

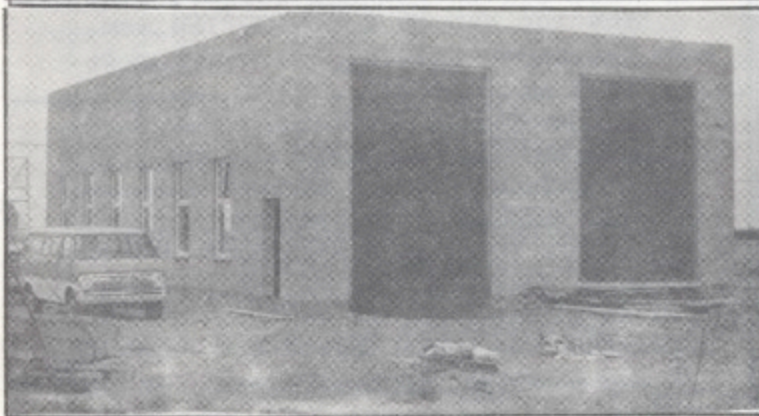
# The Telltale

## NARROW GAUGE RAILROAD ASSOCIATION

BOX 4566, ALBUQUERQUE, NEW MEXICO 87106

VOLUME 3, NUMBER 2

OCTOBER 1974



Northwest view of the new Antonito enginehouse as of late August '74 Bill Luxford photo

In December, 1972, Scenic Railways Inc. presented the states of Colorado and New Mexico with their proposal for future development on the C&TS in the form of a master plan. Contained within the master plan was a proposal for development of the Antonito, Colorado station area.

According to the master plan, "the service facility is to be a substantial enginehouse located behind the (new) depot and is intended to serve as an attraction as well as a practical shop."

Work on this facility is well under way as the above photo shows. Work is much further along than the late August photo indicates, however, the size, shape and eventual contents are there.

The master plan called for the

enginehouse to..."probably be of board and bat with shingle roof construction with large windows that would allow patrons to watch maintenance work in progress prior to train departure."

As one can see by the photo, this section of the master plan was not followed. It was felt that a more fire proof structure with less window space for heat loss was more suited, thus, the new enginehouse has smaller windows on the North side only, is made of cement block with a pre-stressed, pre-cast concrete ceiling.

Service of locomotives will be better handled here than Chama as the new house will contain one service pit on one track while both tracks will feature swing sections for the dropping of whole wheel assemblies. No provisions were made for overhead cranes, but then, with cement floors, a movable unit could be installed at any time.

In place of the two tracks passing through the building as planned, track two will end inside the building and a small machine shop was added to the end of that stall. A door only large enough for a truck was installed on that end.

When visited in late August, the contractor was digging out the drop pits without much success. The ground on which the house was built is mostly sand and large round ex-river bed rocks. Every time the workmen thought they had

Con't Page 2



an area cleared to pour the side and end walls for the drop pits, the rocks and sand would cave in. They had so many cave-ins in one day that they were able to drive a front loader down the caved in wall section to help keep ahead of the cave-ins.

With many of the heavy "back-shop" tools still in "Fort Knox" (the block building located behind the present wye area) relocation of most of them to the new enginehouse will be a simple matter.

Construction of the new enginehouse is another project of Bob Bergraph who was also instrumental in bringing K-27, #463 to Antonito. After the engine arrived and inspection of it was done in Chama the next step was to overhaul it. Having no place to do the kind of work needed to keep any of the locomotives in proper operating order, the next step was to build a service area. Bob, with the help of many civic and interested Antonito and other people from the State of Colorado, donated time and money to have the enginehouse constructed.

One would suspect that #463 will be the first loco. to be placed inside the enginehouse once it is completed.

A place to store a locomotive in Antonito is badly needed. Presently the road locomotive is parked on the end of the wye and is open to anyone who drives in. Even the one guard on duty hasn't stopped some people from "twisting knobs and blowing whistles and ringing bells" until they are seen or heard and otherwise "instructed what is and isn't proper.

In short, the enginehouse and the service it will provide both the locos and the railroad were badly needed and the Association is glad to see the fruits of effort produce some solid results.

B.L.

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SUPPORTING MEMBERSHIP: by Bill Severns

The NGRRA would like to THANK the following SUPPORTING MEMBERS for their "extra" financial contributions during the past fiscal year:

CALVIN T. BANSE, CHARLES T. BROOKS, JENA M. BROOKS, LAWRENCE BROWN, DR. F. PARKER FOWLER JR., JERRY DAVIS, DAVIS H. GAINES, SAM D. GEORGE, CARL I. SONNER, LAURANCE S. REID, HAROLD W. PETERSON and JAMES C. HASKELL.

We thank you for your interest up and beyond the regular dues.

You too can be a SUPPORTING member for a donation of \$15.00 or more.

THE NGRRA TELLTALE is the official publication of The Narrow Gauge Railroad Association and it sent free to all members in good standing.

THE NGRRA TELLTALE is published eight times a year: March, May thru October and December.

Material for publication and notices of non-receipt are to be sent to the editor;

Bill Luxford II

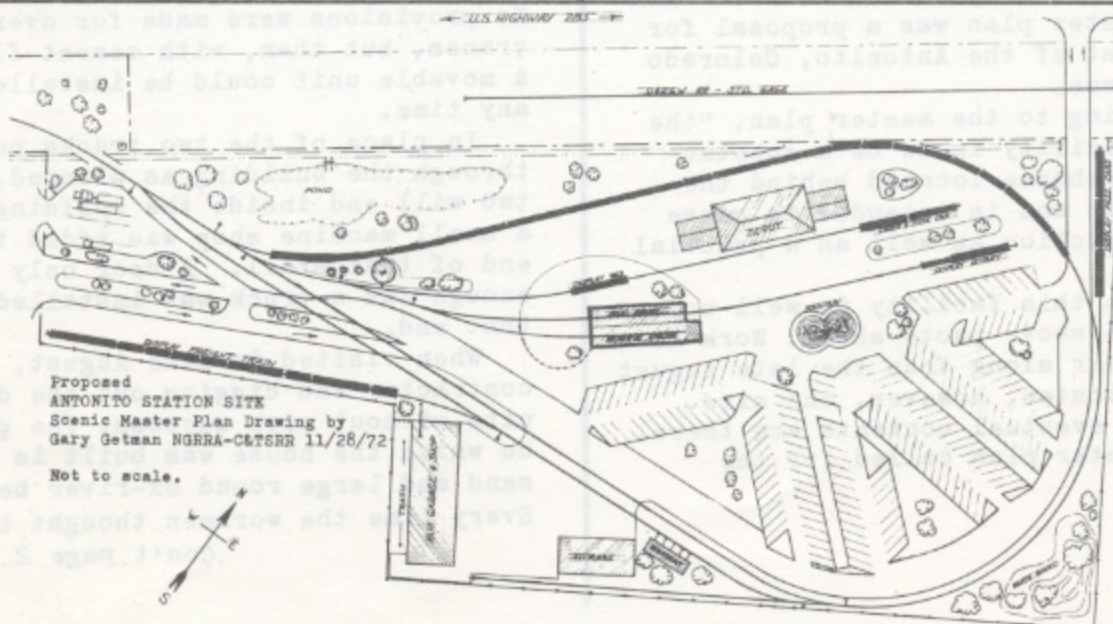
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Bernalillo, N.M. 87004

or the NGRRA offices at,

P.O. Box 4566

Albuquerque, N.M. 87106





ON THE TRAIN: by Greg Palmer

The trains of late August and early September saw a rise in the number of car attendants. Again my thanks go to Margaret Bowen, Jim Fegan, John Coker and all the other individuals who car attended more than four times during that period.

Special thanks to Jim Fegan from San Antonio, Texas. Jim spent over a month in Chama helping on the railroad. He made a personal project of cleaning the inside of caboose #6503. The caboose really looks fine with a clean inside and the new paint outside. Jim's real contribution was helping on weekdays as car attendant when he was the only C.A. on the train. Thanks Jim and we hope we see you next year.

While this is late in the season and by the time you read this the steam season will be over, I would still like to pass on this additional for those future car attendants.

SCENIC RAILWAYS FIRE FIGHTING  
PROCEDURES

1. The conductor will meet with all C.A.'s before the train leaves.
  2. If a fire is spotted the Brakeman will stop the train, get off and look over the situation. If he can not control the fire himself he will call for the conductor and the C.A.'s in that order.
  3. If the C.A.'s are called, DO NOT DROP THE STEPS, Go over the ends and down the ladders. Bring a wet rag which you will find located in each Restroom Car.
  4. When outside, report to the Brakeman or Conductor for instructions first BEFORE you do anything else.
  5. If instructed and when released, report back to your assigned car and await further instructions.
- Above all, do only as instructed by the crew. You will be told these same things before riding, but, it's best you have heard and know them before.

Thanks for your help and support on the trains this season. G.P.

NEWS FROM CHAMA: by Bob Smith

NGRRA volunteers painted the outside of the bunkhouse during the Labor Day weekend. Most of the NGRRA workers came from the Denver area.

John and Linda Newell of Aurora, Colo. and Bob Smith from Albuquerque, N.M. scraped the old finish of grey and re-cemented the cracks between the ties before applying the first coat of new D&RGW cream paint.

Mike and Dave Taylor, 2 non-members who came down with the Denver Chapter V.P. Jay Putz, also put in a lot of work. Time ran out before the west side got finished so Bob Smith returned the weekend of Sept. 28th. to complete the job.

Paint for this project was provided by the Denver Chapter NGRRA. Paint color for this job is D&RGW brown and cream. It's most recent color was MW gray. A close look at the old paint revealed places of an earlier red paint. The siding under the south gables were charred under the gray paint, possibly from the fire that destroyed the old town of Chama and the hotel that once stood beside the bunk house. The bunkhouse was the only building in Chama to survive the fire from the early days of the railroads history.

Jay Putz installed quartz-iodine lights inside the enginehouse also during the Labor Day weekend. Locomotives that formerly were worked on in the dark are now lighted by 2 on each side and one on a swivel overhead. The machine shop also received new lights.

Mike Taylor and Bob Smith painted the phone shack at Los Pinos and repaired the roof. Bob had completed the phone shack between Cumbres and Los Pinos early in August with the help of John Coker.

B.S.

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NGRRA Board meetings are held on the first Thursday of each month, about 7:45 p.m. The place changes so if you would like to attend, and you are always welcome, call one of the B.O.D. members in the Albuquerque area.

The October BOD meeting will again be at Ted Reed's, 7617 Summer NE on the SECOND Thursday 10/10/1974 at 7:45pm.

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HAVE YOU RENEWED YET ? WHY NOT ? ?



The September BOD meeting was held at my house. 9 BOD members were present. Larry Broadway from Denver was present.

The treasurer in the absence of any other officer conducted the meeting.

The treasurer indicated a balance of \$2,250.00 on hand with all bills pd.

Motion was made by Larry Broadway to give a one years Honorary membership to Ken Pruitt from the Association for services rendered to the Association when it was formed. Motion passed.

Dan Pyzel reported on the latest information from the RR Authority meetings. Discussion was brought up on how the NGRRA could and would fit into the Authority plans for the future.

Larry Broadway reported on the feeling of the Denver members after the Chama Moonlight meeting. The BOD appologized for the impression given and directed Mr. Broadway to recontact the Denver members in an attempt to reopen lines of communication.

The BOD directed Mr. Broadway to see if the Denver Chapter would be willing to take on the task of researching the old D&RGW files for information useful in restoration of cars, buildings and other things on what is now the C&TS. Some sort of guidelines for a time framework should be established. They would give an estimation of the time needed and then dates for rough drafts approval or rejection could be set.

A suggestion was made that the names of BOD members be sent out prior to the annual meeting for members to vote on rather than only letting those at the meeting vote. No motion was made at this time.

Greg Palmer was instructed to submit a work project proposal for restoration of the Jordan Spreader before he began work. Bill Luxford submitted a proposal for restoration on waterspouts, mile posts and signs around Sublette. Project and money was approved.

Don Heath reported that his Tape-Slide program on the C&TS was now on Vidio-tape and would be aired on KNME T.V. in Alb. Oct. 1 and 6th.

Bill Luxford reported on the problems that movie companies are leaving and asked that the BOD seek a source for future corrective action.

T.R.

THE VOLUNTIER EFFORTS: by Greg Palmer

Caboose 0503 was cleaned by Jim Fegan while the outside was painted by Karl Osterwald, Gary Getman and Tom Butterworth. Lettering was done by Karl Osterwald and John Coker, quite a team effort.

Diesel #19 was repainted like the busses in red and gold by John Coker, and Lester Urscheal from Kansas and many others both NGRRA members and Scenic employees alike.

All of the Passenger cars have been repainted and relettered outside and renumbered now.

As reported elsewhere in this issue, the bunkhouse was repainted. Rod and Connie Bates cleaned the inside and Connie made curtains for the windows.

The Scenic crews have worked hard this season on the trackage and in the enginehouse at Chama. It was many a long 12 hr. day for many of them. At least the trains ran and stayed on the track and that is more than Amtrak can say.

Well, until the December issue, that's the latest from me on what's happening.

G.P.

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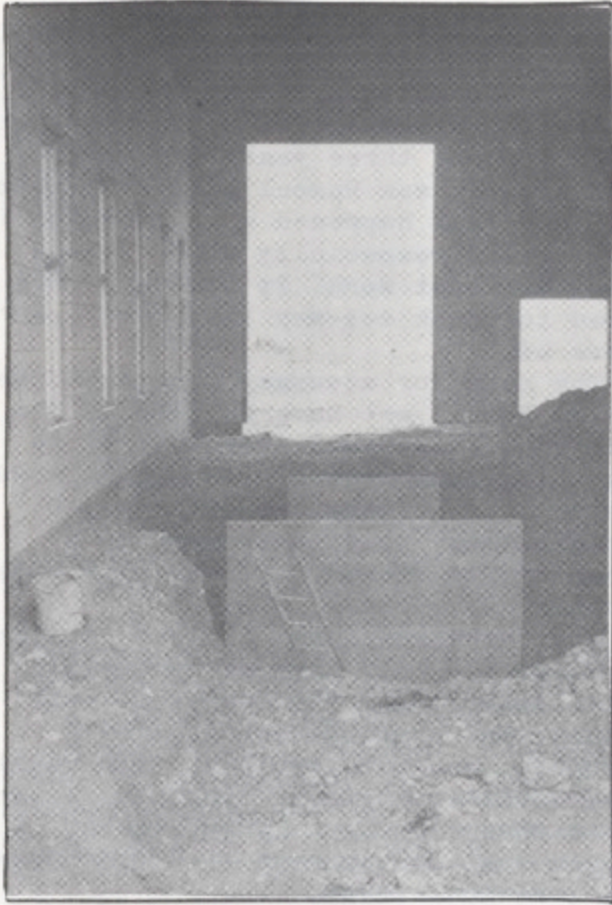
Jim Shawcroft, C&TS engineer, is recovering from a leg injury received June 22 while working on the D&RGW Silverton branch. Jim, who was fireman that day attempted to climb down from the cab when his leg caught a cross-tie projecting up near the track. His leg was crushed just above the ankle. He was thrown from the train and fell under the train and was drug along until the train could be stopped by holding onto a tressrod.

Jim reports that he "feels pretty good now" but expects his leg to be in a cast for the rest of the year.

Rich Braden & Ross Bell are filling in as engineers during Jim's absence. The NGRRA takes this opportunity to thank Jim for 3 yrs. of guiding trains over the C&TS and hopes he will be at the throttle of 483 & '87 next season.

(This news item from Bob Smith)  
(See related photo on the last page.)





Interior of Antonito enginehouse track one showing footing for drop pit and inspection pit. Aug. 20, '74

Photo by Bill Luxford

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SANDHOUSE CHATTER: by A. Nouny Mouse

Bob Smith and Tom Butterworth have "planted mileposts #341 & #337 during the weekend of Sept 29th.

Rod and Connie Bates have cleaned the inside of the Bunkhouse, Rod made a shelf over the table in the middle room and donated a coffee pot for membership use. He also modernized the outdoor "one-holer" with a plastic toilet seat. Now you can freeze your bottom only without falling through. He also fixed the door. Connie made burlap curtains and repainted the trim. *(in the bunkhouse)*

Now if someone knows where we can get more bunk beds, and some dinette sets for the middle room, some good coal heaters and a rug for the floor we can rough it in style. On nights when a full crew is on hand, bed space is short and 2 or 3 high bunks in the side rooms would help a lot.

Sue Tester wrote a very nice article about the NGRRA and the Bates in the Sunday, September 29, 1974 issue of The Santa Fe New Mexican. The TELLTALE would like a copy of the article to reprint if someone out there has or will make an extra copy.

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THE NEW MEXICO CULTURAL PROPERTIES REVIEW COMMITTEE: by Vern Glover

On Friday Sept, 27th the Committee met and passed the Historical guidelines for the C&TSRR.

In brief the committee, which has control over the NM-RR-Authority being the C&TS is a Historical Landmark, states that;

1. Changes to the property will not be made without prior approval of the committee.
2. The Scenic master plan shall not be approved until after completion of a preservation plan to be done by a recognized railroad authority.
3. That Vern Glover, being such an authority should be appointed to draft said historical preservation plan.
4. That the C&TS is a "Living Museum" and therefor every attempt to do, reconstruct and restore things should be as the D&RGW might have done it but to use modern methods and materials.
5. Historical preservation of buildings and property.

A. Immediate stabilization of all deterioration on all items.

B. Routine repair shall be continued but, so as to not alter the basic appearance of the buildings, cars and locomotives.

C. Buildings can be changed with approval to meet health and safety codes and for public needs, Restrooms etc.

D. Equipment shall be kept in the condition received or restored to a specified period but not dismantled or destroyed nor neglected. Other railroad equipment from other than the D&RGW can be collected and placed on the property.

E. While films and TV are a benefit to the RR. Penalties will be given if the RR is not returned to its restored condition after the use. The public must be informed when on the train of items that are not original. "Weed City"



F. Movie sets should be built off the main track on special spurs whenever possible

The N.M. State RR Authority was also directed to take immediate steps to restore the Cumbres Snowshed which is in danger of falling down should there be a heavy snow this winter.

Restoration of the Chama Water tank with a new roof and steel bracing underneath and reroofing of the Chama Coaling Tipple were also directed.

Members of the Committee who are in-charge of the RR. are Mr. John Conran, Dr. Myra Ellen Jenkins and Dr. Spencer Wilson.

I will be present at the October NGRRA BOD meeting to fill in more of the details and discuss ways the NGRRA can fit into the program of the Culture Committee.

V.G.

#### ATTENTION MEMBERS!!!!!!!!!!!!!!!!!!!!

While we stated that the September would be your last issue, we are giving those of you who have not renewed one last chance. We have even enclosed another membership application for you to use. If you have already renewed, then won't you use it to sign up a new member. Show them the NEW TELLTAL and invite them to become active in the NGRRA.

Late renewals cost us money when we must reprogram the computer printout first to drop you for nonpayment and then later to read it. Please save us the time and money so we can continue to bring you these expanded TELLTALES instead of taking your name off out mailing lists. While N E W membership is off this year, renewals are at an all time high. Won't you help us make it 100% and renew N O W ?

#### LETTERS TO THE EDITOR:

Just got the new Telltale, and I want to compliment you for a good job and offer a few suggestions.

The front page headline looks good. Whenever you can do something like

#### LETTERS Con't

this to brighten up a page it helps.

The statement that I began the Milepost project three years ago is incorrect, it was Russel Smith. Easy to see how that happened with the same 1 last names, especially since I have done milepost work. It points up the need to check out any facts you aren't sure of.

The need for accuracy also means to me we should not have a Rumor of The Month Column (sic), nor even print anything that cannot be substantiated. Aside from hurting a publication's credibility, printing rumors is a good way to become a target of a libel suit.

Your conversational style of writing is fine for this type of speciality publication, but the danger of verbosity and bogging down in minute details should be avoided. The usual journalistic style is terse for a very good reason..money. If we can say in 2 pages what was printed in 4 the budget is that much ahead.

Because you are soliciting contributions from members it would be wise to have a style sheet and give it to your regular contributors. I was a journalism minor at UNM and a reporter for the LOBO, so I'm including some suggestions that you might incorporate in a style sheet.

Yours truly,  
Bob Smith

Editorial comment;

We are sorry for the mix up in names in our first issue. Even when we proof-read it several times we still found that Margaret Bowen's name was misspelled. If you noted, the Rumors were directly quoted or connected with a specific person, however, we agree the title is misleading and has been changed to SANDHOUSE CHATTER which covers bits and pieces of news. Also, sorry for being so long winded. I dislike Western Union type newsletters & secondly, when one is doing the whole thing alone, without help, one tends to be carried away by the whole bit. We hope this issue meets with your approval. Thanks for the letter and all the articles. Keep them coming. Ed.



## SCENIC RAILROAD RENT RELIEF APPROVED

Wednesday September 25, 1974

Albuquerque Journal

Santa Fe, N.M. (UPI) The New Mexico Railroad Authority has agreed to waive a requirement that Scenic Railways, Inc., pay the states of Colorado and New Mexico \$12,000.00 as part of the "rental" on the C&TSRR.

Scenic, which operates the historic narrow gauge railroad under a lease agreement for the two states, had asked for the "rent relief" because of financial difficulties it had experienced in the last two years. The company blamed the financial trouble on a decline in attendance due to the energy crisis.

John Pritchard, Chairman of the N.M. RR Authority, said that the RR would still be required to pay the state about \$4,500.00 in rent, plus \$7,500.00 to cover taxes and insurance for the railroad's operation.

Pritchard said the authority meeting in Santa Fe, agreed to eliminate a portion of the lease agreement setting a \$12,000.00 minimum "rent" payable by Scenic to the two states.

The \$4,500 will be paid under another portion of the lease which requires payment of the two percent of the RR's gross receipts to the states.

He said in return for the rent relief, Scenic had agreed to operate a minimum of 30 steam powered trains starting the last week of June '75.

The RR had come under criticism earlier this year for operating trains with a diesel locomotive instead of the coal-fired steam locomotives during the first part of the summer.

Pritchard said that the Colo. RR. Authority must take action on the proposal before it can take effect. He said that if Colorado approves the concept, a lease modification must be drafted to eliminate the minimum rent requirement for the railroad's operation this yr.

Pritchard also said the authority discovered a 'snag' in legislation approved by the '74 sessions of the Colo. & N.M. Legislatures which appropriated \$200,000 for improvements on the Railroad.

The 'snag' will have to be eliminated by amendments to the legislation, Pritchard said.

Pritchard said that each state had passed slightly different versions of

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the bill.

"Our act doesn't say anything about money being used for work in Antonito, Colo. and Colorado's act doesn't say anything about the money being used in Chama, NM."

The two towns are the terminals for the 64-mile railroad.

Pritchard said the RR authorities had planned to spend about \$50,000.00 for improvements at each terminal.

"Because of the disagreements in the acts, we can't spend any money at either place," Pritchard said. "We are going to have to get an amendment to the act and get the language cleaned up."

Pritchard said that language in both acts would permit some of the money to be used on improvements along the track and on the railroad rolling stock.

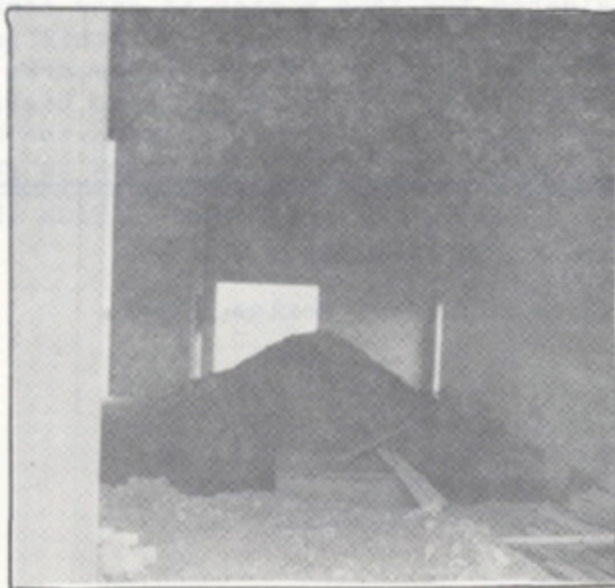
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THE NEXT ISSUE OF THE NGRRA TELLTAL  
WILL BE THE DECEMBER ISSUE.

DEADLINE FOR NOTICES, NEWS, AND ARTICLES  
WILL BE NOVEMBER 15, 1974.

MATERIAL SHOULD BE SENT DIRECTLY TO THE  
EDITOR PO.Box 549 BERNALILLO, NM 87004

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VIEW LOOKING INTO THE RIGHT HAND  
STALL OF THE NEW ANTONITO ENGINE  
HOUSE DURING CONSTRUCTION OF THE  
DROP PIT RETAINING WALLS. Aug. '74

Photo by Bill Luxford

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Still no chapter news has been received by the Editor. We know Denver is active but not to sending us all word.  
PLEASE CHAPTER SEC'T. by Nov. 15 ???





Jim Shawcroft on the Toltec Rattler road engine, October 22, 1972. (See related article on page 4.)  
Photo by Bob Smith

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NEWS FLASH ! Bernie Watts of Scenic Railways reports that a Rotary run is being considered for this winter if snow conditions are the same as last year. Scenic would like to add the water car this year and if the NGRRA would repaint the cook car from Rotary OY and one of the crew cars now in Chama, they might go along for the ride also. The crew car also needs a new roof. Currently the car is painted Floquil mud color for its role in the GD&C movie. A sister car sits in Antonito also in mud color and another in Chama in grey. Let's hope the Rotary has lots of coal!

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NARROW GAUGE RAILROAD ASSOCIATION INC.  
THE NGRRA TELLTALE  
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