

We also revisited and revised our ideas about markers for the station, turntable, water tank, and bunkhouse. The markers are on our work list for 2005, and Laura will be back, this time as leader of the team that will install the markers.

As a thank you for your support of the Friends, the brochure was included with all 2005 membership renewal letters. We've heard from some of you with new

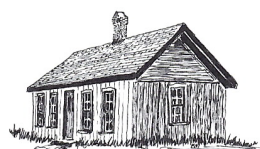
information and appreciate having it. We hope you enjoyed learning more about Cumbres Pass.

Many thanks to Frank, Dick, Andy, and Clint for the hours they volunteered to this project and to Laura and Dave for their professional support.

— Terri Shaw is a former president of the Friends.



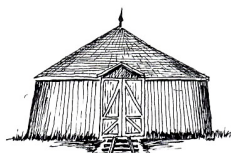
1. Section House. It was built in 1882 and resembles section houses throughout the D&RGW system...



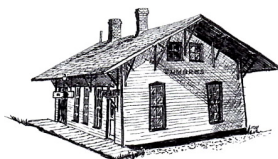
2. Site of Bunk House. Built in 1882...this structure provided quarters for track and road crew members.



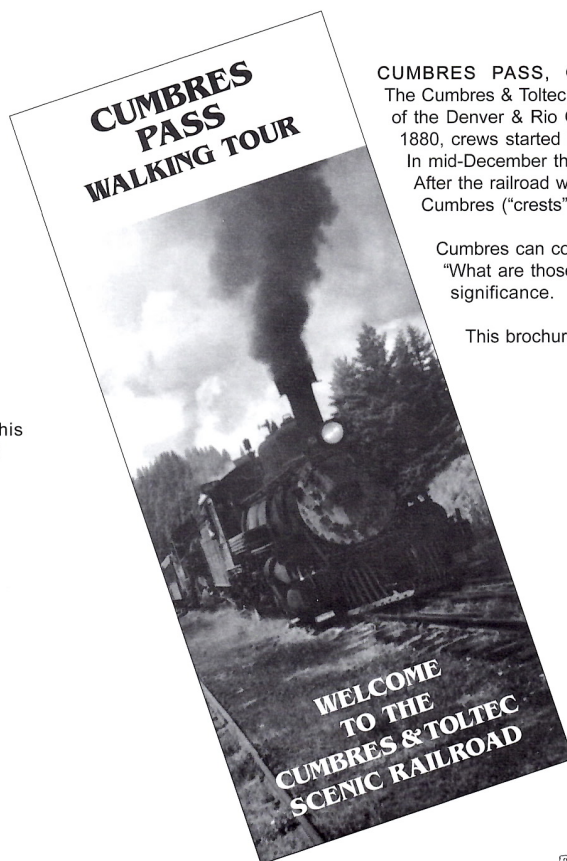
3. Wooden Trestle. This trestle was built to enable the railroad to cross a ravine and proceed around Windy Point...



13A. Covered Turntable...was a gallows-type turntable, measuring 50 feet in diameter and was used to turn locomotives.



15. Site of Cumbres Station. The station was built in 1882 and removed in 1954...The station agent's office was on the ground floor and his family lived in the other rooms. They lived here year round.

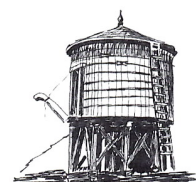


CUMBRES PASS, COLORADO.

The Cumbres & Toltec Scenic Railroad (C&TSR) ... was once part of the Denver & Rio Grande Western Railway... In the spring of 1880, crews started laying track west out of Antonito, Colorado. In mid-December they reached the highest point on the line... After the railroad was built, the pass came to be known as Cumbres ("crests" or "summits" in Spanish).

Cumbres can come alive again when you stop to wonder, "What are those buildings?" and rediscover their history and significance.

This brochure is your guide.



5. Site of Wooden Water Tank. This tank was like others that can be seen along the line... Watering facilities had to be located every 7-10 miles...



10. Site of Store and Post Office. This was the location of a gas station, general store, and post office during the 1930s...

UNCOVERING CUMBRES

by Deborah Williams

Photographs by archaeological survey team

The Friends broke new ground during the 2004 work sessions E and F, as team leader Laura Kammerer led an archaeological investigation at Cumbres in search of buildings that crumbled and disappeared long ago. Before arriving at the site, Laura studied old photos, maps, and articles concerning the history of Cumbres. Terri Shaw and her team contributed information also, and a list was made of significant vanished structures. The goal was to find their exact locations.

Members of the session E team were Karen Garnier, Rae Haynes, Curtis Hixon, Alan Paulsen, and George Swain. Scott Hardy and Charles W. "Chuck" Smith worked with Laura in session F.

The team used measurements from fixed landmarks, such as the section house, and began their search with three-foot long, 1/4-inch-diameter steel probes. These are somewhat like the poles rescue teams use to probe the snow for trapped skiers, but they were largely ineffective at Cumbres due to the layers of coal and cinders beneath the surface. Digging narrow trenches was much harder work, but turned out to be the best way to uncover remnants of the buildings.

The area once hummed with activity and noisy workers, but the ruins recounted their tales silently in 2004. The



Session E team working behind the car inspector's house to locate remains of outbuildings. Here a domestic snowshed linked a well house, coal storage area, outhouse, and animal pens.



Team leader Laura Kammerer documenting evidence of coal bunker foundation members at the south end of the new snowshed. Flanking the snowshed, two such structures were constructed in 1916 on the site of the former covered turntable.

foundation of the braced timber structure told the location of the turntable it once covered, and a piece of cast iron found at the car inspector's house spoke of an old hand pump. Brick piers and wood sills were discovered at the station site. Portions of sills and foundation timbers were found at the site of the new snowshed and its associated coal bunkers.

Behind the car inspector's house, remains were found of wood flooring, wall siding, and posts. The foundation of the bunkhouse was well preserved, and the team located the southern end of the new snowshed and the site of the covered turntable.

Laura and her teams made certain every find was photographed, sketched, measured, and mapped to enrich the interpretation of the site for future visitors. David Ferro is working on detailed plans of each of the uncovered structures, and the appropriate forms and digital photos are being prepared for submission to the Colorado State Historic Preservation Office, the New Mexico State Historic Preservation Office, as well as to the Friends.

Finally, to protect the discoveries from further damage, the team backfilled the trenches they'd dug, and the remnants of Cumbres disappeared like ghosts.

— Member Deborah Williams is also known as Cinder Bear, the railroad mascot.

**Another Century of Narrow Gauge Steam
Annual Report, February 18, 2005**

Summary

We are pleased to report that 2004 was another good year for the Another Century of Narrow Gauge Steam (ACNGS) fund. The fund continues to provide a stable source of long-term funding for the Friends, and is the primary source of private support for the capital and special project needs relating to the historic preservation mission of the Friends of the Cumbres & Toltec Scenic Railroad.

Since its inception in 2002, aggregate pledges and gifts of approximately \$630,000 have been made to the fund. Actual contributions since 2002 total \$477,000, including \$93,000 in 2004. Major fund investments over the past year include \$125,000 (\$60,000 in 2003 and \$65,000 in 2004) paid to the Commission as the Friends' matching portion of the EDA locomotive grant and \$60,000 disbursed for the Friends' new railcar restoration facility in Antonito. The ACNGS fund currently has, net of commitments, approximately \$95,000 of cash available for use.

EDA Locomotive Grant

Last fall the US Economic Development Administration (EDA) made the final payment on its current series of grants to support the railroad's steam locomotive re-building program. The \$400,000 payment (which had no separate Friends matching requirement) in October 2004 brings the total EDA investment in the restoration of locomotives 484, 487, and 488 to \$1,400,000. These grants were made possible, in part, by the efforts of the Friends as a co-applicant with the Commission on the grant request, and the Friends 10% matching requirement on the grant, \$125,000, was only possible by virtue of the funds available through the ACNGS fund. The Commission, with funds made available by the States of New Mexico and Colorado, also provided matching funds in excess of \$125,000 toward the grant. Without the EDA grant and the matching funds provided by the Friends and Commission, it is unlikely that any of the locomotives would be operational today. If you have contributed one dollar to the ACNGS fund, you have made a direct contribution to keeping the C&TS railroad operating.

Antonito Car Repair Facility

The second major initiative supported by the ACNGS fund in 2004 was the Friends new railcar restoration facility (CRF) in Antonito. The 4,300 square foot steel building, erected last fall on Friends property just east of the Antonito yard, is a two-stall car shop with capacity for up to four 30-foot freight cars. The Friends board approved the facility last summer, after plans from prior years had been delayed. Long-time Friends supporter and Antonito site volunteer Malcolm Mackey provided encouragement, support, and seed funding for the facility and the ACNGS fund provided \$60,000 for completion of phase one.

Additional work on the CRF, such as a concrete floor, track, and electrical service, is planned this year as funds become available. Grant applications have been made to cover the projected costs, but it is possible that the ACNGS fund will contribute additional amounts to finish the facility.

Other Fund Activity

The ACNGS is primarily funded by members of the Friends. Out of approximately 700 contributors since inception, about 650 are Friends members. As you know, 10% of all fund contributions are allocated to the Friends permanent/endowment fund. The permanent fund now totals approximately \$51,000, including the \$47,500 added to it from ACNGS contributions. The Friends strategic plan targets the growth of the permanent fund to the \$250,000 range over the next five to six years.

Administrative expenses of the fund continue to run below the 5% authorized by the board. Through December 31, 2004, the administrative expenses paid from the ACNGS fund since inception total \$10,900, or 2.2% of the total fund contributions.

Other than cash, the only asset held by the fund is a \$20,000 promissory note from the Rio Grande Railway Preservation Corporation (RGRPC). This note evidences a loan made by the fund to RGRPC in 2003. The note

bears interest at 6.5%, which is paid monthly. The principal amount due is scheduled for repayment in monthly installments in 2006.

Future Fund Uses and Needs

As you know, last year the Friends and the RGRPC agreed that RGRPC would no longer be a controlled affiliate of the Friends. While you may not notice any difference in the operation or management of either entity, what this means for the Friends is that the ACNGS funds will no longer normally be used to provide capital directly to the RGRPC. When ACNGS funds are used to support the railroad, they will be provided to the Commission for its use and direction.

The Friends, using ACNGS funds, recently made a grant to the Commission of \$70,000 for the purchase of long lead-time parts and services for the restoration of C&TS locomotive 489. This grant was made at the request of RGRPC and the Commission so that the process of restoring 489 can begin this spring and, it is hoped, be completed in the fall of 2005. As of this date less than \$5,000 of the grant has been advanced.

The ACNGS fund has adequate assets on hand to complete the 489 grant and other small projects, including possible additional funds for the Antonito CRF and other historic preservation efforts this year. Outstanding pledges for the balance of 2005 and 2006 total about \$73,000 for each year. We are counting on the receipt of the unpaid pledges to fund other historic preservation needs this year and next.

However, our plans for the next five years are not small. This summer the Friends expect to announce plans for a major multi-year project in Chama, including a museum and interpretive center and possibly railcar storage and/or restoration facilities. While grants and outside funding will be sought, the backbone of our fundraising efforts will be the ACNGS fund and we will be initiating a major long-term fundraising effort to provide most of the funding for the new projects.

How You Can Help

The ACNGS fund was instrumental in keeping the railroad operating during the difficult 2002 and 2003 seasons. More recently, the ACNGS fund played a pivotal role in assuring that adequate funds were available to match the EDA locomotive grant, and that grant, with the Friends and Commission matching funds, was critical in getting three locomotives operational for the railroad. And, we hope our recent assistance is instrumental in getting engine 489 ready to go later this year.

But, we still need your help. If you've made a multi-year pledge, please make the 2005 payment on the pledge if you haven't already, and consider accelerating the 2006 portion into 2005. If you haven't yet made a pledge or gift to the fund, please consider doing so today. Our short-term goal is to position the fund with adequate reserves so that we have momentum when we start our next major fundraising campaign later in 2005.

While we are contacting additional potential ACNGS donors outside of the Friends, the core of our support will remain the Friends' members and other close supporters. We thank you for your wonderful support and generosity in the past and, with a sense of strong commitment and belief in the future of the railroad, ask for your continued support now and in the future. In the final analysis, it will be the Friends of the Cumbres & Toltec Scenic Railroad and its members that assure that Another Century of Narrow Gauge Steam is a reality.

Sincerely,

Tim Tennant
President and CEO

Bob Craine
Director and
Chairman, Development Committee

Please feel free to contact Tim Tennant, President & CEO of the Friends (timtennant@cumbrestoltec.org) or Bob Craine, Chair of the Development Committee (bobcraine@cumbrestoltec.org) if you have any questions or concerns.



This feature was the most exciting discovery of the project. Here the curved edge of a large sandy clay lens (seen approximately 1/3 from the bottom of the photograph) is contained by remnants of vertical siding believed to be from the structure that covered the 1885 turntable. The turntable was removed around 1900 but the timber structure that sheltered it remained until 1916.



The three aligned features to the right center in this image define the outer wall of the coal bunker on the east side of the new snowshed.

Completed excavation of supports at south wall of the bunkhouse. Once photographs and measurements were completed, this and the other excavations were backfilled to protect them.

Under direction of team leader Kammerer, George Swain and Rae Haynes excavate wooden piers on the site of the bunkhouse. Constructed in 1882, the bunkhouse was located south of the Cumbres section house. It was removed in the 1960s.



This view from the hill west of the tracks shows the entire footprint of the bunkhouse.

