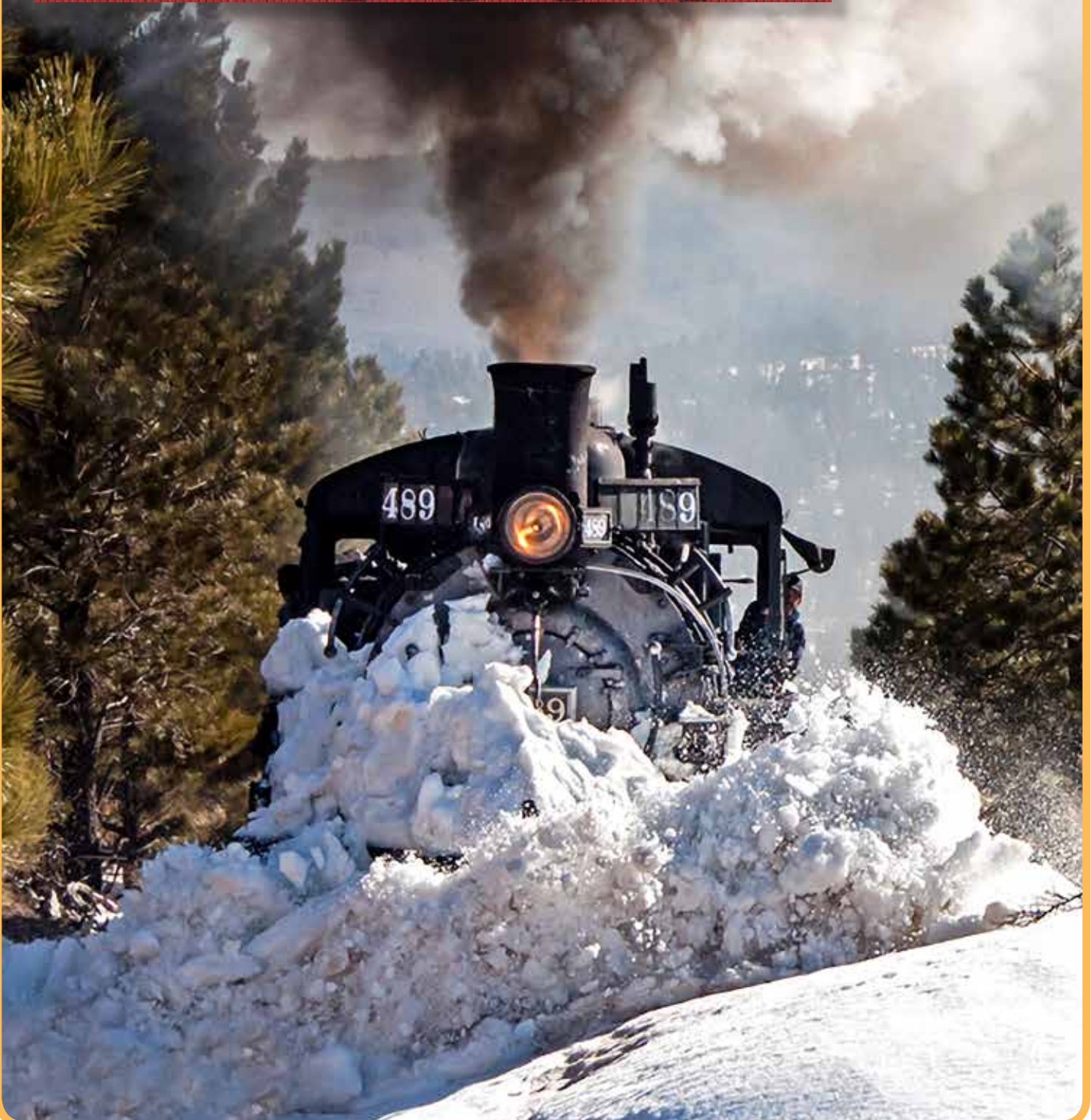




# C&TS DISPATCH

VOLUME 28 NO.4  
WINTER 2015-16





# C&TS DISPATCH

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

William Lock, Founder

### Directors

#### Terms ending in 2017:

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Caroline Tower

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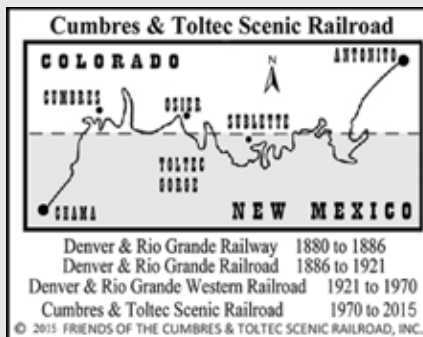
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### Editor Rich Murray

Assistant Editor Jason Rose  
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The C&TS Dispatch is published four times each year by the Friends of the Cumbres & Toltec Scenic Railroad Inc., 4421 McLeod Rd. NE, Suite F, 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 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 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.



## PRESIDENT'S COLUMN



### Looking Ahead to 2016

Here we are....ushering out 2015 and ringing in 2016! Another year has come and gone while a new year welcomes us. With the New Year comes excitement and anticipation of what lies ahead.

As we look back at 2015 we know there is a great deal to build on from the successes the organization experienced during the course of the year. Our overall work session attendance increased by approximately 30% which is simply outstanding! Now, let's carry that forward and look at working to increase attendance yet again. This could be the year that you as a Friends member make that decision to come and participate for the first time. We welcome you and if you have any questions or concerns about our work session process please give me a call. I'll spend the time chatting with you and then put you in touch with our projects folks who can provide even more detail. In recent years we have been fortunate to have a number of first-time work session attendees which has been marvelous. You will find the work and camaraderie very rewarding.

On the cover; March 2014 special HTP flanger/snow plowing charter. Photographed by John West, who says that credit for the shot should be given to Michael Allen who was all set up for the shot when John squeezed in beside him.

We also have some charters and excursions planned that serve as fundraisers for the Friends so we can continue with our mission of interpreting and preserving the Cumbres & Toltec. In 2015 we ran a very successful Maintenance of Way photo charter during October, enjoyed a splendid evening in July aboard our annual Moonlight & Wine Tasting Train which showed a 52% increase in ridership plus endeavored into private railcar journeys with a sold out trip from Los Angeles to Seattle and return.

The rail charters we have out there for 2016 include a Flanger Train on March 12th & 13th which will operate from Antonito west as far as weather and snow conditions will allow. This will be the earliest opportunity to ride the C&TS plus allow photographers some fantastic photo opps! After running a sold out Los Angeles/New Orleans private car trip in February another Los Angeles to Seattle PV charter is being offered with a few bedroom accommodations still open. This journey is scheduled from May 4th thru 9th. For those who are fans of our Moonlight & Wine Tasting Train mark down Friday July 15th with a departure from Chama enroute to Osier and return. This train has become a real favorite so consider joining us for some fun, great food and sip some wine.

The railroad is planning a Narrow Gauge Reunion event on August 20th & 21st and the Friends have been asked to participate by providing a demonstration of Pile Driver OB. So stay tuned as railroad management works to assemble this weekend event. This should

be a wonderful event so if you are looking for a good time to visit the Cumbres & Toltec maybe consider circling this weekend on your calendar!

A few other things we would like to share as 2016 begins relates to involvement in our organization. Not everyone can make it to a work session during the season, I realize that. You are all appreciated for your support of the Friends. For the New Year give some thought to potential other ways you can make an impact. Maybe it's as simple as trying to recruit a friend or neighbor to be a Friends member. The best testimony as to what we are all about can come best from our membership. Other areas members can involve themselves in which I've mentioned on previous occasions, is to help staff a train show in your community. We do these events all over the country and are great outreach for the Friends and the railroad plus they are very enjoyable.

I also know that our Editor Rich Murray is always looking for articles that can be published in the Dispatch. If you have an interesting story that relates to an experience with riding the C&TS or a work session, etc. please let us know. We welcome more member involvement and encourage it.

As I close another column for another year's end, I sincerely hope you all have had a wonderful Christmas and Happy New Year. Thanks for all you have done during 2015 and let's look ahead to having a fruitful and rewarding 2016!

Tim Tennant

## 2017 Calendar Photo Request

It will soon be time to start assembling photos for the FCTSRR, Inc. 2017 Calendar! We know many of you have wonderful photos of the Cumbres & Toltec Scenic Railroad. We invite you to submit up to 10 of your favorite photographs. Please know that we have to be careful about including photos with people in them for whom we do not have a photo release. Please make sure your submitted images are at least 300ppi (dpi) and will be clear enough to reproduce in a 10 inch x 10 inch format. Please provide a brief bio and captions for each photo including approximate date of photo and where it was taken. Photos that do not meet those criterions will be eliminated from the selection process. All photos received become available for the Friends to use in other promotional materials, with credit to the photographer, as deemed appropriate by the Friends of the Cumbres & Toltec Scenic Railroad, Inc.

e-mail your submissions to  
[timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org)

Thank you!

## Articles needed for the Dispatch

**Team Leaders, Project Managers, Friends members. We are looking for interesting articles about Friends activities and/or projects, articles that have to do with the railroad or it's history. Maybe you have a D&RG/C&TS memorabilia collection or model railroad layout?**

**If you have a story (hopefully with photos) that you feel others would like to see or could benefit from, please contact the editor at e-mail:**

**[shadraq@ptd.net](mailto:shadraq@ptd.net)  
or [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org)**

## Private Railcar Charter Los Angeles/Seattle/Los Angeles II

May 4-9, 2016

Back by popular demand and with an opportunity provided by our Los Angeles based private car owners; the Friends are once again offering a Los Angeles to Seattle private car charter behind Amtrak's Coast Starlight! Join us for a relaxing and memorable trip along one of the country's most scenic railroad routes. Our three-car private charter will consist of ex-Milwaukee Road Business Car Montana, ex-Santa Fe 10-6 Sleeper Palm Leaf and ex-Santa Fe Buffet Lounge Car Acoma. Enjoy a beautiful ride up the California coast as our trip then takes us through the Bay Area, the Cascades, the Willamette Valley, Portland and finally to the Emerald City of Seattle. Great company, great scenery and great food! So if you missed it the first time....here is your opportunity! This trip is a fundraising event. A small portion of each fare will help support the Friends of the Cumbres & Toltec Scenic Railroad, Inc. ongoing preservation and interpretive mission.

### Schedule

#### Northbound:

Wednesday May 4, 2016	Depart Los Angeles Union Station	10:10am
Thursday May 5, 2016	Arrive Seattle King Street Station	8:37pm

Our private railcars will be parked at King Street Station from Thursday evening through Sunday morning. Fare includes occupying your bedroom onboard during our layover in downtown Seattle. (If you desire to stay at a hotel instead, it is at your own expense.)

#### Southbound:

Sunday May 8, 2016	Depart Seattle King Street Station	9:35am
Monday May 9, 2016	Arrive Los Angeles Union Station	9:00pm

### Accommodations and Fares

The Palm Leaf has 6 double bedrooms, each with a day couch and restroom facilities. There are 7 roomettes, each with a day couch that folds into a bed, as well as a personal wash basin. The roomettes share 2 bathrooms at the end of the hall. There is also a shower and small kitchenette located at the end of the car. The entire car has been restored to its original décor during the days it operated on the Santa Fe's Super Chief. Enjoy a peaceful and comfortable rest in historic style!

Palm Leaf Roomette	SOLD OUT
Palm Leaf Double Bedroom	\$2,780/person based on double occupancy

We have a few rooms still available for this trip.

The Montana offers newly restored premium bedroom accommodations, following the design principles applied when the Olympian Hiawatha entered service after WW II. All bedrooms are lined in birch and mahogany and contain a bureau and small closet, as well as a private restroom. The Master Bedroom private daytime compartment converts at night to provide a near full-size bed. Two double bedrooms each have a couch that converts to a single bed, with an upper berth that drops from the ceiling. Berths fold back to offer private daytime seating. There is a shared shower and additional restroom off the hallway.

Montana Double Bedroom	\$3,575/person Based on Double Occupancy
Montana Master Bedroom	\$3,890/ person Based on Double Occupancy

#### Fares include:

- Roundtrip transportation from Los Angeles to Seattle and return.
  - Sleeping accommodations throughout the trip.
  - Full meals while enroute as well as coffee, tea, soft drinks, snacks, wine and beer throughout the day.
  - Continental breakfast and happy hour the two days we layover in Seattle.
- Lunch and dinner are on your own in one of the nation's great "foodie" destinations.

For information and reservations please call 505-880-1311 or e-mail Tim Tennant at [timtennant@cumbrestoltec.org](mailto:timtennant@cumbrestoltec.org)  
A \$250/person deposit will be required when your reservation is made

## Spring Board Meeting & Banquet

We want to give everyone a head's up relative to our spring banquet and board meeting.

The spring banquet will be held on Friday March 18, 2016 starting at 6:00pm with a cash bar, dinner at 7:00pm and a program to follow. The meal will consist of a buffet featuring Roasted Prime Rib, Broiled Honey Lime Chicken and Baked Salmon Fillets. Also included will be Rosemary Potatoes, Mixed Vegetables, Rolls & Butter, Dessert, Coffee, Teas and Water. Cost:\$46/person

Location: Club Rio Rancho

500 Country Club Drive

Rio Rancho, NM

A block of rooms has been arranged at the Hilton Garden Inn, 1771 Rio Rancho Blvd. SE, Rio Rancho, NM. Call 505-896-1111 to make a room reservation and reference group name: Scenic Railroad. The rate is \$94/night.

Our Board Meeting will be held on Saturday March 19th at 8:30am also at the Hilton Garden Inn.

To make a reservation for the banquet please call our Albuquerque Office at 505-880-1311.

## A HARD HAT AND NEW REFRIGERATOR/FREEZER

Jim Hickman broke his hard hat and we got a new refrigerator/freezer for the CRF in Antonito.

Friends have discovered Antonito! With the increase in workers, the existing refrigerator/freezer was not adequate to hold the perishable. An additional refrigerator/freezer was needed, but how to pay for it?

Patty Hanscom, Team Leader, Mary Jane Smith and Linda Dueker placed the hat on the lunch serving table and made an impassioned pleas for donations.

At first, there was only an IOU in the hat, but by the end of the day over \$500.00 was collected and by the end of the session over \$1100.00!



Mary Jane Smith, Patty Hanscom, And Linda Dueker



Patty Hanscom with new refrigerator/freezer

Researching the options in the area, Patty decided Alamosa Sears had the best deal. Upon delivery at the CRF, the new refrigerator/freezer was quickly stocked.

The story continues to demonstrate the commitment and generosity of the Friends.

**Article submitted by Marshall and Mary Jane Smith**

**Photo by Mary Jane Smith and Russ Hanscom**



*This story first appeared in the April 1957 edition of TRAINS MAGAZINE.*

*Thanks to Friends member Dick Cowles for bringing it to my attention. Rich*

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## NARROW GAUGE VS. SNOW

In late January 1957 the snow pounced on a favorite enemy: the narrow gauge of Denver & Rio Grande Western. Snow suddenly raged over the San Juan Range in southern Colorado, finally piled up to 21 feet at Cumbres Pass – where Rio Grande’s east-west Alamosa-Durango line attains an altitude of 10,015 feet. Mikado after Mikado plunged into that storm, and from January 26 to February 3 they either fought the snow or succumbed to it. TRAINS expert Robert W. Richardson (operator of the Narrow Gauge Motel, publisher of an n.g. newsletter) of Alamosa, Colorado obtained the following report. – Ed.

### **Friday afternoon, January 25, 1957:**

The crew of an eastbound freight at Antonito looked back to see a snow-storm closing in behind them but thought little of it since the gauge at Cumbres Pass had shown but 7 feet. Theirs was to be the last freight for 12 days.

### **Saturday, January 26:**

Engines 481 and 489 (both 2-8-2’s like all power in this report), with a Jordan spreader coupled between them, left Chama, New Mexico, heading east up the 14 miles of 4 percent grade to Cumbres to open the line. They soon ran into high drifts, took over 6 hours instead of

the normal 2 to reach the top – and then only by repeatedly bucking at the rapidly mounting snow, which at top was already 11 feet deep. Trying to wye, 481 derailed and 489 stalled helpless at the mouth of the snow shed. The crew took refuge in the section house, their “home” for the next six days. That evening at 7:30 pm, engines 487 and 190 – dragging a flanger and a caboosie – started out of Chama for the rescue, made very slow progress, bucking until they stuck fast near the yard limit on Windy Point, less than a mile from their goal. Earlier, Alamosa had changed the westbound freight to a one-car Antonito turn, finding that town enjoying a blizzard and some 8 inches of fresh snow.

### **Sunday, January 27:**

Engines 482 and 488, arriving at Chama by 10:00 am from Durango, coupled into 495 and started up the mountain at 1:30 pm, pushing rotary OM into a storm that, if anything, increased in fury. One engine was backing, a useful trick in case of retreat. At Coxo siding, less than 2 miles from the top, OM derailed. All night the crews worked in the storm to rerail, alternating on snow shovels to try to keep enough water for steam. By morning, the 495 had to be killed and set out on the siding.

### **Monday, January 28:**

With the other two mikes, OM went up to the stalled outfit, then all backed to Coxo, where the two extra engines were cut into the rotary consist. With all four engines pushing, OM started once more for the summit. A bare half mile around the big curve, a slide roared down blocking any chance of getting through for days. The storm did not abate;

retreat to Chama was decided upon since other slides could be expected – but retreat was cut off a bare half mile west of Coxo on the downhill 4 percent, where, with all four 2-8-2’s working, the outfit could not break through. The Cresco water tank – 3 miles away – might as well have not existed. During the night the crew killed the rotary and 488, shoveled snow in a losing fight to keep the other three engines alive. Snow depth now: 13 feet, and more of it coming down.

### **Tuesday, January 29:**

Two more engines – 480 and 497 – arrived from Durango in the morning, ready to haul bulldozers out as far as they could. Those marooned at Coxo had to kill two more engines but kept shoveling snow into the tank of 482 in a 40 mph wind. D&RGW had called on the Army, and from Fort Carson, snow weasels and men moved to Chama and began the attempt to reach Coxo. Weasels found the going tough, sinking down into the snow, risking the triggering of slides. Visibility went down to zero in a fog of snow.

### **Wednesday, January 30:**

Crews readying rotary OY at Alamosa (where the sun was shining and only traces of a 2 inch snowfall remained) could see the ragged edged mass of clouds blotting out the ranges to the west. At 12:30 pm OY swept out of town pushed by engines 494, 492 and 499, trailing five cars of coal, two flats loaded with bulldozers, a reefer containing foodstuffs (including virtually all the bread in town), and the usual bunk, cooking outfits and cabooses. Behind it, light, came 484, to be turned at Antonito and to be a safety factor with its pilot plow in

the event that trouble forced the outfit back to Antonito. Cabooses are notoriously poor at snow bucking. The OY, working in deep snow from Lava (milepost 290) reached Big Horn (milepost 299) by evening and tied up, with the storm beginning to abate. At Chama meanwhile, 480 and 497 stood by with bulldozers, while everything was concentrated on getting the weasels to the Coxo train.

### **Thursday, January 31:**

Dawn broke on a cloudless sky, typical of the abrupt end to such affairs out here. OY plowed on to milepost 313, known as Phantom Curve, clearing slides, but back to the waterspout at Sublette (milepost 306), as day was ending to be out of the slide area. It was sunny at Coxo too, and the men perked up by taking turns going to the phone a half mile away to listen to the rescuers’ progress over the busy wire. They killed 482 after setting all brakes on the train. A plane from Alamosa flew low to drop food supplies. Up on top of the pass, a helicopter made two trips in from Alamosa, each time picking up two men. Weasels took some of the Coxo men to Chama, a slow, rough trip.

### **Friday, February 1:**

Army weasels made their final trip to Coxo that afternoon, taking out the balance of the marooned men – except for two who snowshoed back. The bulldozer work train continued progress. OY meanwhile cut steadily through the deep but light and very dry snow, got as far as Los Pinos (milepost 324), then retreated to the safety of Osier tank for the night. Helicopters meanwhile removed all men from Cumbres except the section men who lived

there.

### **Saturday, February 2:**

OY reached the summit at noon, soon cleared the main, and went on down around the point to tackle the slide, clearing the smaller one with no difficulty. Meantime, 480 and 497 got as far as Cresco with the bulldozers – 9 miles from Chama. Just before midnight, engine 493 arrived at Chama from Durango and the next day began flanging the yard, choked with 3 feet or more of snow.

### **Sunday, February 3:**

OY, with all three engines, was able to make but little progress into the big slide east of Coxo; snow was frozen in a hard mass. With difficulty, the outfit was able to retract and back to Cumbres to bring down bulldozers. The dozers only slowly cut down the mass. Work train from Chama reached the Coxo engines, and bulldozers began clearing away the snow in which the engines were nearly buried.

### **Monday, February 4:**

OY finally managed to get through the slide and reached the marooned OM outfit, to be delayed hours when the engines from Chama were unable to move out (rotaries have no front end couplers) on account one of them had frozen cylinders. A caboosie drawbar broke under the strain. One dead engine and the caboosie work train were backed to Lobato to set out. Meanwhile, fires built around the cylinders thawed out the balky engine. Final delay occurred at Lobato, where but one dead engine could be moved across the trestle at a time (by “reaching” for it from the Chama side with a string of empties). At about 10:00

pm the shrill whistle of OY announced to Chama that the line was open !

### **Tuesday, February 5:**

OY turned eastward, left town at 10:00 am, stopping at each siding (Cresco, Coxo, etc) to plow them out, finding the snow on the west slope much harder to cut than on the east side, and sometimes stalling on the 4 percent and icy rail. Durango and Alamosa prepared to resume normal freight runs, and the railroad called back shop employees and car repairmen. Alamosa had about four freight runs ready to go west.

### **Wednesday, February 6:**

At 4:20 am, OY pulled past the Alamosa depot after a 17 hour run from Chama, including 3 hours off duty at Coxo. That afternoon, engines 486 and 484 headed west at 2:00 pm with a consist of standard gauge idler cars for valley points (track is three rail as far west as Antonito) plus the usual narrow gauge train. Even a railfan would not have suspected this was the first revenue train in 12 days or that 484’s battered pilot was a souvenir of more than ordinary events. At sunset, 494 and 482, a pile of snow on the lead engine’s pillow, came drifting into Alamosa, trailing a flanger and a train of 24 empty pipe cars – bringing into town the deepest snow of winter (a foot or so had piled up on them somewhere west of Cumbres). Except for endless discussion, it was all over.



## **Flanger & Snow Removal Charter Trains on Cumbres & Toltec March 12 & 13, 2016**

Join the Friends of the Cumbres & Toltec Scenic Railroad, Inc. for a special two-day flanger and snow removal charter train over the Cumbres & Toltec Scenic Railroad! Our K36 locomotive #487 will be lettered in the Flying Rio Grande herald.

Dates: Saturday March 12 & Sunday March 13, 2016

The charter trains will depart from Antonito, Colorado and work west as far as snow and ice conditions will permit. These trains serve as a fundraising event for the Friends with proceeds going towards ongoing restoration projects on the C&TS.

Saturday March 12 will feature our snow-clearing flanger train with plow-equipped K36 #487 on the head end, flanger OJ, water car 0471, gondola 6205, boxcar 3244, cook car 053, bunk car 04407 & cabooses 05635 & 503. We depart the C&TS Depot in Antonito at approximately 5:30am for sunrise photos at Hangman's Trestle. Our train will operate from Antonito to Big Horn.

Sunday March 13 will entail our train with #487 on the lead and flanger OJ, box cars, cook car, flat car, bunk car and cabooses departing from Antonito at approximately 9:00am. Our train will work west with the goal of reaching Sublette if winter weather conditions allow it. This will also allow us dusk photo opportunities at Lava Tank.

We are working with Michael Allen, John West and Mike Shade to ensure the best possible photo runby locations in optimum light. We appreciate their willingness to assist with these logistics. Please note that the above mentioned consist is what we anticipate but could change slightly.

Price: \$795/person. This includes water, soft drinks, coffee, doughnuts & snacks being provided on the train.

Deadline: The Friends will require 27 paid passengers by Monday January 18, 2016 to make the operation of the charter viable. The maximum number of passengers will be held at 40 to ensure the best possible experience for everyone onboard. You are considered a "confirmed" and ticketed passenger when your payment has been processed by our office. This is a "first come, first served" charter.

Payments can be made via personal check, money order, MasterCard, VISA or Discover credit cards. The Friends are a 501(c)(3) non-profit organization with a portion of your fare considered to be tax-deductible.

Checks can be payable and sent to:

Friends of the Cumbres & Toltec Scenic Railroad, Inc.

4421 McLeod Road NE, Suite F

Albuquerque, NM 87109

Telephone: 505-880-1311 (Office hours are 8am-5pm MST Monday-Friday)

You may also pay online:

<http://www.cumbrestoltec.org/online-store/charters/2016-flanger-charter-detail.html>

We will advise everyone after 27 tickets have been sold but no later than January 18, 2016 as to whether the charter will indeed operate based on actual paid reservations. Therefore it is important to have your payment in by that date. If we cannot attract enough passengers, the charter will be cancelled and all monies will be refunded.

Traveling to Antonito: There is a limited number of rooms in Antonito especially during the winter with the 1911 Steam Train Hotel having 8 rooms. Their contact information is; [www.steamtrainhotel.com](http://www.steamtrainhotel.com) and telephone 719-298-8908. Alamosa is 25 miles to the north and they have a wide selection of lodging <http://www.alamosa.org/lodging-and-dining/alamosa-hotels-motels> so you may want to explore that option.

Late winter conditions in the San Luis Valley can be very unpredictable with winter storms still a distinct possibility. Allow extra time in your travel plans and of course our trip's itinerary could change due to weather conditions beyond our control. We also remind you to dress for these types of winter conditions. Always be prepared.

Because meals are not included we will provide some suggestions; for breakfast the Wake & Bake 24 Hour Café is located at 1227 Railroad Avenue (adjacent to Highway 285 South) in Alamosa (Telephone number 719-589-3104). Alamosa has two Subway locations, Safeway Grocery has a deli (1301 Main Street) and also City Market has a deli (131 Market Street) when considering having something prepared for lunch aboard the train.

You are welcome to pass this onto a friend if you desire but ask that you do not re-post to discussion forums, Yahoo Groups, public calendars, etc. Thank you.

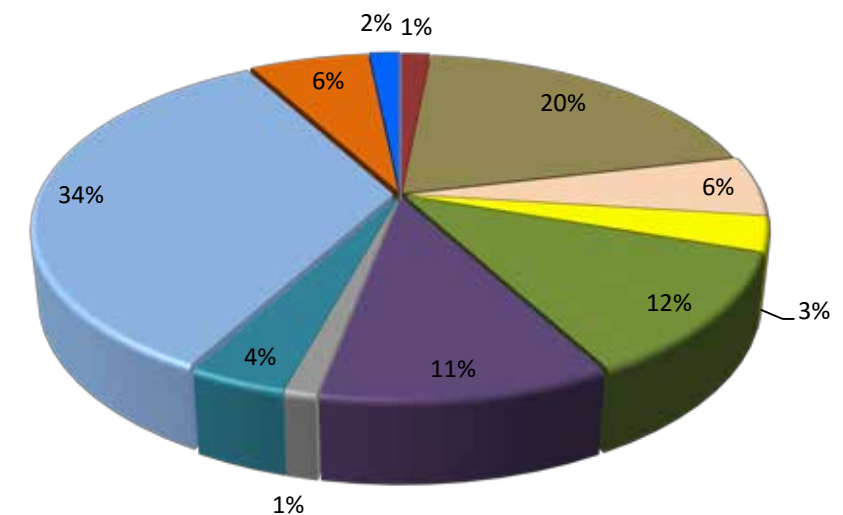
**Statement of Financial Position  
December 31,**

<b>ASSETS</b>	<b>2014</b>	<b>2013</b>
Current Assets		
Cash & Cash Equivalents	\$ 156,256	\$ 209,289
Receivables	\$ 2,610	\$ 5,180
Inventory	\$ 32,487	\$ 29,089
Prepaid Expenses	\$ 5,900	\$ 2,932
<b>Total Current Assets</b>	<b>\$ 197,253</b>	<b>\$ 246,490</b>
Property, Furniture & Equipment - Net	\$ 566,490	\$ 536,558
Investments, Unrestricted	\$ 38,598	\$ -
Investments, Permanently Restricted	\$ 89,350	\$ 136,988
Collections	\$ 238,683	\$ 232,183
<b>TOTAL ASSETS</b>	<b>\$ 1,130,374</b>	<b>\$ 1,152,219</b>
<b>LIABILITIES &amp; NET ASSETS</b>		
Current Liabilities		
Accounts Payable and Accrued Expenses	\$ 9,750	\$ 28,984
Deferred Revenue	\$ 4,880	\$ -
<b>TOTAL CURRENT LIABILITIES</b>	<b>\$ 14,630</b>	<b>\$ 28,984</b>
Net Assets		
Unrestricted	\$ 851,914	\$ 797,754
Temporarily Restricted	\$ 174,480	\$ 188,493
Permanently Restricted	\$ 89,350	\$ 136,988
<b>TOTAL NET ASSETS</b>	<b>\$ 1,115,744</b>	<b>\$ 1,123,235</b>
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$ 1,130,374</b>	<b>\$ 1,152,219</b>

Charter Fees	\$9,037.00
Contractors, Materials, Tools & Supplies	\$115,535.00
Other Direct Program Expenses	\$33,173.00
Dispatch & Public Relations	\$19,150.00
Fundraising	\$69,093.00
Indirect Program Expenses	\$64,125.00
Interpretation	\$7,133.00
Merchandise	\$21,500.00
Mgt, Gen & Admin	\$199,188.00
Professional Services	\$37,031.00
Travel Meals and Lodging	<u>\$9,534.00</u>
	<b>\$584,499.00</b>

**2014 Expenses by Category**

- Charter Fees \$9,037.00
- Contractors, Materials, Tools & Supplies \$115,535.00
- Other Direct Program Expenses \$33,173.00
- Dispatch & Public Relations \$19,150.00
- Fundraising \$69,093.00
- Indirect Program Expenses \$64,125.00
- Interpretation \$7,133.00
- Merchandise \$21,500.00
- Mgt, Gen & Admin \$199,188.00
- Professional Services \$37,031.00
- Travel Meals and Lodging \$9,534.00





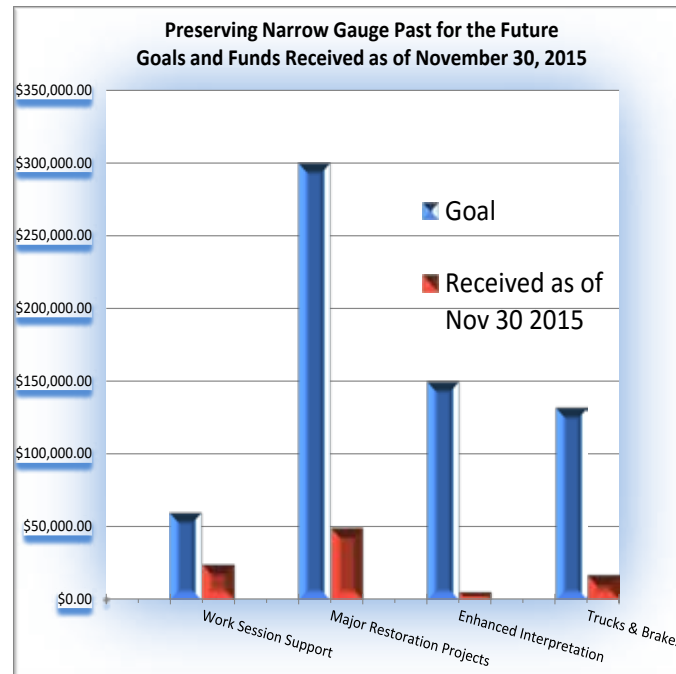
## Friends Projects and Goals

This chart is an illustration of the financial goals of the projects committee and where we are as far as attaining those goals.

Obviously we have a long way to go. However the reason I wanted to post the chart was twofold. First of course to illustrate the current status, secondly to tie that into a list of all the projects that need volunteer help along with financial. The following list was culled from a project committee expense list and by no means reflects all the expense items involved in the work being performed by Friends volunteers.

I hope as you look over this extensive list that something will catch your eye, something that you might want to participate in either by joining a work session or with financial help.

Rich



Project	Description	73000	Freight Car & Rolling Stock Lettering - Chama
21000	Work Session Registration		
23000	Food Preparation	73200	Designated Car Lettering - Antonito
23100	Food Preparation - Antonito	74000	Wood Preservation Treatment
24000	Tool Car Operation-Chama	75000	Mileposts and Whistle Boards
24100	Nail & Bolt Car Operation	76000	Chama Station Repairs
24300	Issue & Recover Hand Tools	77000	Project Discovery
24400	Tool Car Operation-Antonito	78000	Maintenance of Wheels, Brakes & Safety Appliances
24600	Paint & Painting Supplies		
25000	Carpentry Shop Operation	79000	Sheep Pen & RR Property Mowing
25100	Carpentry Shop - Antonito	80000	CRF Maintenance
26000	Reporting & Documentation	80100	Chama Upkeep & Maintenance
26200	Chronicling	100300	Cook Car #053 Restoration
27000	Equipment Preparation	100400	Restore RPO X54 as RPO 54
28000	Work Session Preparation	100500	Cumbres Car Inspector's House Repairs
28200	Work Session Closedown	100600	Cumbres Car Inspector's House Out building Reconstruction
29000	Equipment & Material Loading		
29400	Hauling & Vehicle Operation	100700	Cumbres Pump House Restoration
29600	Heavy Equipment Operation	101700	Coal Tipple Restoration
36000	Cumbres Mall Exhibit Staff	102600	Derrick OP Restoration
40000	Yard Docents	103300	Osier Section House Repairs
70000	Yard Landscaping - Chama	106100	Yard Floodlights
70100	Landscaping CRF - Antonito	108000	Restore Stock Car #5995
71000	R/W Brush & Tree Control	108900	Repairs to Sheep Car #5633
71500	Antonito Sign Upkeep	109700	Museum Car Display
72000	Freight Car & Rolling Stock Painting - Chama	109900	Pole Barn (CSF) Construction - Antonito
72200	Paint Designated Cars in Antonito	110100	Using existing parts as samples, have new castings made for critical box car parts, particularly door hardware.

111300	Rebuild Gon #9558	120800	0579 Roof Repairs
111500	Tourist Sleeper Coach Restoration	121200	Change Out Trucks on Flat Car #6649
111700	CSF Storage Tracks - Antonito	121400	Repair Wheel and Tie Car #06092
111800	Restore Frameless Tank Cars	MOW	for Derrick Support
112200	Repairs Boxcar #3669	121500	Repair Box Car 3125 Roof Walk
112500	Preparation of Colorado Work Site	121600	Repair Box Car 3422 Roof Walk
113400	Display Stair Loco 483	121700	Replace Roof of Sublette MOW West Speeder Shed
114300	OM Rotary Display		
115300	Chama Stock Pen Fence Repairs	121800	Osier Section House - Reside/Insulate
115400	Cumbres Snow shed Header Repairs	121900	Repair Cumbres Section House
115500	Cumbres Section House Siding Repairs	122000	Repair Cattle Car #5706
116000	Paint Display Engine	122100	Repair Sheep Car #5553D
116200	Restore DBG #783	122200	Repair Sheep Car 5841D
116300	Construct Elevated Storage Area S. Wall CRF	122300	Construct Side Wall on CSF - Antonito
116400	Masonry Pointing on Pump house	122400	Repair High Side Gon #1357
116600	Water Tank Leg Repair	122500	Repair Potty/Concession Box Car #3244
116700	Box" 3 high value cars in N Yar	122600	Rebuild Idler Flat Car #1515
116800	Convert 3585 to New Tool Car	122700	Repair/Rebuild Roundhouse Doors
116900	Landscape Entry Drive Along Display Train	122800	Repair Loading Dock for Wool Storage(Carpenter Shop)
117700	Restore Mortar in Lava Pump House	122900	Replace Roofing on Scale House
118200	Repair Station Loading Dock	123000	Replace Roofing on Coal Bunker
118500	Repair Long Reefer #163	123100	Construct Wood Storage Shelving
118600	Cosmetically Restore Engine #483	123200	Repair High Side Gon Car #1149
118700	Repair Flanger OK	123300	Sand Blast Narrow Frame Tank Cars #12962 & #13084
118800	Install HDTV Camera System	123500	Prime Cedar for Osier Section House
118900	Install Electric Circuit to Milling Equip.	123600	Repairs to Pile Driver OB
119000	Repair #04258 MOW Box Car	123700	Repair Boom Car 06008
119100	Repair #1232 High Side Gon	123800	Repair Caboose 0579 Wheel & Roof
119200	Sublette Section House Repairs	123900	Repair Friends Shop Trailer/Generator
119500	Sublette Repairs to Log Bunk House	124000	Repair OL Flanger Sills & Decking
119600	Sublette Log Bunk House Roof/Shingles	124100	Repair Roof Annex Car Insp House
119700	Construct Passenger Truck Sets	124200	Repair DB Gon 791 Center Sill Support
120000	Osier Station Repairs	124300	Repair Caboose 0503 Platform/Railing
120100	Gondola 6205	124400	Restore GRAMPS Oil Loading Rack
120200	Flag Poles	124500	Convert Box 3016 to Kitchen Storage
120300	Osier Station - Solar Electrical System for Period Lighting Fixtures	124600	Restore ULTX Tank Car 11050
120400	Repair Gon #756 (RR MOW)	124700	Repair MOW Box Tool Car 04549
120500	Repair Drop Bottom Gon #769	124900	6529 Steel Frame Flatcar
120600	Construct Historical Marker Stands	125200	CRF Inventory System



## Review: 2015 Narrow Gauge Convention, Houston, TX

Prepared by Carl Olson

I mentioned to Tim Tennant earlier this year that I thought it might be a good idea to have the Cumbres and Toltec Scenic Railroad represented at the 35th Annual Narrow Gauge Convention to be held in Houston, TX, Sept 2-5, 2015. Tim thought it was a great idea. As a result, Marshall and Mary Jane Smith, Jason Rose, and I manned a table promoting our fine Friends organization. In promoting our group, we sold several hundred dollars' worth of merchandise that included C&T hats, DVDs, shirts, 2016 calendars, Friends memberships, and cook books. I might mention that we sold all the calendars, and all of the DVDs featuring Return of the Mudhen that Tim provided for us. Because the Friends has a large contingency in Texas, many of those who attended the convention approached our table, and introduced themselves as Friends members.



By any measure, the convention was a huge success. Based on my conversations with numerous vendors, the event was successful for them as well, and everyone had a great time. There were 5 layouts set up in the lobby of the hotel, over seventy-five vendors selling goods, plus 19 layouts to tour. Many of the layouts were done by MMR (Master Model Railroaders). A number of the convention participants who went on the layout tours reported that what was represented here in Houston was above anything else they had

seen before, and these were people who had attended numerous National Conventions.

Additional areas that were appealing to me and others, were the seminars (52 in all), and the model contests. Regarding the seminars, both Marshall and I attended several of them and were impressed by the quality of the presentations and attendance. One area in the Model Railroad Contest that was most appealing to me was the Photo Contest, where an individual would place his/her model in a life like model setting and then take a photo of the setting – you could not tell which was the real setting and which was the model.



Hopefully, the Cumbres and Toltec Scenic Railroad can promote the Friends organization at the 2016 Narrow Gauge Convention in Augusta, Maine, Sept 7-10

## 25 YEARS OF SERVICE AWARDS



Tim Tennant with two 25 year award recipients, Jim Gross on the left and Wade Hall on the right.

### CAR LETTERING TEAM LEADERS AND MEMBER VOLUNTEERS NEEDED!

Lettering of newly restored and painted historic D&RGW rolling stock provides the essential finishing touch! Retirement of our long time team leaders has the PC scrambling for new members.



A steady hand and ability to climb two or three ladder steps are the major job requirements. This project is an excellent opportunity for new comers and those wanting less physical work to become a major part of a historic restoration program. Here is a great opportunity for You to help the Friends shine.

For further information, please contact either project co-chair, **John Eng** at: [jengs@engsventures.com](mailto:jengs@engsventures.com) or **Ed Lowrance** [egival@centurytel.net](mailto:egival@centurytel.net)





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

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*Westbound snowplow and flanger helping freight at the depot.  
From the Richard L. Dorman collection. File no. RD013-022*