since the formation of the NGRRA.

Still, the Narrow Gauge Railroad Association appeared to be unraveling. In the September-October issue, a Cañon City member wrote a letter to *The Telltale* saying a Scenic crew member had told him that the NGRRA had “broke up” and another said, “They think they own the place.”

Still, 1975 ended with the first-ever color photo in *The Telltale*, a color Christmas card print of the newly-painted Reefers 163 and 166, glued individually by hand on the first page of the issue. The letters and comments reflected some

of the tension of the last several issues, with many underlined and all-caps content. There was also a lot of non-C&TS/NHRRRA content regarding the Colorado Central and the recent unsolved dynamiting of the depot at Silverton.

Following that, *The Telltale* fell silent again, this time for six months.

The next issue, sent in July 1976, contained a plea:

“The NGRRA is a volunteer organization and as such is not operated as would an organization with one or more paid employees. Thus as a group we are at the mercy of each individual member for what he or she can and will do for the association. Since the first of the year, the officers of the NGRRA have been caught with more and more responsibility and less and less people to carry the load.”

Elsewhere in the issue, the editor wrote, “Many of you have written the Association or to me direct (sic) asking for issues missed since the December 1975 issue came out and as I have answered everyone who wrote me, ‘There haven't been any issues.’” He went on to explain that he was working multiple jobs as well as being Vice President of the Association, Membership Director and sometime-Secretary. As editor of *The Telltale* he was “creating the materials, typing it, having it printed, folding and assembling it, addressing and placing stamps on it and mailing it,” all by himself. With apparent frustration, he wrote, “SORRY, THIS ISSUE, Volume V Number 1, is the NEXT ISSUE SINCE THE DEC. 75 ONE.”

Volume V Number 1 was also the last issue of *The Telltale*. While the Car Attendant Program continued, restoration projects ground to a halt. The NGRRA continued to exist, but mostly in name only. According to C&TS historian Spencer Wilson, “Through the next three years, 1976-78, there were increasing numbers of letters...complaining about the lack of newsletters and lack of renewals being acknowledged. Membership checks were neither cashed nor returned. Membership cards were returned (one torn in half).”

Finally, in November 1978, the following “SPECIAL ANNOUNCEMENT” was sent to “all past and present members” of the Narrow Gauge Railroad Association:

“The membership of this association is hereby notified of the intent to terminate the activities of this association on or by 31, December, 1978.”

Organized volunteer activity ceased.

NGRRA's volunteer activities had left very bad feelings with Scenic's management. According to Bill Lock, when he arrived with a few volunteers in 1981, it was questionable whether Scenic would even let them onto the property. Bill persevered and slowly won over Scenic's management.

A new era of volunteering for the C&TS had begun.



The 30th Anniversary of the Friends: Providence, Serendipity and Convergence

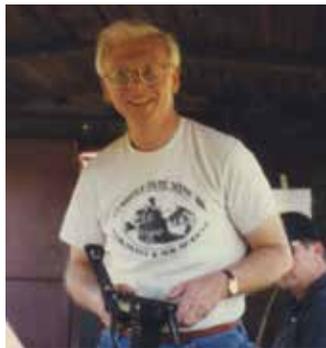
By Bill Lock

Founder of the Friends of the Cumbres & Toltec



It is more than a little difficult for me to believe that this year we are celebrating our 30th Anniversary of the Friends of the Cumbres & Toltec Scenic Railroad. There are so many active components and so many wonderful people that have made this organization great that, for me, it is hard to take them all in.

Recently, a friend of mine was talking about some occurrences in his life that he described as “serendipity.”



Bill Lock, August, 1997

Webster’s says *serendipity* is “the occurrence of events by chance in a happy or beneficial way.” So, I started wondering: can we attribute the Friends’ success to serendipity? Add to that question a unique thing that has happened in the last year or so.

Many people have come up to me, especially in the last year, and asked, “When you

founded the Friends, did you have any idea what it would turn out to be? Thirty years ago, did you envision the Friends being what it is today?” It is my hope that I somehow address an answer to those questions as we look back over the last thirty—and more—years of our involvement with the Cumbres & Toltec Scenic Railroad.

The answer is certainly not chance. Rather than serendipity, I would describe what happened to our organization as an interesting series of convergences. By far, the most important convergence was a good project—actually, a *great* project—taken up by great people. The C&TS describes itself as “America’s Longest and Highest Narrow Gauge Railroad” and thanks to efforts by many Friends members, the Railroad has recently been recognized as a *National Historic Landmark* and *Best American Train Ride* as well. But even those attributes cannot describe this amazing project that



Volunteers, August, 1988 Photo by Bill Lock

time seemed to pass by.

Yes, there are some other wonderful historic railroads elsewhere, but I know of nowhere where you can see a railroad running in the same manner, over the same track, with the same equipment and with the same scenery and infrastructure as it was run 100 years ago.

A convergence of volunteers saved the C&TS in 1970. Thanks in great measure to our friend Terry Ross, supported by many other hardworking volunteers and legislators, the States of Colorado and New Mexico bought something but they had no idea what they were getting. As time went on and those original volunteers got sidetracked into other ventures, the Railroad initially was in danger of losing many of its historical resources and subsequently was in danger of even closing. Many times over the last thirty years, a convergence of Friends have stepped in to save those resources and, in fact, saved the Railroad.

I know of nowhere where you can see a railroad running in the same manner, over the same track, with the same equipment and with the same scenery and infrastructure as it was run 100 years ago.

There is also serendipity. In late September 1975, I drove through Chama almost by accident, and saw that “viewscapes” from Terrace Avenue. I could not believe my eyes at the beautiful sight that I beheld, with the train just having arrived from Antonito, two steam engines simmering away. As a historian, and someone who loved railroads from childhood, I was intrigued by the C&TS. It took a few years, but what won me over was reading Spencer Wilson and Vern Glover’s 1980 book, *The Cumbres & Toltec Scenic Railroad: The Historic Preservation Study*. For me, that was a call to arms. Somebody had to continue the historic preservation of the Railroad.

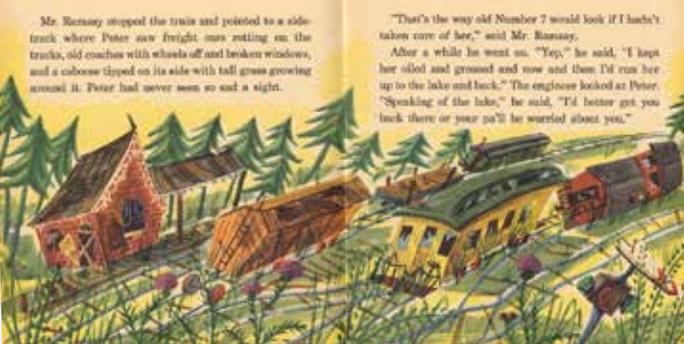
I was just finishing my year as President of the Kiwanis Club of Albuquerque. With a strong emphasis on volunteerism, I thought the C&TS Railroad was a project that was worth my attention. I started in September of 1980 by contacting the Railroad’s management, asking to allow volunteers to come on the property. I did not know what I would do, or who would help me, but I knew there was work to be done.

The Railroad management initially met me with cold hesitation. Finally, in June of 1981, the General Manager

said I could come, and by tricking one of my best friends into saying that he could go fishing after working on the Railroad, I had a partner. We had a good time, got a lot done, and I believe we made a good impression on the Railroad. Indeed, this has been a hallmark of our work ever since.



I want to share one very personal story that some of you have heard, a story with more serendipity. Our first unofficial work session was in June of 1981. The following month, I moved residences and, in going through some boxes that my



The Forgotten Little Train by Sally and Al Fabry, ©1951 Whitman Publishing Co.

parents had given me, I found a book that I had read as a child. It was entitled *The Forgotten Little Train*, the story of a narrow gauge railroad that was about to be auctioned off and how a man and his son saved it. I reread this book from my childhood about saving a narrow gauge railroad, just as I was trying to do the same in Chama, New Mexico.

“Mr. Ramsey stopped the train and pointed to a side track where Peter saw freight cars rotting on the track, old coaches with wheels off and broken windows... ‘That’s the way Old Number 7 would look if I hadn’t taken care of her,’ said Mr. Ramsey.”

— *The Forgotten Little Train*

The impact hit me and I was very moved. Over time, I read that book so many times to my children they knew where I would get choked up and would have to pause for a moment. Even today reading, even talking about that book, still gets to me.

So, back to that ultimate question of whether I anticipated the Friends becoming what it is? I need not say much about the merits of restoring and preserving the Cumbres & Toltec Scenic Railroad. It is awesome. However, those of you who know me know I am a people person. Once again it was providence, serendipity and convergence with the quality of the people that we attracted. An interesting demographic is that people who volunteered initially in the early days to our movement (perhaps still true today) were people who



Chama, 1988 Photo by Bill Lock

both liked history and who had enjoyed playing with model trains in their youth. In fact, almost every one of our early volunteers had a Lionel or an American Flyer train set as a kid. Those trains were just fun to play with and, coupled with the fact that people of that generation often still traveled by train when they were young, their hearts were inclined to railroads. Among these model train fans, there was also a convergence of so many talented people:

The growth in the number of volunteers during the 1980s (even prior to our official incorporation in 1988), was amazing, and the word of mouth spreading the news was dramatic. I was receiving numerous calls almost every day inquiring about the Friends during that period of time. The fact that we grew in 1988 to 220 members showed me the level of interest and support that was out there.

The fact that we had members on our initial Board of Directors from Florida (Cal Smith) and California (Dr. Fred Knight) showed me that people were willing to step up with their personal resources to support our work.

With the encouragement of then-Railroad manager Dan Ranger, I co-chaired a program at the 1988 TRAIN Convention in Denver. The other speaker was Walter Gray, then-Director of the California State Railroad Museum. We spoke about volunteerism and how each of our organizations managed volunteers. The differences between our organizations was dramatic. The significant effort to get to Chama, New Mexico and Antonito, Colorado by dozens of volunteers showed me that we had a really good thing go-



Mile Posts and Whistle Boards, Chama, 1988 Photo by Bill Lock

ing. It took real commitment on the part of our volunteers.

It was of great assistance that I had an office from which to launch the Friends and a staff willing to go outside of their normal responsibilities to process things in a professional manner. Our finances were always professionally done, both initially by my office staff and subsequently by wonderful treasurers, including Frank Burton, Dick Cowles, Dennis Sterosky and Robin Kumler. Phone calls and correspondence were also promptly answered to show a level of professionalism that many new organizations are not able to achieve. This was quite a difference from the



Gardening, 2011 Photo: Friends Forum

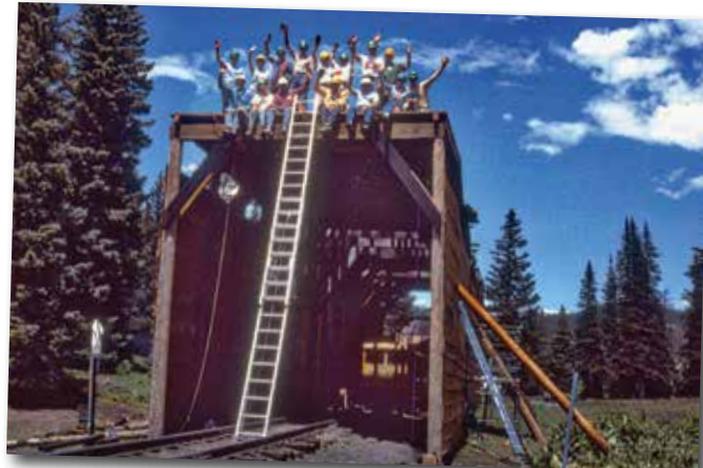
David Lee, Jim Poston, Rich Murray and our current editor, Chris James, along with the many other people who have assisted in our very professional newsletter. I think of many directors and leaders like Spencer Wilson, Ralph Flowers, Roger Breeding, Howard Bunte, Bob Craine, Jim Herron, Warren Smalley and so many more, as well as our dedicated presidents like Terri Shaw and Tim Tennant. I

The significant effort to get to Chama, New Mexico and Antonito, Colorado by dozens of volunteers showed me that we had a really good thing going. It took real commitment on the part of our volunteers.

cannot omit our fabulous office staff, including my wife Judy, Gwen Lotz, and Katharina Root, who have exhibited the joy of this project in addition to competently getting the job done, making participation a fun event.

We have been blessed as an organization with these people who have, over these last thirty years, dedicated themselves to this wonderful project. I could not have anticipated the level of commitment coming from the members and volunteers who have supported this organization.

Let there be no doubt, this was not a one-man project. So many people, and I regret only mentioning a few by



Cumbres, 1992 Photo: Friends of the C&TS Collection

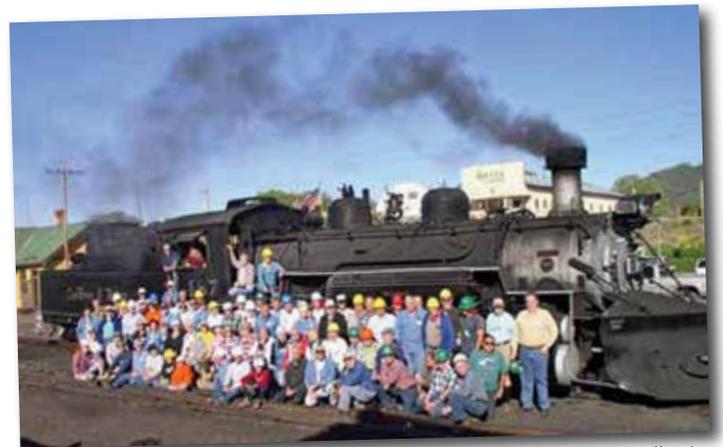


Osier, 1994 Photo by Bill Lock

NGRRA.

So, the answer to the question is yes and no. I clearly had the insight to know that we had something very special going on with the quality of the project and the quality of the people who were willing to support it. However, I could not have imagined the level of dedication and competency that have come from our amazing volunteers—through serendipity or convergence—whether serving on the board or as leaders of our projects, even team captains that have gone above and beyond in every way.

Let me conclude by saying that in no way was this only a Bill Lock effort. I have been and continue to be extraordinarily proud of the type of leaders that have stepped up to the plate to do such a fabulous job for our organization. I think of our terrific project leaders, including Glenden Casteel, Ralph Flowers, Bob Tully, Ed Lowrance, and John Engs, to name but a few. I think of our newsletter editors who have done such a fabulous job, including Art Nichols,



Work Session C, 2004 Photo: Friends of the C&TS Collection

An (Incomplete) History of the Friends Logo



UTLX Tank Cars, 1991 Photo: Friends of the C&TS Collection

name, contributed mightily to the success of this venture that is the Friends of the Cumbres & Toltec Scenic Railroad. Nevertheless, it is my lifetime honor and joy to have been a part of the founding of this organization.

But I knew from the beginning that we had something really worthwhile and something that was going to make a difference in what I believe to be the best historic railroad project and restoration in the entire country. 🐾



Chama, 2006 Photo: Friends Forum

**GENERAL PALMER
AWARD**

The General Palmer Award is for meritorious service in the preservation of the Cumbres & Toltec Scenic Railroad awarded by the Board of Directors of the Friends.

William J. Lock, 2003	Roger Briggs, 2008
Terri Shaw, 2003	Nan Clark, 2010
Howard Bunte, 2003	Parker Fowler, 2011
Spencer Wilson, 2005	Hugh Fowler, 2011
Joe Vigil, 2005	Art Randall, 2011
Art Nichols, 2005	Keith E. Hayes, 2012
Bob Tully, 2007	Robert E. Craine, Jr., 2015

In graphic design terms, the emblem of the Friends of the Cumbres & Toltec would be called a “logo” (short for logotype, “a single piece of type that signifies a brand or emblem.”)

In railroad terms, this would probably be called a “herald,” an illustration that represents a railroad company: think the Union Pacific “shield” or the Pennsylvania Railroad’s “keystone.” Either way, the Friends’ logo has been in continuous use for nearly thirty years.

But where did it come from and who was the artist that created it? It has been on the masthead of every issue of *The C&TS Dispatch* since 1989 and on every piece of Friends’ literature, both print and digital. Surely someone deserves some credit for this. An inquiry to Steve Schroeder who, along with Art Nichols, created and laid out the first typeset issue of the *Dispatch* that used the logo in 1989, (see page 14) yielded nothing, but Steve’s answer was direct:

“Ask Bill Lock.”

It turned out that Bill knew much, but not all, of the story of the design.

“One of our initial members of our Board of Directors was a man in Denver named Chip Irwin. He worked for Mountain Bell in 1988-89 and had a lady co-worker who was a budding graphic artist. I don’t think I ever knew her name... But she created our logo...I absolutely love the logo as it is better than I could have imagined and it conveys exactly what we do.”

When I tried to locate Chip Irwin via the Internet, I found that, sadly, he had passed away in 2013 but his sister, writing an online obituary, spoke of his love of trains and his extensive collection of railroad memorabilia that was donated to the Colorado Railroad Museum upon his passing.

So, indirectly we have the late Chip Irwin to thank for the logo that has served us so well since 1989. But more directly, we have an unknown “lady co-worker who was a budding graphic artist” to thank.

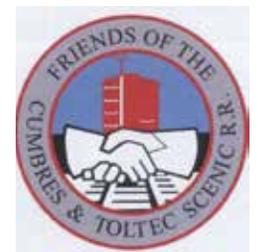
To that budding graphic artist, whoever and wherever you are, **thank you.** I hope you visit us some day and introduce yourself and see how far your logo design has taken us! 🐾



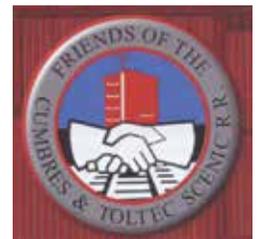
1989



2000



2010



2013



Thirty Years of Friends and the C&TS: 1988–2018

A look at (some of our) struggles and accomplishments as compiled from the pages of the C&TS Dispatch

Vol. 1 No. 1, May, 1988



When Bill Lock founded the Friends of the Cumbres and Toltec in 1988, he also began publication of a newsletter, *The C&TS Dispatch*, with himself as editor, photographer and mail clerk. Like *The Narrow Gauge News* and *The Telltale*, the *Dispatch* focused on both the activities of the Railroad and the Friends. But where the volunteer organizations faded out along with their newsletters, the *Dispatch*, the Friends of the Cumbres & Toltec and the Railroad itself have all survived, sometimes by the skin of their teeth, and evolved into what they are today.

As we look back at the Friends on this 30th Anniversary, we should consider some of the accomplishments, highlights and lowlights of the Friends as presented in the pages of the *Dispatch*. We can look at most of these accomplishments today with pride or, perhaps look incredulously and ask ourselves, “How on earth did we manage to do that?” Perhaps it was the two states acquiring the Railroad in the first place. Maybe it was raising badly-needed funds, almost out of thin air. Perhaps it was surviving an inattentive railroad operator, a flaming trestle, a derailed locomotive or season of forest fires.

Each time the Railroad—and the Friends—bounced back, generally better than before, stronger, wiser and ready to meet the next challenge.

Many of those challenges were recorded in the pages of *The C&TS Dispatch*. There isn't enough space to list them all here, so I have taken one *Dispatch* cover for each year and listed some—certainly not all—of the important events that shaped the Friends and the Railroad that year. Perhaps we can use these events as guidelines (or warnings) as we move into the next thirty years.

Vol. 2 No. 1, April, 1989



The Friends survived their first year and grew from 110 members to over 300. The growth in the number of volunteers was a good indication of times to come. One of the highlights of the year was the approval of construction of the Osier Dining Facility. No more paper plates on picnic tables in the wind, something we can all appreciate today!

During 1989, two Hollywood features were shot on the Railroad including the not-particularly-memorable *Where the Hell's the Gold*, starring Willie Nelson, a film that also accidentally set fire to Ferguson's (Hangman's) Trestle. The second feature, the wildly-better *Indiana Jones and the Last Crusade* starring Harrison Ford (of course) was filmed on the “Pueblo & Chama RR.” Portions of the “circus train” props and signage can still be seen in the Friend's wood shop in Chama. The issues covered volunteer track crews, beginning restoration of the Cumbres snowshed, work on the Derrick OP Boom and Tender Cars and the painting and lettering of High Side Gondola 1534.

Vol. 3 No. 3, August, 1990



1990 brought a new look to the *Dispatch*. Gone was the hand-typed format. Thanks to editor Art Nichols and layout artist Steve Schroeder, the *Dispatch* now had a much more professional look, typeset and printed with real half-tone photographs.

The March and June issues focused on the Railroad's history. The March issue covered the November 1968 trip over the San Juan Extension by the National Park Service as they considered making the line part of the National Park System. The April issue picked up where the Park Service trip left off and presented the history of the line from its purchase by the States of New Mexico and Colorado through the reopening of the line as the C&TS in 1970.

In August and November, stories covered the summer's Work Sessions on Derrick OP, the Car Inspector's House and Section House at Cumbres, repairs on Caboose 0503, laying new track in Antonito, lettering, repairs on one of the Rotaries and more, by over 100 on-site volunteers.

A FRIENDS' TIME LINE: THIRTY YEARS OF PROGRESS IN SUPPORT OF THE C&TS

Over the last thirty years there have been hundreds (thousands?) of people who have volunteered with the Friends along with a number of operators and a number of CEOs and Executive Directors. When viewed as a whole, they are all responsible for our success as the Friends of the Cumbres & Toltec.

- The Operator* →
- Membership* →
- The Director/CEO* →
- (Just a few of) The Friends* →

Vol. 4 No. 5, November, 1991



The *Dispatch* expanded from four to five annual issues in 1991 and the Friends of the C&TS kept growing as well. In the March issue, President Bill Lock announced that on February 1st, two new memberships arrived, pushing the total to 501 members. 189 volunteers came to Chama and Antonito during the summer, “80 volunteers in June and a record 109 in August.” In Antonito, Friends primed, painted, and lettered two standard gauge box cars for the static, three-rail display and worked on an Idler Flat. Roof repairs were made at the Sublette Section House.

At Cumbres Pass, Friends painted the Cumbres Section House, and a temporary roof was placed on the Car Inspector’s House to protect the structure from the elements. Siding and battens were replaced on several exterior walls. Work stabilizing and repairing the Cumbres snowshed continued.

In Chama, work was begun on Bunk Cars 04407 and 04982, 30-foot Reefer 55 was scraped and oiled, and a complete inventory of the historic rolling stock was begun.

Vol. 5 No. 2, May, 1992



The Friends began their fifth year of service to the Cumbres & Toltec when six of the “lost” narrow gauge UTLX oil tank cars were located, purchased and shipped 4,000 miles from the White Pass & Yukon Railroad in Skagway, Alaska. The story of the negotiation and shipping of the 35,000 pound cars is too long to document here but can be read in full in the February and May 1992 issues of the *Dispatch*. It’s a story well worth reading for its amazing cooperation between so many different entities.

Restoration work began on the tank cars soon after arrival with scraping, spot priming and lettering. To “support” and “fill” the tank cars, work on the Chama Oil Dock continued throughout the summer. Elsewhere in Chama, the Coal Tipple’s machinery room received new cedar siding on the east and south sides and the rehabilitation of the two Bunk Cars that had begun the previous summer was completed.

At Cumbres, construction continued on the snowshed with heavy timbers, new mud sills, siding and roofing. It was a major project and much work remained, but now the structure was stable.

The Bunk House, Coal House and Section House at Sublette received new shingles.

In Antonito, K37’s 494 and 495 were scraped and painted and restoration began on Stock Car 5747 and Gondola 801. Box Car 3554 was painted and Long Reefer 166 received a linseed oil treatment.

Vol. 6 No. 2, May, 1993



The Spring issue announced that the Friends became the “Official Museum Support Group” for the Railroad. This also formalized “The Triad Agreement” between the Friends, the Railroad and the New Mexico/Colorado Railroad Commission. This action was a major boost for the success of the Friends as they continued their preservation and restoration efforts.

Two Restoration Work Sessions were held back-to-back during July and August for the first time. These back-to-back sessions helped efficiency, as materials could be procured for multiple projects and projects could be completed without a multi-week, mid-summer pause. Eighteen projects were scheduled at both ends of the Railroad and along the right-of-way. This is also the first year that a Chronicling Team documented each project with photography and data capture.

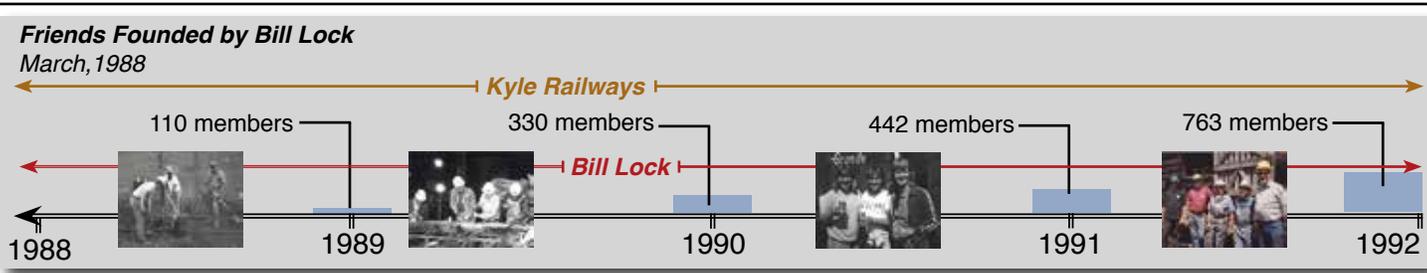
By the end of the summer, 140 volunteers had participated in either one or both sessions. John D. Williams of Indianapolis became the Friends’ 1,000th member!

Vol. 7 No. 2, May, 1994



In 1994, the State of New Mexico awarded the Friends of the Cumbre & Toltec the prestigious *Heritage Preservation Award*. In presenting the award, the State Historic Preservation Office stated that, “The Friends has adopted the Secretary of Interior’s Standards for Rehabilitation to apply in its projects. They document projects thoroughly and take care to see that volunteers work safely...More historic sites need friends like the Friends.”

The February issue featured a look at all the preservation work completed so far on the Car Inspector’s House. In June, executives of the Union Tank Car Co. of Chicago visited Chama to participate in the first Tank Car freight train over Cumbres Pass since the 1960s, featuring the six former White Pass and Yukon UTLX tank cars restored by the Friends. All told, 23 restoration/preservation projects were performed by the Friends along the Railroad during the two back-to-back sessions including painting, car repairs, building maintenance and completion of the Cumbres snowshed. 149 volunteers participated in one or both of the July sessions.



Vol. 8 No. 4, Winter, 1995



In the Fall of 1995, Friends founder Bill Lock retired from his post of President of the Friends after eight successful years of Friends growth and 14 years of leading volunteer activities along the Railroad. He was succeeded by Terri Shaw, the then-current VP of the Friends. In Antonito, “Fort Knox” was cleaned out and prepared for use as a car repair facility with upgraded wiring and a new table saw. Crews painted the Log Bunkhouse in Sublette and made plans for painting the Section House the following year. Considerable work was done in Osier on the Section House and Station.

On Cumbres Pass, the foundation of the Car Inspector’s House was replaced, a major project for the Friends and the beginning of further restoration.

Chama crews continued rebuilding the Sheep Cars, acquired in 1992, with new roofs and roof walks. New doors were installed on two cars. Additional major work was completed on the Chama Stock Pens. Throughout the year there was carpentry, painting and documentation each session. The lettering crew applied lettering to eight newly-painted cars. The lettering crew also nailed metal “house-type” numbers to the undersills of many of the cars to identify cars if painted numbers should be lost.

Vol. 9 No. 4, Winter, 1996



As the Friends’ activities matured, many of the projects moved beyond scraping and painting rolling stock and structures into more long-term restoration projects such as returning several MOW cars to their former, and period-accurate, glory as chair cars or plush coaches.

In June, the Railroad Commission adopted a “Lettering Policy” for C&TS locomotives and rolling stock. The new resolution standardized guidelines for how lettering historic and non-historic equipment as “Cumbres & Toltec” or “D&RGW” should be applied.

Perhaps the biggest and, in retrospect, far-reaching event occurred in December when Kyle Railways, the operator of the C&TS since 1982, announced that they would not return for the 1997 season. After a search, the contract was awarded to George Bartholomew, operator of the Cape Cod Railroad.

During the restoration season, 188 Friends volunteers contributed 7,500 hours of labor.

Vol. 10 No. 2, Summer, 1997



The Friends opened a second front for restoration with the acquisition of space at the Western Museum of Mining and Industry, north of Colorado Springs. Rolling stock would be shipped there for volunteer work throughout the year, not just the summer season.

The Friends also received yet another prestigious preservation award, Colorado Historical Society’s *Steven H. Hart Award* for their “dedication in the ongoing preservation and restoration of one of America’s premier scenic railroads.”

Restoration Work Sessions were now held during three weeks of the summer, two in June and one in August. Combined, the three sessions had 195 volunteers from 27 states and Australia. With 23 different projects in different stages of completion throughout the entire C&TS property and along the right-of-way, there are simply too many success stories to enumerate. Not a bad problem to have!

Friends began recruiting and training on-board interpreters (docents) for the new operator, similar to the old “car attendants” during earlier volunteer activities.

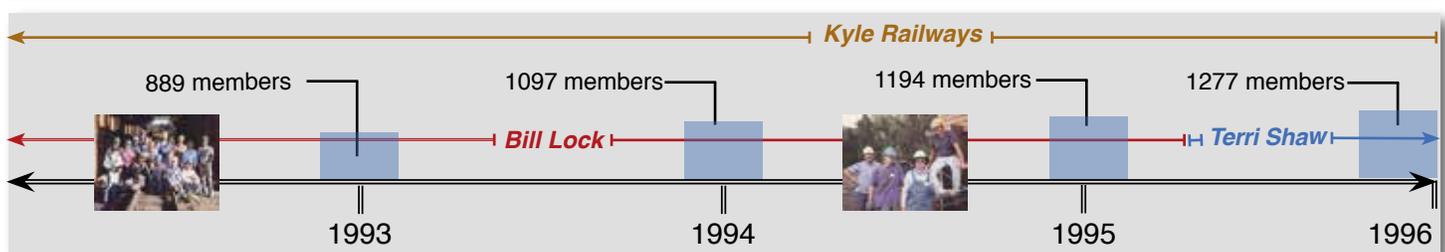
Vol. 11 No. 2, Summer, 1998



In October 1997, D&RGW Flat Car 6200 was moved to the Friends’ Colorado Springs restoration facility at the WMMI facility. After 1,000 hours of restoration by Friends and WMMI volunteers, the car returned to the C&TS during the summer. Next in line was Flat Car 6214.

Wild Oats Markets awarded the Friends a \$6,243.25 grant, 5% of their gross sales from their five stores in New Mexico. George Bartholomew, the C&TS operator also raffled off ten pairs of tickets.

Restoration Work Sessions expanded again with three sessions in June and July and a “Mini-Session” in August. In the June-July sessions 217 volunteers came from 32 states and the UK to work with the Friends on a variety of projects. The “Mini-Session” during the first week of August brought in 17 volunteers who worked on, among other things, restoration of the Wheel and Tie Car, a new end sill on Stock Car 5633, wood preservative on Cook Car 053, weeding at the Stock Pens, and docents on the trains.



Vol. 12 No. 2, Summer, 1999



The season began in April with the derailment of Locomotive 484 near the Los Pinos Tank during a pre-season fan trip. Fortunately there were no injuries, but rerailling 484 was a difficult task given its remote location. The derailment set in motion events that would culminate at the end of the year.

The Summer issue of the *Dispatch* featured an in-depth article about car lettering, "From Edge Cutting to Cutting Edge Technology." The story traced stencil-making from sharp knives to computer technology, a change that has made C&TS lettering faster and more accurate.

There were two volunteer sessions in June, which brought 176 eager people from 25 states and England and another 78 volunteers from 16 states and Australia for two additional sessions in August.

Because of "increasing concerns" of the condition of the operating C&TS locomotives, late financial reports and rent payments, and poor maintenance of the Railroad, the Railroad Commission terminated the lease of the operator, George Bartholomew, on October 19, 1999 for breach of contract.

Vol. 13 No. 1, Spring, 2000



One of the biggest changes (and challenges) to the Friends came when the Bartholomew contract was cancelled. Proposals were solicited from a number of operators including the White Pass and Yukon, the Chippewa Northwestern (which operated an amusement park railroad), the Lake Erie & Ohio, Rail Ventures of Colorado, and the Santa Fe Land and Cattle Co. The White Pass and Yukon was reluctant to make a proposal, and neither Rail Ventures and Santa Fe Land and Cattle had any experience in running a railroad. On top of that, all records of the Railroad, locomotive inspection reports, employee time cards and office computer data disappeared along with Bartholomew.

The 2000 operating season was approaching and the Railroad needed an operator (and a lot of money) to open. Throughout the winter, Friends Treasurer Dick Cowles, Friends Director Terri Shaw, and Friends, lobbyists and the public worked with the Commission and the two state legislatures and pursued grants and private donations to reach a solution.

After a number of other proposals were reviewed and rejected, "the Friends Board of Directors...voted unanimously to accept the invitation of the commission to submit a bid for operation of the Railroad." An "affiliate" of the Friends, the newly-created *Rio Grande Railway Preservation Corporation*, was created and awarded a five-year contract by the Railroad Commission to operate the C&TS. In response, "The Friends had raised over \$300,000, which would be contributed to the new affiliated, nonprofit corporation...created specifically to operate the Railroad."

Unfortunately, the story of the Rio Grande Railway Preservation Corporation doesn't end here. The complete (and financially and politically complex) story of the Rio Grande Railway Preservation Corporation can be found in Spencer Wilson's book, *Saving the Cumbres & Toltec Scenic Railroad*, available from the Friends' office.

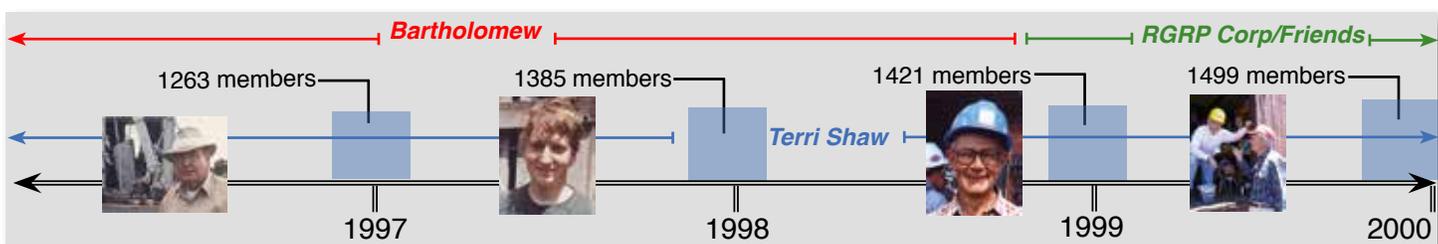
Vol. 14 No. 1, Spring, 2001



"Basically, what we inherited was a broken, run-down physical plant in which nothing ran. One very bright spark was the shop crew, who had been working over the winter thanks to a generous contribution of the Friends. By Memorial Day 2000, we had three locomotives under steam, the blessing of the powers-that-be to run trains over the track, and a group of very excited employees. One employee came up to me during the mini-work session in mid-May and said, 'I feel more optimistic about the future of this railroad than I have in the nine years I have worked here.'"

— Warren Smalley, President, Rio Grande Railway Preservation Corp., *Dispatch*, Spring 2001

Out of a number of discussions, officers of the Friends and the RGRP created a list of "common values," including "support for operation of the Railroad for at least the next 100 years; preserve steam operation, maintain authenticity, maintain and demonstrate all cars, structures and historic functions, preserve the 'time machine' experience...and reaffirm the twin purposes for the creation of the C&TS, namely preservation of a unique historical property and economic benefit for the region."



Vol. 15 No. 2, Summer, 2002



The Rio Grande Railway Preservation Corporation had finally begun to stabilize when disaster struck the C&TS from two different directions. First, the Railroad had to cancel and reschedule trains to accommodate orders from the Federal Railway Administration to repair two locations along the right-of-way, just east and just west of the Osier lunch stop. There would be no trains out of Antonito, and Chama trains would stop at Los Pinos for lunch.

The second crisis came in the form of a five-week forced closure of the Carson and Rio Grande National Forests due to extreme fire danger. This forced the Railroad to close between June 8th and July 16th. By the end of the season, between the two events, patronage was close to 40% below the expectations and losses to the RGRP were between \$1.5 and \$1.7 million. The corporation was left without resources to continue and the termination of the RGRP lease was announced, effective October 31, 2002.

To help offset the debts, the Friends organized a comprehensive fund-raising campaign, *Another Century of Narrow Gauge Steam*, with a goal of \$2.5 million to provide short- and long-term operating capital, preservation funds and a permanent C&TS endowment.

Even before the fire closure, Terri Shaw, President and Executive Director, announced her retirement from the Friends of the Cumbres & Toltec at a board meeting on September 21, 2002, effective December 31, 2002.

There were only three issues of the *Dispatch* during 2002.

Terri Shaw was replaced by **Brian Shoup**, a Friends member for the last three years and a member of the Fund Development Committee.

Vol. 16 No. 1, Spring, 2003



However, there was good news and hope in 2003 for the Rio Grande Railway Preservation Corporation with pledges from both Colorado and New Mexico to keep the Railroad running and a revised contract with the Railroad Commission. After negotiation, a \$90,000 loan for emergency expenses was granted from the New Mexico State Board of Finance to help keep the RGRP and the C&TS alive.

Incoming President and CEO Brian Shoup stated in the *Dispatch*, "2002 will be remembered for its own perilous events: the closure due to the wildfire threat, the roadbed work that interrupted service at the start of the season and a stressed economy. Yet there is a renewed sense of optimism in the high wind on Cumbres. The Commission and the RGRP are forging a new kind of partnership, one that requires the highest level of accountability for both organization and holds the promise of achieving what has eluded the C&TS from the beginning—adequate financing."

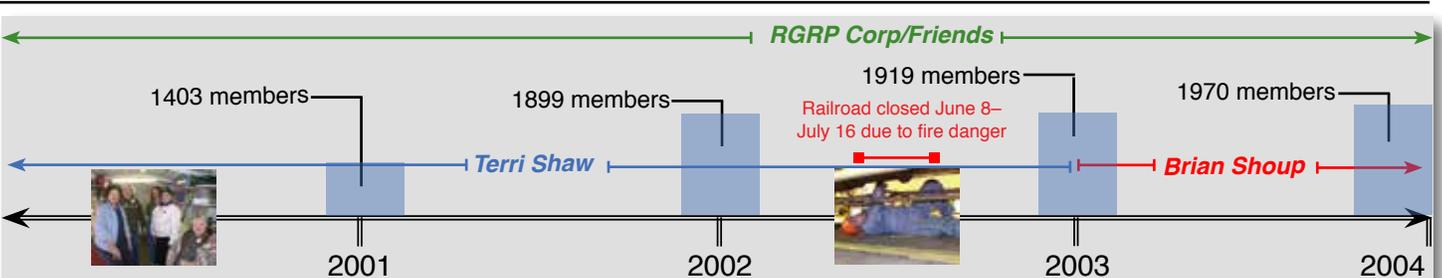
Vol. 17 No. 1, Spring, 2004



The Friends received yet another tribute when the New Mexico House of Representatives unanimously passed the following memorial :

BE IT RESOLVED...that thanks to the wisdom of the Commission in relying upon the Friends and thanks to the generous and unstinting efforts by the Friends to provide money, time and expertise, the railroad has overcome an extraordinary series of financial and regulatory shocks of the past five years, any one of which could have resulted in the railroad ceasing operations; and BE IT FURTHER RESOLVED that the Commission and the Friends be requested to continue to strengthen their collaboration so that the railroad and the region it serves can further benefit from this vital public and private partnership...

In October, after two years, Brian Shoup resigned as President of the C&TS, stating in the *Dispatch* that some of the Friends and the Railroad's passion "[grew] a new crop of self-anointed saviors...driven by ego...that can distort good faith decision by others into endless cause for personal affronts..."



Vol. 18 No. 4, Winter, 2005



In January 2005, Tim Tennant was hired as the new President of the Friends of the Cumbres & Toltec. Brian Shoup titled his final column “North by Northeast” about his return to Wisconsin; Tim Tennant titled his first column “South by Southwest,” moving from Wisconsin to New Mexico, clearly representing some needed continuity within the Friends!

Since October 2004, one of the Friends’ most important projects was beginning the construction of the new 4,300-square-foot Car Repair Facility (CRF) in Antonito. With funding that included a \$22,843 grant from the Gates Family Foundation in Denver, the steel structure was completed, with industrial-grade electrical service installed during May of 2005. As funding progressed, rails, a concrete floor and rolling stock maintenance equipment was installed. In August, all the tools and equipment once used in “Fort Knox,” the cinder block building at the south end of the Antonito yard, were moved to the new and much larger CRF.

On both sides of the Pass, Friends began, continued or completed projects in Chama, Sublette, Cumbres and Antonito along with telephone booths and historic interpretive signage along the line.

On November 1st, after about six years of operating and managing the C&T, the Rio Grande Railway Preservation Corporation gave notice that it was terminating its management with the Railroad Commission due to a lack of liability insurance and insufficient appropriations to continue operation of the Railroad. The Commission then assumed daily operations, moving forward toward the 2006 season.

Vol. 19 No. 1, Spring, 2006



With the demise of the RGRP, the Friends directly took over the operation and management of the Cumbres & Toltec for the 2006 season. The new C&T Management Corporation, similar to the RGRP, was once again associated with the Friends and the Railroad Commission. Ridership was still down following the 2002 closure but was improving. A major focus was put on marketing and promotion along with special events such as the children’s Cinder Bear rides, a return visit by a RGS Galloping Goose and a Friends Moonlight Train scheduled for August.

During the course of the operating season, Tim Tennant, “on loan” from the Friends, took over as General Manager of the Railroad with Frank Turner, President of the C&T Management Corp. Warren Smalley took Tim’s place as Interim Executive Director of the Friends. All of the marketing efforts paid off and the season ended with 44,000 riders, a 21% increase. Grant writing efforts were paying off as well with over \$80,000 in grants for operation, interpretive projects and the completion of the CRF. Friends also received 24,797 historic photographs from Richard L. Dorman to create the “Dorman Collection” at the Friends library in Albuquerque.

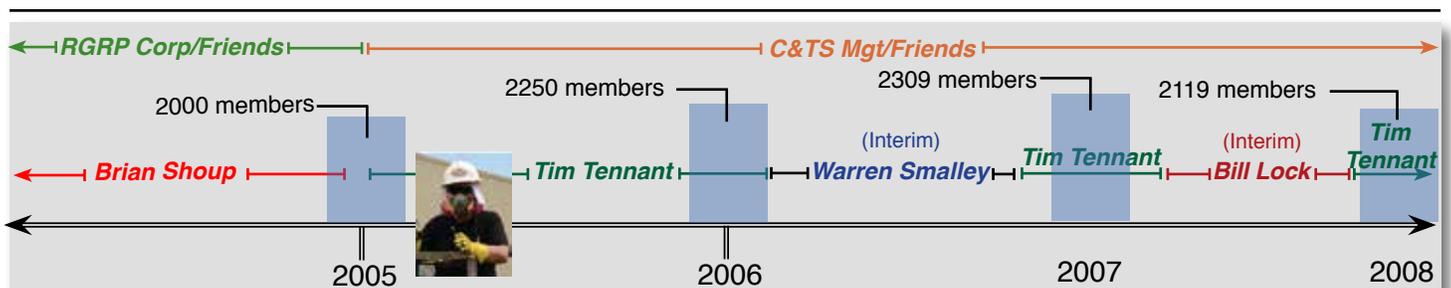
Vol. 20 No. 2, Summer, 2007



With Tim Tennant still in place as the General Manager of the C&T during the summer, Friends founder Bill Lock stepped in as this year’s Interim Executive Director. A second campaign, *Another Century of Narrow Gauge Steam II*, was established with a five-year goal of \$2 million. In addition to soliciting pledges from Friends members, the campaign began contacting corporations, foundations, government agencies, local businesses and railroad and work session suppliers. Funds would be applied to historic restoration, interpretation, historic structures, the locomotive fleet, and railroad and operator assistance.

Restoration projects for the season included concrete work, storage reefers, an air compressor shed and equipment installation, all to complete construction of the CRF. Six Restoration Work Sessions continued throughout the summer with work being completed along the length of the Railroad.

At the end of the year, Tim Tennant proudly announced that the Railroad was no longer in “survival mode,” with ridership up another 11% over 2006.



Vol. 21 No. 1, Spring, 2008



Twenty years! It's hard to believe that the Friends of the Cumbres & Toltec had been around for twenty years when previous attempts at volunteer activities folded after only five or six years.

Friends founder Bill Lock wrote an extensive retrospective in the Spring issue of the *Dispatch*, giving a good overview of the many changes in the Friends since 1988.

The ACNGS II campaign raised \$664,000 in eight months, 24% of that coming from Friends members and the remainder from grants, pledges, foundations and merchants.

Once again, six Restoration Work Sessions occurred during the summer resulting in far more projects begun, continued or completed than can be listed here. What should be noted is that during Sessions C, D, E and F, nearly \$15,000 of merchandise—ranging from \$2 bumper stickers to \$40 polo shirts—were sold at the Friends' merchandise table, profits that went to help the Friends' operation. The staff also gave out Friends brochures and provided information about the Friends and the Railroad.

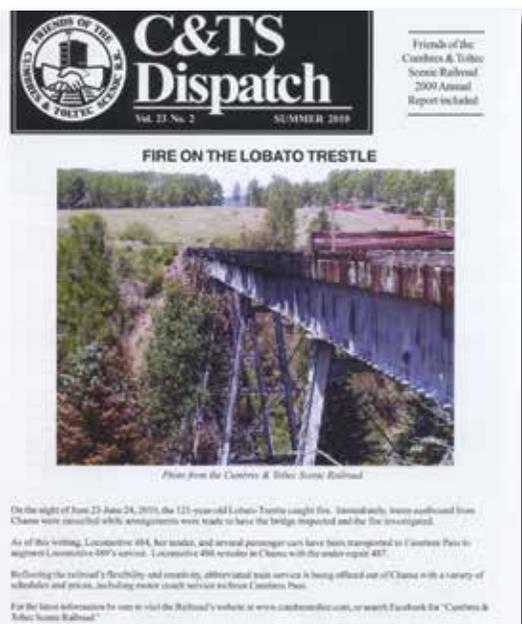
Vol. 22 No. 2, Summer, 2009



One of the more unique projects begun by the Friends of the Cumbres and Toltec in 2009 was the "Montana Connection," on the Alder Gulch Railroad in Virginia City, Montana. In the search for historically-accurate trucks for the Railroad's Narrow Frame Tank Cars, the Alder Gulch offered to loan—and ultimately donate—twelve sets of trucks, enough for six cars, if the Friends would agree to volunteer their services in Montana on several Alder Gulch projects. Alder Gulch was also interested in learning about the Friends' "model" for volunteerism, something they could put to use with their own volunteers. Two sessions were scheduled with possible additional sessions in the future.

Less than two years into a five-year goal of \$2 million, ACNGS II had reached over \$1 million in pledges and donations! 63% of that total came from Friends members. Given the state of the economy, it was decided to extend the campaign for one additional year. Some of those funds had already been applied to the restoration of Locomotive 463.

Vol. 23 No. 2, Summer, 2010



The Railroad suffered a major set-back in June of 2010 when the Lobato Trestle caught fire and burned, seriously damaging the structural integrity of the 121-year-old C&TS icon. Eastbound trains from Chama were cancelled and Locomotives 484 and 487, along with the majority of the C&TS passenger cars, were trucked to Cumbres so that Antonito-to-Cumbres trains could continue. The Chama side of Cumbres Pass remained closed, except for Lobato work trains, for the remainder of the season.

One of the biggest tasks, beyond repairing the trestle, was convincing the traveling public that the Cumbres & Toltec Scenic Railroad was in fact open for business. By the end of the season, ridership was down by 23%. Between that and the 10% discount on fares due to the shorter ride meant that revenue levels had fallen, just when they were needed the most.

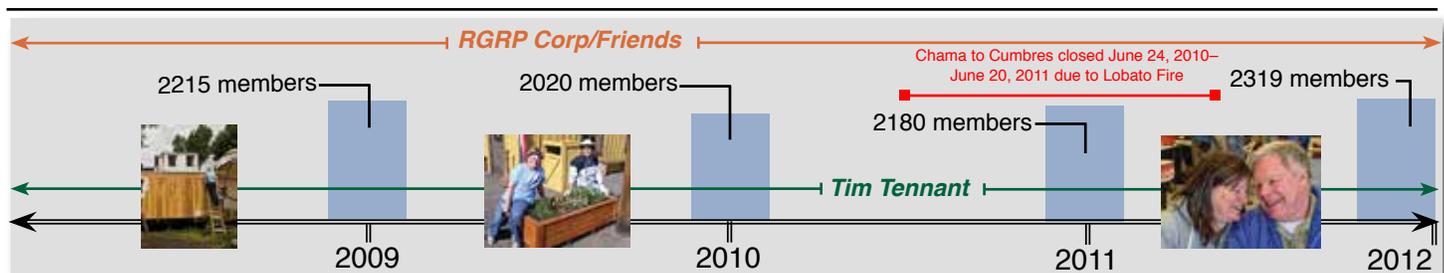
Repair of the trestle was expected to cost nearly \$2 million, only a small portion covered by insurance. Fortunately, the State of Colorado committed \$120,000 to the project and funding from the State of New Mexico was forthcoming. The Commission worked with Senate and Congressional delegations in both states in the pursuit of Federal funding.

It was hoped that the trestle will be ready for traffic on Opening Day, 2011.

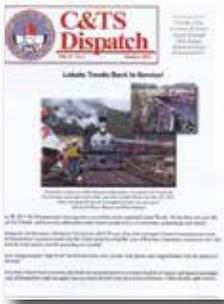
The Lobato fire was a rather inauspicious way for the C&TS to celebrate its 40th year of operation but like every other crisis that had befallen the Railroad, the employees, the Friends, staff and volunteers rose to the occasion.

35 restoration projects took place during the six summer season sessions, ranging from major projects like the restoration of RPO 54 to minor projects like mowing the Sheep Pens.

In August, six lucky fellows participated in the Engineer/Fireman School. Said Rob Lenicheck, "It was the thrill of a lifetime!"



Vol. 24 No. 2, Summer, 2011



“Lobato Trestle Back in Service!” On June 20, 2011, three days shy of one year after the disastrous fire that severely damaged the Lobato Trestle, the first passenger train crossed the rebuilt structure. “Crew and passengers ‘high-fived’ the Reiman [Corporation] team who, in turn, took photos and slapped hands with people on board the train. With the trestle back in service, the Railroad has returned to its normal schedule of regular and special passenger trains and all locomotives and cars again have access to the full sixty-four miles of historic ex-Rio Grande right-of-way.”

Beginning this year, all the A and B Restoration Work Sessions were being held in Antonito. 40 people showed up for Session A and 35 folks for Session B. For many Friends, used to working in Chama, it was a wonderful introduction to the Car Repair Facility in Antonito.

During August, the Friends completed the exchange-work-for-narrow-gauge-trucks project with the Alder Gulch Railroad. The trucks would soon be on their way to Chama and Antonito.

The other big news of the year was, effective January 1, 2012, Al Harper and Heritage Rail Management, LLC, operator of the Durango & Silverton Narrow Gauge Railroad and several other lines around the country, would replace the C&TS Management Corp. as the C&TS’s operator.

Vol. 25 No. 2, Spring, 2012

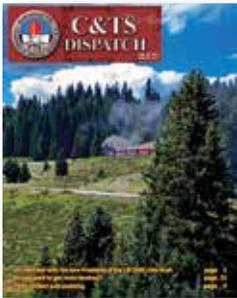


However, after seven months of operating the C&TS, Al Harper of Heritage Rail Management gave notice that they were terminating their operation agreement with the C&TS. The Railroad was once again back examining options for successful management.

New to the web was the Friends’ Internet Forum [<https://tinyurl.com/cts-forum>], a meeting place not only for Friends members but to also inform the general public of the great work done by the Friends. Also new on the web, and part of the new Friends Forum, were two web cams mounted on the Chama Coaling Tipple [<https://tinyurl.com/chamayard>], one pointing toward the depot, one toward the Water Tank. These gave the online viewer a live view of the yard.

Among summer projects was continued work on the Antonito Car Pole Barn Shelter, adjacent to the CRF. While not enclosed like the CRF, it offers overhead protection to rolling stock awaiting or having completed restoration.

Vol. 26 No. 1, Spring, 2013

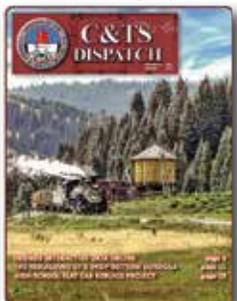


2013 brought a new, three-person editing team—Joe Kanocz, Rich Murray, and Jason Rose—to the *Dispatch*. The result was a publication that looked more like a magazine than a mere “newsletter.” While the content was much the same, having color images throughout the publication added to the overall professionalism of both the *Dispatch* and the Friends.

While there were (as always) many preservation projects during the year, perhaps one of the most important was the completion of the \$1.3 million restoration of Locomotive 463, now the oldest locomotive on the C&TS. The five-year restoration returned the K-27 Class locomotive to service for the first time since 2002.

The other big news of the year was the formal dedication of the C&TS’s designation as a **National Historic Landmark!** Friends Keith Hayes and John Hankey were instrumental in gaining the status.

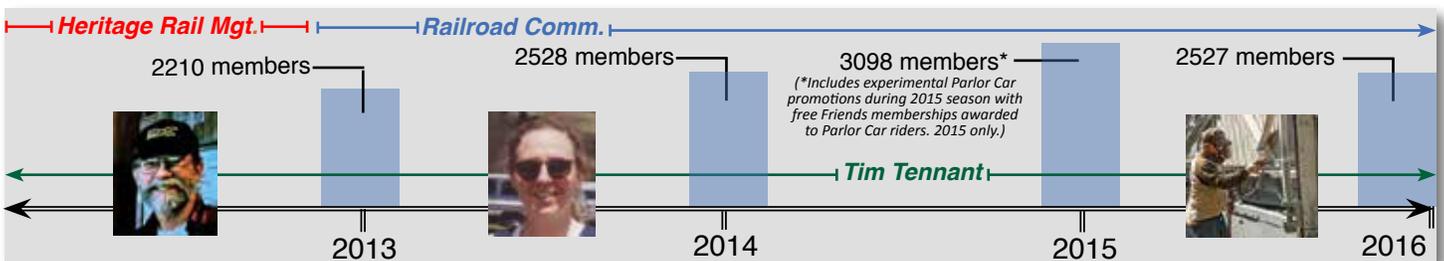
Vol. 27 No. 2, Spring, 2014



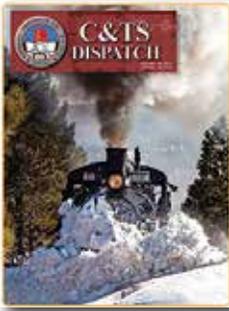
2014 brought the beginning of FIDO, the *Friends Intigrated Data Online*, a means of tracking restoration projects, materials, staffing and more. [<https://www.cumbrestoltec.org/fido.html>] Created by Friend Phil McDonald with guidance by Ed Lowrance, Jim Hickman, Mark Jennings and John Eng, FIDO promised to be a useful tool. Expanded and refined, it remains a vital tool in the Friends’ restoration work.

Back in the beginning, most of the Friends restoration and preservation projects largely consisted of scraping and painting rolling stock and buildings. Today, much more rigorous and complex projects are undertaken, such as the “Trucks Project,” the construction of historically accurate trucks for the restoration of Emigrant Sleeper 470, RPO Car 54 and ex-RPO Car 53 (now Cook Car 053). No scraping and painting here; the Trucks Project will include casting, welding and creation of white oak wooden parts.

The late Bob Tully’s children, spouses and grandchildren gave the Friends a \$10,000 donation directed toward the Friends’ permanent Chama facilities. Many remember Bob Tully as Project Committee Chairman and his wife Mona, “a stalwart of the Kitchen Car.” Thank you!



Vol. 28 No. 4, Winter, 2015

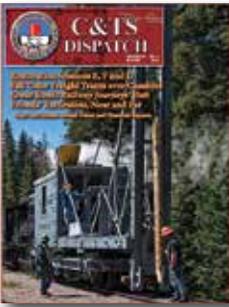


An independent film company descended upon Chama in February to create a commercial for Carhartt work apparel. Locomotive 463 was fired up and the entire shop crew—no professional actors involved—“starred” in the production. For all the work, only a few seconds of the C&TS crew made it into the final commercial; the rest were “faces on the cutting room floor.” But no one can complain about exposure of the C&TS to the public.

The year also offered two spectacular charter trains, the 36-car Historic Transport Preservation train and a Maintenance of Way (MOW) train that not only rolled over the line but gave a demonstration of some of the equipment restored by the Friends, equipment that anywhere else might simply be rotting away.

During Restoration Work Session F, six members of the McGunegale family showed up *en masse* to assist Bob Conry with extensive restoration of the structures at Cumbres.

Vol. 29 No. 4, Winter, 2016



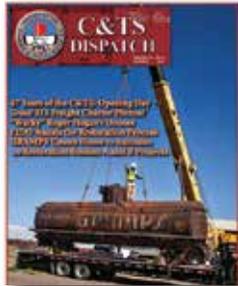
Beginning with the Summer issue, a new editor, Chris James, took over the *Dispatch* from a retiring Rich Murray. The format was the same but included some different design elements inside.

A feature story covered the restoration of Stock Car 5995, a project that began on a farm in the San Luis Valley in 2007 and ended with the total reconstruction, paint and lettering in 2016. All that remained to make the car road-worthy was some brake work and a few minor details.

Another unique story was the successful effort to raise the tombstone of D&RGW engineer David Wright who was killed along with Fireman L. J. Knee in a head-on collision near Toltec in 1922. Wright’s tombstone had toppled over in the Chama cemetery and five Friends members took it upon themselves to right the stone to honor Engineer Wright’s sacrifice.

The best news of the year was the naming of the Cumbres & Toltec Scenic Railroad as the **Best American Train Ride** by *USA Today*. The Friends can take pride in helping that great award happen.

Vol. 30 No. 2, Summer, 2017

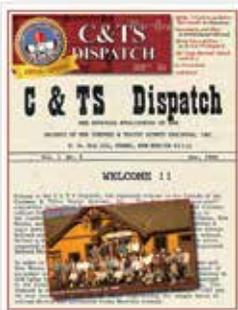


The four 2017 issues covered a variety of historical topics from deciding where to build the San Juan Extension (Cumbres Pass being the final decision), a story of William Henry Jackson’s specialized photography car on the D&RG, and a mysterious lynching in Antonito that appeared on one of Jackson’s stereographic cards.

The biggest stories, of course, were the incredible number of projects undertaken, continued or completed during the 2017 Restoration Work Session season: ten “Significant Restoration Projects,” forty “Completed Projects,” and five additional projects “In Progress or in Planning.” This was accomplished by 572 volunteers (including 31 first-timers) over 22,480 hours of work. This was an increase over the 2016 figures of 553 volunteers and 20,080 hours of participation. Ridership on the C&TS was up, as well, gaining close to 10% over the previous year.

Which brings us to...

Vol. 31 No. 1, Spring, 2018

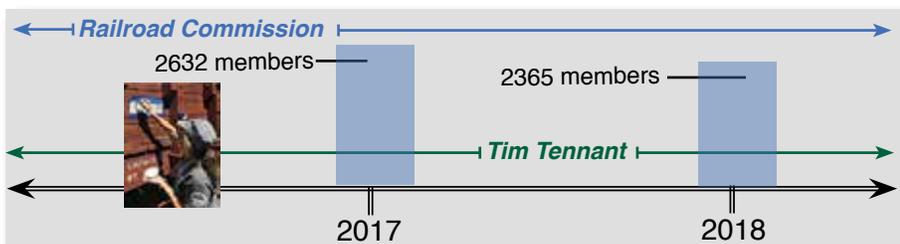


So here we are, thirty years later, back where we started. Well, not quite...The Cumbres & Toltec Scenic Railroad has changed a lot over the last thirty years, from a decaying remnant of an out-of-date branch running on disappearing 3-foot gauge rails, to a world-class, living history museum, a steam-powered time machine that carries thousands of passengers a year over 64 miles of history.

The Friends of the Cumbres & Toltec has changed as well, from a small rag-tag group of railroad history fans who scraped and painted old box cars on weekends, to a world-wide 2,365-member organization that performs thousands of hours of work for no pay except for the camaraderie of like-minded folks and the satisfaction of keeping a piece of railroad history alive.

Both organizations have had their ups and downs over the last thirty years (or more), but one thing has always stood out: the commitment of interested and talented people to keep a Rocky Mountain narrow gauge railroad rolling, and a group of dedicated volunteers willing to give their time, energy, creativity, problem-solving skills, donations and sweat equity to make sure that the Cumbres & Toltec Scenic Railroad remained, for the last thirty years, a “living museum” of Colorado and New Mexico railroad history.

Now, it’s time to step forward and look ahead to the next thirty years.



Creation and assembly of this issue would have been impossible without the assistance of Bill Lock, Ernie Robart, Wes Pfarner, Tim Tennant, thirty years of the Friends of the C&TS and, of course, my proofreader, design consultant, director of quality control and bastion of patience (not to mention, my wife), Jan Wright. Thanks! cj

In Memoriam: Friends We Have Lost But Will Never Forget

It's unfortunate that, while historic railroads can be restored and preserved over the years, individuals can not. So it is with a heavy heart that we must acknowledge and remember some of the Friends of the Cumbres & Toltec who have passed on since our founding in 1988. The passage of these Friends is taken from the obituary pages of the *Dispatch* and the Obituary listing of the Friends Forum. While there are many other Friends of the Cumbres & Toltec who are not listed here, they are nonetheless valued and remembered.

Frank Stanley, Railroad Commissioner, 1988

Jill Warner, Volunteer, 1990

Alan Kleinminster, Volunteer, 1991

Willis B. Kyle, President, Kyle Railways, 1991

Robert S. Dyke, Volunteer, 1996

Helen Spencer, Volunteer, 1998

E. John Stewart, Volunteer, 1998

Robert Burggraff, C&TS Preservation Leader, 1999

Ralph Flowers, Friends Board of Directors, Friends VP, 1999

Mike Hipskind, Volunteer, 1999

Martha Mackey, Volunteer, 2001

Kip Merker, Volunteer, 2001

Fred Rice, Volunteer, 2001

Helen Seely, Volunteer, 2001

Wayne Thurston, Volunteer, 2001

Chuck Emery, Volunteer, 2002

Rufus March, Volunteer, 2002

Carol Goin, Volunteer, 2003

John Blake, Volunteer, 2005

Maurice Bloom, Volunteer, 2006

Laura Eskender, Volunteer, 2006

Bob Tully, C&TS Advocate, 2008

Carl Turner, C&TS Advocate, 2008

Don Huber, Volunteer, 2009

Nan Clark, Volunteer, 2010

Richard Dorman, Dorman Photograph Collection, 2010

Roger Briggs, Volunteer, 2010

Chuck Heronome, Volunteer, 2011

David Lee, Board of Directors, Editor C&TS Dispatch, 2011

George Swain, original 1970 Volunteer (and beyond), 2011

Mona Tully, wife of Bob Tully, 2011

Bill Mackey, Volunteer, 2011

F. Parker Fowler, Board of Directors, Volunteer, 2012

Fred Springer, Volunteer, 2012

Spencer Wilson, Board Member and Historian, 2013

Warren Erdman, Volunteer, 2013

John Altshool, Volunteer, 2013

Karen Cowles, Volunteer, wife of Dick Cowles, 2013

Judith Lock, wife of Bill Lock and Volunteer, 2014

Joyce Smalley-McDonagh, Volunteer, 2014

Les Clark, Volunteer, 2014

Bob Craine, Board of Directors, 2014

Bill Mackey, Volunteer, 2014

Robert Rosenburger, Volunteer, 2015

Louise Mattson, Volunteer, 2016

Laura Kammerer, Volunteer, 2016

Joyce Shostrom, Volunteer, 2016

Ed Stabler, Volunteer & Musician, 2017

Cal Smith, Board of Directors, 2017

Ed Lowrance, Board Member, 2017



Alan Kleinminster



Willis B. Kyle



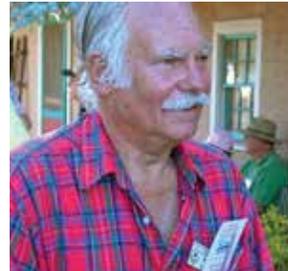
Ralph Flowers



Mike Hipskind



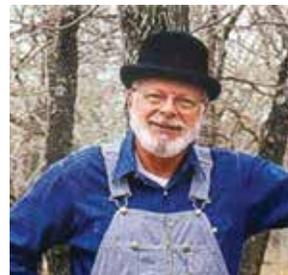
Spencer Wilson



Bob Tully



Carl Turner



Les Clark



Nan Clark



Bill Mackey



Louise Mattson



Joyce Shostrom



Cal Smith



Ed Lowrance

(Photos shown when available)



Friends of the Cumbres & Toltec Scenic
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Albuquerque, NM 87109

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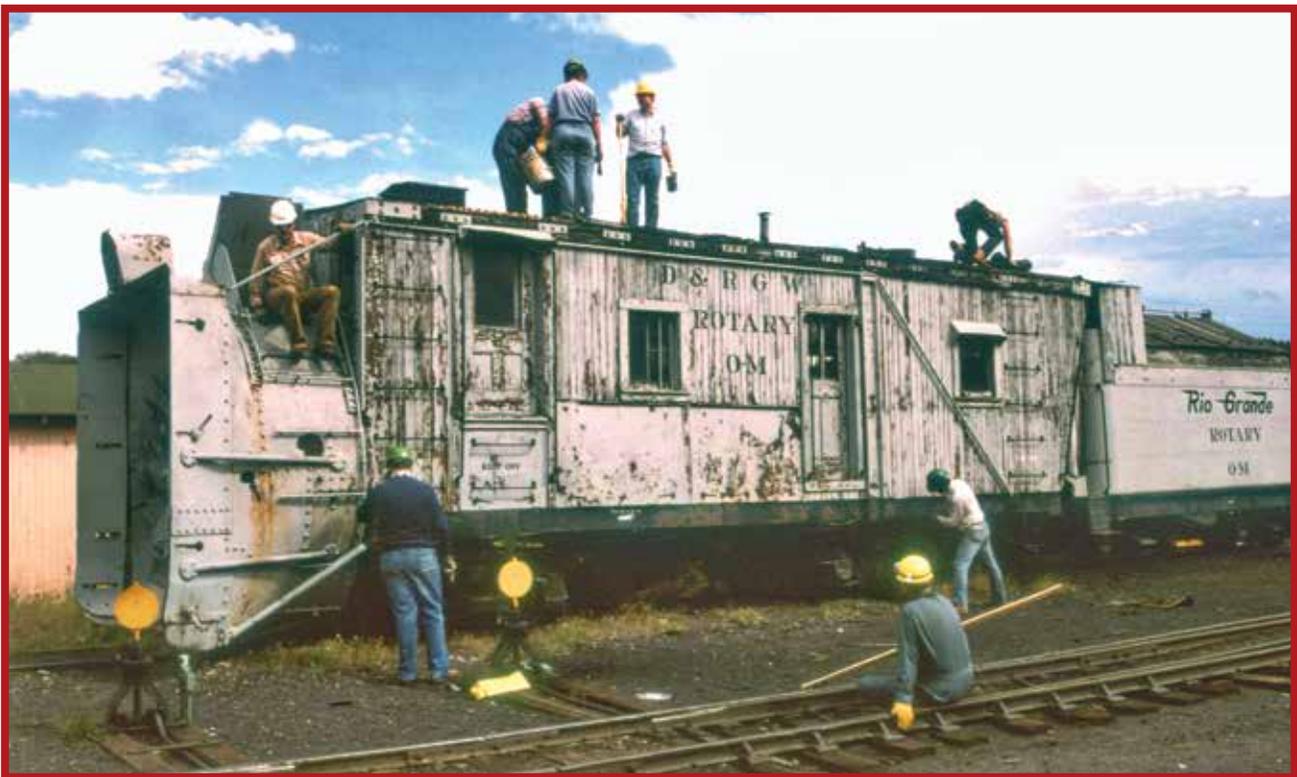


Photo: Friends of the Cumbres & Toltec Collection

Friends at Work, 1988

"I know of nowhere where you can see a railroad running in the same manner, over the same track, with the same equipment and with the same scenery and infrastructure as it was run 100 years ago."

—Bill Lock, Founder, Friends of the Cumbres & Toltec Scenic Railroad