



The Telltale

NARROW GAUGE RAILROAD ASSOCIATION

BOX 4566, ALBUQUERQUE, NEW MEXICO 87106

VOLUME III, NUMBER 5

JANUARY, FEBRUARY and MARCH

HOW IT CAME TO BE:

the C. & T. S.

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by GEORGE R. SWAIN

Beginning with this issue, George R. Swain's article on the History of The Cumbres and Toltec Scenic Railroad and The Denver and Rio Grande Western Railroad, parent to the C&TS, will start. Mr. Swain wrote this article for the NGRRA Milepost Guide that yet has to be published. Maybe this year everything will come together and we can get it to press. Until then, we will continue bringing you some of the material in serial form. We hope you enjoy the article as much as we appreciate being able to bring it to you. Mr. Swain has been an active railroader for several years both in narrow as well as standard gauge. He was an active member in the parent Railroad Club of New Mexico and played an active part in the formation of the NGRRA. George, his wife "Martie" and child live in Los Alamos, NM (87544) at 2146-B 43rd. St. and he would appreciate any comments and corrections you might have on this article.

ED.

A DREAM OF EMPIRE

The route that is now the Cumbres and Toltec Scenic Railroad had its origins in a scheme born in 1870 to build a Rocky Mountain railroad empire. When General William J. Palmer, Colorado Gov. A.C. Hunt and others incorporated the DENVER AND RIO GRANDE RAILWAY on October 27, 1870 they envisioned a north-south line along the east face of the Rockies, from Denver to El Paso, there connecting with a projected affiliated railroad, the F.C. Nacional Mexicano, which would continue on to Mexico City. It was expected that this route would connect with the seven projected trans-continental lines that would cross its path, and would do a thriving business hauling minerals, farm products, timber, tourists, health-seekers and emigrants. It was expected that branch lines would be built to Salt Lake City, the San Juan Mts. of Southwestern Colorado and other promising mining areas near the route.

NARROW GAUGE IS CHOSEN

The first plan of the D&RG railway called for all track to be constructed with the rails 3' apart. There were many track gauges in use by U.S. railroads at that time, with the majority using a gauge of 4'8½", which later became known as "standard". Narrow gauge was chosen for the D&RG since it could be built more rapidly and economically through mountains than a larger gauge.

EARLY CONSTRUCTION

By April 1876 the D&RG had extended its rails from Denver to El Moro, near Trinidad, Colorado. The railway often built terminals a short distance away from existing towns in order to let its promoters capitalize on land development, a policy which earned it the nickname "THE NARROW GOUGE". An extension from Cucharas to Ft. Garland via La Veta Pass was begun in May 1876. Rails reached the top of the pass in June 1877. The purpose of this extension was to capture the trade to and from the San Juan country.

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A DREAM FADES

In 1878, the D&RG was planning to build toward El Paso from El Moro via Raton Pass, but in late February, Albert A. Robinson and Wm. R. Morley of the Santa Fe Railroad (AT&SF) established AT&SF rights to the route over Raton. They got a construction party (partly recruited from guests at "Unsele Dick" Wootton's Inn on the pass) up on the site in the middle of the night minutes before J.A. McMurtrie and J.R.DeRemer of the D&RG arrived. Thus the D&RG had to seek a different route to the south.

In June 1878 the D&RG earned its name when it reached the banks of the Rio Grande River at Alamosa, Colorado.

CUMBRES ROUTE PLANNED

By October, 1879, Robert F. Weitbrec and J.A. McMyrtris of the D&RG were drawing up construction plans for the Albuquerque Extention(down the Rio Grande valley) and the San Juan Extention (over Cumbres Pass to Durango and Silverton) The San Juan Extention would allow the D&RG to cash in on the rich gold and silver mines of the San Juans and it was hoped that this would allow the railroad to gather strength (money) for its rush on down the Rio Grande to El Paso.

A DREAM FOILED AGAIN

Track laying was started south from Alamosa on Feb. 20,1880. Antonite was reached on March 30th., but in March D&RG also entered into the TRIPARTITE AGREEMENT with the Santa Fe and the Union Pacific railroads, which stipulated that the D&RG would not build south of Espanola NM and the AT&SF and UP would stay out of the Colorado mountains, (Leadville in particular) for 10 years.

This effectively killed the D&RG dream of reaching El Paso and Mexico City.

THE "CHILI LINE"

After the Tripartite Agreement, construction standards for the former Albuquerque Extention were quickly demoted to branchline status. The rails were extended south to Tres Piedras by July 18, 1880 and to Espanola on December 31, 1880. An independent company, The TEXAS, SANTA FE & NORTHERN, completed the line from Espanola to Santa Fe on January 8, 1887. This line was absorbed into the Rio Grande system on July 2, 1895. The Santa Fe branch was known as the "Chili Line", and operated until 1941 hauling livestock, merchandise and distinctively southwestern items as pinon nuts, chili peppers and all important water. But now to get back to the other events of 1880...

CONSTRUCTION OVER CUMBRES

Laborers were brought in from Hays City, Kansas; St. Louis and even Chicago to build

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the San Juan Extention. Construction began west from Antonito in 1880. The construction company used a "boarding train" of about 8 sleeping cars, 3 dining cars, 1 cook car, 1 commissary car and one store room car. The rails reached Chama on December 31, 1880, and construction of the town and facilities for a railroad division point was begun. Passenger service to Chama was inaugurated on February 1, 1881. At that time, one had to transfer to the stage coaches of the J.L.Sanderson & Co. to reach the mining camps of Animas City, Parrott City, Silverton or Rico. D&RG rails reached Durango on July 27, 1881 and Silverton, 45 miles further, on July 8, 1882. (During the time period of 1887 to 1948, three narrow gauge short lines, The Silverton RR, The Silverton Northern RR, and The Silverton, Gladstone and Northerly RR, were built, hauled ore to Silverton for a time and were then abandoned.)

THE UTAH EXTENTION

The D&RG system completed a narrow gauge line all the way to Salt Lake City on March 30, 1883. The line first conceived as merely a branch became the main line of the system for many years. Narrow gauge operations on the main line became less and less attractive and by November 1890, the entire Denver-to-Ogden main line was rebuilt or converted to standard gauge or 3-railed. (3-rail track permitted the operation of either standard or narrow gauge trains.) The line from Antonito to Silverton and many branches remained narrow gauge. The isolation of these branches from the main US system of railroads due to their being NARROW GAUGE is responsible in part for the historical character of the lines existing today. Because of their isolation, the narrow gauge lines were allowed to evolve more slowly and thus are representative of railroading as practiced in 1930 or earlier.

THE GREAT CIRCLE TOURS

For a time in the pre-automobile travel days prior to about 1915, the D&RG promoted tours "Around The Circle". From Denver one proceeded along the D&RG route to Pueblo, Walsenburg, through Alamosa and Antonito, past Toltec Gorge and over Cumbres Pass to Chama, on to Durango, Silverton and up to Red Mountain via the Silverton RR. After a jolting 6 mile stage ride to Ouray, one continued by rail via Montrose, Gunnison, Salida and through the Royal Gorge back to the starting point.

The completion of the Rio Grande Southern RR in 1892 by Otto Mears linked up a complete narrow gauge circle that lasted for years. The RGS connected Durango and Ridgeway and the D&RG narrow gauge lines linked Ridgeway with Montrose, Gunnison, Poncha Pass Alamosa and Durango.

GAUGE GAMES ON THE FARMINGTON BRANCH

In 1905, an orphan standard gauge branch was built from Durango to Farmington NM (at the time it appeared likely that the Alamosa - Durango line would be converted to standard gauge) In 1923 the branch was converted to narrow gauge at the request of the local shippers. The business of hauling pipe and drilling supplies for the San Juan Basin gas wells and oil field near Farmington during the 1950's kept the Antonito to Durango and Farmington narrow gauge route alive when other narrow gauge branches suffered abandonment.

In May we will continue George Swain's interesting article on the history of the D&RG and The C&TS. Up coming sections will deal with locomotives, The San Juan Express and the efforts to save the line.

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MEETING NOTICES:

BOD MARCH; Home of Tom Butterworth, 112 Rover Blvd, Whiterock, NM (March 6th)

APRIL: Home of Bill Luxford, 1001 Caroline, Bernalillo, NM (April 3rd)

MAY: Home of Bill Severns, 9100 James NE, Albuquerque, NM (May 1st)

GENERAL MEMBERSHIP ANNUAL MEETING:

MAY 17th. 8:00pm Saturday. (Place to be announced in May TELLTALE)

LETTER DROP!

Dear Editor, 12-28-74

Just a quick note to congratulate you on the fine job on the NGRRA newsletter. Keep up the good work.

Had an idea which may help boost NGRRA membership. If a small sheet is available describing the NGRRA we will be happy to put one in each of our kits. We have over 400 Como HO Roundhouse kits out and are reaching about 90 hobbyshops now, with new ones ordering every day. There is no question we could pick up members for you. If this appeals to you, please send the flyers along and we will start at once. Our D&RG turntable due out in January will bring in a lot of of new folks who didn't care for the Como enginehouse, so we feel we can help. Look forward to hearing from you.

Yours very truly,
Forrest Van Schwartz
General Manager
Model Masterpieces Ltd.
2651 South Garland
Lakewood, Colorado 80227

ED: Thanks for the compliment on the TELLTALE, We TRY !!!

As to the flyer, around 400 of our old general information letters were delivered to you for your use at the BOD's approval. Smaller flyers will be done in the future but in the interest of time and expense we felt the use of the older material was faster at this time. Thank you for the offer of space in your fine kits. To those HO narrow gauge modelers in our membership, you should see the beautiful castings for the walls of the Como engine house. I had the pleasure of seeing some of the early masters and they are out of this world. If the rest of their production is up to the first efforts from this group, hold on to your hats! In addition to the Como Enginehouse and D&RG table they also have an Epoxy C-16 thin wall tender shell and the Como boilerhouse. Why not drop Forrest a line for more information. Tell 'em you're also in the NGRRA.

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Dear Bill, 12-18-74

Here are 3 comments for your next issue:

Con't Col.2

LETTERS Con't

1. To come back to the switch target project once more. (See Nov.74 issue) let me point out that the C&TS does have night operations, the well known Moonlight trains, deadhead and work trains also run entirely or partly at night. The change from reflectorized targets to plain ones, without our prior knowledge therefore is of some consequence to us, since we are responsible for safe operations! ED. Let me interject a comment here to this statement. In rereading my article on Pg 6 & 7 of the Nov. issue I stated that only 2 reflectorized targets had been painted over and that was due to a 4 letter word having been sprayed on them by some 4 lettered mind. I still feel that the loss of reflection on a target inside the Chama yardlimit beats the otherwise bad impression that 4 letter word presented to the public each time the train left or entered Chama. The party involved hit 2 targets on both sides and both led to the oil rack. Since both switches are in the yard limits and padlocked there should be no real danger if the engine crew is observing general safety procedure. The AT&SF has many non-reflectorized targets on its main line and operate safely and at a higher speed also. I do agree about the prior knowledge part though and the new project proposal from (sample of which is in this issue) should go a long way in keeping ALL parties informed as to what is planned and being done.

2. We were contacted by a Mr. Larry Jensen who is working on a book "...about the various railroads and steam engines that have been used in motion pictures & TV filmings...". We supplied him a list of such work done on the C&TS and he intends to obtain pictures and other details directly from the respective movie companies. We anticipate, however, that he will have problems with one company since it went out of business: The company that filmed "El Savaje" in 1972. They used a rather unusual consist, more or less a "crash train"(Derrick etc.) I believe that Mr. Jensen would appreciate it, if some of the NGRRA members would help him out with pictures. Contact him at Darwin Publications, Box 5429, Sherman Oaks, CA 91413.

3. We just received a copy of a suggested paint scheme for C&TS equipment,

Con't Col. 1 next Pg.

LETTERS: Con't.

researched and compiled by the Denver Chapter of the NGRRA. We consider this still as preliminary work and do not want to comment on it at this time, except for recommending that everyone doing such research should keep a careful documentation on the sources used. It will make it much easier on everybody later on, if all steps taken can be documented thoroughly!

With best wishes,
Fritz Baur
Manager C&TS

ED. Thank you for the list of movies etc. shot on the C&TS from 68 to 74. You will find it printed elsewhere in this issue. In reference to the color schemes received the BOD received a copy of same and was surprised that the work requested by them of the Denver Chapter was sent to the two state authorities, cultural properties and you with a copy only sent to us. We felt the work should have come to us first so the failure to document could have been pointed out and sent back to them for additional work. No documentation was enclosed and no paint sample chips were included as specified. We regret the impression this gave as it was not the NGRRA's intention to present this work until all information available was at hand and it all had been documented with actual D&RGW samples and records. This has caused some misunderstandings from the members in Denver involved about their responsibilities and direction and a loss of several well intending members but we feel we have matters back in hand and can proceed in an orderly manner toward providing the necessary information necessary to continue with the restoration of equipment for display on the C&TS.

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CORRECTION TO ARTICLE PAGE 6 DEC. TELLTALE

In the December issue of the TELLTALE there appeared information on the D&RGW's 4 narrow gauge rotary snow plows. 99% of the information came from an article that Jerry Day wrote for the SLIM GAUGE NEWS in 1972. Jerry now writes that the SLIM GAUGE was in error and we mis-quoted it to boot.

"To insure that NGRRA members and the public have the correct information I am including the following:"

Con't next col.

ROTARY OM

Built in 1889 (January) by Cooke Loco Works, Serial #24 Cost \$15,759.12. Originally numbered rotary #1 and came with trucks that could be converted from standard to narrow gauge. First used on standard gauge until 1893 and then placed on the narrow gauge. Renumbered from #1 to #.OM in 1907. It served its entire career on the 4th division, although it did make a few trips over the RGS and was sent to rescue #.ON on the 3rd Div. out of Salida. In quoting SLIM GAUGE a couple of errors crept in. #.OM was not sold in 1920 (Thanks, I wondered about that but that's what SLIM GAUGE said and that's what I put. ED.) It stated that .OM was first used in 1909 On Cumbres. The statement should have read "it was used for the first time that winter", actually it was first used on Cumbres in 1894. It was based in Alamosa until #0Y arrived and was afterwards based in Chama.

ROTARY ON

Built in 1889 (February) by Cooke Loco. Works, Serial #25-Cost \$15759.12. Originally numbered #2 and also came with trucks that could standard or narrow gauge although no evidence has been found to show that it was ever used on standard gauge. Evidence does show that it was used every year from 1889 to the 1920's on the narrow gauge out of its home base of Salida for use on the Marshall Pass, Poncha Pass and Monarch Branch until #00 arrived. It then was used on the Crested Butte branch.

ROTARY OO

Built in 1900 (September) by Cooke Loco. Works, Serial number #60. Purchased by the D&RG in October 1920. Was based in Gunnison for use on the Crested Butte branch. Was used on both standard and narrow gauge on the Crystal River RR but used only on NG on the D&RG.

ROTARY OY

Built by Cooke Works of the American Loco. Co. Serial number 65053 (November) 1923. Cost \$38336.26. Based in Alamosa for Cumbres and Santa Fe lines. Last used in 1962 on last D&RGW snow plow run.

Hope this corrects the errors in the original SGN and the last TELLTALE.

Sincerely,
J.B. Day

HONOR ROLL

Mr. STEVEN P. BOVEE has opted to become a SUPPORTING member of the NGRRA for the 1975-76 year.

We would like to thank Mr. BOVEE for his extra support and to welcome him aboard the rolls of supporting membership.

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MEMBERSHIP REPORT

by Membership Director
Bill Severns

While the month of March may sound early to start talking about membership renewal it in truth isn't. Our next issue will not be out until the first of May and on the 31st most of you will find your membership has expired, therefore, may I take this space to ask all of you to pull out your membership card and look at the renewal date. If it says May 31st won't you take a moment to fill in the attached I.B.M. membership card and enclose a check to us by return mail. PLEASE USE ONE CARD PER MEMBER. Also please check the space marked RENEWAL so I can make the needed notation for the mailing list. Also, this is the time to note any changes of address or corrections in the address label.

This year, due to the raising cost of TELLTALE printing, we will cut all persons who have not renewed right after the June TELLTALE mailing. We can not afford to send free issues until the end of the year as we have done in the past. This practice cuts into the amount of money left for restoration projects, so won't you take a moment and fill in the attached card and send a check for the necessary amount to cover the type of membership you desire. Regular non-active membership is still a low \$5.00 per year. Active participating membership is an additional \$1.00. Family membership with one regular membership is only \$2.00 and Supporting membership is \$15.00 or more with the amount over the regular membership earmarked for restoration projects.
CHECK YOUR CARD NOW..IS THE RENEWAL DATE..MAY 31, 1975? Then it's time to renew.

PLEASE DO IT NOW....TODAY !!!

ROTARY OM CROSSES LOBATO
by Bob Smith

"THE LITTLE ENGINE THAT COULD", C&TS #487, climaxed a weekend of snow fighting on the narrow gauge by pushing rotary CM just across Lobato trestle Sunday, Feb.2,1975.

Railfans converged on Chama from both East and West coasts and Canada for the weekend's activities. Clovis Butterworth, Chama station agent, reported 97 people rode the two trains and 57 bought pacer passes.

Snow barely covered the rails in some locations but it had drifted enough in the cuts to allow OM to put on a fair show. A mild winter had forced postponement from the original Jan. 11 and 12 dates and until a storm brought new snow early in the week of the run, warm, sunny days had melted much of the snow that had fallen. Sat. and Sun. were again warm and clear.

The train consisted of rotary OM and water car, loco #487 with plow pilot, rotary OY cook car, a crew car and the caboos. The train pulled out at 10:30 am Sat. and made the 1st. photo run just outside the yards in the shallow snow. Two more photo runs were made beyond the first highway crossing which introduced riders to the task of trudging through knee-deep snow at high altitude, but all took it in good spirits. The ones with foresight (who were on last yrs. run) had snowshoes or skis.

Good drifts were encountered in the "narrows" and the more adventurous photographers began braving the cascade of snow from OM's chute to get pictures from that side.

Around 2:00pm the train was 3/2 miles north (east) of Chama and losing traction on the slippery rail, so it backed down and called it a day.

Arriving at the end of the plowed track on Sunday about 11:00 am the '87 was again spinning its drivers and only managed to plow a few yards. First the passengers were unloaded, the train backed down a short distance and set off 2 cars. Upon reaching the snow they bogged down again. Backing down and leaving the Cook car was next and this time sent snow and photographers flying as they plowed up to the "S" curve at the north end of the narrows. The passengers walked ahead while the "mini-

Con't last page

MAJOR MOTION PICTURE WORK
done on the
CUMBRES & TOLTEC SCENIC RAILROAD

by Fritz Baur
Manager C&TS

Year	Name of picture	Company	Director	Remarks
1968	THE GOOD GUYS AND THE BAD GUYS	Warner Bros.		Major feature production with Robert Mitchum, George Kennedy.
1970	SHOOTOUT	Universal Pictures		Major feature production with Gregory Peck.
1972	SHOWDOWN	Universal Pictures	G.Seaton	Major feature production with Dean Martin, Rock Hudson, Susan Clark.
1972	EL SAVAJE	Independent		Not released.
1973	Texas Rangers Hall of Fame	Jamestown Film Co.	B. Lusby	Documentary. Narration by James Arness.
1973	Grande Canadian Liquor	Leo Burnett Co.	H. Parker	Commercial.
1973	San Diego Hall of Science	Roger Tilton Films Inc.	R. Tilton	Documentary. For continuous showing.
1974	BITE THE BULLET	Pax/Columbia Pictures	R. Brooks	Major feature production with Gene Hackman, James Coburn, Candice Bergen, To be released soon. Title tentative.
1974	THE BIG, BLUE MARBLE	Aviscom Inc.	J. Savage	Episode on TV network serial for children.
1974	THE FORTUNE	Columbia Pictures	M.Nichols	Backgrounds only, for major feature production. To be released soon.
1974	Untitled	Independent	R.Bouleware	Documentary on the C&TS. To be released soon.

MEMBERSHIP ACCESSORIES

NGRRA Cloth Patch	\$1.00
NGRRA License plate	\$1.50
Hard hat emblem	\$2.10
Member ID badge w/name	\$2.85
Volunteer Car Att. shingle	.90
small buckles to 1 1/4"	\$6.50
Large buckle to 2"	\$6.75
Postage patches	.10¢
3rd class	.40
1st class	.80
Air Mail	1.00

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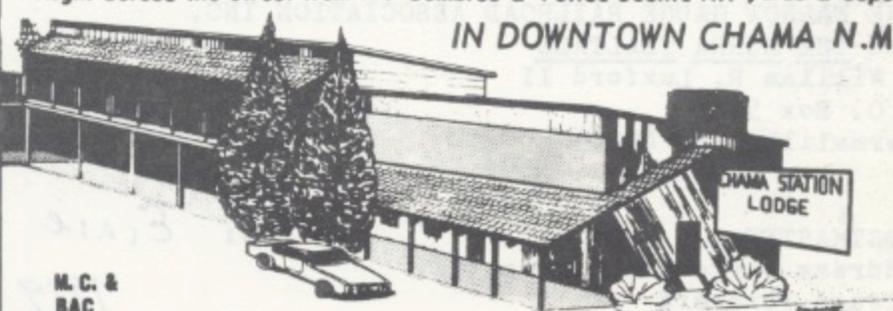
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For further information contact
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Box 86
Chama, New Mexico 87520
Phone (505) 756-2315

