

# The Tel tale

**NARROW GAUGE RAILROAD ASSOCIATION**  
 BOX 4566, ALBUQUERQUE, NEW MEXICO 87106

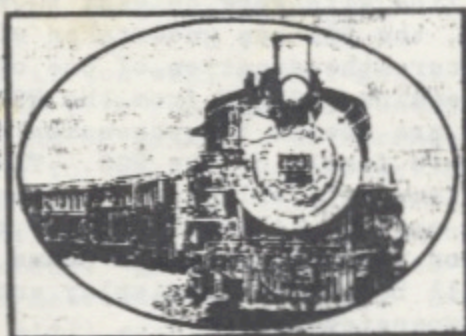
VOLUME 3, NUMBER 1

SEPTEMBER, 1974

# in steam again!



**STEAM TRAINRIDE STEAM!**



**RIDE BEHIND AN OLD STEAM LOCOMOTIVE  
 OVER 64 MILES OF SPECTACULAR MOUNTAIN  
 RAILROAD. SCENIC 50 MILE BUS TRIP INCLUD-  
 ED.**

**SATURDAYS & SUNDAYS,  
 THROUGH OCTOBER 6;  
 FRIDAYS & MONDAYS,  
 THROUGH SEPTEMBER 6**

**CUMBRES & TOLTEC SCENIC RAILROAD**

**P.O. BOX 325  
 ANTONITO, CO. 81120  
 (303) 376-3483**

**P.O. BOX 789  
 CHAMA, N.M. 87520  
 (505) 756-2151**

That is correct, Scenic is now operating steam again. If you haven't done your bit of car attending yet for this year and haven't done so because a diesel on the early season trains, then NOW IS YOUR CHANCE to do your thing. "STEAM" powered trains are operating on Fridays, Saturdays, Sundays and Mondays thru the month of October. (See attached notice from Scenic Railways concerning dates, cost and other necessary information.)

The STEAM season started on Friday August second with a Press run from Chama to Antonito. The "official" first run was on Saturday the 3rd. A Chama Western Band provided music for the "first" train steam riders for the 1974 season. (Sorry I forgot the name of the group, I had it noted and then lost the note. If someone will let me know, I'll give credit where credit is due in the next issue.) The three piece band played on both the Sat. and Sunday trains. With the TRAIN starting in Antonito Saturday, it returned there Sunday night where the engine laid over until the following Friday when a STEAM SPECIAL was run from Antonito to Cumbres and back for 2 bus loads of "kids"

The next BOD meeting will be held on Sept. 5 at Ted Reed's house, 7617 Summer NE Albuquerque, N.M.

Con't Pg. 2 Col. 1



In Steam Again: Con't

from a Denver summer Church program. I understand they gave Scenic conductor, John Olburg a pretty rough time of it on that trip. I'm sure most of you can guess how 700 teen-age kids would react after being "caged" in busses all the way from Denver and arriving in Antonito for a noon trip to Cumbres. Of course the rain and cold didn't help John's job any easier. John sure could have used some NGRRA Volunteers on that trip. At any rate, "the special" train arrived back in Antonito about midnight. How the crew was able to roll out of the sack for the regular Saturday run beats me. They deserve an extra pat on the back for that effort alone.

Motive power for trains this year is K-36's #483 and #487. #487 still sports the plow pilot and a new red, white and blue C&TSRR herald on the tender. (I can't say it looks bad, in fact, I think it looks pretty sharp.) #483, the "Old workhorse" of the line is back after a role in the movie, "Bite the Bullet". Some of her movie make-up is still there. The "GOLD" smoke box front and dome rings are gone. A dark red paint now appears on the steam chest fronts, along the steps and running boards and along the top and bottom edges of the tender. The other "new" addition is a "new" C&TSRR herald copied from the old RGS design. This herald appeared on the caboose (before the movie) and on the box car that was sent to Albuquerque to publicize The Chama Valley recreation area. (Much comment has been made, both pro and con by members and public alike and I won't use the pages of the TELLETALE to enter into the battle, I might suggest you try to visit Chama or Antonito, wherever #483 happens to be, and draw your OWN conclusions.)

At present, trains are now operating on 4 days a week, Friday and Sunday from Chama and Saturday and Monday from the Antonito end.

As I stated earlier, IF YOU HAVEN'T BEEN ON THE TRAIN THIS YEAR, go do it now. The weather has been pretty nice, while the rain has hit a few trips and the fall weather isn't far away, train riding couldn't be better. Con't Col.2

In Steam Again: Come'l.

Already the "skunk Cabbage" is starting to "brown-up" which means that the Aspen season is close at hand. Reservations for Aspen season are filling fast so if you are planning a family outing to see the fall come to the "high country," get your reservations in now. (Phone and address of both the Chama and Antonito stations are located on page one in the Scenic Ad taken from an Albuquerque Paper not long ago.

FROM THE PRESIDENT'S DESK

While the NGRRA has as its primary interest, the preservation and restoration on the Cumbres and Toltec Scenic Railroad, we are not limited in scope to that one railroad. As I expressed at the recent board meeting, the scope and interest of the NGRRA could and should include other narrow gauge railroads, both past and present and permit members of the Association to do work on and for other NG railroads in The Associations name. I.E. the D&RGW, EBT and/or other NG lines still in operation throughout the world.

In line with work on past NG railroads, the BOD has undertaken efforts to secure the donation of one of the two remaining GEESE from the RGS. The Geese are now in the possession of the scrapers family of the RGS. The NGRRA, if successful, will have the passenger goose moved to Albuquerque for restoration and then moved to Chama where it will be placed on display and maybe even operated.

THE NGRRA TELLETALE is the Official publication of the NARROW GAUGE RAILROAD ASSOCIATION.

THE NGRRA TELLETALE is published eight times a year, March, May, June, July, August, September, October and December.

Material for submission and letters or non-receipt should be sent to the Editor,

BILL LUXFORD Editor  
P.O. Box 549  
Bernalillo, N.M. 87004  
or the NGRRA - PO Box 4566 Alb. NM 87106



NEW EDITOR TAKES OVER TELLTALÉ:

With this issue of THE NGRRA TELLTALÉ, a new Editor takes over. Bill Luxford will be replace Bill Moyers as the Editor. Bill Moyers Jr. has been doing a great job for the last year and a half in a hard, one man job. It is not a one man job, yet Bill did it. Bill informed the BOD at the August meeting that he would like to resign as the editor due to pressing obligations of a full time job and schooling.

Bill Luxford stuck his neck out by offering to take over the job "If he got some help" from other members.

Ernie Robart will be doing the historical reporting, Greg Palmer will be reporting on "current events from Chama", Ted Reed will be reporting on the "BOD" meetings while Chapter Secretaries will be reporting on the local chapter "news". Bill Severns will report on membership while the editor will attempt to put it all together with other bits of "news" and get it out to you on a regular basis.

May we take a moment to Thank Bill Moyers Jr. for his past services as TELLTALE Editor and to wish him luck with his schooling and job.

+ +

Now if you will permit me, I would like to give you a brief rundown on who I am so we won't be strangers trying to talk over a newsletter.

I'm Bill Luxford II, Another "Bill" I'm afraid, however, the last name IS different. Last year I served as National Secretary on the BOD. Currently I am still serving on the BOD and coordinator for Membership Accessories. I am still Project Coordinator for the Milepost repainting work started 3 yrs. ago under Bob Smith. My wife and I also are helping Car Attend as time permits and doing other restoration projects on the C&TSRR.

I am married, no children, one cat & one dog though. We are both Jr. High teachers for the Bernalillo School System. Marsha teaches Home Economics while I teach Social Studies and run the Media Center. We are both active in Model as well as "live" railroading.

Con't Col. 2

NEW EDITOR: Con't.

Our home sits less than 200 feet from the Santa Fe's East/West main-line over Raton Pass in Bernalillo, New Mexico. As modelers, we model in On-3 scale and are members of the Albuquerque (model) Railroad Club, the National Model Railroad Association and the Rocky Mountain Region of the NMRA. I also serve as Division Sup't for the New Mexico Division of the RMR and was a member of the Railroad Club of New Mexico a few years back.

I'm looking forward to this job of editing the TELLTALE and I hope you will let me know what you would like to see in future issues of this newsletter as well as contribute your information and knowledge to making it even better.

+ + + + +  
THE SECRETARY REPORTS:

by Ted Reed, Secretary

In short, the August BOD meeting at our presidents home in Albuquerque covered a wide range of areas. Reports were received from Committee Chairmen and the Treasurer.

A new newsletter editor was appointed to replace Bill Moyers Jr. who resigned. Bill Luxford will take his place.

The BOD instructed me to contact NGRRA members in Colorado to notify them of one current opening on the BOD for a member from Colorado. I was also instructed to contact Larry Broadway and see if he would be able to serve the Colorado members better or if he wished to resign as a BOD member.

Greg Palmer of Albuquerque was voted in as a new board member. Mr. Palmer is serving as Chief Car Attendent this whole summer.

Mr. Tom Butterworth, a former BOD member was reappointed to the BOD. Tom will represent the Los Alamos, NM. chapter on the BOD.

Phil Dater was asked to chair the nominations committee for new officers on the BOD for the 1975 year. Bill Severns was asked to serve on that committee also. Any other member interested in serving is asked to call Phil Dater. Election of new officers will take place in December.

T.R.



EDITORIAL:

by Bill Luxford

Your new Editor and his wife spent the weekend of August 16 thru 21 painting on the C&TSRR. From Friday thru Monday noon we "lived" at Sublette, NM. While camped there we painted the water spout, cover, tank gauge (complete with fake level marker), 2 switch stands and targets, 2 "S" switch indicator signs, 2 YARD LIMIT signs, Mile post #306, a aux. speed indication sign and the section house lettering on the Sublette station East and North sides.

We would have liked to repaint the section houses but lack of paint and time did not allow it to be done this summer. Maybe we can do it next summer if someone provides the paint to do the three main structures, coal house and motor car shed.

After finishing at Sublette, we took our new 22' motorhome "over the top" of the mountain on those forest service roads ?? to Big Horn where we redid the west side YARD LIMIT, "S" indicator, MP #300 and 4 switch stand targets before our black paint ran out and the train arrived. Boy if you want to be brave some time try taking a 22' motorhome over those 4x4 jeep roads from Sublette to Big Horn and then on down to Lava and into Antonito and still beat to train in. Only accident was the roof vents going under trees around those "detours" the Forest Service put on its "MARKED TRAIL" and a broken cross-frame member on the little trailer I was pulling to haul my paints and ladder in. We made it to Antonito and finally on Tuesday night got it welded after helping Ernie fix a sign for the Colo. #17, U.S. 285 intersection near the Antonito Station. A couple trash cans got lettered also in the wait.

Plans were to repaint the "whistle" signs west of town that I misspainted last fall but the rain and wind prevented me from doing anything other than painting the background color. We'll go up Labor Day and finish the job. We did have a nice tour, by the contractor, of the new engine house at Antonito. (That will be featured in our next issue)

Wednesday morning we drove to the top of Cumbres Pass to repaint the water

Con't Col. 2

Editorial:

spout. Bill Severns and I had painted it along with the tank gauge on the hill top and all the switch stands and targets last fall. However, that repainting didn't get done, because, (1) my supply of silver and black paint was down to the point I wouldn't have been able to finish had I started, (2) the wind was blowing and it was colder than #/!\$\* up there that morning and (3) my poor old wooden step ladder had given up the ghost at Sublette on the YARD LIMIT sign west of the station. At any rate, the only thing that did get done was to blank out the remains of the movie company who left signs on the snow shed I.E. "NO TRESPASSING, MEN WORKING AHEAD, DANGER! and BLASTING!" or words to that effect. At any rate, trying to make a painted area on the weathered snowshed side look like the unpainted aged wood around it was no mean trick. Time will take care of what I couldn't do if the Association can't repair and repaint the snow shed soon, (which should be done soon I feel) In the shade the "ageing?" looked passable to my cold eyes, hands and body. At least it didn't glare at you like the signs did and make the train riders ask if..."that means we are going to blow the snow shed up?"

Since this is an Editorial, I'd like to make an Editorial comment here if I might. I'm sure fellow members feel the same way when they have spent their own time and money to repair, repaint or do something constructive to save the railroad from the elements only to have a movie company come in and "repaint" it a different color and go off and leave it for us to do all over again. To say the least, "It is sure demoralizing, and does a good job of making those of us who do the work say "the heck with it all". I can see why there might be fewer members showing up in Chama to work this year. Having your work "aged" repainted, undone, etc. by a movie crew in a short time and no attempt by them or "Scenic" to Repaint it back to the restored condition they found it in is a crime. There is SO MUCH work to be done up there, that having to take the time and our own money to Re-redo a former job

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Editorial: Conc'l.

is demoralizing to most everyone. I think that poor caboose has been repainted by members of the Association three times now while other things like Rotory OY etc. sit there without any paint to protect them.

I do hope some arrangement can be made on future work the Association does so it isn't UN-done by a movie crew a short time after and left. I'm not saying that something we HAVEN'T worked on couldn't be used or that it should be Unpainted, because a coat of paint on some of the equipment that didn't have a coat is better than nothing at all even if it is the "wrong" color to the purests. That base coat makes the second coat later that much easier when the time comes. It is just the fact that I (we?) would like to see the movie company not go off and leave a mess for Scenic RR and the NGRRA to clean up. True, sometimes their work is an advantage, i.e. the Hinman looks nice now if we can keep the paint up on it and do a good relettering job. I think it's the "other" things that "BUG" us who are there doing the work. Can't the movie companies be made to live up to the restoration clause in their contract with Scenic. We need to cooperate with each other a little if we are going to continue to make a go of this Railroad!

Enough "soapboxing" for one issue, at any rate, my wife and I did enjoy the week at Sublette (she wants to spend next summer restoring the section houses inside and out) and we are looking forward to having more such times working on the C&TSRR. YOU SHOULD TRY IT SOMETIME SOON, get up there in the middle of Nature with noone around but a train once a day, the cows, chipmonks, and birds and really do something, enjoy nature again, it's really something else.

B.L.

+++++  
IS THIS GOING TO BE YOUR LAST ISSUE ??

It will be if you haven't paid your dues for this year.

Fill in the card that was sent a few issues ago, (need more?) and send it in to BILL SEVERNS, NGRRA MEMBERSHIP, NOW!

+ THE VOLUNTEERS! \*\*\*\*\*

+ by Greg Palmer

+ Since the first run in May, only a small handful of NGRRA members have come to Chama to serve as CAR ATTENDANTS.

+ As of the end of diesel operations, Gery Breeding, John Coker, Dotty Walker, Margaret Bower, Greg Palmer, Marsha Luxford, Al Dross, and Bill Luxford have C.A.'ed on the train. The first five have been old standbys and could be always counted on to Car Attend when no one else would. ALL of the members who have C.A.'ed are to be commended for their positive approach towards the train and the passengers. If I failed to mention any names of members who did C.A. during the diesel runs, let me know right away so I can add your name to the log.

+ One comment I might make at this point in regards to car attending is that all BIAS thoughts about the NGRRA, Scenic Railways, or OUR country should NOT BE BROUGHT on the train. The passengers came to ride the train and have a good time, not to hear your opinions! The ONLY way the C&TSRR train can continue to operate is to have passengers and the only way to have that is to make their trip enjoyable enough so THEY come back and so that they tell their friends so they too come and ride the train. DON'T ruin that chance by using the train as your platform for opinions.

+ I believe the VOLUNTEER effort and showing was "LACKING IN NUMBERS". I feel NGRRA members can do much better for the remainder of the season. So far it is only the C&TSRR that allows the volunteers around, they aren't allowed on the D&RGW or the AT&SF.

+ Until the next issue then, LET'S KEEP ON SUPPORTING THE NGRRA and the C&TSRR.

G.P.

+ P.S.

+ If you want to Car Attend, give me a call in Albuquerque at 1721 California NE 87110 or on weekends I'm usually in Chama on the train or working on repainting the Jordan spreader, at the bunkhouse or in the evenings down at the MILEPOST with the Osterwalds.

+ Don't forget that those who ask first get to car attend while those who just drop in get what might be left if any.



ON THE TRAIN \*\*\*\*\*

by Greg Palmer

The Diesel powered train was a success despite the predictors of doom who didn't think it would work. The "little train" proved it's worth and some of them wrong. On most days the revised schedule carried 10 to 12 cars normally. Most always the cars ran full and the riders enjoyed themselves. In general the mood and reaction by riders seemed favorable. While some DID miss not having STEAM, the majority liked the "shorter trip", being "smokless" without cinders in the hair and eyes, and some cared less about what powered the train "just as long as they got to see "Toltec Gorge", the scenery, etc.

Work was completed on retimbering part of Cascade Trestle late in July. Scenic crews had to replace many of the top supporting timbers on the last ¼ of the bridge with nothing more mechanical than the aid of a back hoe of all things. It was a long hard 9 and 10 hour day for many days until the job was done.

Caboose repainting begun before the "Chama Moonlight Special" by Tom Butterworth of Los Alamos and a Denver Chapter member was completed by Karl Osterwald of Chama. To date only one side remains to be lettered and then the caboose is completed except for new end decking and flooring inside under the ice box.

The first weekend of steam operations saw over 500 people on the Saturday train and a little over 490 on the Sunday train making it close to 1000 for 2 days to ride. Since then, train loads for the weekends have been staying close to those figures while the Friday and Monday trains have been much lower. The Sunday train out of Chama has had to be DOUBLE HEADED every trip so far. '83 & '87 take turns being the lead loco. Scenic crews spent many long hours both day and night to get the '83 & '87 ready for service.

The "Pineapple" is now back in Chama being repainted from red w/white trim to red & yellow w/white trim (like the busses).

G.P.

\*\*\*\*\*  
Does anyone know the correct mailing address for Milton Braselton of Salt Lake City? His TELLTALES keep being returned.

RUMOR OF THE MONTH:

by A. Nony Mouse

Before you see or here it from someone else, here is the latest gossip from the Ash Pit in Chama. If you have something new to add, send it in with your name so we can give credit when a rumor turns true.

(1). Have you seen the "new" C&TSRR EXPERIMENTAL color on the "Club Car" in Chama? A nice Melon Orange so the public can find the food. Thought you used your nose for that, not your eyes. "Just a little (colour)" says a Scenic employee, "on the train".

(2). The Town of Antonito doesn't like Scenic's masterplan for the Antonito end. They want a "stub" 3-way switch on the wye with a double crossing leading to the engine house with a NEW cast "harp" switchstand to do the switching honors. Seems Antonito lacks enough excitement when the train is there and they want to make sure the locomotive DERAILS everytime it tries to turn on the wye. The pony truck on '83 going off the first steam trip was so much fun they want it to be part of the masterplan. I balloon loop is just to dullsville for Antonito.

(3). The owner of the Mansion in Antonito (plug), says that the town is trying to get the D&RGW to allow Scenic to 3 rail the track down to the old Rio Grande Depot. Rio Grande said O.K. if Scenic would build them a new wye down on what's left of the "Chili Line". Now they really don't expect Scenic to build a standard gauge wye do they? Scenic says, "who want's to go that far into Antonito? Nothing down there but "Old building backs". Scenic would like to build its Durango style station at the foot of the main drag so travelers can't miss seeing it on their way out of town. Guess travelers can't find the station now 'cause it's too small.

\*\*\*\*\*  
NOTICE:

Does anybody know what happened to the 10 NGRRA Volunteer jackets from the Chama bunkhouse? All we can find are 2 (small) jackets. If some member took one home for the "next time" please send it back N O W ! ! ! ! ! ! ! ! ! !



MEMBERSHIP ACCESSORIES:

1. NGRRA cloth patch-3 color \$1.00
2. C&TS cloth patch-4color \$ .60  
(should be in stock by the time you read this)
3. NGRRA licence plates-steel \$1.50
4. NGRRA hard hat emblems \$1.75
5. NGRRA I.D. Badge-plastic  
Specify: first & last name  
Type of clasp  
Military .... \$2.85  
Std. pin .... \$2.75
6. Volunteer Car Attendant  
Shingle for above badge.. \$ .80
7. Chapt. Officer (specify  
office and chapter) ..... \$ .80
8. Small belt buckle w/NGRRA  
emblem on black backing  
fits up to 1 1/4" wide belt. \$6.50
9. Large belt buckle w/NGRRA  
emblem and your name (specify)  
first and last name, for  
boy or girl style fastening,  
leather grain or smooth black  
backing.(fits up to 2"wide) \$6.75

Please add postage as follows;

Patches ..... \$ .10  
3rd class + insurance..... \$ .30  
2nd class + insurance..... \$ .80  
1st class + insurance..... \$1.00

\* Please allow 3 weeks for delivery of buckles & name plates. They are custom made to order & will be sent direct from Ka-Mo Engravers in Albu. Any overage in postage will be refunded & any orders we can not fill in a short time. We will not B.O.!

NGRRA style WORK JACKETS are available from Sears Co. Mens Work Catalog. Dark grey, lined, zipper front. Catalog #51A23301F @ \$9.47 last time we ordered. They may have gone up in price and changed catalog #'s if we know how most stores are having to do now with inflation. So far our badge maker hasn't gone up but don't count on it, if you want one, order it now before the price does go up. C&TS patches have already gone up and NGRRA patches will when we reorder.

HELP !!!!!!!!!

Some nice member out there signed up a new member, took his money and sent us the cash and a name but NO MEMBERSHIP CARD, ADDRESS, PHONE # or anything. While we like having new members and their money, we would also like to be able to send that new member his membership card and the monthly newsletters. NO WONDER some guys get all bent out of shape when they pay good cash and then don't hear from anyone. Sounds like the "old days" doesn't it Mr. Severns? (We had to get on the BOD and take over the job of Membership director and Secretary before we got our cards. That took 2 yrs. Anywho, If one of you members took money from a Mr. John Templeton or you know who he is or where he lives, PLEASE let our membership director, Bill Severns know right away so we can finish processing this new members data cards and program the computer for address labels.

Speaking of address labels, I'd like to thank Phil Dater, our Treasurer, who's address machine we use for making up the labels for each issue. Seems his machine broke and in order to get labels for this issue he had to decode the IBM ticker tape codes and hand type the label for this issue. Thanks a lot Phil. Its LITTLE THINGS like that from fellow members that keeps this association going

MEMBERSHIP THERMOMETER

by Bill Severns

Membership renewal to date for the 1974-1975 season sits just over the two hundred mark. Down from last year at this same time.

Watch for the Johnny Cash TV Special "Ridin' the Rails on November 22, 1974 Historic engines of the B&O will be in STEAM. Don't miss it-reviews look good!

CHAPTER NEWS:

by Chapter Secretaries

NO REPORTS 'CAUSE NONE WERE SENT IN!! Isn't anything happening out there??? Where are you Chama?, Denver?, Los Alamos?

COMING in the OCTOBER issue of THE TELLETALE: Antonito enginehouse and part one of the MILEPOST GUIDE.



In the Saturday Aug. 3, 1974 issue of the Albuquerque Journal the following AP release appeared which would be of interest to NGRRA members.

**SANTA FE NM (AP)**- The New Mexico Narrow Gauge Railroad Authority agreed Friday to subsidize the lease operator of the Cumbres & Toltec Scenic RR. by reducing its rent & eliminating a \$25,000 bond requirement.

President, Bob Keller of Scenic RR's Inc. said, "we took just a terrible beating last year...we were all operating in good faith and things just fell apart."

In return for the reduced financial obligations, Keller agreed to waive a lease clause allowing the company to abandon operations if it sustains a \$100,000 loss in a five year period and a guarantee to run a minimum of 40 trains next year.

The bargain is subject to okay by the Colorado authority counterpart before it can become effective.

Under the lease, Scenic was to have increased its performance bond from \$25,000 to \$50,000 this year.

N.M. State Engineer Steve Reynolds, an authority member, commented, "I'm impressed with the possibility of lifting the provision that allows them to walk off if they lose \$100,000, and of course (after last year) they qualify now."

The rent reduction, Due at the end of the year would save the firm about \$6500 each year Keller said.

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Keller said the company would guarantee to run 40 trains next year. The present contract calls for only 20.

Through the day long quarterly meetings, Keller has faced one strong adversary on the authority in Los Alamos, N.M. member John Pritchard (\*former BOD member of the NGRRA) who called for a complete review of the company's operations and contract.

Pritchard in a written statement to the Authority said Scenic Railways' operations "have not been acceptable. The replacement has been again deferred for a third time, service was cut back from 1973 standards causing discomfort to both Chama and Antonito, and use of the diesel, although economically sound, has alienated at least a portion of the public."

Scenic used the Diesel on runs from Cumbres to Sublette and return on Saturday, Sunday, Tuesday and Thursdays during June and July. The 20 steam powered trains started on the date of the hearing.

(The paper stated Scenic had operated 3 car trains, which is incorrect, as trains were usually five to seven cars in length.)

Keller said, "had we NOT run the diesel, the Railroad would have been CLOSED DOWN until tomorrow." (The first day of Steam operations) He noted that 5,500 paying passengers rode the diesel powered trains in its two months of operations.