

Cumbres & Toltec Scenic Railroad Commission
Minutes of the Regular Meeting, August 26, 2023
9:00am

Location of Meeting:

Antonito Town Hall
515 River Street
Antonito, CO

Present at Meeting: Commissioner Mark Graybill, Commissioner Scott Gibbs, Commissioner Smith Casford
Absent: Commissioner Billy Elbrock

The regular meeting of the Commission of the Cumbres and Toltec Scenic Railroad was called to order at 9:00am on August 26, 2023, by Vice Chairman Scott Gibbs

Approval of Agenda: The agenda for the meeting was distributed. Motion to Approve with the revision to Item 13b to read "Approve/Disapprove Resolution 2023-010: A Resolution to Approve the FY25 New Mexico Appropriation Request for \$380,000" made by Commissioner Smith Casford, seconded by Commissioner Graybill. Approved 3/0

Approval of Minutes from Regular Commission Meeting on May 20, 2023: The minutes of the May 20, 2023, meeting were reviewed. Motion to approve: Commissioner Graybill, seconded by Commissioner Smith Casford. Approved 3/0

Approval of Minutes from Special Commission Meeting on August 17, 2023: The minutes of the August 17, 2023, meeting were reviewed. Motion to approve: Commissioner Smith Casford, seconded by Commissioner Graybill. Approved 3/0

Presidents Report: Attached as Addendum A

Superintendent's Report: Attached as Addendum B

Financial Report: Attached as Addendum C

Marketing Report: Attached as Addendum D

Local Affairs Report: Attached as Addendum E

Capital Projects Report: Attached as Addendum F

Friends of the Cumbres & Toltec Scenic Railroad Report: Attached as Addendum G

New Business:

- a. **Motion to Approve The Capstone Group, LLC Client Agreement:** made by Commissioner Smith Casford, seconded by Commissioner Graybill, Approved 3/0
- b. **Motion to Approve Resolution 2023-009: A Resolution to Amend the Commission Policies and Practices Manual v8.0:** made by Commissioner Smith Casford, seconded by Commissioner Graybill, Approved 3/0

- c. **Motion to Approve** Resolution 2023-010: A Resolution to Approve the FY25 New Mexico Appropriation Request for \$380,000 made by Commission Smith Casford, seconded by Mark Graybill, Approved 3/0

Old Business: none presented

Public Comment: Mr. Bob Reib and Mr. Bob Condry commented on Friends work sessions

Executive Session: Motion to enter Executive Session pursuant to the Commission's Policies and Practices 8.0, adopted May 20, 2023, regarding limited personnel matters and potential land acquisition at 10:15 by Commissioner Smith Casford, seconded by Commissioner Graybill. Graybill: Yes, Gibbs: Yes, Smith Casford: Yes. Commissioner Gibbs: Yes. Motion passed unanimously. Rich Casford, Risk Officer, was asked to join the executive session. The Commission reconvened out of Executive Session at 10:23am. Motion to reconvene: Commissioner Graybill, seconded by Commissioner Smith Casford. Graybill: Yes, Gibbs: Yes, Smith Casford: Yes. Motion passed unanimously. **Vice-Chairman Gibbs stated that no decisions were made, nor any action taken during the Executive Session.**

Actions following Executive Session: No action following the Executive Session was necessary.

Motion to adjourn made by Commissioner Graybill, seconded by Commissioner Smith Casford. Approved 3/0. Meeting adjourned at 10:24am

The next regular meeting will be held on Saturday, November 11, 2023, at 9:00am, location to be determined.


Kim Smith Casford, Secretary



President's Report to the Commissioners August 26, 2023

It has been an interesting quarter! With the New Mexico Governor's requirement for the President/General Manager position to be separated from the Commissioners appointments, we initiated a search for my replacement immediately after the last Commission meeting. The position was advertised on LinkedIn, Indeed, Zip Recruiter and the Heritage Rail Alliance newsletter. We received 30 applicants for the General Manager position. A team of CTO managers reviewed all the applications, scored them against the Job Advertisement for required and desired skills. The team then interviewed 16 of the 30 applicants. The search team briefed the Commissioners during a special meeting held on August 17, 2023. The short list of applicants from this meeting will be interviewed over the next two weeks by the Commissioners in special meetings. If the hiring process progresses as expected this should be my last President's report to the Commission.

The contract for the Lava water tank rehabilitation has been awarded. The work is expected to take about 6 weeks from delivery of the materials. The saw-mill in Taos is cutting all the replacement wood. They should begin cutting wood in another 10 days.

Extensive tie replacement has been happening between MP 302 and MP 303. Overall, 813 ties have been installed and 3,280 tons of ballast have been spread across the railroad. The track has been surfaced in several sections on the east side of the railroad and several points on the west side of Cumbres Pass. Additional surfacing work will take place on the west side of the pass this fall. Three slow orders that developed due to the hard winter on the west side of the pass were removed as the track was surfaced on the west side this year.

The installation of the new potable water treatment plant has been completed in Osier. Colorado has now removed the water notifications that have been in place since I arrived in June of 2021. When Colorado recategorized the Osier spring as ground water under the influence of surface water and we were required to upgrade the water treatment plant. The new water plant cost \$79,027.

The Osier dining hall kitchen has been functional since June 10, 2023. We passed the Colorado State Health inspection, and the Conejos County Fire inspection. All the kitchen equipment with the exception of the walk-in cooler has been replaced. The serving tables upstairs were also replaced. We added additional tables to fill the additional seating space on the lower floor as we opened up dining space. We recently ran a short two-week survey of our premium class customers and ask them about their lunch experience. The overall rating on a scale of 1 to 5 is 4.1. Many customers wanted more time to eat. The menu received many positive comments, especially from guests with food allergies or desiring a Vegan meal. All food is now cooked from scratch either in the Osier kitchen or What the Truck's Santa Fe kitchen. A total of 17 employees of What the Truck support the Osier dining facility, working in Osier or Santa Fe.

Outlaw BBQ in Chama has chartered two trains for the fall color season. These trains will originate at their restaurant and return to the restaurant. These two trains will run on



September 27 and October 4. Departure time is 3:00 pm. The restaurant will serve their guests dinner after the train trip. The railroad is helping to market these trains. We also have two photo charter trains on October 19 and 20 for Dak Dillion. These trains feature the 168 and the historic passenger consist and 463 with a freight consist.

We have requested proposals to remove the Cumbres Pavilion. The snow load on the structure last winter caused a catastrophic collapse of the building. None of the building structure is salvageable. It should be removed before snowfall.

The Finance department was elevated to report directly to the General Manager/ President on May 10 just prior to the last Commission meeting. Since that time, Alysia Martinez has hired additional financial staff and restructured the Department. She is establishing performance metrics for her department. The FY22-23 audit has been initiated with SJT Group LLC. The new budget structure that was approved at the last Commission meeting is being implemented with the assistance of Burt and Company CPA firm.

The Antonito shop has been busy with repairs on diesel 15 and 19. The 15 received a rebuilt traction motor, work on the cooling system, fuel injectors, addition of a battery to bring it back to a 72 volt system for starting and a full inspection. The locomotive can now be used outside of the yard limits. The 19 broke an axle while returning from flanging the line into Osier earlier this year. The axle failure was a classic fatigue failure of the axle. A spare traction motor, gearbox, and axle were installed while the locomotive was located in Sublette after the locomotive was retrieved from the failure site about two miles west.

The 484 and the 488 have been the go-to locomotives this season. Both are now close to their first 92 service day inspections and boiler washes.

The 463 suffered a slipped driver tire on the engineer's side 3rd axle. The wheel set was removed. The wheel needed to be machined to clean up the tire seating surface. It was taken to Chama and the large wheel lathe was used to turn the wheel. It was taken back to Antonito where a shim was fitted between the tire and wheel when the tire was reinstalled. The locomotive is back in service. While in Antonito the engine received a 31-day inspection and boiler wash.

Work on the 487 is continuing. The hardware from the old tender cistern has been transferred to the new cistern. New white oak supports have been ordered to place between the tender frame and the cistern. The frame has been inspected and will receive a coat of paint before the new cistern is installed. Work on the firebox has been much more extensive than originally thought was required last year. The original scope was the installation of two new side sheets in the firebox. After a full inspection, the engine needed a lower section of the inner door sheet, lower side sheets, lower section of the rear flue sheet, a partial throat sheet, and a flush patch on the engineer's side blow down valve in the outer sheet. All the new sheets have been fabricated, fitted, the welding is about 80% completed. Steven Butler and the Antonito shop also fabricated corners for the 480's firebox repairs underway in Durango when the new corners



were fabricated for 487. Once the firebox welding is completed, we will complete the oil conversion. The conversion will include a new petticoat pipe as well as the D&S style firepan and door air damper. All the materials to complete the oil conversion are on hand.

Work continues on the 489. The new fire pan has been installed replacing the one that failed at the end of last season. All the oil and atomizer piping has been refabricated to fit the new firepan. The burner has been installed and fire brick is now being put into place. This represents version 2.0 of the oil conversion on the 489. All the rod brasses have been completed. The trailing truck still needs some work on the fireman's side thrust bearing before it is ready to reinstall under the locomotive.

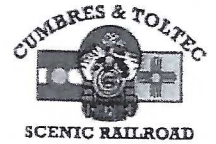
The 168 and the 315 will be used on Friends of the C&TS charters on Monday the 28th and Tuesday the 29th. I would like to thank Steven Butler, Joslyn Comstock and Max Casias for their work on the 168 cylinder saddle. In January, I was not sure the failure of the saddle on both sides of the locomotive would not cause us to retire the locomotive again. I am convinced that the failure on the engineer's side, and the patch the D&RGW made on the saddle contributed to the locomotive's original retirement.

The 492 was moved off the isolated track north of the Chama shop. The tender has been moved to the track next to the ash pit. The locomotive is sitting north of the shop building. The external inspections have begun. The first set of parts of the rod order arrived this month. The remainder of the rods will arrive over the next year.

On June 3, 2023 we rolled out the new parlor car. Cate Kratville-Wrinn attended opening day. She unveiled the new car named the Jim Wrinn in honor of her late husband. The car's first trip over the railroad was an eventful one with one of the trucks suffering 5 hot boxes on one axle. We changed the truck and have not had any further issues with the car. This car has been added to the fall consist on Fridays out of Antonito and Saturdays out of Chama. There are 6 Saturdays in September and October where the additional parlor car and an additional coach will require double headed trains out of Chama. There are still a few parlor car seats available on the new car.

The fiscal year 2023-24 State appropriations cycle has begun. The Commission requests two types of funds from each state. We request funding for Commission operations. These funds cover the property insurance costs to protect the capital assets of the two States and a small amount for financial staff, and state mandated audits. The other form of funding we request is a capital appropriation for track, locomotive and passenger car investments. We are in the three-year appropriation cycle for the Colorado funding for Commission and Capital. We have requested an additional \$500,000 for wildland fire mitigation along the right of way. We are also submitting our requests to New Mexico. We will be asking for a small increase in Commission funding to help cover the rapidly increasing cost of property insurance.

We are seeing a very different trend in ticket bookings. There is a shift in the demographics riding the railroad with a younger group of guests booking this year. We are also seeing fewer



bookings via phone and many more via internet sales. Prior to COVID about 40% of ticket sales were booked via the internet. Today we are seeing about 66% booked via the internet, most of these bookings on smart phones. There has also been a significant increase in walk-up sales the morning of departure. Overall bookings are 24,975 as of Wednesday the 23rd. Revenue from bookings is higher than any of the past 5 years.

Our target for retail sales in the two gift shops for this fiscal year is 5% of estimated ticket revenue. As of this meeting we are well over half-way to this goal. Many items have sold out and have been reordered for the fall color season. Kalee's designs have had many very positive comments. The reaction of the parlor car passengers to the Holiday ornaments has been very positive. Then they discover this is the first year of a series many talk about returning next year.

Scott Gibbs



Superintendent's Report

The first part of the season was spent getting everything ready. As the season begins, equipment moves back and forth, and problems develop. The equipment is aging, and surprises happen. There were problems with journal brasses that were taken care of. The few engine problems have been corrected. The new big problem is lack of water at the spring boxes for the water tanks. Some water needs to be hauled into Sublette, as its spring is running low. The trains have been running pretty much on time. Locomotive 15 was brought to Antonito. Its traction motors have been replaced, as well as some electrical work. It has been returned to Chama, giving them a good switcher engine. Locomotive 19 suffered a broken axle last year while flanging snow. It was towed to Sublette, to be repaired there. It is back in service. His staff worked on the dinning hall at Osier. It is fully in service now. The customers are pleased the dinning hall is back. Fire patrol is doing an excellent job behind the trains. There has been some cross training in Antonito for the fire patrol. Should there be an immediate need for a patroller, one should be available. The patrol have been attentive to their equipment. They have been leaving the equipment ready for the next person.

Work on pay car F (historic consist) continues by Zell. Truss rods have been installed. Interior work on that car has been progressing. Zell has also been working on 487's tender frame. This year, track crew has been helping Marvin. To return the favor, he plans on moving some ballast for the track crew.

Commissioner Graybill mentioned that repairing 19 out on the line was amazing. Most RR's the size of the C&T would call in a contractor to the tune of \$100,000 to \$150,000. Marvin provided a quality team. The Antonito team moved to Sublette for the repair. The older team members mentored the younger (new) team members on how to perform the job, and what mistakes to not make. They repaired the locomotive in a week so it could return to Antonito. The team found fun in the job, which makes the work satisfying.

Marvin was asked by John Bush about the water situation at Sublette and Cumbres pass. He replied that both sites have low water flow this year. Lack of rainfall since the end of May seems to be to blame. John went further to thank Marvin for getting the two diesel locomotives going. He pointed out how moving locomotives in Chama requires a front end loader or another locomotive. John also pointed out the value in the cross training. Marvin pointed out how the employees would jump in to get the job done.

As transcribed by Sam Seiber

Addendum B



August 25th, 2023

Finance/Accounting Update

Fiscal year end is a very busy time of year for the finance department. As we close FY 2022-2023, prep for audit, along with the usual business of the operating season. Within the finance department, I have made some temporary fixes to get us to the end of the season. When the season ends, I am hoping to get a full-time accounts payable clerk, full-time accounts receivable clerk (whom will be assigned other duties), full-time Capital Project Manager, and possibly an additional person to cross-train and fill in any gaps that may need filled in order to keep separation of duties a top priority. As the new fiscal year has begun, we are busy trying to implement the new budget structure into Quickbooks and come to a conclusion on how we will distribute financials going forward. The budget structure is very different compare to what we are used to seeing. The finance department is working on some priorities as far as AP, QB access, reimbursement for uniform, etc. The budget is due September 1st, Misty, myself, Scott, and Gabriel have been working within the BFM system to ensure this is complete and turned into DFA and LFC by then.

HPA:

HPA for the fiscal year is usually quiet around this time of year, the NOI is higher than prior year since Operational Revenue has increased. For the month of July, the income from monthly interest has increased from prior year. As of June 30th, our total assets for the fiscal year increased from prior year. The total liabilities have decreased from prior year, which increases our total liabilities and equity from prior year.

Commission:

Commission overall is good. We did receive the general fund support from both New Mexico and Colorado. Our expenses for the fiscal year were under budget and there were no budget adjustments needed. As of July 2023, we had not received the general fund supports, so that will not reflect on the profit and loss statement for July, but our expenses have decreased drastically from prior year, as we see that all the maintenance for Osier is now complete.

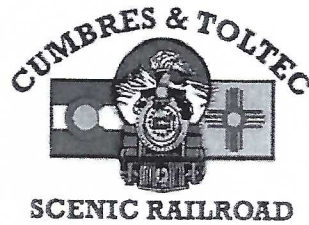
Capital:

Capital is always busy around this time of year. The current projects right now are as listed: Pay Car F, locomotive rehab.

CTO:

CTO is very busy this time of year, we see all the operational revenue from the season, payroll expenses, operational expenses, and insurance renewals. Our total expenses for fiscal year 2023, were well under budget, but increased from prior year. The major increases in expenses, we see are in insurance, operation expenses, G&A, A&M, utilities, and POS fees. The NOI for fiscal year 2023 sits at an increase from prior year.

Alysia Martinez



August 25, 2023, MARKETING CTO REPORT

Prepared August 23, 2023, by Abigail Martinez (Marketing Manager)

EMAIL CAMPAIGN

Below is a chart comparing email blast numbers from this season to date to prior seasons.

Season Year	Open Rate	Click Rate
2023	33%	2%
2022	29%	3%
2019	22%	2%

DIGITAL MARKETING

Performance through 7/31/23

- The campaign has delivered a total of 5,876,218 impressions with 55,413 clicks with an overall 0.94% CTR & 4,697 Conversions
- Google is our top converting tactic with a total of 4,181 Conversions.
 - 225 Calls from Ads
 - 3,956 Ticket Sales
- Facebook is our 2nd top converting tactic with a total of 404 Conversions.
 - 404 Purchases
 - Social Ads Engagement:
 - 549 Post Shares
 - 3,443 Post Reactions
 - 225 Comments
- Programmatic is our 3rd top converting tactic with a total of 112 Conversions.
 - 47 Conversions via Retargeting
 - 39 Conversions via Display
 - 22 Conversion via Pre-Roll
 - 4 Conversion via Added Value
- Our total cost per conversion for the campaign through 7/31 is \$17.22, \$2.46 less than last month.

Here's the data together when I compare June/July 2022 & June/July 2023:

- June & July 2022
 - Facebook Conversions: $31 + 86 = 117$
 - Google Conversions: $443 + 1,747 = 2,190$
 - Display/Video Conversions: $1 + 34 = 35$
 - Total: 2,342
- June & July 2023
 - Facebook Conversions: $133 + 152 = 285$
 - Google Conversions: $1,194 + 1,451 = 2,645$
 - Display/Video Conversions: $39 + 41 = 80$
 - Total: 3,010

Compared to July of last year, Facebook saw an increase of 76% in conversions, Google saw a decrease of 17% in conversions, and Display/Video saw a decrease of 47% in conversions.

Banner Ads:

We have many banner ads running on the following websites:

TaosNews.com, NewMexico.org, Colorado.com, Gazette.com, VisitAlbuquerque.org, and Alamosa Citizen.com. All our banner ads are showing a CTR equal to or above the national average (The national average of CTR is .01%-.03%). We saw the best CTR in the month of July from Colorado.org at 1.32% and 14K impressions.

VisitAlbuquere.org is amongst the best CTR at 4.4% respectively. We are running a Featured Listing on the VisitAlbuquerque.org website that is generating these great results. For next season, I will be looking at adding an additional option or two to increase our exposure on the site since it's doing so well for us.

eNewsletters

During the season we run sponsored eNewsletters in

AAA Living Colorado- The AAA eNewsletter links to an advertorial about the C&T on their website.

AAA Explorer NM- The AAA eNewsletter links to an advertorial about the C&T on their website.

Trains Magazine – We ran a custom emails April, May, June, July, and August. This is a new digital advertising feature Trains Magazine is offering this year. The open rate and clicks are very high. Trains Magazine usually sees open rates on custom emails in the 20-25% range. Ours comes in at 36%.

5280 – Custom emails 2x a month April – August was emailed to all their subscribers and shows an average CTR of 1.00%

WEBSITE

Up until the beginning of July our website visits this season 2023, were steady in comparison to 2022. During July and August, we have seen a decrease in website traffic but see an uptick in directly clicking the BOOK NOW button from various ads.

PR & SOCIAL MEDIA OVERVIEW: July 24 – August 20, 2023

PR

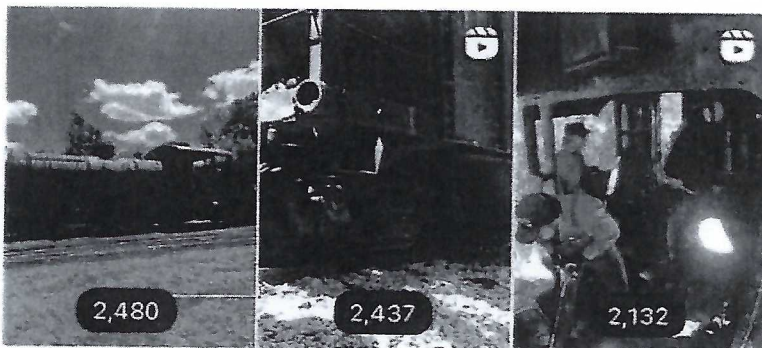
Between July 24 and August 20, 2023, there were **59 known media stories**. Most notable: Country Living included C&TS in [12 Amazing Fall Foliage Rides](#); Afa included C&TS in [13 Train Rides to Book Right Now](#); [RealFoodTraveler.com](#) ran a feature story; KOB-TV (ABQ) ran stories on strong fall sales and the Outlaw Express Dinner Train; and [Trains.com](#) also covered the high demand for fall.

As of August 20, 2023, we have **63,860 Facebook followers** and **2,910 Instagram followers**. Our three most popular Facebook posts were an organic C&TS Track Crew video that had an *astounding reach of more than 18.2 million*; an update on #492 and a user generated video of #484. On Instagram the order was a bit reversed with the #492 post as the most popular.

Facebook

	<p>The C&TS Track Crew are truly the "unsung heroes" of the railroad. Without them, we wouldn't be operating. Check out some of their impressive accomplishments: Dumped 1,640 ton of ballast, 1,240...</p> <p>Tue Jul 25</p>	<p>Post reach 18,274,583</p>	<p>Engagement 229,864</p>
	<p>UPDATE ON #492...The 492 was moved from its isolated storage track onto an active track this week by the C&TS track crew. The track crew built a temporary connection from the stub track to the east shop lead...</p> <p>Fri, Aug 11</p>	<p>Post reach 387,172</p>	<p>Engagement 26,799</p>
	<p>@pennsypro C&TS 484 Fights Past Cresco Tank</p> <p>Sat Aug 5</p>	<p>Post reach 217,122</p>	<p>Engagement 17,557</p>

Instagram



MARKETING PROJECTS

MARKETING 3

Addendum D

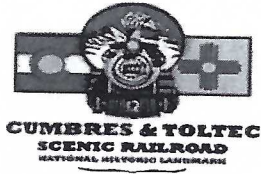
-On June 29th a photo and video shoot were completed for new commercials and content for advertising. A second shoot is confirmed and scheduled for August 28th in the Chama yard. A third a final shoot is scheduled for the fall. This project will result in new print high resolution advertising photos, commercial videos, radio advertisement, social media photos and short reel videos.

-Cumbres & Toltec now has a dedicated trailer/float to participate and increase awareness and community involvement in parades. So far C&T has participated in Little Beaver Dulce, NM parade, Manassa, CO Pioneer Days, and Chama Days. We took first place at both Little Beaver and Chama Days parades.

-Our first ARPA funded project is complete, that being replacement of majority of the signs in both Antonito and Chama Depots. Installation was completed in both locations. Upon further review, the main entrance sign in Antonito may need to be moved to direct our guests to the main paved entrance not towards our railroad tie storage location.

MARKETING TRENDS

From prior seasons we are seeing some different trends during our 2023 season. The demographic ridership is a bit younger between the ages 40-50. In prior seasons, our guests would book two to three weeks ahead of their trip. This season we are seeing our guests book tickets a couple days before their departure and even the night before or morning of. The number of walk-ups has increased significantly. Internet bookings are now 64% of sales vs 44-46% in previous years.



Local Affairs Report

Commissioner Smith-Casford wanted to thank the Chama valley art studio. They provided space to hold the CTO meeting on 8/25. Other meeting places fell through at the last minute. She also thanked the Town of Antonito for making their town hall available for the public meeting 8/26. Rossi Duran of Antonito goes the extra mile. There were two restaurants that had to close last week due to illnesses and staff shortages. Motels seem to be full and busy. No one is complaining, which is a good thing. The restaurants are back open.

As transcribed by Sam Seiber



Capital Projects Report

Commissioner Gibbs presented capital projects. Much of this was presented in the Presidents report. The Lava water tank has been out of service for a long time. A contract has been let to return it to service. A tank car will be hauled out to fill it. The tank has a 12,000-gallon liner, two tank car loads. A water supply at Lava would be a big help. A charter with locomotive 168 will run 8/28 to Big Horn and back. It will need water at Big Horn and Lava. Having a tank that can fill a tender in 3 minutes will be a better experience than running a pump on the tank car for 10-15 minutes. 492 work is moving along. An external assessment of the boiler is being performed. The cab has been removed. Side and main rods are starting to show up. Two sets have been ordered, leaving a spare set. That spare will likely be used on 484 when it undergoes its 1472 inspection a few years from now. This will provide a used set of rods for the future. ARPA funds are expected to be used for the Chama round house. There is some roof work that needs to be done. Some engineering work needs to be done, so the repair can last for the next 50 years. Some NM capital money will be used for that assessment.

As transcribed by Sam Seiber



Report to the Cumbres & Toltec Scenic Railroad Commission

Date: August 26, 2023

Please accept the following report as presented at the C&TS Railroad Commission meeting in Antonito on Saturday August 26, 2023.

- The Friends have now concluded six weeks of work sessions so far with only session G left at the end of September. Session F concluded the first week of August. Crews were able to accomplish a lot. The Sublette Section Foreman's House crew shingled the front half of the building, the box car 3263 crew installed siding and the ice and water shield. They also repaired an upper sill and primed the new siding. The tank car crew finished tank cars 11036 and 11037 and turned them over to the RR. They also built brake rods for 11050 and helped with removing bolster plated under RPO 54. The lettering crew lettered High Side Rider Gon 1357, Drop Bottom Gon 731 and Idler Flat car 9569. The Mechanical Maintenance crew replaced a wheel set on High Side Rider Gon 1357 and completed a single car air test. They also worked on the brake system on Idler Flat 9569. The CRF extension team installed the rail, forms and steel under the new CRF cover and it is now ready for the concrete pour. The RPO 54 crew removed the old freight car truck from under the car and installed the new correct passenger car truck. The MW02 crew finished installing the roof bracing and installed the plywood roof on the car. The landscaping crew removed weeds from the station area and weed whacked around the Friends property and the K37 display. We appreciate all who volunteered.
- The Friends July 29th Moonlight & Wine Train went well given the situation of Loco 463 going down earlier that week with a tire issue. The crews were able to service, fuel and turn the inbound locomotive which allowed for a departure around 6:10pm. Our passengers had a good time in spite of the late arrival back into Chama. We appreciate the hard work of the shop crews and onboard staff. We anticipate a lot of repeat customers for next year's train.
- The Friends photo charters in advance of the National Narrow-Gauge Convention are coming up on August 28th & 29th. We have just a tad over 60 passengers both days riding these trains. Thanks to the railroad's crews and Friends special session volunteers for preparing the consists in advance of departures.

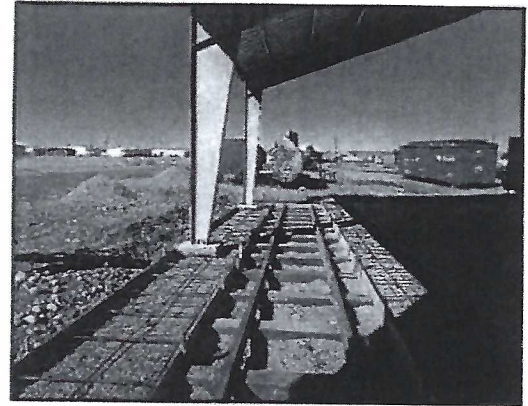
- The Friends fall Board Meeting takes place on Friday October 27th at Table Mountain Inn located in Golden, CO. The fall dinner is that same evening at the Colorado Railroad Museum. Our Projects Committee meeting will take place on Thursday October 26th. There is a block of rooms starting at \$189/night for the evenings of October 25th, 26th & 27th. For room reservations Table Mountain's number is 303-277-9898 or e-mail; hotel@tablemountaininn.com
- Work continues on Express Bag Car 163 up at the Friends Colorado Springs work site. On Saturday August 19th the group accomplished a lot of work considering the high temps (mid 90s) and even hotter inside the tent. Joe, our welder fabricated and welded sleeves for connecting the vertical truss rods that connect the roof to outside sill. These vertical truss rods had to be cut and removed in order to remove the old outside sill. Some of the vertical wood members had to be spliced to enable welding and to replace rotted areas. We also routed two reliefs on the bottom side of the sill for the metal holding blocks that anchor the angled truss rods and drilled and installed bolts that hold the outside sill to the bolsters.

Thanks to Don Atkinson, here are some photos from work session F and the Colorado Springs session on August 19th.



Work Session F





Antonito CRF Extension



Express Baggage Car 163

Respectfully submitted by Tim Tennant, President & CEO

Addendum G