DOCENT PROGRAM
We’ve come a long way!

by Bob Hey

In 1996 and 1997 the idea for the docent program was born. Spencer Wilson and Howard Bunte had an idea for enhancing the experience of those riding the Cumbres & Toltec Scenic Railroad. The idea was forming of having someone on the train to explain the surroundings that the passengers were viewing and tell of the history of the railroad. Since then the amount of information that a passenger can gain from the docent on board has increased significantly. Not only does the docent have the history of the railroad available but the geology of the mountainous region we pass through and its origins along with the plant and wildlife.

Surveys as well as comments from the general public who have ridden the train reveal that the docent on board makes a big difference from other tourist rail experiences they have had. From just six docents in 1998, the roster of docents has grown to forty members at the end of the 2008 season. The number of docents assigned is a maximum of two per train.

Docents are already lining up to take the five day training course this August. Ten people have indicated a desire to serve on the docent team. Once accepted they can indicate their availability on a web calendar and then once in Chama the on site coordinator makes the daily assignments. For the past eight years the on site coordinator has been Chuck Heroneme. The program has grown under his watchful eye and the program wouldn’t be where it is today if not for his dedication.

During the 2008 season the docents covered every regularly scheduled train that operated and also were present on the Cinder Bear Express Trains helping to answer questions and assist with the children. They also volunteered to cover the Sunday Express Trains. This is summed up with the following statistics: 298 regular trains plus eleven specials were covered by 36 docents. That totals 4,760 hours for the regular trains and 55 hours for the specials. Administrative hours put in by Bob Ross and Bob Hey totaled 1,256 for a grand total of 6,071 hours of service. The experiences ...... Priceless.

Due to health concerns, Chuck Heroneme had to step down as docent coordinator during the 2008 season. Here he is seen last October at his home in Abilene, Kansas. Jim McKeel (L), one of the early docents in the program, presents, on behalf of Tim Tennant, a Harp Switchstand award for his eight years of dedicated service to the docent program. Congratulations, Chuck! (Jim McKeel)

Docents, continued on page 4
The Challenge Presents Itself

A 6% increase in membership over 2007 signifies a strong recovery from the membership decrease experienced the previous year. This year, the membership is now over 2000 members, which is a significant increase from the previous year.

The news is that the Friends of the Canters scenic railroad are still in operation and are looking for new members.

The Friends of the Canters scenic railroad is an organization that promotes the conservation and preservation of the railroad's infrastructure and history. Their efforts are focused on ensuring that the railroad remains operational for future generations.

The Friends also organize events such as rail tours, educational programs, and volunteer opportunities. These events provide a unique opportunity for people to learn more about the history and significance of the railroad.

For more information about joining the Friends of the Canters scenic railroad, contact them at info@cantersrailroad.org or visit their website at www.cantersrailroad.org.
we see an impact because of the economy? How much might
our ridership figures be impacted as well during 2009? All
valid questions and unfortunately the crystal ball is a tad foggy
at the moment.

Now, I don’t bring this up to create a lot of unnecessary gloom
and doom. God only knows we have enough of that by reading
our morning newspaper or by watching the evening news. No.
I present it because like our train waiting for a green signal,
we are going to get to our destination. There may be some slow orders here in 2009 but we will arrive like the Friends’
train does year in and year out.

Challenges and adversity have a way of making people and or-
ganizations stronger. Overcoming these challenges is what
defines an organization. The Friends have a very passionate
and dedicated membership base. We will get some things ac-
complished and we will attain some goals this year. Will it be
exactly what we had envisioned? We don’t know right now.
What I can tell you is that we will work very hard again this
year and have some fun doing it so that we can help continue
to make the Cumbres & Toltec Scenic Railroad the world re-
nowned historic railroad property that it is.

As you read this, please be thinking of all of our friends within
the Friends. We all face challenges and some change in our
personal lives. You might not see all the faces this summer
that you normally do. If you don’t see someone you usually
do, I’m sure you will see them the following year, but please
think about them and maybe drop them a line. Whatever we
face in the outside world, there isn’t anything that will keep
this organization down. You are the best and will meet any
challenge head on!

As always, thank you for being who you are and for the contin-
ued support you give the Friends and the Cumbres & Toltec.

— Tim Tennant

**Dispatch Deadlines**

To establish a dependable schedule for mailing the C&TS Dispatch, the following deadlines for material
to be received at the Friend’s office will be observed.

**Summer Issue 2009: Mail on August 14**
- Work session A and B reports and photographs must be received by June 19.
- All other material must be received by June 26.

**Fall Issue 2009: Mail on October 16**
- Work session C and D reports and photographs must be received by August 21.
- All other material must be received by August 28.

**Winter Issue 2009: Mail on December 18**
- Work session E and F reports and photographs must be received by October 30.
- All other material must be received by November 6.

**NOTE:** The *Dispatch* wishes to identify photographers whenever possible.
- If a name is not included with a photograph, the photographer is unknown.
### 2008 Docent Report

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<td>Rich Tower</td>
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<td>Jim Ward</td>
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**Bold** indicates new 2008 Docent

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Docents Bob Hey and Mike Faith plan the day’s activities in the early morning on August 10, 2008. (David Lee)

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Docent Nan Clark, standing in the center of the open car, describes Toltec Gorge and the upcoming Garfield Monument as the westbound train exits Rock Tunnel. (David Lee)
Montana Work Sessions

Some of you have probably noticed information here or there about possible work sessions scheduled for August 2009 in Montana. Montana? You mean the “Big Sky” state and home of Glacier National Park? What’s going on here, Ed?

Yes, indeed, there lies an opportunity to go north young man! Well, maybe for some of you it will be south, east or west.

The “Montana Connection,” as we are now calling it, goes like this. Friends’ member John Cole had an interest in restoring the two frameless tank cars donated to the Friends by Charlie Gibson. In the course of considering the restoration, John wanted to build a model of a frameless tank car. He then called Dave Grandt of Grandt Line Models to order a kit.

During the conversation, Cole related the Friends situation vis-à-vis the trucks to Mr. Grandt. Namely, we have trucks for the frameless cars but they are under our narrow frame cars, for which we do not have the historically correct trucks. Mr. Grandt then told Cole that there were a number of correct trucks for narrow frame cars at the Alder Gulch Railroad in Montana.

Armed with this piece of information, Cole then contacted Friends member Roger Breeding who lives in Bozeman.

Roger then set sail for the Alder Gulch in Virginia City to take some photos and here we are!

Working with the Montana Heritage Commission in Helena, the Friends have agreed to volunteer our services on a variety of projects on the Alder Gulch Railroad. We will also impart some of our knowledge and expertise in operations of volunteer programs. The Alder Gulch currently has no such program and they are quite interested in learning how to run work sessions such as we conduct.

In exchange for these efforts, the Montana Heritage Commission will initially loan and ultimately donate to the Cumbres & Toltec up to twelve sets (enough for six cars) of the UTLX tank car trucks we spoke above about.

These sessions are scheduled for August 17-21, 2009 and August 24-28, 2009. If you are interested in attending one of these sessions, please contact the Albuquerque Office or contact Projects Committee Chairman Ed Lawrance at eglval@centurytel.net for more information.

Fundraising
by Bob Ross

Our Mission and Strategic Plan focus efforts on restoring, preserving and interpreting the Cumbres and Toltec Scenic Railroad. Integral to accomplishing our work is the effort to raise supporting funds. To that end we are involved with the Another Century of Narrow Gauge Steam II capital campaign, grant writing, planned giving and now managing the efforts of the newly created Development Coordinator position.

ACNGS II

The campaign was launched in May of 2007 with a goal of raising two million dollars in five years. After less than two years, $1,023,000 in pledges and donations have been received. Our plan was to solicit members and outside contacts. Results have been gratifying. Our member donors account for 63% of funds received, while the remaining 37% has come from individuals and organizations outside the Friends.

Recognizing the current state of the economy, we have extended the campaign for one year. This action gives those who have pledged the option of deferring their commitment for 2009. So far, very few people have done this.

The funds from this campaign are already being put to good use. Spending includes restoration of K-27 locomotive #463 and various historic railcar and structure projects.

A few of our members have reached out to their friends and associates promoting contributions to ACNGS II. If you would like to help, e-mail me at bobross@cumbrestoltec.org and I will forward a sample letter that could be effective in this effort.

Grant Writing

In 2008 the Friends received over $100,000 of grant funding from foundations and organizations. This is due to the hard work of our grant writing group consisting of Nan Clark, Linda Smith and Caroline Tower. What a talented, hard-working team they are!

The funds received are going toward various ongoing projects. Included are Railway Post Office Car #54 restoration, K-27 #463 rebuild, the Antonito car barn construction, preliminary Railroad Visitor Center expenses and the Friends general operating expenses.

Planned Giving

In the past year, we have received several legacy gifts. If you are preparing or modifying your estate planning, please keep the Friends in mind. There are plans which provide for increased income, capital gains avoidance, and reduction of income and estate taxes. Soon you will be able to visit our web site for further details, or you can call our Albuquerque office at (505) 880-1311.
Development Coordinator

The C&TS RR Commission has asked the Friends to assist them in raising needed funds from organizations other than the State Legislatures. To this end, we are hiring an individual to oversee substantial grant writing activities. Fifty percent of the Development Coordinator’s efforts will be directed toward obtaining monies for the railroad and the other fifty percent will be fundraising for Friends’ activities. Expenses for this individual will be shared by the Commission and the Friends. The position will report to and be managed by Tim Tennant. This is a major development that will focus concentrated efforts on soliciting funding for the C & T S RR.

Friends Discount for 2009 C&TS Operating Season

The following is the approved policy for discounts on train tickets for Friends Members and work session participants.

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

A 25% discount will be afforded to members who participate in work sessions. The member must actually participate in a work session and be registered to qualify. Example: If there is a husband and wife who desire to ride and the husband participates in the work session but the wife does not, he receives the 25% discount and she receives a 10% discount if her name is on the membership card. Reservation agents will verify against a master list supplied as to who work session participants are. The 25% discount applies only to coach and tourist seats on regularly scheduled trains and not on parlor car seats or any specials or charter trains.

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

— T. S. Tennant, President & CEO
February 11, 2009

Whistlestop Band

The Whistlestop Band is planning to perform at the Chama Days parade again in 2009. This will be the group’s third year providing music on behalf of the Friends at this local event. Chama Days are scheduled for August 7 – 9, between Friends Work Sessions E & F.

The Whistlestop Band is comprised of Friends who are in Chama whether or not they are participating in the work sessions. The group was started after three or four Friends got to talking about playing in bands at home and what fun it would be to get a group together in Chama. A small band of four was mustered in 2007, which led to a larger group of six in 2008. Not only that, the name Whistlestop Band was adopted.

Yes! The Whistlestop Band is planning to grow even more in 2009 and serenade the Chama Days parade goers. Players who want to join in the fun are encouraged to bring their instrument when they come and play along. All that is asked is to let Jack Warner know in advance so that music can be provided for your instrument.

Feel free to call Jack at 706-374-3200 to let him know your plans. Jack lives in Georgia (Eastern Time Zone) so consider any time change when calling. If you would rather email Jack, his address is jack.pegwarner@ids.net.

Project Purchasing

As we enter 2009, there is a great deal of uncertainty in our nation’s economy. As an organization, the Friends will be monitoring our budget very closely so as to control costs and ensure an adequate revenue stream. For us to do this we will need help from some of you who are involved in purchasing materials for projects. We have a project budget and a system to handle purchases. We would appreciate those who do purchase some work session items to go through the requisition form process. We don’t want any surprises and must ask that “rogue” purchasing is curtailed. Thank you for your assistance in this area.

— T. S. Tennant, President & CEO
Transforming the Track and Roadbed of the Cumbres & Toltec Scenic Railroad

by Dick Cowles

Ever since its initial construction over a century ago the track from Antonito to Chama rested primarily upon a roadbed of dirt, cinders, and whatever fill material was found along the line. As is generally known, this was the prevailing standard for all of the narrow-gauge San Juan Extension of the Denver & Rio Grande Western.

Now all that has changed, and changed dramatically due to the comprehensive program by the Commission of the C&T&S and its Operator, CTSMC, that was initiated in 2006 to upgrade the trackbed to a standard consistent with prevailing practices on standard-gauge, short-line railroads. The job is not yet complete, but there is hardly a stretch of the line that has not been radically improved.

As many Friends know, the ride is far smoother, travel times have been shortened, wear-and-tear on locomotives and rolling stock has been reduced, and train derailments due to track conditions dropped to zero this past season. What is not generally known is that CTSMC is accomplishing all this for no more than half the cost projected in previous studies prepared for the Commission.

This article is a report on what has been done and what is left to do, but first some words about the processes involved.

A Short Primer on Track Rehabilitation

Typically the first task is to widen and contour the roadbed upon which crushed rock ballast will subsequently be spread. This can be especially costly on a mountain railroad such as the C&T&S. Preparing proper roadbed involves building out retaining walls, earth-moving, ditching for drainage (good drainage being essential), and restoring shoulders that have inevitably eroded.

The usual next step is to replace deteriorated ties with new ties (adding tie plates as needed). Often worn rail is replaced at this stage as well. Then crushed rock ballast is dumped atop the track by a slow-moving ballast train, with the amount being a function of how much the track is to be “raised.” Next a ballast regulator (see photo on page 10) spreads the ballast to an even contour.

At this point the task is to work the ballast underneath and between the ties. This is the chief function of the tamper (see photo below) which actually lifts the track, ties and all, and works the ballast into place. Most tampers have a laser lining apparatus extending along the track so that the tamper can “surface and align” the track geometry. As the terms imply, surfacing involves leveling the track, and aligning involves establishing consistent width between rails and consistent direction and curvature (including removing kinks). All this is done for obvious reasons of safety, smoothness, and “rideability” and to lessen wear-and-tear on locomotives and rolling stock.

This process is referred to as “ballast, surface, and align.” Depending on conditions, a given stretch of track may be raised about three inches one, two, and even three times in order to establish proper drainage, stability, and alignment. These additional raises also provide an opportunity to replace more ties. The accompanying map shows the status of all of these processes across the length of the railroad at this time.

Prior Developments

Back in March 1995 the engineering department of Kyle Railways, then the Operator of the C&T&S, submitted a “Track Rehabilitation Study” to the Commission that laid out a $15.2 million program to bring the C&T&S up to “the current standard on most railroads,” including retaining walls; shoulder and

Tamper pushing laser alignment equipment. (Richard Tower)

(See Track Work on page 10)
Map showing lines of transportation between

Antonito, Colorado and Chama, New Mexico

including the

CUMBRES & TOLTEC SCENIC RAILROAD, STATE HIGHWAY 17,
and the abandoned

PARK VIEW and FT. GARLAND TOLL ROAD.

by

Doris B. Osterwald
(Track Work, Continued)

roadbed work; tie replacement; ballasting, surfacing, and aligning the length of the railroad; and considerable additions of track maintenance equipment. Much of what has been done since then follows many of Kyle’s recommendations (but certain items, such as an estimated $4.7 million for 85-90 pound rail, proved unnecessary).

The Kyle estimates far exceeded the railroad’s funding capabilities at the time, but by 2000 the Commission succeeded in obtaining an $800,000 grant from the Federal Economic Development Administration, which was then followed by a second grant of $800,000. Together with matching funds from the two states, the C&TS was able to devote approximately $2 million to track rehabilitation. However, the Federal Railroad Administration made clear that its main concerns were the suspect strata at Martinez Point, the need for retaining walls and basic sub-roadbed widening and rehabilitation at various points along the line (such as along Toltec Canyon and around Windy Point), and unstable geologic conditions at Mud Tunnel. As a consequence most of the $2 million went to addressing these “structural” prerequisites, but these projects did set the scene for what was to follow in 2006.

**Record-Setting Crosstie Replacements**

Traditionally, the Operator’s contract with the Commission called for replacing 2,500 ties per year. This requirement was within the capability of a manual track maintenance crew, but meant that, with about 204,000 ties over 63 miles of main line, at least eighty-one years would have to elapse before every tie was replaced.

Since the average life of a tie is fifty years, doing 2,500 ties a year has always fallen well short of the necessary replacement rate. As a consequence, the 1995 Kyle study concluded that 10% of the ties needed replacing and another 20% were in “marginal condition.” However, the rate of tie replacement did not increase until 2000-2002 when about 5,500 extra ties were installed under the two US-EDA trackwork grants.

By way of contrast, within the past three years CTSMC track crews have replaced over 30,000 ties progressing over the entire length of the line in a “1” Pass” (see map), and 14 of those miles have had additional passes in order to complete certain critical sections. CTSMC estimates that another 20,000 ties ought to be replaced in order to complete the job. Put another way, CTSMC has now replaced about 14% of all the mainline ties and has another 9% to go. This is an impressive accomplishment by any measure, but keep in mind that these 50,000 ties merely correct for thirty-five years of insufficient maintenance.

What is most noteworthy is the cost-effectiveness of the tie replacement program. Back in June 2006 the Commission received a trackwork study from Unit Design of Denver that estimated tie replacement costs at $83.75 each. By way of contrast CTSMC’s costs have been running $57.70 per installed tie. Much of this difference is due to a program of buying virtually new standard gauge ties from Class I railroads that are converting to concrete ties, but a great deal of credit also goes to the productivity of the railroad’s trackwork crews. At 30,000 installed ties, that’s a “savings” of three-quarters of a million dollars over the previous estimate.

**Ballast, Surface, and Align**

Over the past three years CTSMC trackwork crews have been able to ballast, surface, and align 52 miles of the line.
an extraordinary accomplishment considering that so much of the work has to be done during the operating season. Furthermore, several stretches have received two, even three raises. Right now only eleven miles have not yet had an initial “raise.” Once this is done, the next steps will be an additional raise over the length of the line (involving additional tie replacements, another “ballast, surface and align” pass, and installation of rail anchors). A third raise may be necessary in some stretches.

This transformation of the trackage of the C&TS would not be possible without productive use of the modern, mechanized equipment that the railroad has purchased and modified for use on narrow-gauge track, and the skills that the local trackwork crews have acquired over the past several years in the use of this equipment. There are times when as many as three crews are at work on various stretches of the line. One of the more impressive sights is to see the ballast regulator crew leading the way contouring the ballast, followed by the crew of the tamper with the laser lining extension that raises, lines, and lifts every other tie (see photo), and followed in turn by the second tamper crew tamping the other ties (followed later by a final pass of the ballast regulator). In this fashion the crews have been able to raise up to a full half-mile on a good day (more than double their best days back in 2006).

These raises have required enormous amounts of crushed rock ballast, with nearly 46,000 tons already distributed to the roadbed over the past three years (as shown in green or blue on the map). To ballast, surface, and align the remaining “unballasted” eleven miles of the line, approximately 15,000 more tons of ballast should be sufficient (thus turning the length of the line on the map to solid green). This means that 61,000 tons of ballast will have been required for an initial raise of the mainline, including some additional raises along stretches that clearly required attention. Looking further ahead, an additional raise over the length of the line, plus an initial raise of sidings and yards would likely require another 70,000 tons or so.

Other Noteworthy Improvements

As part of the efforts to correct track geometry a total of 81 track kinks have been removed (including Kyle’s kink and the kink at Martinez Point) through a process of cutting excess rail, then aligning the track, and then proceeding with the raise.

Osier loop is at last operational as a result of relocating the guard rails of both switches to their correct position, thus removing the derail problems at those points. Furthermore, Antonio loop and Lava loop had ties replaced and the tracks ballasted, surfaced, and aligned.

Sidings and yard trackage rehabilitated. At Cumbres, ties for the yard tracks and run-around tracks have been replaced and the wye tail extended in order to accommodate 7-8 cars. Ties were also replaced at Sublette siding, Toltec siding, Los Pinos siding, Lobato siding, and several key tracks in the Chama yard.

Some Cost Comparisons

Over the past twenty-five years the Commission has received three comprehensive track rehabilitation studies: The Kyle study in June 1995 calling for expenditures totaling $20.9 million; the Centennial Engineering study in October 2003 carrying a price tag of $23.0 million; and the Unit Design study in June 2006 which came in at $18.2 million (all three figures are in constant 2008 dollars). As one might expect, estimates of this magnitude had a chilling effect, especially when presented to those responsible for appropriating funding for the railroad.

While there are similarities and differences among these plans they all share the same implicit instruction—“don’t worry about where the money will come from, just tell us what ought to be done, free from constraints.” This has not been the approach of the current Commission and CTSMC which collectively have applied sound, cost-effective, business practices to the railroad’s operations. As a consequence, over the past three years the railroad has spent just under $4 million to accomplish a majority of the tasks necessary to bring the C&TS up to “the current standard on most railroads.”

As already mentioned, there is still much to be done. In a report this past fall to the NM legislature the railroad estimated that approximately two more years of heavy work remain, including an additional 20,000 tie replacements, a second and sometimes third ballasting “raise,” bridge repairs, and bank widening. Estimated costs for this work are not yet available, but, based upon the work done thus far, the bill for the complete track rehabilitation project is likely to be no more than half the cost projected by the previous three studies.

Given today’s difficult national economic times, estimating just when sufficient funding will become available from the two states and the federal government to complete transforming the trackage of the C&TS is problematic at this time. Needless to say, appropriations requests for fiscal 2010 have been submitted by the Commission to the legislatures of both states as is customary each year. Furthermore, there is no question that detailed project plans are in place, experienced trackwork crews are standing by, and CTSMC and the Commission are ready to proceed with the program to completion.
CONTRIBUTORS - 2008

Abeyta, Nick & Sandra
Albert, Bill and Reis, Janet
Altschul, John L
American Express Gift Matching
Anderson, David E
Anderson, Ken & Becky
Armstrong, J. B
Arnold, Eric A
Arriba Concrete & Construction
Asbell, Clyde & Alma
Ashby, George
Austin, Steve & Jan
Baese, Kermit
Bailey, George & Barbara
Baldwin, Robert R
Barney, Philip & Lyon, Laurel
Barraza, Rey
Beasley, D.C.
Beasley, Joseph & Heidi
Beier, Leon
Bennett, Richard M (Dick)
Berger, Terence & Gina
Bergmann, J Stephen & Nancy
Bernat, Andrew
Berne, Kenneth
Betallico, Spero
Bier, Edward
Boeing Gift Matching Program
Boggs, Matt
Boggs, Barry & Janet
Boltz, Robert C
Bond, John
Boughton, Gary
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Brotzman, Robert
Brown, Robert E CO
Brownlee, George
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Brunner, Tom
Bryan, Peter
Burdick, Duncan & Judy
Caldwell, Thomas
Cardin, Marianne
Cardin, Tom & Mary
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Casford, Kenneth
Casillas, Amarante
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Chama Trails Inn Motel
Chama Wireless LLC
Chevron Matching Gift Program
Clark, Earl & Esther
Clark, Les & Nan
Claypool, R H Jr
Clydes, Steven
Cochrane Jr, Gordon Q
Cohen & Family, Wayne
Cole, Allan
Coleman, Jerry & Rita
Community Banks of Colorado
Cope, Vic
Corey, Kip & Terrie
(Cumbres Suites)

Cowles, Richard
Crail, Charles & Jean
Crain, Oliver & Wanda
Craine, Bob & Debbie
Crawford, Rolland M
Cullinan, David
Dahm, Lewis & Mary Anna
Dancing Wolf Mountain Home & Boutique
Daniels, Ralph
Davenport, James
Davenport, Paul
Day, Robert
DeChant, Edward & Nancy
Ditzler, John
Dreman, John
Dresdon, Jeanette E
Duhe, John & Alice
Duncan, Walter & Mary Ruth
Dunn, Richard & Hedy
Duplire, Barry & Janice
Eades, Glenn & Bertha
Earle, Jim
Edwards, Nick (James)
Ekerenkotter, Tom
EMJ
Erickson, Richard
Evans Jr, Charles & Dorothy
Evans, Hiram
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ExxonMobil Foundation Retiree
Faith, Mike
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Fidel, Mr & Mrs Joseph
Fidelity Charitable Gift Fund
Fina’s Diner
Fisher, James R
Flint, Harlan & Christine
Florup, Norm
Forbes, Blake
Fowler, Hugh & Shirley
Fox, John & Lorna (CO)
Frade, Timothy
Francis, William
Franklin, Jerry
Franzum III, Charles
Fredrickson, Ron
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Fritz, Brian
Fults, William
Furner, Dr Robert
Garrison, C E Butch & Mary Dell
Gartner, Bill
Gay, Timothy
GE Foundation
Gerard, Paul & Sandra
Gerth, Neil
Getchell Family, John
G-Force Choppers
Gibson, Lawrence & Nancy
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Gonzales, Martin H & Mary M
Gordon, Geoffrey & Nancy
Gotthelf, Robert & Judy
Graham, Don & Jan
Grant Jr, Norman
Hackmeyer, Andrew & Michele
Haddix, Robert W
Halaska, Chuck
Hall, Glenn & Carla
Hamblin, Jim
Hansen, Don
Hanson, Steve
Harmon, Gene
Harper, Joel
Hartigan, Joseph & Barbara
Hastings, Bill & Shawn
Hastings, Cheryl Manson
Haynes, Stephen
Hayworth, Ivan W
Heiermann, Jack
Heldusser, John M & Kathleen
Hendricks, Mario
Henke, Charlie & Luanne
Herbert, Donald E
Heroemme, Chuck & Sandy
Herron, James Lynne & Jamie
Heuer, Cas & Sallie Dinning
Hey, Robert W & Carol M
Higgins, Richard A
Hills, Don
Hiscox, Tom & Carol
Hixson, Charles Curtis & Genie
Hoffman, Jim & Judy
Hogan, Roger & Barbara
Howell, Richard & Lyda
Hubbard Trust, John E
Huele, David
Jackson, Randy
Jacobs, Bill & Jane
Jarrett, Les
Joerg, Charles & Debra
Johnson, Lawrence & Susan
Johnston, Chetan M (The High Country)
Jones, William
Jorgensen, Stephen A
Kammerer, Laura A
Keene, Bob
Kelley, James A
Kent, Arthur A & Harris, Nancy
Kubitschke, S A
Kindig, Edwin F & Patricia A
King, John R III
Kinnin, Bart & Diane
Kisinger, Rick
Kling, Jon
Klopper, Jerry & Rosie
Koenig, Bill
Kolmos, John
Korth, Richard
Krause, Robert E
Krause, Steve & Gwynlyn
Kuehn, Jason
Kuhn, Steven E
Kukuk, Ken
Kumler, Craig & Robin
Kuster, Donald I
Kutta, Paul
Kyser, James
KZRM Radio/Minnott & Mazza
LaChey, Marc
Lamb, Don Q
Lane, Richard & Gina
Leaman, Carl
Lee, David & Jean
Lindele, C Gerald
Lock, William & Judy
Love, Elizabeth
Lowrance, Ed & Valley
Luedde, John
MacCormack, Donald
Mahoney, Mike
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Martin Jr, James/Priestley, Charlotte
Martin, Keith
Martin, William
Martinez, Cindy C
Mastercard Matching Gift
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Mattson, George & Louise
Mayer, Edward
McArthur, David & Beverly
McClore, James
McCord, Casey
McCune Charitable Foundation
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McDonald, Larry
McDonald, Philip
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McGlothren, John & Kim
McLwaine, Blaine
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McMullen, Craig & Maggie
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Meaders, Don & Michelle
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Merucci, Mr Andrea
Metzler, Donald & Mary
Microsoft Giving Campaign
Midyette, Jason
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Mitchell, John
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Moore, Joe
Moore, Tim J
Morris, Hank
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Mundis, Robert & Ann
Munson, Warren
Neal, Lloyd
Neet, Rick
Neighbor, James G
Nelson, Michael J
Neuscheler, Roger & Sarah
Nichols, Arthur
Norcross, John, Julie & Drew
Norcross, Ted
Norris, John B
Nuno, Alice (Foster’s 1881 Hotel)
Osetek, Daniel
Oster Kitchen Company
Owens, R H
Palmer, E MacDougall "Mac"
Pam Alcorn Insurance Agency
CONTRIBUTORS - 2008, Continued

Patrick, Betty B (Local Color Gallery)
Patterson, Russell & Marj
Peck, Ronald
Peel, Bari & Carla (Mountaineer Shop)
Pennick, Richard E
Perce, David
Peterman, Tom
Petrick, Thomas W
Pietzonka, Michael
Platt, James P
Pool, John S
Porco, John
Price, Jim
Pyle, Tom
Pyzel, Daniel
Quinn, Patrick J
Richardson, W Jim
Rasmussen, Olaf
Rathbun, Paul & Betty
Rauch, Gary
Rausin, Anthony
RE/MAX Great Mountain Properties, LLC
Read Jr, Ben
Reib, Bob & Jeanne
Richardson, W Jim
Riffe, Robert & Diane
Ringgenberg, Craig
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Robbins, Dan & Becky
Roberts, Don & Sally
Robertson, Kevin & Jennifer
Robins Construction
Rockford, Michael
Romagnoli, Robert J
Root, Chris & Katharina
Rosenthal, Scott & Sonya
Rosevear, Al
Ross, Bob & Holly
Rotary Club of Chama Valley
Rous, Robert J
Rowan Jr, James
Rudolph, Carl
Ruh, Estate of Albert
Samuels, Jay & Linda
Sanderson, John
Sandmeyer, Douglas E
Sayes, Robert Stewart
Schacht, Paul
Schaik, James & Helen
Schechter, Samuel & LaFargue, Gabrielle
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Schisler, John G - Maryland
Schmitt, Ron & Yvonne
Schoff, Clifford & Joan
Schultz, John
Schwab, Jeffrey
Selle, Robert
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Sherwin Williams
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McDonagh, Joyce
Smith, Calvert
Smith, DJ Hoss & Debbie
Smith, Francis Hugh
Smith, Jeff L
Smith, Marshall & Mary Jane
Smith, Mike (John & Cheryl)
Smith, Theodore & Linda
Soltzer, Donald
Spencer, Kenneth
Sperry, Russell
St Clair, Ed & Annetta
Stampfer, Keith & Claire
Stemler, Richard
Steresky, Dennis S
Story, Craig
Stover, Scott & Karen
Strathearn, Bill & Kathryn
Stringer, Bill
Strong, William B-Comp
Stuebben, Gary
Sutkus, John & Susan
Swift, Mr & Mrs Douglas
Tennant, Tim & Judy
Ter Maat, Bob
The Greater Cincinnati Foundation
Thomas, Robert L
Thompson, Michael & Janice
Tong, Rolando M.
Tower, Caroline
Tower, Richard
Trautmank, Richard
Trever, George
Tuckey, Bert & Leigh
Union Pacific Foundation for Effective Gov
United Way of Northern NM
Unzelman, Dick
Valerius, Mark & Bev
Van Vuren, Dirk
Vane, Ronald
Vidosic, Capt & Mrs R P
Vigil Family, Ernest
Waldele, Robert
Walker, Mike & Sigi
Walker, Mike
War, Jim & Shirley
Warner, Jack & Peggy
Watkins, TA & Evans, DM
Webb, Allen
Wells, Paul & Bonnie
Werner, George C
West, Suzanne
White, Richard Alan
White, Rick & Monterey
Widdifield, Noel
Wiedman, Jack
Williams, Deborah H
Williams, Dwane K
Wilson, Brooks & Colleen
Wilson, Hugh
Wilson, Spencer
Wingo, Turner & Sherry
Wissler, Michael
Woolsey, Terry & Anne
Worsham, Patrick & Libby
Wright, John
Yockey, Frank & Joanne
Carl Turner Memorial:
Engine 463
Assoc of Missouri Elec Coop
Carpenter, Richard
Colorado Rural Electric Assoc
Comeau, Maldegem, Templetton ...
Kimball, Tracey
Norvell, David L
Walter, David L (Walter Fam Law)
Malnar, Steve
Schmitz, Leo & Maria T
Springer, Fred M & Dale Marie
Wingo, Turner & Sherry

Donations
American Fidelity Corporation
Atkins, Michael
Becker, Brenda
Bettalico, Spero
Camp, Nancy
Candelaria Fund
Cohn, Jeff
Dowd, Joseph T
ExxonMobil Foundation
Fidelity Charitable Gift Fund
Ford, Eugene T
Franklin, Estate of James
Graham, Stan
Holmes, Stanley W
Holombo, Chris
Jennings, Mark & Theresa
Joesten, Glenn B
Kraft Foods Matching Gifts
Krause, Robert E
Kuhns, Amanda Kaye
Kuhns, Fred & Mary Kay
Martindell, Belinda
Mastercard Matching Gift
Matt, Dieter A
McCormick, Kevin
Meade Roger & Jo
Mieser, Ross & Mary
Nelson, Linda G
Pridie, David
Tebo, Dennis
Texas Instruments Foundation
TRA Environmental
Wachovia Foundation
Warner, Genny
Wasburn, William T
Weiss, Richard & Evelyn
Whitney, Charles A
Woolsey, Terry & Anne

Restricted Donations
Andres, Kathleen
Balch, Peter & Liz
Bell, Thomas J & Kouris
Buchheim, John
Candelaria Fund
Clark, Les & Nan
Colorado Rural Electric Assoc.
 Eaton, Mr & Mrs Jerry
Irvin, Charles & Linda
Johnson, Kay Peters
Lock, William & Judy
Selbe, Dr Jane W
Smith, Theodore & Linda
Sporseen, John
Springer, Fred M & Dale Marie
Straus, Kim
Tully, Mona
Vos, Dave & Diane
White, Jim & Nancy

Endowment Fund
Hindman, Thomas

GRANTS RECEIVED
Amherst Railway Society Inc
ExxonMobil Foundation Retiree
Ludwick Family Foundation

In-Kind
Atkins, Michael
Bailey, Bill B
Brugger, Ed
Glover, Vernon J
Goin, Robert
LaChey, Marc
Lanaville, Rod-gift
McGee, Jim & Sharon
McMullen, Craig & Maggie
Meils, Charla (Shan)
Mountain View Tours
Robbins, Dan & Becky
Ryerson, Daniel
Sanchez, Miguel
Severns, Bill & Diane
Simco, Thomas J & Hilde
Waste Management

LIBRARY: Dorman Collection
Baese, Kermit
Barnett, Charles
Beasley, Joseph & Heidi
Benedict, G W (Gary)
Bischoff, Fred
Bond, John
Boughton, Gary
Cobb, Daniel
Cohen & Family, Wayne
Cook, W George
Coombs, Kenneth F
Courneya, Robert C
DeGolyer Ili, Everett
Dresdow, Jeannette E
Fox, John & Lorna (CO)
Frade, Timothy
Fritsche Jr, James
Fritz, Brian
Gibson, Lawrence & Nancy
Glover, Vernon J
Hackmeyer, Andrew & Michele
Hall, Glenn & Carla
Harper, Joel
Hertz, Jay
Incendio, Charles & Susan

(Continued on page 14)
CONTRIBUTORS - 2008, Continued

Jacobson, Carl & Langdon, Danni
Kelly, Ian & Susan
Kilday, Richard
Klopfner, Jerry & Rosie
Korth, Richard
Kozma, Richard & Gwyn
Landry, Michael & Barbara
LeClercq, George & Jeanne
Lewis, Willard & Kay
Link, Wayne
Love, Elizabeth
Marchon, Marcel
McDonald, Floyd J
McDonald, Philip
Mckenzie, Jerry B
Merchant, Donald
Midyette, Jason
Moence, Robert
Mulligan, Michael
Parolisi, James W
Peartree, Charles
Petrick, Thomas W
Pfanner, Wesley
Platt, James P
Pool, John S
Pyle, Tom
Rauch, Gary
Ringenberg, Craig
Roberts, Don & Sally
Robertson, Kevin & Jennifer
Romagnoli, Robert J
Ryerson, Daniel
Sandberg, Gary R
Schacht, Paul
Schleef, Doug
Seiber, Samuel B
Severance, Richard
Severn, Bill & Diane
Sherratt, Tom
Skinner, Mike & Bobbi
Smith, Dr William O T
St Clair, Ed & Annetta
Swain, George & Margaret
Thwaites, Leland
Titsworth, Jim
Ullmann, CE
Ullmer Jr, Dr David C
Unzelman, Dick
Urquhart, William D & Nancy
Van Hoosear, Allen & Karen
Vane, Ronald
Warren, Phil
Weaver Family
Williams, Dr Edward
Winters Sr, Lynn K

Mackey Grant
Mackey, Malcom

Tully Memorial
Anderson, Ginny
Bailey, Bill B
Bailey, Gene E

Bailey, Joe M
Berkstresser, George & Alta
Bettalico, Spero
Black, Stan & Betsy
Bloom, Bruce
Bunce, Ernest
Clark, Les & Nan
Claypool, R H Jr
Craine, Bob & Debbie
Crist, Raymond & Sharon
Dahn, Lewis & Mary Anna
Dress, In Memory of Al
Duncan, Walter & Mary Ruth
Dunn, Richard & Heddy
Dunn, Robert J
Feldman, Bill & Margrete
Fidel, Mr & Mrs Joseph
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Franzmann, Charles
Frazier, Todd & Sharon
Gonzales, Martin H & Mary M
Hall, Glenn & Carla
Horak, Ruth C
Kimberly, Mike & Kay
Lira, Ron
Lowrance, Ed & Valley
Mackey, Bill & Carol
Mattson, George & Louise
McGee, Jim & Sharon
McGugnagle, Dan
McMullen, Craig & Maggie
McNamara, Charles
Metzler, Donald & Mary
Milhein Jr, Dr Irvine
Miller, Phil
Moody, Nita
Nichols, Arthur
Norcross, Ted
Padden, James
Palmer, E Macdougall "Mac"
Patterson, Russell & Marj
Potts, Frank & Barbara
Reese Family, Jack
Reichert, James M & Sarah A
Ringer, Warren
Robbins, Dan & Becky
Root, Katharina
Sandfort, Wayne & Virginia
Sands, David & Joanie & DJ
Schisler, John G - Maryland
Schultz, John
Selle, Robert
Shostrom, Keith & Joyce
Simco, Thomas J & Hilde
Smith, Donald G (CO)
Smith, Marshall & Mary Jane
Smith, Richard M
Smith, Theodore & Linda
Sterosky, Dennis S
Storm, Don & Dolores
Stuska, Russell & Sarah
Swope, Harold & Marjorie
Tennent, Tim & Judy

Tully, Mona
Wander, Cletus & Loretta
Woolsey, Terry & Anne

Year End Appeal
Candelaria Fund
Beasley, Joseph & Heidi
Boltz, Robert C
Bower, Richard
Boyd, William B
Brendel, Bob
Cohn, Jeff
Craine, Bob & Debbie
Davenport, Paul
Dufeny, Max L Jr
Dziama, Frank R
Hayworth, Ian W
Hebert, Drubby
Holsworth, David
Jones, Larry & Donnah
Juncker, Leonard
Keene, Bob

Kent, Arthur A & Harris, Nancy
Love, Elizabeth
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Martin Jr, James/Priestley, Charlotte
Maye, Edward
Picken, Andrew & Aimee Kreston
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Rathbun, Paul & Betty
Ross, Bob & Holly
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Sage, Harry
Schmidt, Robert & Donna
Shanton, Elwood
Sperling, Dave
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Vairaci Jr, Martin
Wartinbee, Ron

HEY, FOLLOW ME!!

THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RR.
ARE HAVING A CLOTHING DRIVE!!
LET'S LOOK AROUND FOR SOME GENTLY USED KIDS JACkETS, CAPS, MITTENS, AND SCARVES.
WE can help the children of Chama, New Mexico, and Antonio, Colorado, by donating gently used winter jackets, caps, mittens and scarves. All items should be clean and marked for size. Donations will be accepted during work sessions at the docent office on the freight deck of the depot.
ATTENTION RAIL ENTHUSIASTS AND FRIENDS

Our WISH LIST includes items that you or your acquaintances may have and might be available as a donation for one of our restoration or interpretive projects. Donation letters will be provided as an acknowledgement of your participation in the projects, and for your benefit in tax matters. Please contact Tim Tennant, 505-880-1311, e-mail at timtennant@cumbrestoltec.org, to discuss potential donations before bringing items to the railroad. The following are not all-inclusive lists. You may have or know about items that should or could be used for these projects.

The Interior of RPO Car 54
- Lamp brackets
- Pre-1950 leather and/or canvas mailbag
- Railroad type and smaller mail bag locks

Cook Car 053
- RR type kerosene lamp, esp. a double type
- Wall mounted lamp bracket
- Old ornate exterior door hinges 3 ½ to 5 inches
- Sears or Wards Catalog, 1951 to 1958
- Cigarette papers, chewing tobacco labels
- Unusual coffee mugs
- Enamel ware
- Metal or porcelain covered buckets, wash basin
- Potato, flower, corn meal, onion and other cloth sacks

Cumbres Section House Kitchen
Most of the same things listed for the cook car, but even older items, from the 20’s and 30’s especially. Aprons, hot pads, towels, salt and pepper shakers, sugar bowl and creamer, vinegar, tooth pick holder, milk pitcher, canning jars, older ones with the rubber seals, Dutch oven with lid, more water buckets, and wash pans. Almost everyone knows what went into the 1920-1940’s kitchen. If you were not around, your parents were. An old table and a few oak chairs would be fine.

Big Items of the Day
We have a pressing need for a fuel efficient late model 3/4 ton, or larger, truck and heavy duty trailer - deck at least 22' rated at 12,000 pounds or better. We also need one small box (enclosed) trailer and one box trailer with headroom of at least 6'6" which we can use as a remote "Tool Box". Additionally, there is need for a backhoe that can be used with the 3 point hitch on the Friend's Kubota L 3350, 4 wheel drive 40 horsepower tractor. We could put some funds into purchases at the right price.

Locomotive 463 was moved from Antonito, where it had been stored the past several years, to Chama late last fall. In February work was beginning on the rebuilding. The Friends organization has contributed some of the funds for the rebuilding.

(R Hogan)
Schedule of Friends' Events

2009 Volunteer Work Sessions
May 18-22, Session A
May 25-29, Session B
June 15-19, Session C
June 22-26, Session D
August 3-7, Session E
August 10-14, Session F

Railroad Opening Day
May 23, 2009

Annual Meeting and Annual Board of Directors' Meeting
June 19-20, 2009

Colorado Banquet and Fall Board of Directors' Meeting
October 23-24, 2009

Friends of the Cumbres & Toltec Scenic Railroad, Inc.
6005 Osuna Road NE
Albuquerque, New Mexico 87109

RETURN SERVICE REQUESTED