

NGRRA TELLTALE

May 1973

NGRRA ANNUAL GENERAL MEMBERSHIP MEETING will be held June 1st at 7:30 P.M. in the Hospitality Room of the Albuquerque National Bank on the northeast corner of Central and Washington in Albuquerque. We hope to see you all there!

NEW CAR ATTENDENT PROCEDURE- In order to adequately provide the C&TS Railroad with car attendents and to smooth procedure to avoid confusion, a new procedure has been instituted. If you plan to work as car attendant it is advised that you inform the chief car attendant for the day you wish to work, otherwise you will be put on a stand-by basis. The new Los Alamos Chapter will supply the chief car attendents for the months of May and June. They are as follows:

May 25th-28th-	Red Bates 4220A Trinity, Los Alamos, N.M.	87544
		Ph. 662 7716
June 1st-4th-	Bill Bradley 2814 Orange Los Alamos, N.M.	87544
		Ph. 662-3045
June 8th-11th-	Tom Butterworth 112 Rover Blvd. Los Alamos, N.M.	87544
		Ph. 672-9122
June 15th-18th-	Al Dross 120 Aztec Los Alamos, N.M.	87544
		Ph. 672-3742
June 22nd-25th-	John Pritchard 60 Loma del Escolar Los Alamos, N.M.	87544
		Ph. 662 7570

FIRST FLANGER TRAIN IS RUN ON C&TS- Because of the great amounts of snow on Cumbres this winter, it was necessary to run a special flanger train to clear the snow from the track. Bulldozers had already cleared the track between Cresco and Los Pinos siding but in many areas it had drifted in again. A flanger train consisting of K-36 #484 (with snow plow pilot), flanger OK, K-36 483, flat-car with bulldozer, box-car with tools and supplies, crew car, and caboose 0503, left Chama early on the morning of Saturday, May 12th headed for the high country. The first drifts were encountered between Lobo Lodge and Cresco. By the time the train reached Cresco 484 had snow piled up past its headlight. On the east side of Windy Point just a few yards from the top, 484 and flanger OK derailed on snow and ice in a cut that had drifted in. OK was rerailed easily, but 484 was still on the ground as of May 13th. 483 backed down the hill with the rest of the train. 484 was rerailed late Sunday afternoon. Snow-clearing operations continued with little real difficulty. While returning to Chama Flanger OK was left at Cumbres. One engine returned light and the other brought down the rest of the train, arriving in Chama at 2:00 P.M., May 17th. The line is now ready for the first run on Friday May 25th.

ANNOUNCEMENT OF NEW OFFICERS FOR 1973

President- Bill Wood	Secretary- Bill Luxford
Vice-president- Larry Broadway	Treasurer- Phil Dater

"MISCELLANEOUS"

Narrow gauge facts and figures

When the D&RGW operated freight trains out of Chama east it was common practice to "double the hill". This consisted of taking the train from Chama up the 4% grade in two sections. The locomotive(s) would take one half of the train up the pass and make a "Cumbres Turn"; they would return to Chama for the rest of the train. The locomotive(s) then made a second trip up the pass with the second section. At Cumbres the two sections would be joined and the train would continue east as one section.

When two engines were used on eastbound freights from Chama to Cumbres the second engine was almost always put just ahead of the caboose. Thus, one engine would be at the head of the train and the other would be at the rear just in front of the caboose. On westbound freights from Antonito to Cumbres the second engine was put in the middle of the train. This was done because of the weight restrictions for Lobato and Cascade trestles. This way the train did not have to stop to separate the two engines so they could cross individually.

NGRRA MEMBERSHIP ACCESSORIES

- Small Buckle (style "C") will take up to 1½" wide belt
(NGRRA emblem on smooth black background) \$6.50
- Large Belt Buckle (style "B") will take up to a 2" wide belt
(NGRRA emblem on smooth black background with name - first and last name only - please print the name exactly as you want it to read \$6.75
- Large Belt Buckle (style "B") will fit up to 2" wide belt
(NGRRA emblem on black leather look background with two line name - first and last name only - please print names exactly as you want them to appear. \$6.75
- NGRRA Membership name Identification Badges
Emblem and name (2 lines in red). Please print name exactly as you want it to appear. With military pin fasteners \$2.85
With standard pin fasteners \$2.75
- Job Shingles (position must be approved by the board of directors before order will be placed.) with rings to hang on Identification Badge.
Single line shingle \$.70
Double line shingle \$.80

Suggested approved shingles:

- | Two Line; | One Line: |
|--|----------------------------|
| A. Chapter Vice-president (specify area) | A. National President |
| B. Chapter Secretary (specify area) | B. National Vice-president |
| C. National Board Member | C. Secretary |
| D. Volunteer Car Attendant | D. Treasurer |
| E. Car Attendant Supervisor | E. Tell Tale Editor |
| F. Work Crew Supervisor | F. Membership Coordinator |

- NGRRA membership cloth patch for coats, etc. \$1.00
- NGRRA uniform jackets - with last name and patch (price to be announced)
-with last name, patch and liner (price to be announced)
Specify coat size (small, medium, large). Comes in dark grey with zipper front.

Make all checks payable to the Narrow Gauge Railroad Association
Send orders to the NGRRA, Membership Accessories, Box 4566,
Albuquerque, New Mexico 87106.
Add postage for orders as follows:

25¢	3rd class postage & ins.
75¢	1st class postage & ins.
\$1.00	Air Mail postage

NOTICE- It is time to renew memberships. Dues for the 1973 year are the same as last year:

General Membership	\$5.00
Participating Membership	\$6.00
Add'l family members	\$2.00

Send renewals to:

Membership
NGRRA
P.O. Box 4566
Albuquerque, New Mexico 87106

Also PLEASE send in address changes or corrections!!

"MISCELLANEOUS..."

Narrow gauge facts and figures

Wooden water tanks which once existed at Cumbres and Sublette were replaced by underground reservoirs and waterspouts in 1940.

Los Pinos water tank was built in 1933 from parts from other dismantled water tanks. Its capacity is 30,000 gallons rather than the standard 50,000 gallons. It is the most recent wooden water tank on the C&TS.

A water tank once stood at the Toltec section house site at milepost 313.5 between "Phantom Curve" and Rock Tunnel.