



The Telltale

NARROW GAUGE RAILROAD ASSOCIATION

BOX 4566, ALBUQUERQUE, NEW MEXICO 87106

VOLUME 3, NUMBER 4

DECEMBER, 1974



TO ALL THE MEMBERS OF THE NARROW GAUGE RAILROAD ASSOCIATION
THROUGHOUT THE WORLD FROM THE BOARD OF DIRECTORS OF THE
NARROW GAUGE RAILROAD ASSOCIATION AND THE TELLTALE STAFF!

Allan Stevens - Albuquerque

Ken Pruitt - Albuquerque

Phil Dater - Albuquerque (Treasurer)

Russ Smith - Albuquerque

Jerry DeWitt - Albuquerque (President)

Bill Moyers Jr. - Albuquerque

Ernie Robart - Albuquerque (Historian)

Bill Severns - Albuquerque (Membership)

Ted Reed - Albuquerque (Secretary)

Bob Smith - Albuquerque

Bill Luxford - Bernalillo (Telltale)

Tom Butterworth - Los Alamos

Bill Huntman - Los Alamos

Jim Case - Los Alamos (Vice-president)

Jim Demlow - Chama

Larry Broadway - Denver

Marsha Luxford - Bernalillo

John Newell - Denver

Jerry Day - Denver

Greg Palmer - Albuquerque

IN THIS ISSUE:

Conclusion of NGRRA HISTORY Story "LOOKING BACK" by Ernest Robart

Scale plans of Denver and Rio Grande Western rotary plow by Ken Pruitt

Year end Treasurers Report. BOD meeting action for Nov. & Dec. '74

PART TWO

LOOKING**BACK**

by Ernest Robart
NGRRA Historical Editor

Last month I traced the history of the D&RGW to a limited degree and the formations of the first narrow gauge preservation groups through the actual incorporation of The Narrow Gauge Railroad Association in May of 1971.

This month I'll pick up at that point and continue as space will allow.

In May 1971, the Colorado and New Mexico Railroad Authorities awarded the 6-month trial lease to Scenic Railways Inc. of Los Altos, Calif, which had already experience running a n.g. tourist RR at Lake Tahoe, Calif. The objectives of the newly formed NGRRA were then turned to the MUSEUM / RESTORATION aspect proposed by Mr. Stevens. Soon the NGRRA asked and received acceptance by Scenic Railways as the "Official Volunteer Group" to be on the property of the C&TSRR. One of the first requests by Scenic Railways was to provide "volunteer" car attendants. The car attendants were to assist in the loading and unloading of passengers from the excursion trains, and to have enough knowledge to be able to answer questions of the passengers.

The trial 6-month lease ended in November 1971, with the C&TSRR having a fairly successful 1st. season, having carried 9,000 persons. During the winter of '71-'72, the 2 state authorities began long term lease negotiations, this time for 20 yrs. Again ads were placed and over 60 prospective operators responded including Scenic Railways Inc. In the spring of 1972, a meeting was held by the 2 Authorities, and the decision was made to retain Scenic Railways, Inc. as the operator of the C&TSRR. Needless to say, NGRRA members were relieved to know that their restoration work could be continued, since they had already been accepted by Scenic Railways, now the holder of the new long-term lease.

The accomplishments of the "volunteers" of THE NARROW GAUGE RAILROAD ASSOCIATION since its inception in 1971 have indeed been impressive. It would be impossible to list all the projects the Association has completed over the years, but some of the more important accomplishments will be explained in the remainder of this article.

One of the first projects of the NGRRA was to provide a place for volunteers to stay while working in Chama. The old section house at the north end of the railroad yard was designated by the concessionaire to be the headquarters for the volunteers. Alan Stevens, Ken Pruitt, Gary Breeding and Mike Mitchell worked several days sweeping the clutter off the floors, replacing broken window glass and painting inside walls. Mike Carr restored the first electrical power to the bldg. In the fall of 1973, Jay Putz, an electrician from Boulder, Colo. and NGRRA member donated his time and materials to completely rewire what is now known as the "VOLUNTEERS' SHACK". He installed a complete set of safety circuit breakers to

THE NGRRA TELLTALE is the official publication of The Narrow Gauge Railroad Association Inc.

THE NGRRA TELLTALE is published eight times a year or as necessary in March, May thru October and December and is sent to all Association members in good standing.

Address all membership requests to:
NGRRA membership, P.O. Box 4566
Albuquerque, N.M. 87106

Address all comments, materials for publication to:

NGRRA TELLTALE, %W.R. Luxford II
Editor, P.O. Box 549, Bernalillo,
New Mexico 87004.

Membership: \$5.00 per yr. June 1 -
May 31, regular member; Participating
membership \$6.00 per year.

+++++
TELLTALE EDITOR:

Bill Luxford -Bernalillo, N.M.

MEMBERSHIP DIRECTOR:

Bill Severns- Albuquerque, N.M.

REPORTERS:

Greg Palmer, Bob Smith, Ernie
Robart, Jim Demlow, Vern Glover

HISTORIAN:

Jerry Day -Denver

CHAPTER NEWS:

Chapter Secretaries in
Los Alamos, Denver, Chama

LOOKING BACK con't.

protect the "shack" from fire due to an electrical short. Electrical outlets were also placed outside the "shack" for those members having campers and motorhomes and for workers to plug in power tools when working on equipment close by. A line was also run over to the closest siding for an outlet at trackside. Bob Burggraaf donated several bed frames and springs. This past summer, Rod and Connie Bates of Los Alamos with Association paint repainted the interior of the "shack" and even hung curtains. Members from Denver, Los Alamos and Albuquerque applied a prime coat of paint to the outside.

The first locomotive to be painted was #484. Al Chione came from Denver with paint and sprayer in 1971 and painted #484, 487, 482 and 492. Ernie Robart then cut stencils patterned after the pre 1940 D&RGW style and relettered #484 which was the main motive power those first years of operation. This project has helped to protect these locomotives from the elements of ol' mother nature. The railroad's only caboose, #0503 was also painted and lettered by Al and Ernie. In June 1971, Alan Stevens, Dave Wood, John Pritchard and Dan Romero worked on restoring the Chama water tank. Pieces of wood were nailed along the inside joints and the exterior painted with Scenic Ry's provided paint. The 2 weeks prior to the first paid excursion train, sponsored on June 26th. '71 by the Railroad Club of New Mexico, was a hectic one for both Scenic employees and NGRRA members alike. The NGRRA helped in the countless general projects to get the trains ready. Coal had to be shoveled out by hand as acid from the coal was eating away at the metal in the unused engines. The NGRRA also aided in a complete survey of all equipment and the selection of boxcars to be converted into passenger equipment. Throughout the 1971 season, NGRRA members enjoyed working as car attendants on the trains. This task was most diligently directed by Russell Smith of Albuquerque who acted as Car Attendant Coordinator and the final result won the praise of Scenic Ry's for the effort and quality of job done by all the volunteers.

The first months of '72 found members of the NGRRA taking a First Aide course taught by Howard Breeding of Albuquerque. In all 3 classes were held and many members were certified. With warmer weather, Tom Butterworth of Los Alamos and several of his fellow members from that area began working on Rotary OM in Chama. The Rotary was reroofed, windows replaced, old paint removed. In June of '72 Al Chione again returned with his paint and sprayer and the Rotary, tender and water car were painted. Ernie then capped off the job with lettering as it had last appeared. In the winter of '73 Scenic crews rebuilt the interior and the first plow run in a good many years was made in January of '74. (This same recreation is planned for January of '75) On July 30, '72 OM was pushed to the top of Cumbres pass for public display.

Mileposts along the right-of-way had badly weathered over the years and in the spring of 1972 a project was undertaken to replace, repaint and number all 64 of them along with all signs and other markers along the line. Russell Smith was the first coordinator for the mileposts in 1972 and Bill Luxford covered the position in 1973 and '74. All mileposts (with a few exceptions) are now replaced and repainted. The 1972 season again saw numerous members of the NGRRA working as car attendants. With the increase in trains being run, it became increasingly difficult for volunteers to ride every train, especially weekdays. Many out of town members & students would schedule a one or two week stay in Chama and ride the train during the week and then work on other projects weekends when other members from surrounding locals arrived for the weekend trips.

1972 season came to a close with the first joint sponsorship NGRRA-Scenic Ry's Narrow Gauge Freight train "Toltec Rattler". NGRRA member, Bill Wood learned how to operate a silk screen press and made bumper stickers to publicize the run. Donations were collected from those who chased the train in order to defray expenses of operation of the train while other members helped prepare the various cars that would appear in the train. Extra money beyond expenses was used to purchase plywood, have it cut and installed in the windows at the remote section house of Sublette to protect the buildings from further destruction by vandals by

LOOKING BACK con't

Tom Butterworth of Los Alamos, N.M.

In the first 2 years of operation of the C&TS, the volunteer efforts were coordinated entirely from the Albuquerque area. (All general and board meetings are still currently held in Albuquerque as the corporate headquarters are located there) Often members who traveled in from other areas were faced with a complete lack of knowledge of what they could and couldn't do and a lack of direction. Alan Stevens and Ken Pruitt suggested to the Board that a chapter system might be the answer. Chapters could request the board for approval of specific projects so that when chapter members arrived in Chama they would have a course of action to follow and so that members could work together on their OWN projects and share their experiences. The BOD approved the proposal allowing 10 NGRRA members in one general geographic area to petition the BOD for a chapter. In April 1973, Los Alamos became the first NGRRA Chapter to be formed. Presently Chapters are active in Denver and Chama and plans are under way to form chapters in Pennsylvania, Texas and Missouri. The Los Alamos chapter took on as its first project the restoration of caboose #0503. This was a large undertaking with #0503 needing a new roof, new siding in places, new flooring on the platforms and also inside under the icebox. Work on this project has taken longer than expected with the caboose being withdrawn from repair work to make appearances in movies and special trains. Work is now completed except for the interior. This project was under the direction of Bill Huntman of Los Alamos. Currently the Los Alamos Chapter is developing plans to select cars for the two display trains in Chama and Antonito. With the selection of cars, Scenic Railways will inspect the running gear and NGRRA members will undertake the restoration and repainting of these cars under the guidelines set forth by the New Mexico Cultural Properties Committee.

Over the winter of 1972-73, employees of Scenic were busy overhauling K-36 #487. The locomotive was given a new set of flues. One problem turned up when it was attempted to fill its tender with water only to find it leaked faster than it could be filled so NGRRA members quick to the rescue scraped the tender from #488 which was found to be in good shape and painted and lettered it and engine #487. Again Los Alamos members did most of the work in scraping the paint and by August 1973 the tender was painted by Ed and Carl Osterwald and Ernie Robart. Later Ernie lettered #487's "new" tender and the smokeboxes on #483 & 487 were painted with silver paint heavily saturated with graphite.

The NGRRA continued to provide car attendants, 1973 and 1974, with NGRRA members in Albuquerque and Los Alamos alternating months as "Chief Car Attendant". Greg Palmer of Albuquerque served as Chief car attendant for most of the 1974 season. Also the mile post project was completed under the direction of Bill Luxford of Bernalillo, N.M. with Bob Smith, Butch Sage, Herb Kelsey, Marsha Luxford and Ed and Carl Osterwald and others who never signed the work logs and thus go unheralded but not forgotten. In September of '73 Bob Smith began a phone shack restoration project which has now progressed as far as Big Horn from Chama. Jay Putz rewired the Chama depot, Coal Tipple, Enginehouse and Oil House plus adding some badly needed lighting to the yards and parking lot areas.

In 1974 restoration work was done on the enginehouse at Chama, the Bunkhouse, Rotary OY cook car and two crewcars for the upcoming Rotary run, rebuilding of a standard gauge speeder into a narrow gauge unit, purchase of a trailer to haul it, misc. sign painting, switchstand and target painting at Chama, Sublette, Big Horn and Cumbres, repainting mileposts that had fallen or shotgun blasted during the last couple of years, Lettering at Sublette and the repainting of the waterspouts at Sublette and Cumbres.

Members of the NGRRA now look to the future operation of the C&TS with great anticipation and hopes that they can continue to assist the two states, Scenic Railways and the Cultural Properties Commission in the preservation of a truly unique and historic narrow gauge railroad.

Ernest Robart
NGRRA Historical Editor

TREASURER'S REPORT: by Phil Dater M.D.

This report covers the first six months of our current fiscal year, which began on June 1, 1974. Our expenses were as follows:

\$ 185.90	Postage
264.40	Printing (Telltale, application forms, membership cards, form letters)
337.50	1973-4 Insurance premium
13.00	Corporate filing fees (New Mexico and Colorado)
85.84	Secretarial supplies
14.40	Post Office box rent
221.44	Work car restoration (for Rotary OM train)
32.00	Caboose restoration (primarily paint)
82.58	Paint (mileposts, telephone shacks, etc)
70.09	Bunkhouse restoration (for NGRRA members)
19.98	NGRRA owned speeder restoration
12.23	Cost of membership accessories *
<u>\$1339.36</u>	Total expenses

Projected through the remainder of the fiscal year (May 31, 1975) are the following:

\$ 120.00	Postage (mainly for the Telltale)
200.00	Printing (4 issues of the Telltale)
100.00	Restoration projects (which will probably be started in April, when the snows start to clear)

\$ 420.00 Total estimated additional expenses for 2nd half of fiscal year

During the first six months of the current fiscal year, our income has been as follows:

\$1266.00	Dues
36.02	Membership accessories *
12.00	Special donations
<u>1314.02</u>	Total income

Projected through the remainder of the fiscal year, we do not expect significant income until membership renewal time (June 1, 1975), although we may get a few renewals in May

To date (December 1, 1974) in the first half of our fiscal year, we have a deficit of \$25.34, and anticipate that this deficit will grow to \$445.00 by the end of the fiscal year. At this time we are able to tolerate this loss, since we started the fiscal year with \$2029.70, an accumulation from previous years. In times past, many members have spent their own money on Association projects and have not requested compensation (for example, #463 and Rotary OM were painted by people who preferred to donate the money spent on paint to the association-- #495 also, and many other projects, both small and large). Furthermore, those of you who were members over two years ago remember that very few Telltales were printed-- perhaps 2 or 3 a year, and we could mail them for half what it costs now. Since we do have a surplus of funds, the Board of Directors has decided to stall off raising dues until the surplus is used up. Our printing costs are up from about \$20 per Telltale issue a year and a half ago to about \$60 per issue now. In spite of inflation and our rising costs, we want to hold membership costs at the current level as long as possible. You can help with Supporting Memberships.

Rotary .OM!

On January 11, 1975 (Saturday), and Sunday the 12th, 1975 ex Denver and Rio Grande Western Rotary Snow Plow will again attack the snow on the lower slopes of Cumbres pass. This time, under the complete sponsorship of the Scenic Railways Inc., operators of the Cumbres and Toltec Scenic Railways for the states of Colorado and New Mexico.

In a recent flyer mailed out by the C&TS (which may be had for the asking to C&TS Agent: P.O.Box 789, Chama, N.M. 87520) states that it is "pleased to announce plans for operation of a FULLY STEAM-POWERED ROTARY SNOW PLOW SPECIAL. The only purpose for this operation is to provide railfans with a unique opportunity to see and photograph a real steam powered rotary in action."

The consist as of this date is Rotary .OM, tender, water car, ex "Chili line" R.P.O.-Rotary .OY cook car, two work crew cars, K-36 #487 w/plow pilot and caboose #0503.

The train will leave Chama about 10:00 am and proceed toward the "narrows" where last years trip ended due to a coal shortage. The train will stop and return to Chama for the night. A special dinner with steak or ham is planned for the evening plus the special showing of a narrow gauge railroad movie. On Sunday the special train will again depart Chama for the Sat. end of run to continue on toward Lobato.

The train probably will NOT go beyond Lobato although the Rotary did receive and pass a Colorado boiler inspection as reported in the last TELLTALE.

Riders will again be permitted to ride on a limited basis for \$30.00 per day per person. If N.M. State Road #17 is open as last year, "Pacers" can follow the action from the road for a fee of \$5.00 per person per day. Both rider and pacer passes will permit the holder to the evenings entertainment at an extra fee, Dinner cost is \$6.50 each and available to "Pacer" and "rider" pass holders only.

Reports at press time show no snow in Chama to 100" at Cumbres so take your pick and your chances. We suggest you call Chama depot at 505-756-2151 before taking off.

Con't. Col. 2

Advance reservations are necessary if you plan to ride.

While several "run bys" were done last year for those aboard the train, the best locations for photos still seemed to be to road, if it is open.

The next 2 pages contain scale drawings of Rotary OM as provided by NGRRA BOD member Ken Pruitt. Mr. Pruitt has kindly allowed us to reprint his plans in this issue but has asked us to remind you that these plans are copyrighted by Mr. Pruitt and are not to be reproduced or resold. Copies of these plans may be purchased from Mr. Pruitt by writing him at 6209 Loftus N.E. in Albuquerque, N.M. 87109. Copies were about a \$1.00 a set last I heard.

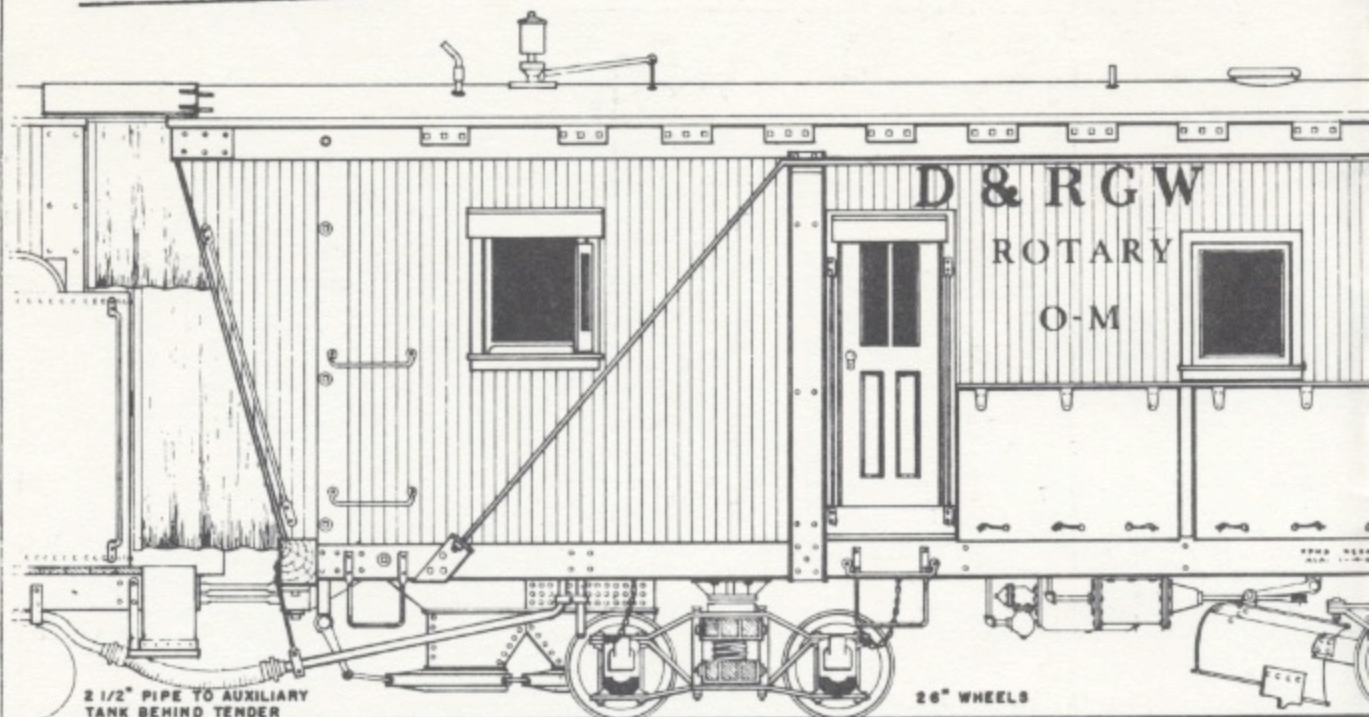
Rotary OM was one of four narrow gauge units owned by the D&RGW. According to an article in the Fall 1972 issue of The Slim Gauge News (now out of supply) NGRRA member, Jerry Day reported that .OM was "built in 1889 by Cooke Locomotive Works for a cost of \$15,896.60." "Originally numbered rotary #1 and then .ON in 1907. It was originally used on standard gauge trucks and was converted to narrow in 1893. In 1909 it was overhauled, sold in 1920, had its original tender replaced in 1963 with ex-Uintah #30 2-8-2's tender and finally sold to the C&TS in 1970 and displayed on the top of Cumbres Pass during 1972. .OM was first used to open Cumbres pass in December 1909."

Rotary OM's stable mates were .ON, also from Cooke in 1889 and scrapped in Alaska on the White Pass in 1968. The steel work can still be seen along the WP&Y roadbed as "rip-rap" along with several locomotives to keep the roadbed from being washed away.

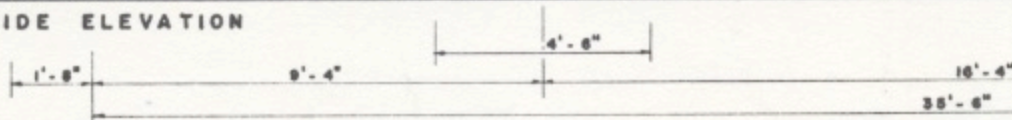
Rotary .OO came from the Crystal River in 1920 and was based in Gunnison where it was scrapped.

The forth rotary is .OY which is in Antonito now on the C&TS. Built in 1923 by the American Loco. Co. she sits on narrow gauged standard gauge trucks but never ran as a standard gauge plow.

Xerox copies of the Slim Gauge News can be had (NASG Copying Service 4775 Gifford Road, Oconomowoc, Wi. 53066 for .10¢ and a SSAE legal envelope.)

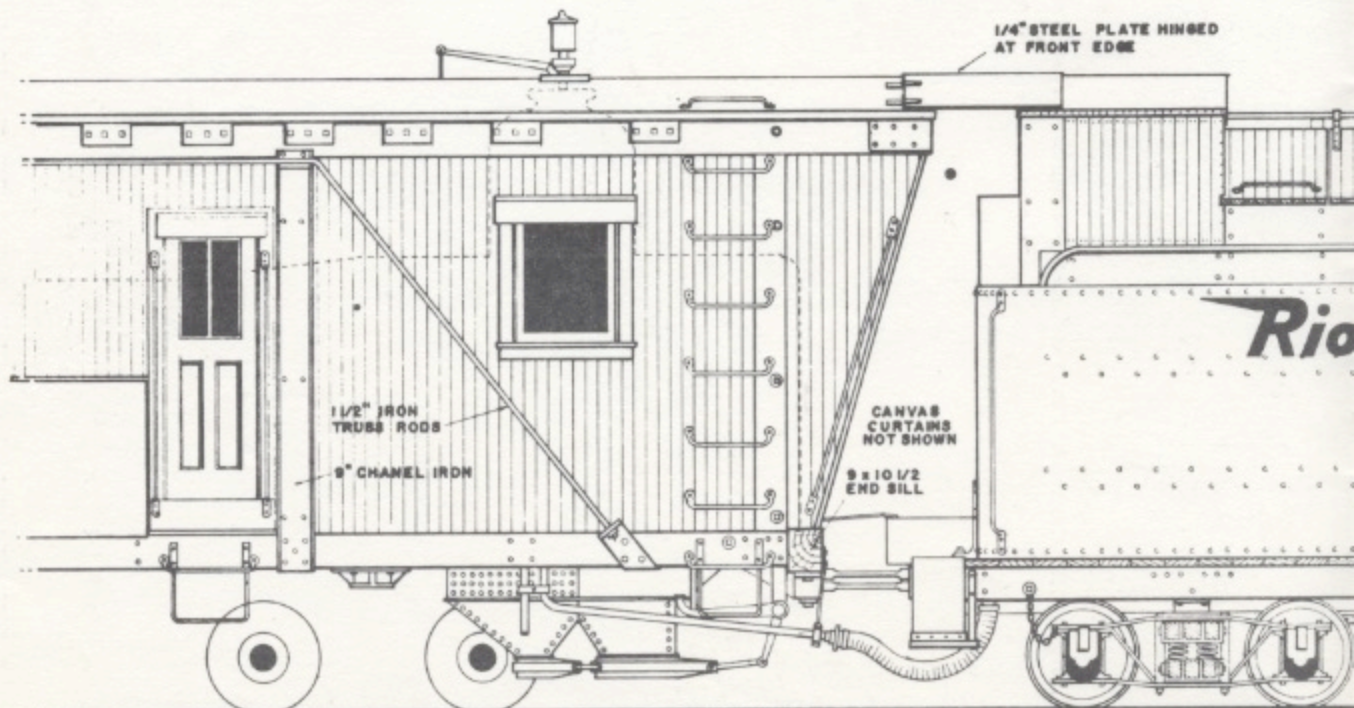


RIGHT SIDE ELEVATION



DENVER & RIO GRANDE WESTERN R. R. COOKE ROTARY SNOW PLOW "O-M"

WEIGHT OF ROTARY LOADED, BOILER CONTAINING TWO GAUGES OF WATER, WORKING FIRE IN FIRE-BOX AND FOUR MEN IN ROTARY CAB, NOT INCLUDING TENDER - 132,480 LBS.
WEIGHT OF TENDER LOADED WITH COAL & WATER - 63,960 LBS.

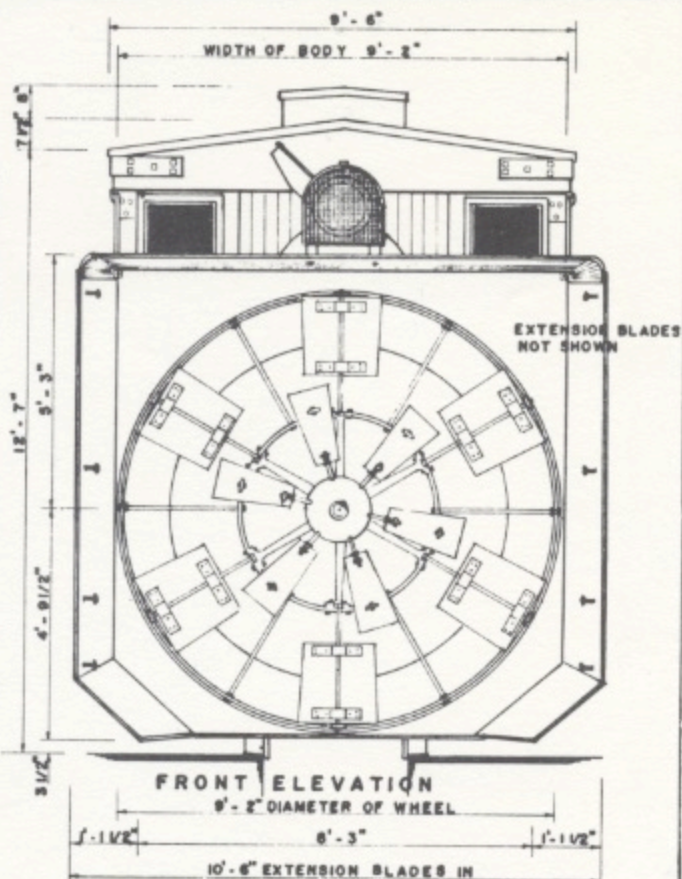
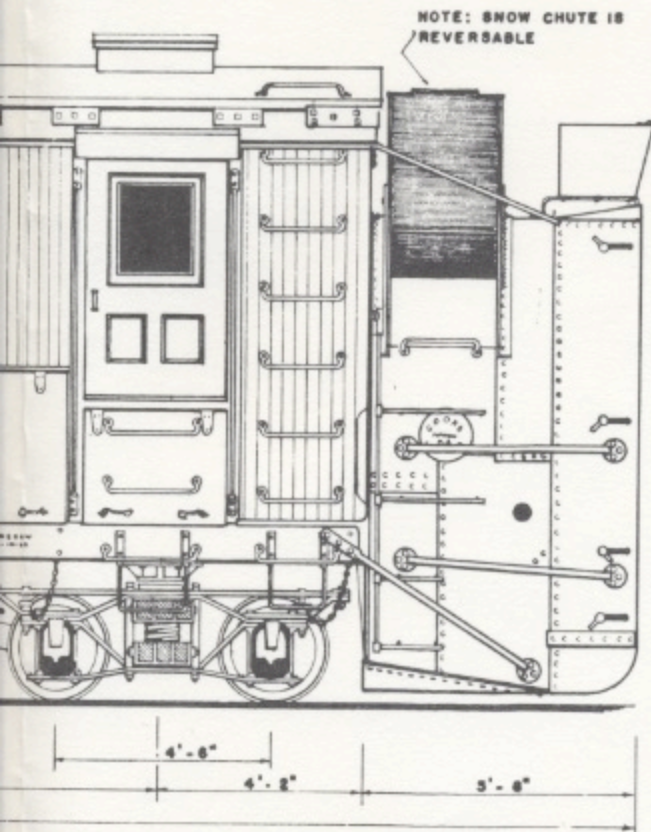


LEFT SIDE ELEVATION



TOTAL LENGTH, ROTARY & TENDER - 58'-8"
LENGTH OF BOILER - 19'-9"
BACK HEAD OF BOILER-BOTTOM OF MUD RING - 55 3/4" WIDE, 77 1/2" HIGH
OUTSIDE DIAMETER OF SMOKE BOX - 53"
BOILER FLUES - 183, 2" x 12'-0"
CYLINDER DIAMETER, RIGHT - 17 3/64", LEFT - 17"
TENDER CAPACITY - 3061 GALS. WATER, 9 TONS COAL

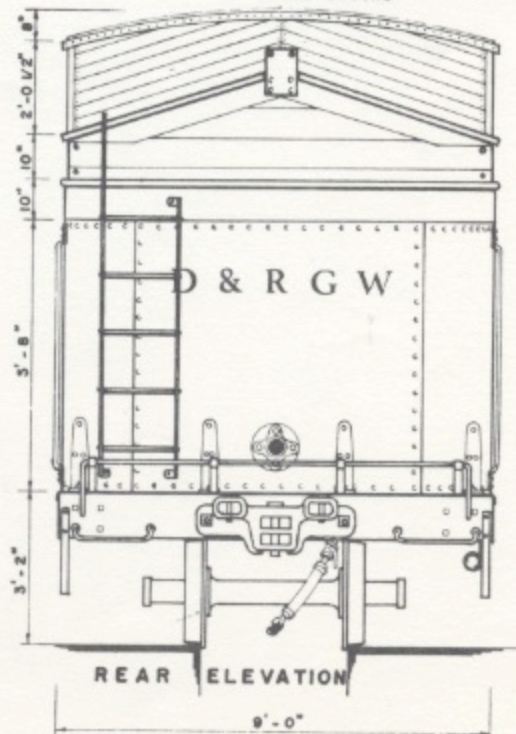
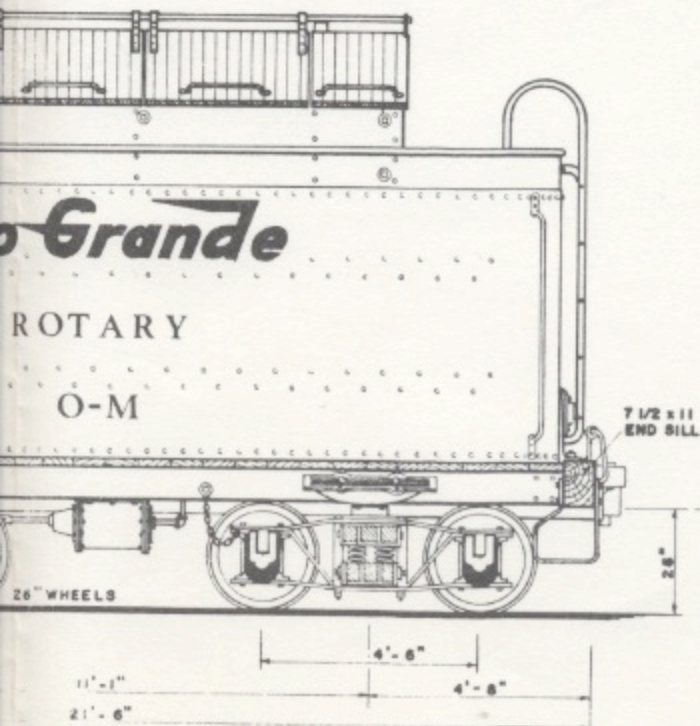
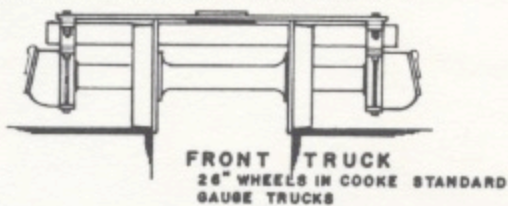
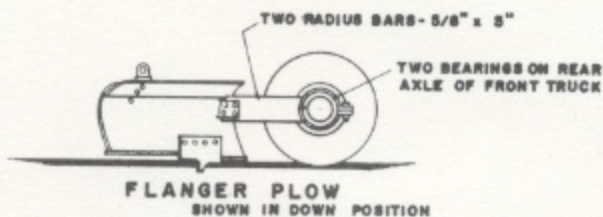
NOTE: ORIGINAL TENDER REPLACED DURING PRESENT TENDER SHOWN HERE.



SIZE OF BLADES IN OUTER CIRCLE - 18" NARROW END, 20" WIDE END
20 1/4" LONG

SIZE OF BLADES IN INNER CIRCLE - 11 1/2" NARROW END, 17 1/2" WIDE END
22 1/4" LONG

WIDTH & LENGTH OF OPENING IN HOOD - 28 1/2" x 46"



© COPYRIGHT - KEN PRUITT, FOR MEMBERSHIP USE ONLY, NOT TO BE REPRODUCED.

To Placitas

To Albuquerque

To Santa Fe

I-25 N.M. 422

Coronado Monument Exit

Service road

Cemetery

HILL ROAD

Lewis Electric

K.O.A. Campground

Metal Tool Works

RR Tie W/reflector

Montoya Gravel Company

To KOA sign

Farmington/Coba Exit

Caroline

Mt. View

Athens

Caroline

Richardson

The LUXFORD'S 1001 Caroline

CAMPING 1/2 mile



Chevron Gas Station

Mobile Home Sales

U.S.-85

TOWN OF BERNALILLO

Chevron 811

AT&SF Station

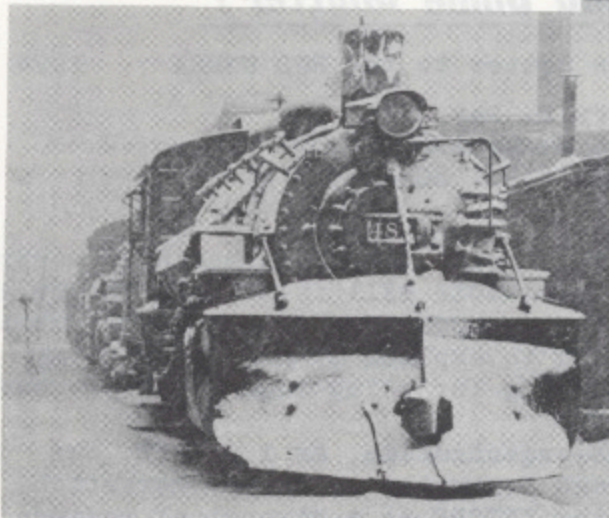
Wood Chip Loader

Gulf Chemico

Avenida Bernalillo

N.M. State Road - 44

Lotobayes



Snow fighting photos from the collection of John S. LaMunyon, Alb. N.M.

Honor Roll

by membership director

SUPPORTING
MEMBERSHIPS

BILL SEVERNS

* * * * *

* The following people have joined *
 * the ranks of SUPPORTING MEMBERS *
 * of the NGRRA by electing to add *
 * more than \$10.00 in addition to *
 * the price of a Regular Membership. *
 * *Indicates a SUPPORTING MEMBER *
 * for more than one year. *

* We are pleased to add the following *
 * to our list of SUPPORTING MEMBERS. *

* * Laurance S. Reid *
 * Robert J. Powers *
 * K. Wayne Hamrick *
 * Charles H. Yarger *
 * Dr. William J. Dusacca *
 * Christopher J. Pease *

NGRRA National membership as of December
 now stands at

219

Still looking for an ideal Christmas
 gift for that railfan friend? Who not
 give them a membership in the Association?
 New members enrolled now will receive
 memberships good through May 31, 1976!

FOR SALE:

23"x23" Rio Grande Southern maps done
 by Ernest Robart for Mallory Hope Farrell
 book Silver San Juan. Autographed or
 plain. \$2.00 each. Supply limited to
 less than 50 remaining copies.

Send check and order to:

Mr. Ernest Robart
 1919 Coal Place SE

Albuquerque, N.M. 87106

MEETING NOTICE: JANUARY 9th, 1975

The January Board of Directors election
 and regular meeting will be held at the
 home of Bill and Marsha Luxford, 1001
 Caroline, Bernalillo, N.M. 87004
 Phone 505-867-5363 for directions.

Agenda; *Election of BOD Officers
 *Committee and project coordi-
 nators
 *Constitution and By-law
 revision considerations

Sand Dome Chatter!

Open letter to the BOD NGRRA 1974

Jerry B. Day
 7365 E. Severn Pl.
 Denver, CO. 80220

Dear Sirs,

It may appear that I am making a mountain
 out of a mole hill in regards to the title
 of the proposed NGRRA annual publication.
 I wish to explain my position and my
 reasoning for being adamant on the que-
 stion.

This organization, as I see it, was
 formed to assist in the preservation
 of the C&TSRR as a historical remind-
 er of the glory of the D&RGW narrow
 gauge, and to prevent it from becoming
 another "Disneyland" or "Knott's Berry
 Farm". Our contribution was to be in the
 form of restoration, car attendants
 and historical advisors. It is this last
 area that I feel qualified to work in.
 Scenic Railways personel cannot be
 expected to be historically oriented.
 We were to provide this service.

We have so far managed to preserve the
 look & flavor of the Rio Grande NG in
 our projects and restoration work.
 Ernie Robart's herald was a stroke of
 genius. Similar to that utilized by the
 Rio Grande in the hayday of the Cumbres
 Pass line, it is this type of service
 that our organization can provide. We
 should insist that future projects and
 restoration be in line with the overall
 historical perspective of the original
 purpose of saving the line.

In suggesting an annual and title, I
 deliberately patterned it after the D&
 RGW 1920 employee magazine. If we are
 going to attempt to preserve
 the flavor of the D&RGW in restoration
 and preservation on the C&TS, why not
 do the same with one of our own pub-
 lications? I have discussed this con-
 cept with numerous, well-known rail fans
 in the area, including Mr. Bob Richard-
 son, Gordon Chappell, Richard Kindig
 and Mallory Hope Farrell. I have also
 discussed the legal ramifications of
 the suggested title with Mr. J.C.
 Thode, a well known railfan and ass't
 to the president of the D&RGWRR.

SAND DOME CHATTER con't.

He says there is no legal problem as far as the D&RGW is concerned. They have not used this title since the late '20's and do not have a copyright on the title as I suggested. As far as any connection with Scenic Railways is concerned; we are using the title "Scenic Line" on the herald of our railroad now. Scenic Line is a old and respected title that is more generally connected with the D&RGW than Scenic Railways; and the title "IS" historically more representative of the railroad than the suggested title of "Cumbres Extra".

I have many ideas concerning this publication which can become the historical reference piece for any projects that are contemplated for the railroad. For example; if we (NGRRA) wished to restore cabooses #C503 then the annual would be a historical reference piece for that or any other project.

I plan to write the history of all 4 classes of D&RGW "K" class locos, winter time on Cumbres and a history of the San Juan passenger train. If some of you are wondering as to my qualifications to undertake such projects, I offer the following. I am currently writing a special 1000 page book on the D&RGW Crested Butte branch for the Colorado Rail Annual and several other articles in preparation including, a history of the D&RGW NG Ski trains, snow fighting on the narrow gauge, complete with a list of all D&RGW rotary trains from 1889 to 1962 and I have recently completed a book on D&RGW NG work cars for the museum.

I have shown the K-36 article to Bob Richardson, Chappell and Kindig and all have said that it is perhaps one of the best articles on one locomotive that they have ever seen... I apologize for taking so much of your time. I hope that I will have your understanding in this matter even if I don't have your agreement.

Sincerely,
Jerry B. Day

Give your fellow NGRRA member a gift for Christmas that will show everyone you & he are NGRRA members. A steel licence plate for \$1.50 with a 3 color NGRRA emblem. Great for car, den, camper or gift. Order direct from Telltale address. Add .25¢ postage please.

Dear Sir, 11/74

The TELLTALE I always find very interesting and I found a rather very interesting article by Bob Smith in the current issue which lead to some very interesting thoughts.

If we can very well see our way clear to bring in power from Hawaii, I am wondering if there has ever been any thoughts kicked around about bringing in power from Alaska?

I recently spent a month in Alaska at which time I took a trip on the White Pass & Yukon RR, a NG line running from Skagway, Alaska to Whitehorse, Yukon Territory, Canada. At Lake Bennett a display of one engine, caboose and rotary plow is set up. At Skagway, on the dead track at boatside is a track full of old steam power and one well beat up rotary plow.

Just a passing thought to file away for future reference.

Art Pugh

#84 Vista Del Rio, Belen, N.M. 87002

Editors Note:

Art: Please note that the Hawaiian equipt. on the C&TSRR does NOT belong to the states nor the NGRRA. It is owned by Scenic Ry's and private individuals. The NGRRA is having enough problems just getting a speeder converted and ready to operate and to arrange the lease of one of the last two remaining RGS Geese now in Durango without trying to bring an engine down from Skagway unless there is a "sugar daddy" out there who would like to undertake that project and finance it too.

B.L.

The following is a second letter from Mr. Jerry Day, sent to the Editor along with a long letter to the BOD which due to its length will not be printed. However the BOD received copies of both and the action taken I'm sure will settle any question Mr. Day may have. Some of the action is outlined in the meeting minutes section. B.L.

I am attempting to make one final effort to get a point across to the NGRRA BOD. I am asking you to publish this letter in the TELLTALE so that the membership will know how I and many of the Denver area members feel. I am enclosing a separate letter to the BOD.

Con't, pg. 12

SAND DOME CHATTER con't

If you care enough about the truth and the organization you will print this.

I am asking this opportunity to express an opinion and to present some facts to the NGRRA membership and the BOD.

I have noticed in several issues of this publication, in conversation with members and through some letters, an amazing lack of knowledge of the D&RGW prototype and a lack of desire to retain the appearance and flavor of the D&RGW. I have heard statements to the effect that "we can do as we wish." I beg to differ with that viewpoint. This organization was formed and the C&TS saved to preserve a tiny bit of what had been the D&RGW narrow gauge. At least that's what our organizational materials state; that is also what we tell new members and that is what the taxpayers of Colorado and New Mexico were told when they put up the \$\$\$\$\$.

Some of our membership and the BOD seem to have little desire to know what is correct as far as this line goes. We in Denver are very fortunate in having the Colorado RR Museum, Colo. State Historical Society and the D&RGW headquarters etc. Almost any aspect of the C&TS operation that might require a historical answer can be found by Denver area members.

I have offered to provide such an answering service through an NGRRA annual. The Denver chapter offered to provide information to the NGRRA. All I asked and all the Denver Chapter asked was some voice in the organization. We haven't gotten it. Many of us, here, are beginning to suspect that the BOD wishes to keep the NGRRA a New Mexico organization. If this is not true, then demonstrate it by action. I have been accused by the BOD of destroying the Annual. All I asked was that the editor be from Denver as all the work would be done here. For this annual, I spent over 2 years of work researching the history of the D&RGW class K-36 locomotives. It is now complete. Several D&RGW experts have seen it and have said that it is the best D&RGW locomotive article ever written. Be that as it may; this article is available to the NGRRA if and when they permit the Colorado members who wish to spend their

free time working for the organization to have a voice in it.

Sincerely yours,

Jerry B. Day

P.S. D&RGW narrow Gauge Locomotives NEVER carried a tri-color herald. If proof is needed; it can be provided.

+ + +

NOTICE: A letter of reply to the above statements has been drafted and will be sent to Mr. Day. The BOD does wish the membership to know that charges made by Mr. Day are being checked. You will note the difference in requests from the first letter from Mr. Day and the last letter. The BOD instructed Mr. Broadway to convey on his next meeting with the Denver Chapter that they had full authorization to proceed with the Annual and to use the title "they" wished, the only request by the BOD was that the "galley proofs" be sent for their inspection prior to publication so that they would have a chance to see the annual before their name was attached to something noone except a few members in Denver might have seen. Questions about where it was to be printed, who was to edit it etc. were not mentioned in the communications received by the BOD.

The BOD wishes Mr. Day to know "It appreciates the efforts and work involved in undertaking the stories (articles) Mr. Day has and proposes to write and it appreciates his allowing the NGRRA the opportunity to have these works published under its auspices."

BOD report ;

November 14, 1974 BOD meeting

Members present: Jim Case, Tom Butterworth, Ernie Robart, Bob Smith, Greg Palmer, Bill Severns, Bill Moyers, Bill Luxford, Ken Pruitt, Jim Demlow, Phil Dater, Ted Reed, Marsha Luxford and Bill Huntman.

Bob Smith reported M.P. 335 & 330 replaced with RR ties. M.P. 329 down, 338 almost down and 2 M.P.'s still in Chama to be taken out and set up.

Letter to Mr. Baur read to membership re. movie junk still on property and restoration after such.

Jim Demlow reported on latest happenings in Chama for turntable and enginehouse reconstruction and visitors center.

BOD con't.

N.M. State Bi-Cent. Comm. Approval of above projects received. Demlow reported some historians wanted turntable and house EXACTLY as had been. (would limit turning and housing to C-class engines, none of which exist on C&TS) while N.M. Cultural Prop. Commission suggested using "artistic" licence so K-class could be accomodated. Proposed "visitors house" could contain ticket office, restrooms, office space for Chama Chamber of Comm., Rail Authorities and NGRRA.

\$160.00 approved for repair of rotary roof, tarpaper and canvas curtains. \$20. to Bates for bunkhouse restoration.

Purchase of typewriter for TELLTALE discussed and deferred. Editor must currently "borrow" for each issue. Approval of box of 50 stencils for TELLTALE printing to cut costs.

Bob Smith suggested dinner meeting in Chama for Rotary run at Elk Horn Lodge. Bob instructed to check Scenic's plans so as not to conflict and to report back in Dec. meeting.

Report by Bill Luxford due to lack of official Sec't report.

BOD Meeting Dec 5, 1974

Members present: Ted Reed, Dan Pyzal, Bill Luxford, Bill Severns, Phil Dater, Jim Case, Tom Butterworth, Ernie Robart, Bill Moyer, Bob Smith, Greg Palmer, Jerry DeWitt, Bill Huntman, Marsha Luxford and visitor Jim Buckman.

Treasurers report-(See page 5)

Nomination committee report for 1975 BOD officers.

Jim Case-Los Alamos - President
Bill Luxford-Bernalillo-V.P.
Treasurer-Phil Dater-Albuquerque
Secretary-Marsha Luxford-Bernalillo

Election to take place at Jan. meeting to be held at Luxford home in Bernalillo.

Bob Smith reported on Scenic plans for rotary run. Decided to attempt an informal meeting between end of rotary run on Sat. nite and start of dinner.

Sec't. instructed to write Fred Folk Re: EBT letter in TELLTALE as to securing ideas and help on his project.

Nomination of new Denver Chapter V.P.

John Newell made by Bill Luxford to BOD: approved.

Nomination of Marsha Luxford to BOD made by Phil Dater: Approved.

Resignation of Russell Smith from BOD accepted.

Resignation of Bob Smith and Ted Reed from board postponed until Jan. meeting.

Nomination of Jerry Day to BOD made by Bill Luxford: Approved.

Insurance on members while serving as Car Attendants discussed and referred to committee for study and to report back at next meeting.

Approval of \$100.00 for purchase of typewriter for TELLTALE. Tom Butterworth will check with IBM.

Report on lease and restoration of RGS Goose made by Jerry DeWitt. Authorization for Ernie Robart to contact Colorado individual to discuss receiving favorable reply. Transportation and storage of Goose to and in Albuquerque secured. All that remains is one signature from one of the Goose owners.

BOD approval for Los Alamos Chapter to assist in picking cars for two display trains, Car selection, condition and repairs needed and costs.

Discussion of securing waterline to bunkhouse. Jim Demlow assigned task as he lives across the street from bunkhouse.

Letter from Jerry Day read and discussed. Luxford and Moyers instructed to reply as per BOD instructions.

B.L.

N.M. Cultural Properties Committee meeting Dec. 6, 1974 Santa Fe, NM

Letter from NGRRA Sec't read that NGRRA wished to be part of advisory group to Commission.

Report on snowshed repairs given by Dan Pyzel.

Discussion on removal of telegraph wire. Remove only parts that hinder train safety for time being.

Attempt to set up soon a schedule for programed maintenance on RR. Tie & bridge replacement.

Discussion on who pays for what, no conclusions stated.

Cultural Properties con't:

Station facilities at Antonito were discussed with Vern Glover and Dan Pyzel by Committee members. All ideas were taken under advisement as Antonito pre-say hasn't any buildings of historic importance, the railroad is none the less an interest of the committee and thus what is constructed there is of some importance.

Report by track inspection firm is expected shortly and the Comm. will then be able to establish statements as to an annual bldg. and track repair/replacement program.



John S. LaMunyon photo

NGRRA TELLTALE Historical Editor, Ernie Robart

HAVE A HAPPY AND SAFE HOLIDAY !!!

C&TSRR NON*REVENUE EQUIPMENT

TYPE	NUMBERS	LOCATION	CONDITION
Section Men Outfit car	04258	Chama	As received
Sleeper Outfit Car	04407, 0452	"	
Block Car	04444	"	
Cable Car	04426	"	
Tool Car	04549	"	
Section Foreman Car	04982	"	
Water Service Car	04904	"	
Engineman's Outfit Car	X-54, X-65	Chama	
Flat Outfit Cars	06008, 06092	"	
Boom Car	06063	"	
Cook Car	053	"	
Section Cars	C-1, C-2, C-3, C-4 and 4 unnumbered flats	"	

Next issue of the NGRRA TELLTALE will be mailed out in mid-March 1975. Members having materials for publication must have materials to the Editor by Feb. 15th. 1975. Starting with the May issue, The Telltale will be printed monthly through the October issue which corresponds with the operating season of the C&TS.