

Contrary to what was reported in the last issue, 484 is still in service on the heights of Cumbres. On August 27th the C&TS received word that 484 had been granted a year's extension on its lagging time. It is said the ICC has not granted this sort of lagging extension in in ten years, and the C&TS surely didn't expect it. 484 and 483 are the engines presently being used in service.

On August 23rd, newly re-flued 487 made its first run on the line. It made a test run from Chama to Cumbres and return. Problems were found with worn bearings in the running gear. Steps were quickly undertaken to remedy this situation. It should be ready for regular service soon, although it is speculated that it won't see much service this year as both 483 and 484 are available for runs. 487 will see regular service on the line next year as the principle engine. NGRRA volunteers worked for several days painting 487's "new" tender. As 487's original tender was found to leak badly, the tender was taken from 488 for use on 487. It was badly rusted and needed to be scraped down to the metal before it could be painted. It was painted in shiny black and lettered. It now has "487" painted on the rear; it is not known which tender 488 will use when it is re-flued. The narrow-gauge purist will be glad to hear that 487's new tender still has its doghouse in place. These were used by the head brakeman during inclement weather. Also 487 has been equipped with its old pilot wedge-plow.

On August 19th a special run was made with engine 484. Consist included ex-RPO car x-65 which was repainted in Pullman green similar to what it wore when it ran in the consist of the San Juan passenger train, reefer 157, an ex-D&RGW stock car being donated to Antonito, a flat car and caboose 0503. On the flat car was a player piano enroute to Monte Vista. The highball out of town included Bob Keller, president of Scenic Railways and combo on the flat, leading into the "shave and a haircut" with the engine whistling off providing the "two bits". At Cumbres a meet occurred. 484 and its special train arrived in time to meet old 483, westbound and pulling one of the longest trains operated by the C&TS, 20 cars. After turning, 484 with the reefer and caboose followed 483 and the passenger train down to Chama.

Heavy loads has caused some doubleheading out of Chama up the 4-percent to Cumbres this past month.

In the last Telltale it was reported the C&TS cancelled a scheduled run on July 21st, 1973. It isn't so, it merely operated eight hours late. According to C&TS operating rules a train is not annulled unless it operates twelve or more hours late. So as of this writing the C&TS has never cancelled a scheduled run!

ADDRESSES NEEDED-We need the addresses of two members for whom we did not get an address. They are DANA MORANTO and JOHN HAGGERT. If you know either one of these people please let them know we need their addresses.

PHONE SHACKS- Work has now been completed on the Cresco shack. This means both the Coxo and Cresco shacks are completed. Work is progressing on the others. Persons interested in helping may contact Bob Smith, 321 Cornell S.E., Albuquerque, N.M., 1-505-266-3886. Materials should be on hand in the bunkhouse in Chama along with instructions.

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EDITED BY.....BILL MOYERS

LAST MINUTE NEWS- 487 entered regular service on the line running as helper engine on Sunday, Sept 23rd. The train ran doubleheaded up the 4-percent grade from Chama to Cumbres. The C&TS now has three engines available for use, 483, 484 and 487.