



C&TS Dispatch

Vol. 22 No. 2

SUMMER 2009

Friends of the
Cumbres & Toltec
Scenic Railroad
2008 Annual
Report included

PARLOR CAR AND TOURIST CLASS SERVICE ADDED FOR 2009 RIDERS

Friends Volunteers Help Complete Parlor Car

The Cumbres and Toltec Scenic Railroad now offers three classes of service for its riders. The traditional Coach service remains available. The newly refurbished Tourist class cars are an upgrade from Coach class, for all ages. These cars offer an elegant setting with more room, and the comfort of individual seating.

The Parlor Car class of service offers Victorian-era elegance. The meticulously detailed Parlor Class cars provide a level of luxury, service, and comfort that once was reserved for railroad barons and mining kings. The Parlor Cars offer lounge style comfort and panoramic windows with unobstructed views. Attendants serve a continental breakfast of fresh fruit, confections, fresh coffee, hot chocolate, and a choice of juices. Snacks and soft drinks are available throughout the afternoon and passengers receive a complimentary souvenir pin. Parlor Car seating is limited to adults.

As opening day approached, Friends volunteers provided additional help to assure that the first Parlor Car would be ready as soon as possible. The Friends helped with two major areas: window installation and sewer tank installation.

Installation of the windows was complicated. All of the aluminum stops were attached to the frame using threaded fasteners. The frames had to be drilled with the proper tap drill and then threaded with a tap. There are least twelve bolts on each window and thirty windows in the car. The wood had to be protected while the drilling and tapping were done to prevent metal chip and oil damage. If it rained the windows were temporarily installed to prevent damaging the mahogany woodwork.

The clerestory windows were also installed by members of the Friends. Their installation was similar to the coach windows installation.

The Friends helped install the black water tank and sewer lines, including drain lines to both sides of the car. This allows emptying from the best location. Tank preparation included cutting holes in the plastic tank to attach adaptors to DWV pipe, and vent lines.

Friends members also primed and painted parts of the car, worked on the electrical and battery boxes and other projects as needed.



Parlor Car 512 looks great and Friends members can say they were part of the team. The Friends who helped with it included Bob Conry, Bob Reib, Marshall Smith, John Altshool, Richard Dick, and Geof Gordon.

Riders enjoy the view from the luxury of the Parlor Car. Note the attendant's work station at the far end of the car. (Roger Hogan)

The specially constructed lamps illustrate the level of detail that has gone into furnishing the car. (David Lee)



C&TS Dispatch

Friends of the Cumbres & Toltec Scenic Railroad
William Lock, Founder

Directors

Terms ending in 2010	Terms ending in 2011
Nan Clark	John Engs
Bob Craine	James Herron
Parker Fowler	William Lock
David Lee	Craig McMullen
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James OKeefe	Linda Smith
Bob Ross	Dennis Sterosky
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Editor Emeritus	Arthur Nichols
Photographer	Tom Cardin

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 e-mail: leedavidg@msn.com

The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad, Inc., 6005 Osuna Road NE, Albuquerque, NM 87109. The Friends of the Cumbres & Toltec Scenic Railroad, Inc., is a New Mexico nonprofit corporation.

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

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

Cumbres & Toltec Scenic Railroad



Denver & Rio Grande Railway—1880 to 1886
 Denver & Rio Grande Railroad—1886 to 1921
 Denver & Rio Grande Western Railroad—1921 to 1970
 Cumbres & Toltec Scenic Railroad—1970 to 2009
 © 2009 FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD, INC.

PRESIDENT'S COLUMN



Maintaining the Big Picture!

As I sit down to compose this column, often times I will go back to take a quick look at what I have written in the past. In the last five years I have discussed a myriad of topics and in fact find it rather interesting to scan through my previous columns. Much like gazing through an old newspaper or magazine, I find it intriguing to revisit news stories and events whether it is fairly recent or forty years old.

As I retreated to my column in the winter 2005 Dispatch I started reading about the events that were unfolding on the Cumbres & Toltec at that time. The railroad found itself without an operator, and life at that point did not look all too rosy. There was a state of urgency and concern to a great many people.

Almost four years later, here we are. A new management company, a new team of Commissioners, and a great many accomplishments that we can be proud of. This I believe is a testament to the fact that many people did focus on the "Big Picture!" We must keep the Cumbres & Toltec running and improve its stature in the historic railroad community. We must upgrade the amenities we offer to our passengers and we have to attract more people to come ride our railroad. The Friends must remain diligent in its mission of preservation, restoration, and interpretation of the Cumbres & Toltec.

Well, lo and behold, those things are happening. By the end of this operating season, C&TS track crews will have installed approximately 40,000 crossties since 2006 and dumped 50,000 tons of ballast! What an accomplishment, and passengers do notice these improvements in this piece of infrastructure. The railroad has four operating K36 locomotives and is working on the restoration of K27 #463. What a feat when you consider that not too many years ago the C&TS had one functioning K36 running up and down the railroad. We also have a uniform appearing trainset that looks appealing to our riding public.

The amenities that I spoke about above are indeed improving. General Manager Soni Honegger has taken an

aggressive approach and this year the railroad has a new "tourist" class which has been received very well. Upgraded parlor car service was introduced on June 6th and the finished product is absolutely spectacular! If you have not had a chance to see this car, it is a must. Other upgraded amenities include a new concession car on the Chama train and a rebuilt "rider gondola" for passengers to enjoy our magnificent San Juan Mountain vistas!

Having some of these upgrades ready for Opening Day 2009 presented a challenge. I want to thank and commend a number of Friends work session volunteers who, during our May sessions, dropped work on our projects and assisted on the parlor car and rider gondola projects. I know we don't always like this but your dedication is admirable and indeed is appreciated in that you are looking at that "Big Picture" that I spoke about above. I can also tell you that General Manager Honegger is very grateful for your help. This was a team effort that truly makes our triad railroad family so special.

The Friends completed the restoration of Pile Driver OB last year, and in fact it is on loan to the Colorado Railroad Museum in Golden for the summer of 2009. Not only has our dedicated Colorado Springs work crew magnificently restored this important piece of history but

with it on display at the CRM we are now further spreading the message about the C&TS and the Friends. This is fantastic outreach and we thank the Commission for their support of this loan.

In March, with the support and backing of the Commission and CTSMC, the Friends hired a Development Coordinator, Michelle LeBlanc. Michelle's efforts are spread across fundraising for the Commission, railroad, and the Friends. This is another tremendous example of how the C&TS family as a whole is taking that "Big Picture" approach to business.

As we work our way through 2009, I want to thank all of you for your efforts during the course of the season. I realize that for some of you, the trek to a work session was a little more of a sacrifice than in previous years. I am also sensitive to the fact that some of you just couldn't make it this year. Our thoughts are with all Friends members around the world as I know your thoughts are with our Cumbres & Toltec family. Your continued dedication towards the "Big Picture" and the success of the Cumbres & Toltec is paramount and appreciated.

– Tim Tennant

LeBlanc Joins C&TS Team as Development Coordinator

On March 30, 2009 Michelle LeBlanc joined the Cumbres & Toltec Scenic Railroad family as Development Coordinator. Michelle reports to Friends President Tim Tennant but her position is jointly funded by the Friends and the C&TS Railroad Commission.

Michelle resides in Alamosa and has a background in fundraising and development with several organizations in the San Luis Valley. Michelle's time will be split equally between raising funds for C&TS operations and the Friends. In addition to working closely with the Friends Development Committee, Michelle will also have a regular working relationship with C&TS General Manager Soni Honegger, C&TS Management Corp., and Commission Executive Director Leo Schmitz.

"There is a great deal of opportunity out there today to raise money for the C&TS," comments Friends President Tennant, "I believe with Michelle onboard now, we have an excellent team within our railroad family to cultivate the sources available."

Let us all welcome Michelle!



Michelle LeBlanc, Development Coordinator.

HISTORIC PRESERVATION

WORK SESSIONS A AND B – CHAMA PROJECTS

Rider Gondola 9615 Refurbishment

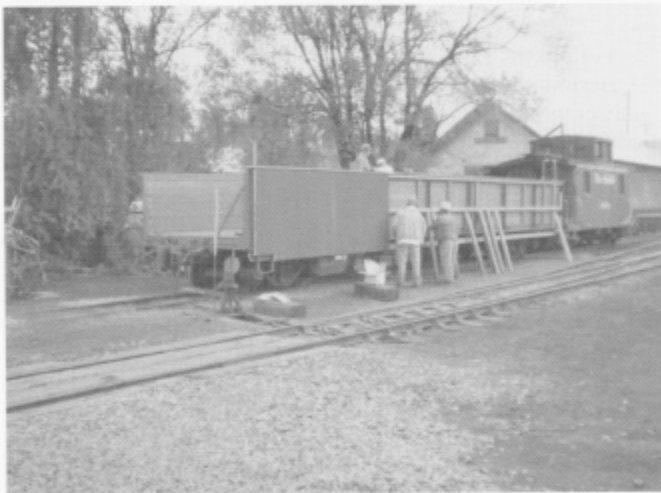
Project Objective: Completely replace the wooden planking in this open gondola on which the passengers walk and stand. Additionally, the longitudinal beams (4 sills) to which the planks are connected are to be replaced/repaired as needed.

Session: A

Team Leader: Tim Bristow

Prior to Work Session A the railroad stripped all wood from the gondola and rebuilt the metal structure as needed. A considerable amount of structural work was required since many of the main members were heavily rusted. Following this, the railroad sand blasted and painted the metal “skeleton” of the car.

Don Bayer and Charlie Irwin started working on the car during March. Without their work prior to the work session, it would have been impossible for our team to complete the work on this car for the railroad’s use on Saturday (opening day of the season). They installed wooden members inside several of the metal angles by drilling and through bolting. The final decking and siding were fastened to these wooden members.



Exterior siding being installed by Don Bayer, Bob Reib and John Altshool

By the time Work Session A started, the car was almost fully planked with Trex (plastic dimensional decking material). Our team finished the decking and installed Trex inside the upright side walls plus the car rail. All of the Trex was installed by bolting through both the support structure and the Trex planks; no screws or nails were used. The team also reinstalled the metal platforms or walking planks, the brake retainer valve, the car end panels, all hand rails, and grab irons.

The exterior of the car was vertically planked using traditionally appearing 5” wide car siding. All of the car siding was primed and finished coated (with paint supplied by the railroad) prior to installation. This should eliminate the problem with future “white strips” showing up after a year or two because of the normal expansion and contraction of the wood.

Rebuild Water Spout Framework

Project Objective: Rebuild the water spout framework on the west side of the water tank and on the east side, time permitting.

Sessions: A and B

Team Leader: Russ Hanscom

Near the end of the 2008 season, the spout pull down rope on the west side of the Chama water tank became entangled on a locomotive with the result that the locomotive pulled the spout, counter weights, and all of the supporting structure off of the tank. The railroad management asked the Friends to make the repairs. The railroad management also noted that the water spout structure on the east side of the tank probably was due for replacement and the Friends were asked to address that too, time permitting.

It was noted that the spout and counterweight supports are different on the two sides of the tank, the one on the east side being approximately like the old D& RGW drawings. It was confirmed with the appropriate authorities that the two sides would be restored to their most recent configuration. Materials sufficient for both spouts were ordered and the work was scheduled for Sessions A and B of 2009.

West Side Repair, Session A: The remains from the old structure were spread out, measurements were made, and the metal parts were salvaged. None of the metal parts were broken by the fall; a couple of the brackets were bent where they pulled off of the tank, but could be straightened. The spout was not damaged. The wood members were cut, mortised, drilled, and painted. Permission was received from the railroad to red flag the track and erect scaffolding blocking the track.

(See Preservation, page 5)



Friends of the Cumbres & Toltec Scenic Railroad, Inc. Annual Report to the Membership

Dear Friends' Members:

After serving as Chairman of your Board of Directors for the past four years I stepped down last month, and at the June 21, 2009, meeting the board unanimously elected Craig McMullen of Colorado Springs as Chairman of the Board. This was the culmination of the leadership succession plan developed by the board over the past couple of years. This followed the same orderly transition process that occurred four years ago when I was elected Chairman, following Jim Herron who served in that role four years.

Craig is an active Friends member and volunteer and has served on the Friends board for two years, including the last year as Vice Chairman and a member of the Executive and Projects Committees. Among other things, he played a significant role in the restoration of Pile Driver OB. He is a retired MD, having practiced radiology in Colorado Springs for over 30 years. We're all confident that the organization will continue to prosper and grow under Craig's leadership.

I will remain actively involved on the Friends Board of Directors and will continue as a member of the Executive Committee and as Chairman of the Finance Committee.

I want to take this opportunity to thank each Friends member for your unwavering support of the organization and the C&TSRR. Without your financial contributions, your volunteer efforts, your passion, and your care, the organization would not exist and the railroad would undoubtedly be something less than what it is today. The C&TSRR is a world class historic treasure and you have made the historic preservation and restoration of it possible....Thank You Very Much!

The Friends as an organization is in great shape financially and in all other respects...management and staff, leadership, volunteers, and historic preservation projects, and our strategic plan is solid and relevant. We have a hard working, talented, and passionate team working every day to keep the railroad operating and the history alive. I extend my thanks to Tim Tennant, Gwen Lotz and Katharina Root in the Albuquerque office and to our very dedicated board members, leaders, and volunteers.

I also appreciate the extraordinary efforts of the railroad employees, the CTSMC board, and the Commission for all they do to keep the ball rolling. It's been gratifying for the Friends to be part of an unprecedented level of cooperation and focused effort with CTSMC and the Commission as we work toward our common goals of the continued successful operation and historic preservation and restoration of the C&TSRR.

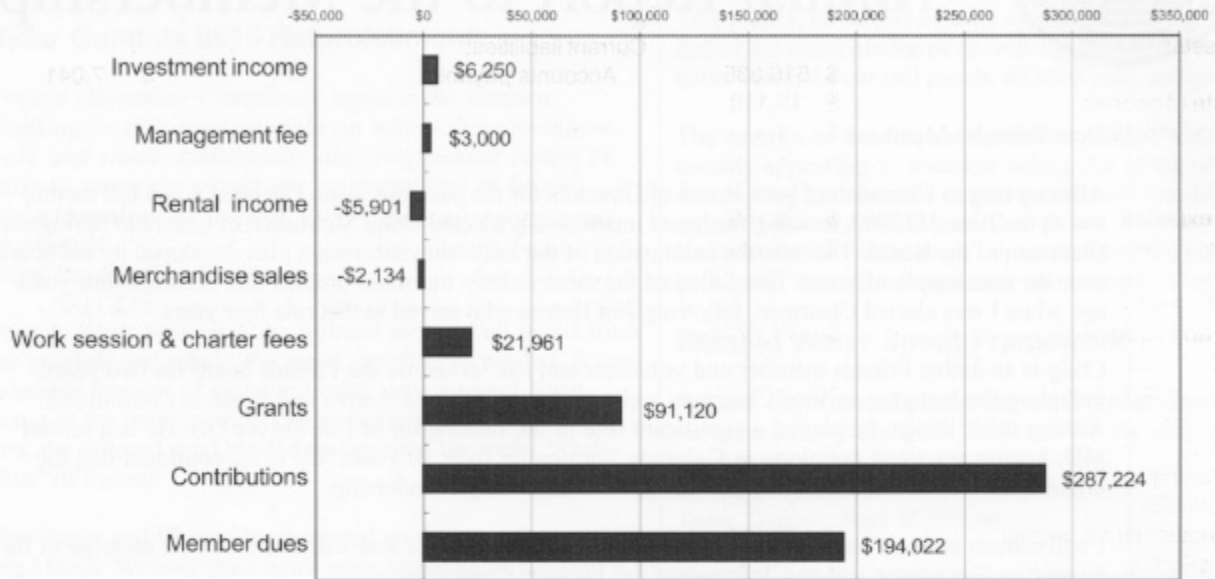
As I close my final chairman's letter I must remind you of the generational challenge which confronts the Friends. The simple fact is that a majority of Friends' members, volunteers and leaders are baby boomers or their parents. This means that as a group we are "old" and getting older. To sustain the Friends toward our goal of another century of narrow gauge steam on the C&TSRR, we must add more and younger members over the next few years. I trust you will do your part to assure that the destiny of the Friends and the railroad is one we'll all be proud of.

Thanks for the opportunity to lead this wonderful organization; it has been a distinct privilege and great personal pleasure for me. We are custodians of a world-class historic treasure, but the best thing about the Friends is the people...there is no finer group anywhere.

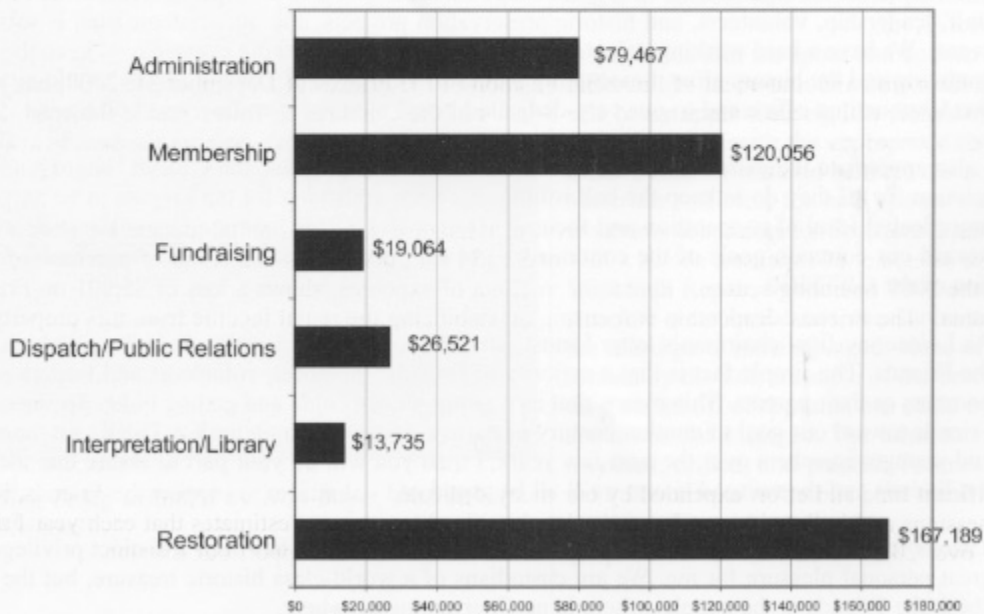
Sincerely,
Bob Craine

Financial Summary 2008 (audited)
Friends of the Cumbres & Toltec Scenic Railroad, Inc.

2008 Income by Source



2008 Expenses by Function



Statement of Financial Position

December 31, 2008

Assets	Liabilities and Net Assets
Current assets:	Current liabilities:
Cash	Accounts payable
Certificate of deposit	\$ 7,041
Other receivables	
Investments	Net assets:
Merchandise inventory	Unrestricted
Prepaid expense	Temporarily restricted
Total current assets	Permanently restricted
	Total net assets:
Depreciable assets:	Total liabilities and net assets
Building and equipment	\$ 745,191
Less accumulated depreciation	\$ 469,116
Net depreciable assets	\$ 118,295
	Total net assets:
Other assets:	\$1,332,602
Land - Chama	\$1,339,643
Land - Antonito	
Historic equipment & display	
Library collection	
Railroad Visitor Center costs	
Deposits	
Total other assets:	
Total assets:	

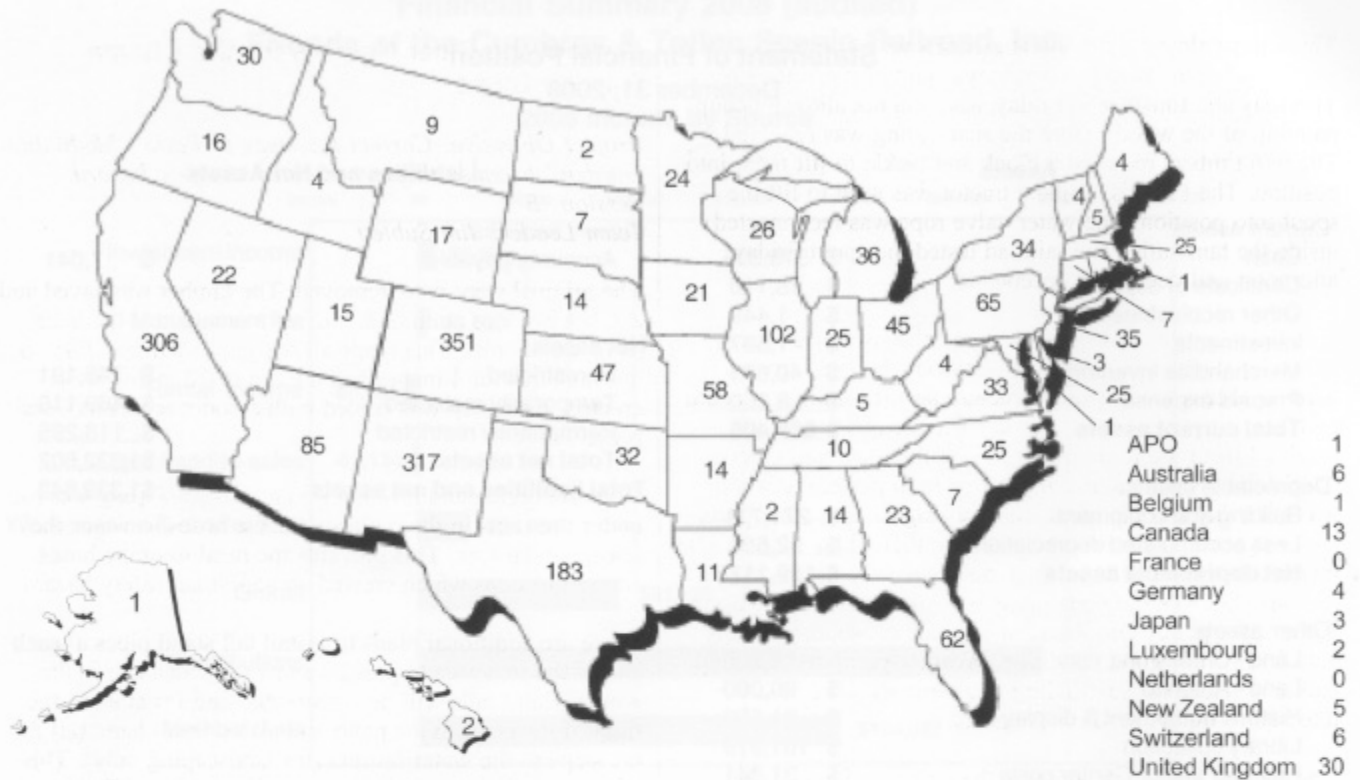
Notes on financial information:

The above financial information and Statement of Financial Position of the Friends at December 31, 2008, has been extracted from the 2008 audited financial statements of The Friends of the Cumbres & Toltec Scenic Railroad, Inc. The full text of the audited financial statements, including the notes thereto and the auditor's opinion thereon, is available for review upon request at the Friends' office.

On the Income by Source chart, work session and charter fees, merchandise sales, and rental income are shown net of expenses. Merchandise sales, net of expenses, shows a loss of \$2,134 for 2008. This is a result of purchase of merchandise during 2008 for the 2009 operating season. Rental income, net of expenses, shows a loss of \$5,901 on Friends' rental property in Chama. The Friends' leadership is focusing on stabilizing the rental income from this property until it is ready for conversion to a productive Friends' work site.

The expense chart is based on both the identification of direct costs in the respective categories listed, and management's estimates of the time expended by paid staff in these areas during the year. Many categories overlap and all, in one way or another, relate to the Friends' mission of preserving and restoring the C&TSRR. The expense and revenue totals do not include the very significant time and effort expended by our many dedicated volunteers to support the Friends, both directly in the work sessions and indirectly in office and related work. Management estimates that each year Friends' volunteers contribute over 20,000 hours to the various projects and activities that support our mission.

Membership Distribution as of July 22, 2009



Incoming Chairman's Message

First I would like to thank Bob Craine for his outstanding leadership as Chairman of the Board for the last five years. As I assume the chairmanship, Bob leaves the Friends in excellent financial shape in spite of the troubled economy. He will continue on the BOD and will serve as chairman of the finance committee. The Friends are doing well and the relationship with the company and the commission has never been better. During our work sessions in May we were able to help the operator finish the new rider gondola and parlor car, and our work was greatly appreciated. Attendance at our first four work sessions this year was down compared to the last few years because of the economy, but enthusiastic crews worked hard, and we accomplished good progress on our projects as documented elsewhere in this issue of the Dispatch. We are starting a new adventure this year with

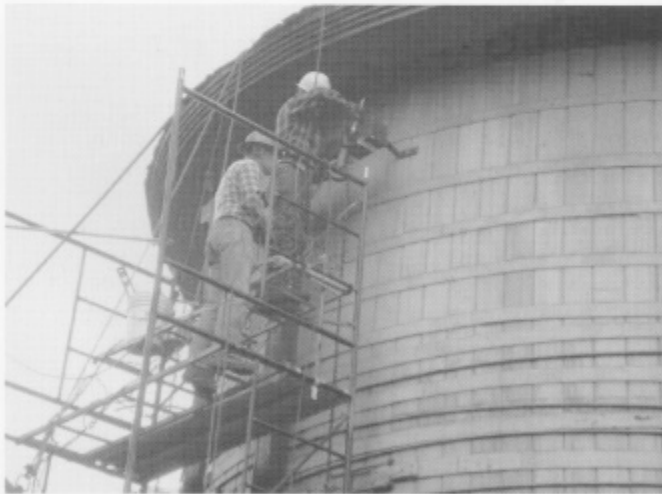
our work sessions in Montana, which will allow the Friends to obtain unique materials for our collection, as we help the Alder Gulch organization develop a volunteer program. I look forward to serving as chairman of your Board of Directors and working with the Board and all the Friends members as we protect and promote this unique national treasure known as the C&TSRR. The passion of our members is the strength of the Friends.

Craig McMullen

There were almost daily thunderstorms which impeded progress, but the wood structure was partially erected on Thursday and finished on Friday. Rain did not allow touchup painting of the wood before the scaffolding was removed. The 6x6 timbers required a block and tackle to lift them into position. The Friends' Kubota tractor was used to lift the spout into position. The water valve rope was reconnected inside the tank attic. The railroad tested the spout Friday afternoon and deemed it acceptable.

East Side Repair, Session B: Some of the wood was pre-cut and painted while painting the west side wood. A ladder was used to access the existing structure so measurements could be taken for preparing the wood parts. Permission was received from the railroad to red flag the track and erect scaffolding. Since the metal parts were in place, the wood was cut away and the spout, counterweights, and other parts were supported by ropes and tackle so they did not have to be lowered to the ground and then raised again. The new wood was installed and the metal parts were re-attached. The upper water valve pulley was found to be made of wood, probably oak, and still in good condition. Weather permitted touchup painting before the scaffolding was removed. The tank was released to the railroad on Thursday.

One step on the wood ladder up the tank was found to be deteriorating and it was replaced. The short ladder on top of the tank was in poor condition and new wood members were cut and painted but not installed due to weather and time; an attempt will be made in Session C or D.



Tim Bristow and Russ Hanscom reinstalling a pulley on the east side of the water tank.

Correct the Riser Heights for the Chama Garden Steps

Project Objective: Correct the steps to Patio "Meditation Garden" because they represented a safety hazard.

Session: B

Team Leader: Jim Sublett

The original steps were removed. The lumber was saved and a 2 X 4 piece of additional lumber was added at the back using large bolts. This made all the steps identical. Each had the same rise of 4 inches and a tread of 12 inches was created. Each step was coated with a water repellent wood preservative.

A lot of digging and leveling was necessary. Piping was run under the steps in three places for the hoses to water the north garden area. This prevents the need to drape hoses across the steps which created an additional safety hazard.

There are additional plans to install tall stand pipes at each end of the step area to prevent snow plow damage in the winter. Hand rails will be constructed and installed to the right of the steps to the patio and also a small hand rail for the steps to the water faucets (for landscaping only). This will hopefully be completed in the August E and F work sessions.



Completed step project.

Don Huber

The Friends note with sadness the death of Don Huber of Auburn, CA on July 22, 2009. Don and his wife Lynn have been active members of the Friends for many years. Don's skills will be missed in Chama. The Friends extend their sympathies to Lynn and their children and grandchildren.

Friends Awarded IMLS Grant

The Friends were notified on July 28, 2009 that the organization is receiving a Museums for America grant in the amount of \$59,000. This funding will assist in development of a master interpretive plan for the entire 64-mile C&TS route. The plan will be completed in three phases: exposition, development, and documentation. The Friends are one of 167 projects being funded with \$19.2 million. IMLS received 433 applications for Museums for America grant funding. We applaud the efforts of the Friends grant writing group!



In a scene that was probably common early in the last century, the crew of pile driver OB works in heavy rain to set up the pile driver at Cumbres on June 20, 2009. (David Lee)

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 or 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.

Trailer Gift

A large box trailer was donated to the Friends by Rod and Mary Whealan during 2009 Work Session A. The trailer has power connections and electrical outlets at the workbench, air conditioning, a generator, an electric winch, an air compressor, and storage cabinets.



Friends President Tim Tennant receives keys to the trailer donated to the Friends by Rod and Mary Whealan.

Dispatch Deadlines

To establish a dependable schedule for mailing the *C&TS Dispatch*, material must be received at the Friend's office by the following deadlines.

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.



**Friends of the Cumbres & Toltec
Scenic Railroad, Inc.**

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Albuquerque, New Mexico 87109

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Schedule of Friends' Events

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

**New Mexico Banquet and Spring
Board of Directors' Meeting**
March 12, 2010
Location to be announced

2010 Volunteer Work Sessions
May 24-28, Session A
May 31-June 4, Session B
June 14-18, Session C
June 21-25, Session D
August 2-6, Session E
August 9-13, Session F
August 16-20, Session MT1*
August 23-27, Session MT2*

Railroad Opening Day
May 29, 2010

Annual Meeting and Dinner
June 18, 2010
Conejos, CO

Summer Board of Directors' Meeting
June 19, 2010
Chama, NM

*Montana work session



*The Chili Line mixed train makes its way cautiously along weed-grown track in northern New Mexico. The few freight cars in the train suggest that this photo was made during the last years of the Chili Line, abandoned effective September 1, 1941. The photographer, date, and exact location are not known. Photo from the **Richard L. Dorman Collection of Narrow Gauge Photographs**.
(Caption by Vern Glover)*