

Narrow Gauge Railroad - News

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Three special trains on the weekend of Oct. 9-11 finished the 1971 excursion season of the Cumbres & Toltec Scenic Railroad. The Alamosa Kiwanians sponsored their Kolor Karavan on the 9th. The last public run on the 10th used both 483 and 484, the first time since the pre-C&TS days in December, 1968, that the line had had two locomotives under steam at the same time. The doubleheader ran from Chama to Cumbres. Also for the first time, the road's only cabooses were used on the train of 13 converted box cars. The last excursion on Oct. 11 was a special train from the Chama school children. The fall colors were beautiful.

Universal Studios plans to use locations near Ghost Ranch, Tierra Amarilla, Chama, and along the narrow gauge railroad beginning in March, 1972, for the movie "Once Upon a River," according to New Mexico Film Commission officials.

Scenic Railways, Inc., operators of the C&TS this season and also operators of a tourist short line at Lake Tahoe, Calif., has agreed to purchase two 2-8-0 narrow gauge steam locomotives from Mexico. The locomotives were built about 1905. There are tentative plans to overhaul the locomotives, but it is undetermined at this time whether the locomotives will be brought up to the C&TS line. Scenic Railways does plan to apply for a long-term lease for the operation of C&TS.

Scenic Railways' six-month lease expires Oct. 31. The states of Colorado and New Mexico have opened bidding for a long-term lease of the property. Results will be announced by the end of the year. (This and following item from MIDLAND RAILS.)

Passengers riding the eastbound train September 25 got an unexpected bonus: three photo stops. Because professional movie crews were aboard the train, photo stops were staged at Cascade Creek Trestle, going into Rock Tunnel, and emerging from the east portal of Mud Tunnel. The professional crews also filmed the train making a water stop at Los Pinos Tank, but other passengers were not permitted to detrain.

The Colorado and New Mexico Society for the Preservation of the Narrow Gauge plans to aid the town of Antonito in obtaining former D&RGW locomotive 463 for use on the C&TS line, if this is possible. The locomotive was purchased by Gene Autry. From information obtained via E. W. Robart, we understand the locomotive came near to being damaged in a fire. The cab remains intact. The only equipment missing is a number plate on the front, compressor governor, and a few pipes. The locomotive even has its original bell and whistle. No. 463 was built in 1903.

On Sept. 9, members of the Society met with representatives of the New Mexico Railroad Authority, the Narrow Gauge Railroad Assn., the National Park Service, the Museum of New Mexico, the Colorado Railroad Museum, the Railroad Club of N.M., and the N. M. Parks and Recreation Commission. The meeting helped initiate discussion of possible terms of a long-term lease agreement for C&TS that may safeguard the historically significant properties of the railroad and may provide funds for restoration and historical development, and at the same time may be reasonably flexible and encourage adequate economic performance of the system for the concessionaire.

Representatives of the Narrow Gauge RR. Assn. and of the Colo. & N.M. Soc. for the Preservation of the Narrow Gauge met in Chama on Oct. 2, and discussed ways to divide up the work (to reduce duplication of effort), and to implement their desires for historical preservation. A proposed scheme of objectives and relationships was reported back to the organizations for their consideration.

INSPECTION REPORT FOR STEAM LOCOMOTIVES

TO BE MADE OUT BY ENGINEERS AND INSPECTORS

INSTRUCTIONS: Each locomotive and tender must be inspected after each trip or day's work and report made on this form, whether needing repairs or not. Proper explanation must be made hereon for failure to repair any defects reported, and the form approved by foreman, before the locomotive is returned to service.

Inspected at Chama Time 6:35 P M. Date 8-11, 1953

Condition of injectors <u>good</u>	Condition of water pump
Condition of gauge cocks <u>good</u>	Condition of water glass cocks and shields <u>good</u>
Condition of lubricator <u>good</u>	Condition of valve and cylinder packing <u>good</u>
Condition of piston rod packing <u>good</u>	Condition of valve stem packing <u>good</u>
Condition of air compressors <u>good</u>	Condition of brakes <u>good</u> Condition stoker
Main reservoir pressure H. P. <u>130</u> lbs. L. P. <u>120</u> lbs. Brake pipe pressure <u>80</u> lbs.	
Ind. or straight A. B. Press. <u>0</u> lbs. Condition of flange oilers <u>good</u>	
Safety valves lift at <u>1</u> lbs. Seats at <u>1</u> lbs. Condition of safety appliances <u>good</u>	
Condition sanders and pipes <u>good</u> Does Eng. steam <u>up</u> Condition back press. gauge	

Repairs needed

Repairs made by

Air Pump Lubricator dont feel R.P.M.

Due for inspection 8-5-53

- 1) Jam Nut Working off left main
Driving Bot wedge Bolt R.P.M.
- 2) Steam end to air pump piston
Woke Blowing R.P.M.
- 3) Check Sanders & Lights R.P.M.
- 4) Put light globe in back light R.P.M.

Signature

Occupation

R.P.M.
Made
W.W. Spencer

Explanation for defects reported which were not repaired:

Above work has been performed, except as noted, and report approved:

(Signed) L.H. Mueckel