



C&TS Dispatch

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SPRING 2009

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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

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The Friends is the official museum arm for the Cumbres & Toltec Scenic Railroad, a 64-mile-long operating railroad and museum of railroad history and technology between Antonito, Colorado, and Chama, New Mexico. The railroad is owned by Colorado and New Mexico. As the museum arm, the Friends is dedicated to the preservation and interpretation of the railroad. The Friends is an Affiliate Member of ARMI (Association of Railway Museums) and a Member of TRAIN (Tourist Railway Association).

Family membership in the Friends is \$30.00 per year; outside the USA membership is \$40.00. All contributions are fully tax deductible and will be gratefully accepted. Please write us in Albuquerque or call us at (505) 880-1311 for information about the Friends. The Cumbres & Toltec Scenic Railroad is both a National and a State Registered Historic Site.



Denver & Rio Grande Railway—1880 to 1886
Denver & Rio Grande Railroad—1886 to 1921
Denver & Rio Grande Western Railroad—1921 to 1970
Cumbres & Toltec Scenic Railroad—1970 to 2009
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PRESIDENT'S COLUMN



The Challenge Presents Itself

As I pen this column, 2009 is in its infant stage and many of us in this nation and around the world would like to forget 2008 or at the least the last six months of the year. The global economy struggled with many of us having nest eggs that diminished in value, not to mention the growing unemployment figures.

As I have reported to our membership on numerous occasions, the Friends and the Cumbres & Toltec had a very good year in spite of rising fuel costs during the first six months of 2008 and the softening economy. Once again our membership and the loyal employees of the C&TS deserve a real pat on the back for a job well done.

The good news is that 2008 is behind us. The uncertain news is that we are starting 2009 straight in the face and we are not quite sure what it will bring for the Friends or the Cumbres & Toltec. Given current economic conditions, people are cutting back as was evident by a very weak holiday shopping season in the retail sector and leisure travel was down as well.

Thanks to all of you, the Friends ended 2008 with an actual increase in the number of members we have, and our membership dues income remained essentially where we were at the end of 2007. The Cumbres & Toltec as you remember posted a 3.6% increase in ridership over 2007 figures. Certainly good news on the home front!

But here we are in 2009 and, yes, the challenge is indeed ahead of us. I almost feel like we are headed down the track at a restricted speed with a yellow caution signal starting us down. Will we get a green signal or a red stop signal? There is no doubt in my mind that we will receive the green signal to proceed but is it at the posted timetable speed or might we have some slow orders down the track?

As work sessions approach in a few months, we will get a much better idea of attendance numbers. Will it be status quo or will

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 organizations stronger. Overcoming these challenges is what defines an organization. The Friends have a very passionate and dedicated membership base. We will get some things accomplished 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 renowned 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 continued 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

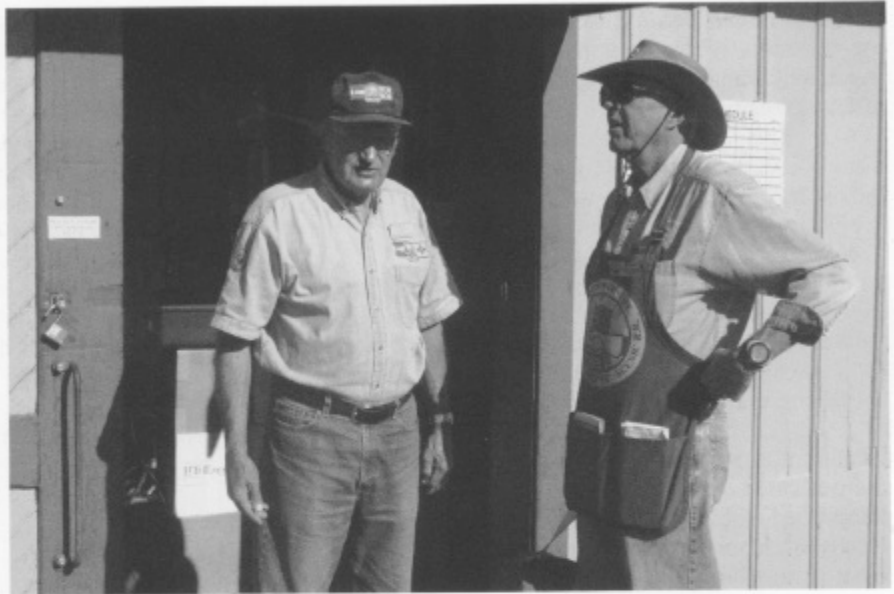
Work session E and F reports and photographs must be received by October 30.
All other material must be received by November 6.

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

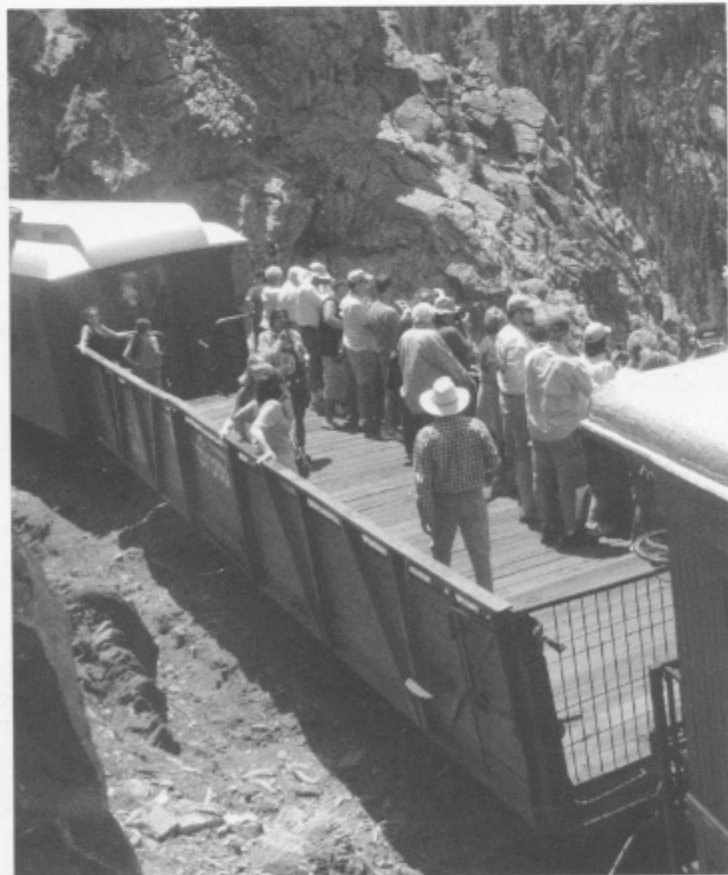
2008 Docent Report

Name	# of Trips
Jim Aust	5
Bob Brendle	2
Carol Bush	6
Nan Clark	19
Billy Crider	37
Ray Crist	6
Mike Faith	29
Tom Farmer	2
Rex Fockler	20
Glenn Ford	3
Butch Garrison	10
Hilton Hagan	8
Chuck Halaska	12
Frank Hart	32
Bob Hey	23
Bonsall Johnson	17
Bob Klenner	10
Bryan Laue	9
Laura Lusk	7
Robert McDonald	3
Jim McKeel	15
Phil Miller	6
Hank Morris	1
Mike Morse	4
Jim Mount	10
Rich Muth	31
Jim Neighbor	8
Ed Neubaum	12
John Porco	2
Bob Ross	41
Don Schneider	10
Nancy Schneider	10
Tom Sadd	16
Rich Tower	5
Jim Ward	15
Frank Yockey	9

Bold indicates new 2008 Docent



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



Docent Nan Clark, standing in the center of the open car, describes Toltec Gorge and the upcoming Garfield Monument as the west-bound 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 about above.

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 Lowrance 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 e-mail Jack, his address is jack_pegwarner@tds.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&TS 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.



Tamper pushing laser alignment equipment. (Richard Tower)

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&TS. 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.

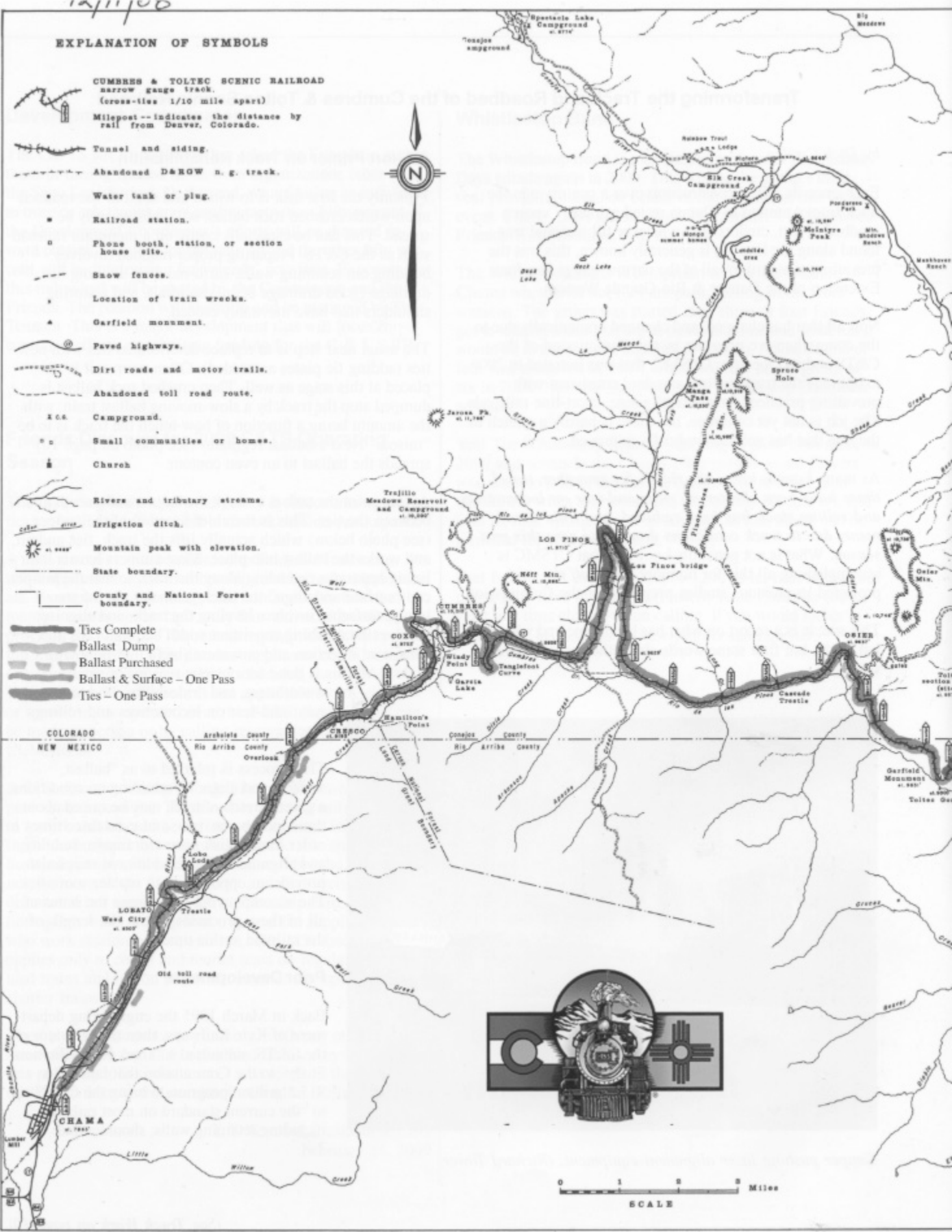
Prior Developments

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

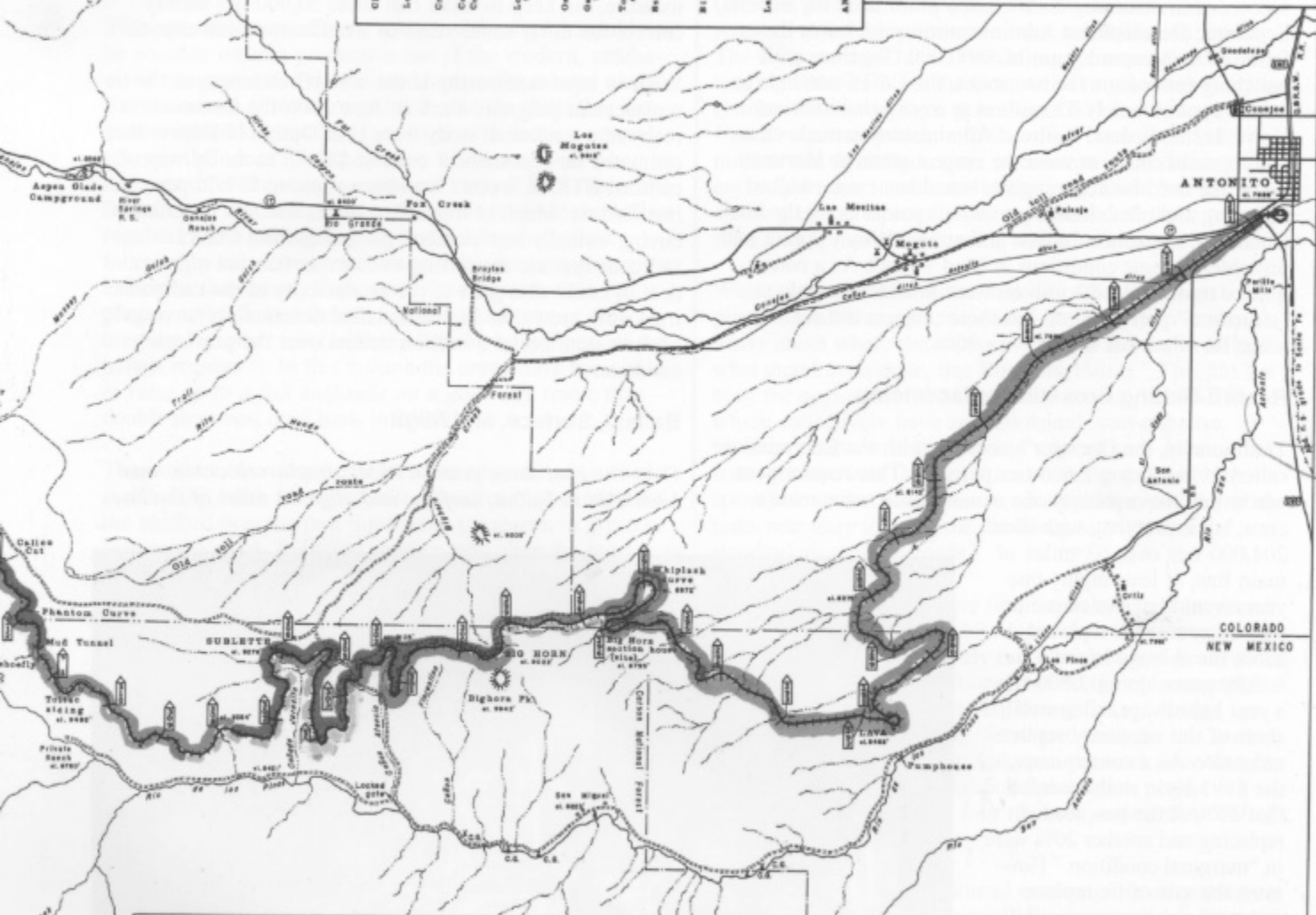
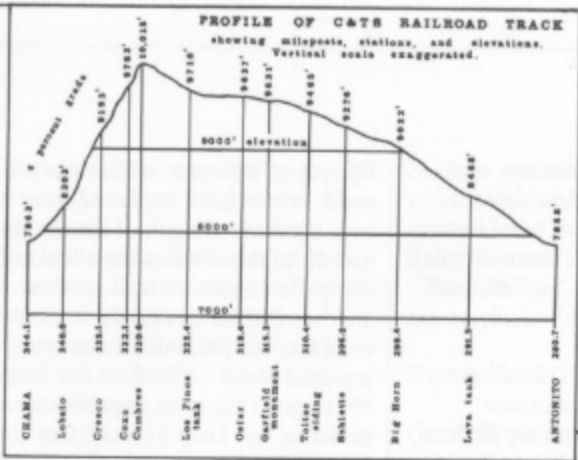
(See *Track Work* on page 10)

12/11/00
EXPLANATION OF SYMBOLS

-  **CUMBERN & TOLTEC SCENIC RAILROAD**
narrow gauge track.
(cross-ties 1/10 mile apart)
-  Milepost -- indicates the distance by rail from Denver, Colorado.
-  Tunnel and siding.
-  Abandoned D&R.O.W. n.g. track.
-  Water tank or plug.
-  Railroad station.
-  Phone booth, station, or section house site.
-  Snow fences.
-  Location of train wrecks.
-  Garfield monument.
-  Paved highways.
-  Dirt roads and motor trails.
-  Abandoned toll road route.
-  Campground.
-  Small communities or homes.
-  Church
-  Rivers and tributary streams.
-  Irrigation ditch.
-  Mountain peak with elevation.
-  State boundary.
-  County and National Forest boundary.
-  Ties Complete
-  Ballast Dump
-  Ballast Purchased
-  Ballast & Surface - One Pass
-  Ties - One Pass



0 1 2 3 4 Miles
SCALE



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

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(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.

*Ballast regulator.
(Richard Tower)*



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-some 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, Antonito 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

CAPITAL CAMPAIGNS:ACNGS II

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 Beasley, Joseph & Heidi
 Beler, Leon
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 Bernat, Andrew
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 Bettalico, Spero
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 Boggs, Matt
 Bogs, Barry & Janet
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 Bond, John
 Boughton, Gary
 Boyd, William B
 Boysen, George & April
 Branding Iron Motel
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 Norris, John B
 Nuno, Alice (Foster's 1881 Hotel)
 Osetek, Daniel
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 Palmer, E Macdougall "Mac"
 Pam Alcorn Insurance Agency

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 Sandmeyer, Douglas E
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 Schisler, John G - Maryland
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 Werner, George C
 West, Suzanne
 White, Richard Alan
 White, Rick & Monterey
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 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, Maldegen, Templeton
 Kimball, Tracey
 Norvell, David L
 Walther, David L (Walther Fam Law)
 Malnar, Steve
 Schmitz, Leo & Maria T
 Springer, Fred M & Dale Marie
 Wingo, Turner & Sherry

Donations

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 Becker, Brenda
 Bettalico, Spero
 Camp, Nancy
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 ExxonMobil Foundation
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 Ford, Eugene T
 Franklin, Estate of James
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 Holmes, Stanley W
 Holombo, Chris
 Jennings, Mark & Theresa
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 Krause, Robert E
 Kuhns, Amanda Kaye
 Kuhns, Fred & Mary Kay
 Martindell, Belinda
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 Miesem, Ross & Mary
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 Wachovia Foundation
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 Selbe, Dr Jane W
 Smith, Theodore & Linda
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 Straus, Kim
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 White, Jim & Nancy

Endowment Fund

Hindman, Thomas

GRANTS RECEIVED

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 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
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LIBRARY: Dorman Collection

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 Bond, John
 Boughton, Gary
 Cobb, Daniel
 Cohen & Family, Wayne
 Cook, W George
 Coombs, Kenneth F
 Courneya, Robert C
 DeGolyer III, Everett
 Dresdow, Jeanette 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
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 Incendio, Charles & Susan

(Continued on page 14)

CONTRIBUTORS - 2008, *Continued*

Jacobson, Carl & Langdon, Danni
 Kelly, Ian & Susan
 Kilday, Richard
 Klopfer, Jerry & Rosie
 Korth, Richard
 Kozma, Richard & Gwyn
 Landry, Michael & Barbra
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 Marchon, Marcel
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 McDonald, Philip
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 Mackey, Malcom

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 Horak, Ruth C
 Kimberly, Mike & Kay
 Lira, Ron
 Lowrance, Ed & Valley
 Mackey, Bill & Carol
 Mattson, George & Louise
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 McMullen, Craig & Maggie
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 Milheim Jr, Dr Irvine
 Miller, Phil
 Moody, Nita
 Nichols, Arthur
 Norcross, Ted
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 Palmer, E Macdougall "Mac"
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 Reichert, James M & Sarah A
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 Robbins, Dan & Becky
 Root, Katharina
 Sandfort, Wayne & Virginia
 Sands, David & Joanie & DJ
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 Simco, Thomas J & Hilde
 Smith, Donald G (CO)
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 Smith, Richard M
 Smith, Theodore & Linda
 Sterosky, Dennis S
 Storm, Don & Dolores
 Stuska, Russell & Sarah
 Swope, Harold & Marjorie
 Tennant, Tim & Judy


Tully, Mona
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 Woolsey, Terry & Anne

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 Dziama, Frank R
 Hayworth, Ivan W
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HEY, FOLLOW ME !!



**THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC R.R.
 ARE HAVING A CLOTHING DRIVE !!**
 LETS LOOK AROUND FOR SOME GENTLY USED KIDS
JACKETS, CAPS, MITTENS, AND SCARVES.



We can help the children of Chama, New Mexico, and Antonito, 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 decent 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 1/2 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

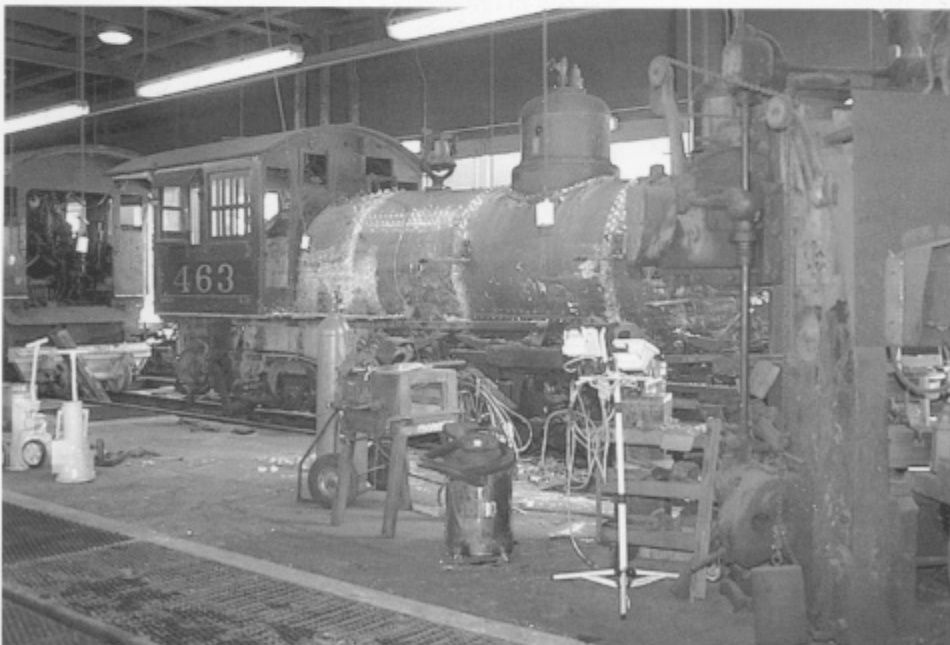
Cumbres Section House Kitchen

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



*Just down from Cumbres, the #115 San Juan has a face-full of snow. While stopped at the Chama coaling tower and sandhouse, workers attempt to clear away some of it. There's a headlight in there somewhere. The conductor and the yard dog look on with interest. This picture is undated but notice the 1930s D&RGW logo on the base of the coaling tower. The **Richard L. Dorman Collection of Narrow Gauge Railroad Photographs** includes many examples of winter working conditions on the D&RGW and RGS railroads. (Caption by Wes Pfanner)*



Friends of the Cumbres & Toltec Scenic Railroad, Inc.

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