

The Cumbres and Toltec has begun its 1973 operating season. The first run was made on May 25th following snow-clearing operations earlier in the month of May. Locomotive 483, the workhorse of the C&TS, is once again making the regular runs. At present there are two locomotives available for passenger runs- 483 and 484. 484 still has a pilot plow installed. It was used for the snow-clearing operations in May so equipped. It is hoped that 487 will be running by the 4th of July. It is presently receiving a new set of flues. It will retain its pilot plow and doghouse on the tender for the brakeman during inclement weather. 488 should be available for passenger runs this year also.

The annual membership year began June 1st. If you haven't renewed your dues, it is time to do so. Members who fail to renew will be kept on the mailing list till August 1st.

Also PLEASE send in any address corrections or changes!

Treasurer's Report: "We have been investigating the possibility of obtaining a tax exempt status for the association in the IRS 501C category. Should we be able to obtain this status, all dues and contributions to the Association would be deductible from the contributor's personal income tax return. The problem we have run into is the high cost of obtaining this status. Several attorneys have estimated between \$500 and \$1,000 in legal fees, the cost depending on the number of appeals required. The board of directors feels that we cannot budget this for the current year. If any of the members are attorneys who would like to work on this project, please contact the treasurer at the Association's mailing address."

Phil Dater

President's Report: A meeting was held June 16th in Chama between Scenic Railways and NGRRA management representatives to discuss operating relationships for the '73 operating season now four weeks old. Since this was my first meeting with most of the Scenic people, I asked Ken Pruitt to accompany me to help break the ice. Bob Keller, Fritz Bauer, Gene Watson and John Oldberg expressed their desire for the Association to continue to support them as in the past. They are particularly pleased with the Car Attendant program because of the good impression it makes on passengers.

I outlined for them the restoration projects, either approved or being considered for approval by the Association Board of Directors (BOD), which are described elsewhere in this issue. Here again, the Scenic people expressed their pleasure in having the Association undertake these kinds of projects. Bob Keller suggested an additional project that he thought Colorado members might be interested in -- putting together a display freight train in the Antonito station area. (The following day Warner Johnson said he would sure like to nominate the snowshed at Cumbres as a subject for restoration.)

Projects described to Scenic were: (1) caboose 0503 reroofing and general refurbishing to be coordinated by Bill Huntman as a Los Alamos Chapter project; (2) continuation of the milepost painting and numbering project begun last year by Russell Smith - to be coordinated this year by Bill Luxford; and (3) painting and repair of telephone line shacks which still exist along the right of way (action taken by BOD at last meeting was to ask Bob Smith to submit proposal to BOD for doing this job.)

In the course of the meeting there was some discussion of a problem which arises occasionally and for which we don't at present have a good answer, i.e. when an Association member from a distant location arrives at Chama in the middle of the week on a vacation trip expecting to participate in work projects or as a car attendant. The problem arises because the Association's local effort and therefore direction comes necessarily from week-enders located for the most part in Los Alamos and Albuquerque and because Scenic's people are not acquainted with the details of the Association's work. Scenic's people are usually occupied with the daily chores and druses of keeping the railroad running

(John Oldberg was heard to say that the running of the railroad could be compared to the bulk of an iceberg-- the visible part represents only about ten percent of the total) and often aren't too sympathetic to the problems of the stranger dropping in looking for something to work on. Sometimes one hasty word leads to another, ill feelings are generated, and the Association member goes away disappointed - or mad.

One such instance happened last week and I'm sorry. I'm sorry that an Association member, after having traveled a long way, had to go away with a bad impression of the C&TS and of the NGRRA. I'm sorry the problem still exists and we don't as yet have a good solution to it. Scenic's management and I did agree to work together to find a solution, and one idea was generated which has promise if some details can be worked out. I'll keep you posted, and if any of the membership has any suggestions, let's hear them.

In the meantime any member planning a trip to the C&TS area who wants to work on a restoration project or as a car attendant should be careful to resolve the details of what, where and when with the project coordinator or that week's chief car attendant prior to arriving in Chama.

Some tidbits of information concerning train operation that I picked up while in Chama:

-- In spite of the cold weather, ticket sales are running ahead of last year's sales at this time.

-- Trains consist of eleven cars at this time. It is anticipated by Scenic that as many as twenty might be run during the peak season. They're still discussing whether the twenty-car train will be double-headed up the four percent grade from Chama to Cumbres or whether it will be run in two ten-car sections.

-- The train is presently running with one walk-thru snack car in the middle instead of with the front and rear-end snack cars of last year.

-- A high sided gondola is being tried out at the end of the train. It looked like a real popular spot.

-- Seats on the train are being pre-assigned by car and seat number this year for the first time. It makes for much less scrambling by passengers who arrive just before train time and need five or six seats together.

Bill Wood

CHIEF CAR ATTENDANTS FOR JULY- It seems there has been some confusion after last month's Telltale concerning car attendants. It seems some people misunderstood it to mean that the car attendants were to come from Los Alamos for the months of May and June. It isn't so; just the chief car attendants were coming from Los Alamos Chapter. In other words any NGRRA participating member can be car attendant providing they have made all necessary arrangements.

For the month of July chief car attendants will come from the Albuquerque area. They are as follows:

June 29-July 4, John & Michele Long, 12436 Towner Ave. N.E. 87112  
505-298-1668  
July 6-July 11, Bill & Marsha Luxford, P.O. Box 549, Bernalillo,  
New Mex. 87004, 505-867-5363  
July 13- July 18, Ted & Ester Reed, 7617 Summer Ave. N.E. 87110  
505-266-6972  
July 20- July 25, Ken Pruitt, 6209 Loftus N.E. 87109  
505-298-9412  
July 27- August 1, Bill Wood, 11205 Prospect N.E. 87112  
505-299-4078

#### CAR ATTENDANT RULES AND REGULATIONS

##### GENERAL

1. Car Attendant must be participating members.
2. Members desiring to ride as a Car Attendant should contact the Chief Car Attendant for that day two weeks prior to desired day or days.
3. Requests will be Acknowledged by mail on a first come first serve basis.
4. Any member dropping in unannounced expecting to ride as car attendant will be placed on a standby status.
5. The number of car attendants will be limited to one (1) attendant per two (2) cars.

6. Car Attendants should arrive at train departure point one (1) hour prior to train time or not later than bus arrival time. Scheduled Car Attendants not arriving thirty minutes before departure time may be replaced by standby personnel.
7. Car Attendants should have basic knowledge of D&RGW and C&TS history before riding train.
8. Be familiar with railroad safety rules

#### SUGGESTED DRESS

Dark jeans, NGRRA Jacket, and engineer hat with C&TS patch

#### ON ARRIVAL IN CHAMA

1. Members should proceed to NGRRA bunkhouse (about 200 yards north of Chama depot) and sign in on chalkboard. Park as close as possible to bunkhouse area.
2. Name of Chief car attendant will be on chalk board.

#### CONTACT HIM.

#### ON ARRIVAL IN ANTONITO

1. Car Attendants, including those arriving by bus from Chama, will assemble as soon as possible at west end of Antonito depot to meet with Chief Car Attendant.

#### BEFORE DEPARTURE

1. Meet with Chief car attendant.
2. Receive special instructions.
3. Receive car assignment.
4. Sign-out jacket, badge and information book
5. Understand operation and schedule of train.
6. Make sure you understand operation of steps. Ask to be shown if you don't!
7. Read information book - preferably in advance.
8. Know whistle signals.
9. Understand safety rules.
10. Be at assigned cars at boarding time. (Usually this is thirty minutes before departure time.)

#### ON-TRAIN DUTIES

1. Raise and lower steps.
2. Answer questions
3. At all times while loading and unloading, attendants must remain at foot of steps to assist passengers.
4. Prevent passengers from standing between cars, sitting on sill or leaning out of car too far.
5. Remain in assigned cars as much as possible.
6. Report complaints, compliments, potential hazards and any other problems to Chief Attendant or Conductor.
7. REMEMBER THAT SERVICE TO THE PASSENGERS COMES FIRST BEFORE ANY PERSONAL ACTIVITIES!!

#### LOS ALAMOS CHAPTER NEWS

The Los Alamos Chapter of the NGRRA held its first monthly meeting on June 13, 1973. There were thirteen members and two visitors in attendance. The two visitors signed membership applications to join the group. The Chapter will meet the third Wednesday of each month in the Unitarian Church.

John Pritchard discussed the proposed work to be done on the caboose and the materials necessary for its restoration. Bill Huntman will be in charge of the crew of workers. A tentative starting date is July 7, 1973. Any one interested in working may contact Bill at 662-7693 or by sending a note to his home address: 1362 Sage Loop, Los Alamos, New Mex. It was felt that this should be number one in priority on the list of projects to be completed in the near future.

The necessity of having proper hand tools to complete various projects was discussed. A committee was formed, chaired by Bill Bradley, to make a list of possible tools needed and what they would cost. This is to be presented to the NGRRA Board in Albuquerque at its next meeting for discussion and approval of funds.

After the formal meeting was adjourned, Tom Butterworth presented some interesting slides (taken by Ernie Robart and Bill Moyers) of the snow clearing operations of the C&TS in April and May of this year. The difficulties encountered in removing the snow plus the beauty of the surroundings made some breath-taking scenes which the general public never gets a chance to see these days.

Wilberta Macmann

Los Alamos Chapter Secretary

# "NOTES FROM THE SECRETARY"

To help keep you, the NGRRA membership, abreast of action taken by your elected Board of Directors, the Board has directed me to briefly outline the items of general importance of each Board meeting. This column will appear in each issue of the TELLTALE with items of importance from General and board meetings from the preceeding and/or current month.

Since this is the first time this has appeared, allow me to backtrack to the April Board meeting at which time I assumed office.

## April 1973

1. Organizational outline for NGRRA Chapters approved. (See preceeding issue of the TELLTALE for details)

2. Jerry Day of Denver, Colorado was given approval to begin work on the first "Historical" publication of the NGRRA.

3. The summer Car Attendant Supervisory program set up with Los Alamos and Albuquerque alternating months for responsibility.

Los Alamos will be directing May 25 through June 25,

Aug. 3, through Aug. 29 and Sept. 28 through Oct. 1.

Albuquerque will be directing June 29 through Aug. 2,

Aug. 31 thru Sept. 24 and Oct. 5 to Oct. 8.

Albuquerque will coordinate car attendants for the July 13 & 14 moonlight ride and Los Alamos will coordinate for for the August 10 & 11 excursions.

## May 1973

1. the Telltale will continue to be the "official title of the NGRRA monthly newsletter and it will be printed on a regular basis. Tentative issues to be mimeo-graphed will be in June, July, August and September, December, February and April with tentative pictorial, historical issue to appear twice or once a year in Fall and Spring.

2. Editorial deadline for material to appear in print will be not more than 10 days before issue date which is on or about the 25th of the above stated months.

3. Board policy outlining content of the Telltale outlined.

4. Dues increase for 1973-1974 voted down.

## June 1973

1. Summer work programs outlined;

A. Milepost repainting will continue from where left off last year and Bill Luxford will be in charge of this of this project.

B. Repair of Caboose with new roof, end platforms, roof walks, some side boards and repainting and lettering will be started under the supervision of Bill Huntman of Los Alamos.

C. Bob Smith will supervise restoration and repainting of as many of the telegraph shacks as possible.

2. Bill Severns appointed to assume Membership Committee Director post, a job formerly done by the President and treasurer.

3. Red Cross Basic course to be offered members. (see note in this issue)

4. Dates and supervisors set for Albuq. car Att. Supervisory program set for publication in this issue of the Telltale.

5. Purchase of 6 additional NGRRA jackets approved.

6. Charter given to Los Alamos as the first Chapter approved under the By-laws of the NGRRA.

7. New car attendant rules approved. (see elsewhere in this issue)

## June 1, 1973 General Meeting Information

1. Treasurer's report for the fiscal year submitted.

1972 balance forward \$345.52

1973 income \$1581.92

\$1927.44

less 1973 expenses to date -642.07

Total on hand \$1285.37

2. President Bill Wood asked all NGRRA members to begin, if not already doing so, a complete record of all expenses incurred in carrying out work on the railroad and for the NGRRA, (i.e. gasoline, mileage, room and board, etc.) so that when our Non-profit, tax exempt status comes through, members may use these expenses as deductions on their Federal income tax returns.

3. Election of the 1973-1974 NGRRA Board of Directors approved

by the membership at the June 1, 1973 meeting.  
 Elected were: Al Chione and Larry Broadway from the Denver  
 area, John Oldberg of Chama, Bill Luxford of Bernalillo,  
 John Pritchard and Ike Miessner of Los Alamos and Jack  
 La Munyon, Russ Smith, Phil Dater, Ernie Robart, Bill  
 Moyers, Alan Stevens, Bill Wood, and Ken Pruitt of Albuquerque.

So much for the last three months, I'll see you next month with  
 the activities of the NGRRA Board Meeting of Thursday, July 5th  
 at Ken Pruitt's house. All members are welcome to attend.

FIRST AID COURSE -The board went on record some time ago as  
 requiring that all participating members have current first aid  
 cards. However, because of the lack of opportunity to take  
 first aid courses and several other things, well...it was a nice  
 idea.

However, in line with this concern the RedCross Standard  
 Multimedia first aid course will be offered to participating members  
 over 14 years and their spouses on July 14 and 15 (SAT. & SUN.)  
 from 1:00 to 5:00 P.M. It will be held at the Red Cross building,  
 5006 Copper N.E., Albuquerque. Only pairs of enrollees will be  
 accepted- you must have someone to practice with. If you attend  
 all of both sessions and pass a fairly simple test, you will re-  
 ceive a Red Cross card good for three years and some practical  
 knowhow in emergency care for the injured. Instructors are John  
 and Michelle Long, NGRRA members. Because of a subsidy by the  
 NGRRA, this first course will be free. To enroll call John or  
 Michelle at 298-1668, or send a postcard to them at 12436 Towner  
 N.E., Albuq. 87112. (best time to call is around 6:00 P.M.)

If sufficient interest is shown a second identical course  
 will be offered on July 28 and 29, at 1:00-5:00 P.M.

NGRRA Jacket- Our original source of jackets has suddenly dried  
 up, so to speak. However for those still wishing to have one  
 for their own, a suggestion is the jacket put out by Sears.  
 It is very similar to the authorized jacket if not identical.  
 It is catalog number 51A23301F and the cost is \$9.47. NGRRA  
 patches are available through Board members and with your name  
 embroidered, you have an official NGRRA Jacket.

NGRRA OFFICERS ADDRESSES AND PHONE NUMBERS: If you have an axe  
 to grind or just need to get in touch with the officers of this  
 association here they are:

PRESIDENT Bill Wood, 11205 Prospect Ave. N.E. Albuq. 505-299-4078  
 VICE PRESIDENT Larry Broadway, 9240 E. Berry Ct., Englewood, Colo.  
 80110

SECRETARY Bill Luxford, 1001 Carolina Dr. Bernalillo, N.M.  
 505-867-5363

TREASURER Phil Dater, 13633 Cedarbrook Ave. N.E. Albuq., 505-298-2819  
 TELLTALE EDITOR Bill Moyers Jr. 1407 Morningside Dr. N.E. Albuq.

87110 505-268-8461  
 MEMBERSHIP DIRECTOR Bill Severns, 9100 James N.E., Albuq 505-294-2819