

Photo-Russell F. Smith

FIRST FREIGHT TRAIN RUNS ON C&TS

If measured by modern standards, the ton/mile ratio of the Cumbres and Toltec Scenic Railroad freight train of October 22, 1972 would have caused a management hassle, but in this instance everyone was smiles. In short, the rail special of a double-headed freight train climbing Cumbres Pass was a great success.

The "Toltec Rattler" was witnessed by shutter-bugs and railfans (not necessarily two separate entities) as it negotiated the 4% grades east of Chama and then, preceded by an excursion train as unique as the freight train itself, reached the wild country of Toltec Gorge. Jointly sponsored by the NGRRA and Scenic Railways, Inc., the Toltec Rattler freight train was a fitting climax to a very successful season on the C&TS. Automobiles, three, sometimes four abreast "chased" the nineteen car train up the hill to Cumbres. Then the power on the point was split and engine 484 was coupled to the special

excursion train which carried 80 railfans, freezing, but pleased.

Photo stops were made along the route, and the logistics of operating two trains through Osier and Toltec was a special treat for those riding.

The freight train reached Big Horn where the engine was turned, as well as the passenger extra. The train movement at Big Horn was "complicated" by the presence of a surprise visitor, namely ex-Oahu diesel switcher #19 and 2-8-2 K-27 #463. The "Pineapple" was towing #463 to Cumbres, and the newest acquired steamer was eventually moved to Chama for shopping.

The freight train consist was an interesting collection of equipment from the Chama yard. Cars were chosen for train dependent upon their rolling condition and their appearance in a train which would be recorded on hundreds of rolls of film. Motive power for the freight was supplied by the two active engines on the C&TS, #483 and #484. The

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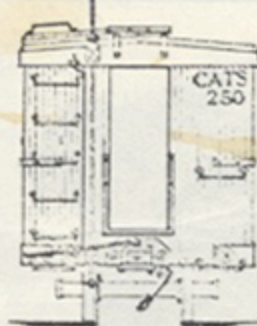
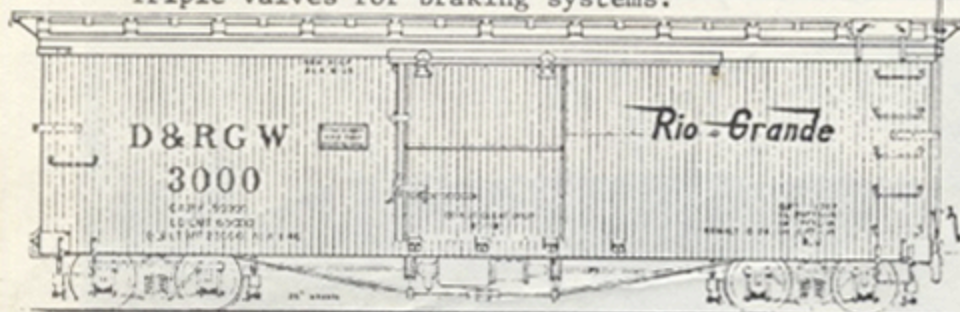
EXCURSION CARS BUILT FROM 3000 SERIES BOX CARS

As reported in the last NGRRA Telltale, twenty-six box cars were obtained from the D&RGW when the States purchased the abandoned line. These cars were originally built in 1904. In 1924-1926, these cars were refurbished in the Denver shops of the Denver and Rio Grande Railroad. Part of this rebuild included metal (Murphy) roofs.

In 1923, the D&RGW had 724 Box Cars of the series 3000 to 3749. Each weighed 21,800 pounds and had a nominal capacity of 50,000 pounds. The inside dimensions, as reported earlier, were: length - 29'5", width - 7', height - 6' 1.75". All cars were equipped with K-1 Triple valves for braking systems.



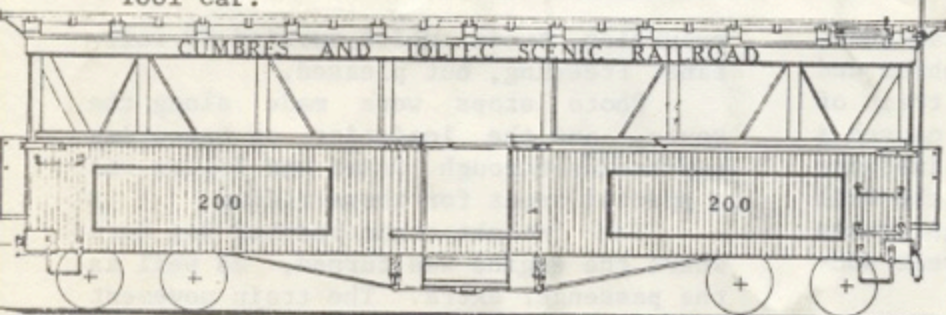
The "draw bridge" steps are lowered for passengers boarding a C&TS train. Plexiglas windows may be raised and lowered depending upon the weather. Photo-Jim Rupley



All cars were painted the familiar mineral red, or sometimes called Box Car Red. Lettering was painted white.

The house cars were chosen for conversion into excursion cars when the C&TS was created. The first two cars converted were numbered #3339 and #3527. Both cars were rebuilt by volunteers during the winter of 1970-71. The work took place in or out of the snow at the Chama yard. The accompanying drawings reflect the original car details and the modifications made during the conversion for passenger operation. Box Car #3339 became the prototype chair car, #200, and #3527 became the first snack-toilet car #250.

During 1971, ten cars were converted into passenger chair cars, and two cars were made into Snack Cars. In addition, Box Car #3244 became #03244, and was used as a Tool Car during last years operations. Some records also indicate that Box Car #3161 was used as a Tool Car.



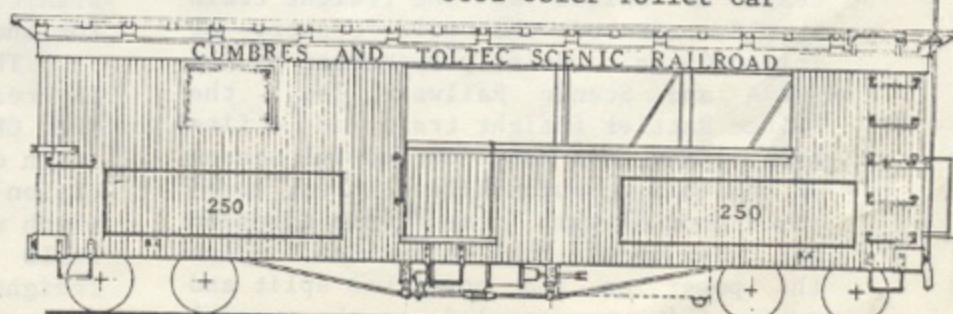
Snack Car #250 during construction in Chama in early 1971. Photo-John B. Moore

In 1972, three additional Box Cars were converted to Chair Cars, one of which is not yet complete. Two other cars were converted into mid-train chair and toilet cars. The complete roster as of the end of the 1972 season is as follows:

D&RGW Box Car	C&TS Car
3339	200 Chair Car
3742	201
3537	202
3719	203
3643	204
3475	205
3278	206
3414	207
3064	208
3605	209
3156	210
3469	211
3316	212
3071	248 Chair-Toilet
3244	249 Chair-Toilet
3527	250 Snack-Toilet
3405	251 Snack-Toilet
3331	Osier Toilet Car



One of the new Chair-Toilet cars under construction in Chama. Photo-Jim Rupley





The Freight Train of October 22 was accompanied by the assemblage of equipment pictured here at Toltec Gorge. Garfield monument is in the near foreground. Eighty passengers "enjoyed" the open observation car. Photo-Russell F. Smith

"TOLTEC RATTLER" EXCURSION TRAIN

As unique as the freight train run on October 22 was the excursion train which proceeded ahead to the Toltec Rattler. The train was run from Cumbres Pass to Big Horn and return, and a total of 80 seats were sold for the trip.

Making up the train were:

2-8-2 #484

Snack Car

Steel Coach #286

Excursion Chair Car #209

High Side Gondola #1746

Even with the severe bite of a Cumbres Pass winter, the railfans welcomed addition of the High Side Gondola. It served as an excellent photography location for the entire ride. Also the ex-Mexican coach makes for a very comfortable ride.

The entire train was turned at Big Horn. The two trains swapped sidings all day along the route.

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Edited by Jim Rupley

GENERAL MEETING NOVEMBER 20

The November general meeting of the Narrow Gauge Railroad Association will be held Monday, November 20, 1972, at 7:30 p.m. at the North Fourth Branch of the First National Bank in Albuquerque, 3801 N. 4th Street.

Bob Keller, President of Scenic Railways, Inc., will present the program for the evening. His subjects will include the summary of the 1972 season as well as a presentation of Scenic's preliminary Master Plan for development of the Cumbres and Toltec Scenic Railroad. A portion of the plan addresses the continued participation of volunteers and the activities of the NGRRA.

Business of the Association will include a summary of activities as well as a discussion about winter projects.

ENGINE #463 IN CHAMA

Engine #463 has been hauled to Chama for a federal boiler inspection. The job of pulling flues will be done by Scenic personnel under contract to the City of Antonito. If the engine can be repaired and conditioned to pass a federal inspection, it may appear again on the narrow gauge, not being hauled, but under steam.

CINDERS ALONG THE TRACK

When engine #463 was in transit from Antonito to Chama on October 22, it was under "smoke" or so it appeared. A mysterious haze of smoke was being emitted from the stack. Very realistic except for the very pungent smell of barn yard.

Plans for using the old coal loader at Antonito have been scrubbed. The quality of the coal being used on the C&TS this summer has been so high that coaling operations in Antonito have been reduced to emergency cases only. The coal is being trucked into Chama from Durango, and the absence of bottles and dirt from the coal has been most welcome to the train crews, and passengers, too.

The buildings at Sublette and Osier have been boarded up for the winter snow. NGRRA crews headed by Tom Butterworth accomplished the task during the past few weekends.

The New Mexico Highway department finally paved the highway from Chama to the Colorado State Line this past summer after what seemed many months and years of delay. The upgrading of the road ruined much of the trackage in the canyon west of Lobato known as the Narrows. The Highway Department is building a retaining wall at the base of the new road and has removed 1400 feet of C&TS track. Some members will recall working many weekends on this very segment of the trackage. Three segments of wall will protect the tracks from water, rocks, and debris. The contractor had portions of the first wall started on freight train weekend, and the track was torn out after train operations were completed on October 24.

The train operations of October 23 and October 24 were almost as interesting as the scheduled freight train on the preceeding Sunday.

FREIGHT TRAIN (CONT.)

train consist was the following:

2-8-2 #484
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Box Car #3410
Box Car #3203
Refrigerator Car #169
Refrigerator Car #166
Refrigerator Car #157
Stock Car #5706
Stock Car #5574
Box Car #3175
Drop Bottom Gondola #801
Drop Bottom Gondola #769
Drop Bottom Gondola #756
Drop Bottom Gondola #848
Drop Bottom Gondola #731
Steel Flat Car #6518
Steel Flat Car #6521
High Side Gondola #1232
High Side Gondola #1039
High Side Gondola #9378
Caboose #0503

The photo caravan which accompanied the train from Chama to Cumbres raised some money to be used in upcoming restoration projects of the NGRRA. The success of the whole event should provide an impetus for repeat performances in the coming years. Tentative plans made by Scenic Railways indicate the second edition of the Toltec Rattler will be run on October 20, 1973.

On October 23, the 44-ton diesel took one drag to Chama, and #483 brought the freight train and engine #463 into Chama the same day. Then on October 24, the last train of the year went to Osier and picked up the picnic tables and the box car-made-restroom car and returned to Cumbres, backing up the entire distance from Osier to Cumbres. Then atop the Pass, the train picked up the Rotary and returned to Chama for the winter months.

Photo-Russell F. Smith

