



# The



# Telltale

## NARROW GAUGE RAILROAD ASSOCIATION

BOX 4566, ALBUQUERQUE, NEW MEXICO 87106

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### CUMBRES & TOLTEC NEWS

The Cumbres & Toltec Scenic Railroad is soon to open its 1974 Season with a reduced schedule from last year. Diesel excursions powered by Ex-Oahu Railway #19, affectionately called "The Pineapple", are to run from Cumbres to Sublette and return during the Early Season, May 25 through August 1. These tours depart from Cumbres each Saturday, Sunday, Tuesday and Thursday during this period. Adult fare is \$11.00 and Children under 12 are \$4.00. Departure time is 10:30 AM with the train scheduled to arrive back at Cumbres at 4:30 PM. During the Late Season, August 3 through October 6, the customary, steam-powered excursions will operate between Chama, New Mexico, and Antonito, Colorado. Steam trains will depart from Chama on Saturdays only and from Antonito on Sundays only. A total of only 20 steam trains will be run in 1974. The reason for this reduced schedule is the gasoline crunch. If there is demand for more trains, they will be added.

At the present time, a movie is being filmed on the C&TS RR. "Bite the Bullet" starring Gene Hackman, Candice Bergen, James Coburn, Ben Johnson, Jan-Michael Vincent, Paul Stewart, and Jean Willis began filming in Chama on May 6th. Writer-Director Richard Brooks is the Director. On May 8th, the movie company began using the train, powered by C&TS Engine 483, filming scenes at Cumbres and Lobato. The locomotive is painted black with gold trim on the smoke box front, stack, and domes. Counter-balances and cylinder covers are painted bright red. It has not been renumbered. Four experienced carpenters have spent a whole month refurbishing the "Hinman Coach", completely restoring the interior and applying wood siding to the outside, making it look like a lavish Business Car right out of the 1870's. It is lettered "The Western Press Special". Three box-outfit cars have been scraped and painted for the movie. A horse barn (yes, that's right, a horse barn) has been constructed just north of the Chama Enginehouse, also for the movie. The movie company has requested use of the train for 28 working days, and should be finished early in June.

On the Colorado side of the border, work is to begin soon on a \$54,000 two-stall enginehouse at Antonito. It is to be 40 ft. wide and 90 ft. long. It will be located just east of the present turning wye. The enginehouse is being built in accordance with Scenic Railways' Master Plan for the C&TS RR and is scheduled to be finished by the end of July, 1974. The present turning wye is to be replaced by a balloon loop which will circle around the enginehouse. Tracks leading to the enginehouse will be parted by a three-way stub switch with a harp switchstand. Engine #463, currently in Chama, will be moved and placed inside the enginehouse when it is finished. Our sincere congratulations to Mr. Bob Burggraaf, who is responsible for first acquiring #463 and now, securing funds for the Antonito Engine House. His next project is to obtain funds for #463's overhaul.

For those who haven't heard, Caboose 0503, which was undergoing restoration by the Los Alamos Chapter of the NGRRA, was painted by John Oldberg and Gary Getman in a rather brilliant shade of red with yellow trim. However, as soon as the filming of the movie is completed, it will be returned to prototypical colors with correct lettering by NGRRA volunteers.

**\*\* NGRRA ANNUAL MEETING \*\***

The NGRRA Annual Membership Meeting will be held on Friday, May 31st, 7:30 PM, in the Hospitality Room of the First National Bank at the corner of Central and San Mateo in Albuquerque (right next to the "Montana Mining Company", so after the meeting, if you are so inclined, you can go next door and indulge in the liquid refreshments!)

The program features a presentation by Dr. Stan Rhine, a noted authority on "Galloping Geese". Now, if you're wondering what in the...(expletive deleted)...is a "Galloping Geese", I guess you'll have to come to the meeting and find out. Should be a most interesting meeting. Hope to see you all there!

-Bill Moyers, Jr.

**NOTICE \*\*\* NOTICE \*\*\* NOTICE**

It has come to the attention of the NGRRA Board of Directors that various individuals have bought standard gauge speeders with the intention of converting them to narrow gauge. If you are one of these individuals and have plans on joyriding with it on C&TS trackage, FORGET IT !! This simply will not be tolerated. Any accident or injury of any kind could have serious ramifications to both you and the railroad. If caught, you could be held for various legal offenses also. In other words, the risk isn't worth it, so DON'T do it!

**CAR ATTENDANTS**

Once again car attendants are needed to work on the C&TS RR. If you are so interested, you should contact the following persons for arrangements:

Tom Butterworth, Chief Car Attendant, May 25 - June 30.  
112 Rover Blvd., White Rock, N. Mex. 87544.  
Phone (505) 672-9122

WE NEED a Chief Car Attendant for the month of July. Please write to the NGRRA if you can help.

**DUES DUES DUES**

The Membership Director asks us to remind you that it's Renewal Time again...If you joined the NGRRA prior to October 15, 1973. If you joined us after that date, your dues are paid through May 31, 1975. This issue of the TELLTALE has our new application form enclosed. If you are renewing as a participating member, please sign the release on the reverse side of the card even if you have done so in the past. We hope the new application forms will make the Administration end of the NGRRA run a little smoother. Should you need more than two of the forms, Please do not hesitate to write for more.

The NGRRA TELLTALE is published by the Narrow Gauge Railroad Association, Incorporated, P. O. Box 4566, Albuquerque, NM 87106, and is available to members in good standing with the NGRRA. Edited by .....Bill Moyers, Jr.