



car restoration

REPORT:

FREIGHT CAR RESTORATION PROJECT AHEAD OF SCHEDULE:

Los Alamos, NM: Tom Butterworth of the Los Alamos Chapter reports that the Cumbres & Toltec Scenic Railroad "historical freight car" restoration project is way ahead of original projections due to the many membership contributions and grant from the Joint Executive Committee (JEC) of the Colorado and New Mexico Railroad Authority.

It was expected that restoration work this year would be limited to just one car when it was decided to hold all NGRRA funds pending matching funds from Cultural Properties and possibly the Federal Gov't. The NGRRA Board of Directors had allotted \$1000.00 for car restoration. Cultural Properties is attempting to match that with a grant which will in turn be used to seek a Federal Grant of \$2000.00 bringing the total available to \$4000.00.

Until funds were available, the BOD approved money to purchase materials to restore one car. The car selected was Reefer #166 as it would take the least amount of materials, paint only, and the results would be highly visible. Work was begun on 166 in June and it was anticipated that this would be the only restoration completed before the snows fell on Chama.

With the hard efforts of NGRRA members in Los Alamos spearheading the project and with assistance from NGRRA members in Chama, Albuquerque, Colorado and throughout the US not only was Reefer #166 completed but, also reefer #163 and stock cars # 5691 and #5706. While funds were expected to be the major hangup it has now turned to "manpower shortage" that is slowing down some of the work.

Tom reports that #166 was completed first, (and we should have a color photo for all members by the first of December) with the usual scraping and sanding, then two coats of linseed oil and thinner was applied to all exposed wood. All metal received a coat of metal primer. Over that went two coats of white sealer/primer (which tempted some to do a quick "Coor's" beer reefer lettering job. Over the white went two coats of "Cat" yellow for the sides and a special mix of freightcar red for the roof and ends. Lettering was done in black for the sides and white for the ends. All trim on the sides was also done in black. Lettering period was D&RGW "Royal Gorge" round logo. Tom Butterworth traced all the original lettering and several members aided in cutting stencils for the lettering.

With this car completed by the middle of July Scenic was asked if they would spot #161 near the "Bunk house" so work could begin on it. Funds were available to scrape and prime it. Then the last issue contained a BOD approved request for donations and over \$200.00 came in allowing this car to also be completed and linseed purchased for the two stock cars which were next on the list to restore. The JEC donated \$900.00 which permitted purchase of wood to replace the roofs on the two stock cars and purchase primer and paint, thus single deck stock cars #5691 and #5706 are at this moment nearing completion, a year ahead of schedule.

It is hoped that the matching funds will be available before next summer so that wood, paint and materials for the remainder of the display trains can be purchased and work begun during the summer of 1976.

Cars slated for restoration in addition to the above will be;

Box cars.....	#3524	#S-3570
Drop bottom Gons.....	#700	#801
High Side Gons.....	#1000	#1534

FREIGHT TRAIN RESTORATION: con't

Open End Pipe Gons
#1557#9604 (maybe)
Flat cars
#6200#6501
Idler Flats
#6314#9557

At this time placement of the completed cars has not been decided. The NGRRA is doing two of each so that one can be on display in Chama and during the summer one can be on display in Antonito, however until more trackage is constructed at the Antonito end or the new proposed loop plan is completed, Scenic Rwy's. will probably prefer not to take the cars to Antonito. It has also been heard that the safety of the restored cars might be a problem with vandals doing a great deal of damage to the Antonito end of the line. When the cars can be completed we would suspect a special train movement each spring to take them to Antonito and one in the fall to return them to Chama. That would make two very nice "TOLTEC RATTLER" trips should that day arrive.

As of this article, no plans have been made for restoration of work equipment, however, BOD members have expressed ideas that the Std. Gauge idler should be restored and sent to Antonito, and that .OY should be next on the list for some work along with the pile driver, spreader, flangers and derrick. Following that other remaining freight equipment will be restored as long as money and manpower hold out.

In the December issue we will attempt to print a photo of all the restored cars to date along with a few "before and after" shots if they are available. We need gloss finish black & white photos to do this and it seems every one who goes up to Chama to work, shoots color slides. If you have a B&W 3x5 sharp print to spare, send it to the Editor. We can't always return prints so please don't send us your only copy.

As mentioned earlier, on the last page of this issue is a 1/4" scale drawing of #166 as done by Tom Butterworth. Our thanks to him for the use of this item for the use by all members.

THE NGRRA TELLTALE is the official publication of The Narrow Gauge Railroad Association Inc. of P.O. Box 4566, Albuquerque, NM 87106

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Address all membership requests and applications to NGRRA MEMBERSHIP DIRECTOR % PO Box 4566, Sta. A Albuquerque, NM 87106.

Address all comments, notices of non-receipt and materials for publication to NGRRA TELLTALE % PO Box 549, Bernalillo, NM 87004.

William R. Luxford II, Editor

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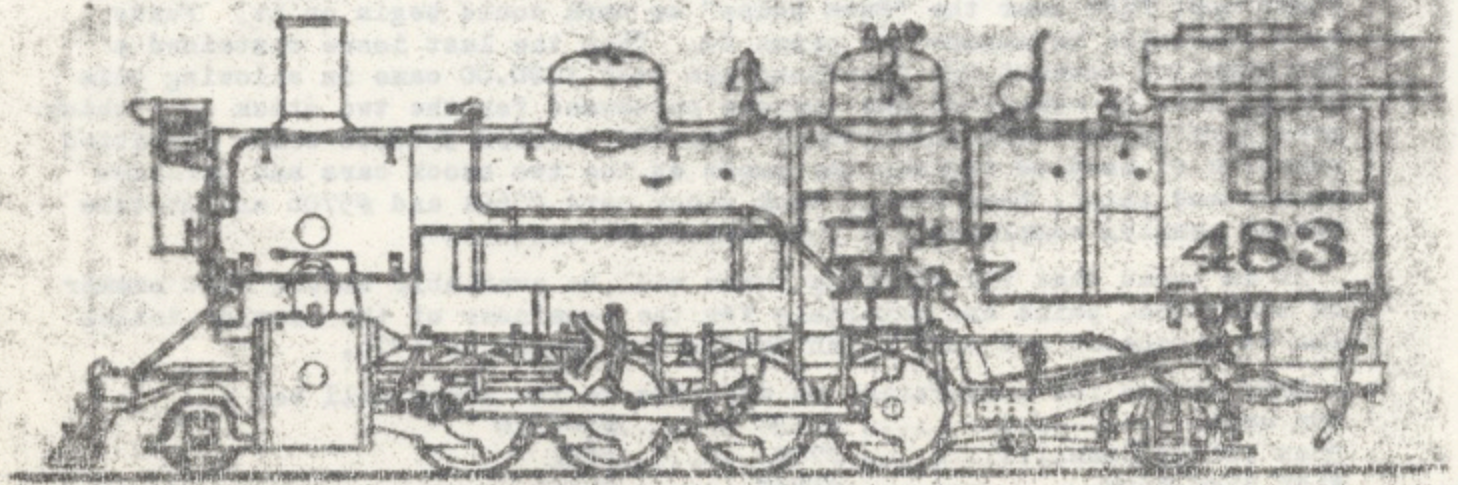
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Ernie Robart-Albuquerque, NM
Phil Dater-Albuquerque, NM
Bill Severns-Albuquerque, NM
Alan Stevens-Albuquerque, NM
Don Heath-Albuquerque, NM
Tom Butterworth-Los Alamos, NM
Bill Huntman-Los Alamos, NM
John Coker-Chama, NM

CHAPTER VICE-PRESIDENTS appointed to board while serving chapter.

Dwight Clayton-Los Alamos, NM
John Newell-Denver, CO

Full scale Sn-3 profile drawing of K-36 #483 by NGRRA member Ken Pruitt



The Narrow Gauge Railroad Association Inc. Board of Directors wishes to thank the following people for their contributions to the SPECIAL CAR RESTORATION FUND. Without the generous donations of these people, restoration of the second reefer and the linseed oil for the two stock cars would not have been possible. We are deeply indebted to you. Any other members or NON-MEMBERS alike who would like to contribute to the SPECIAL FREIGHT CAR RESTORATION FUND may do so by sending a check for \$1.00 or more above the cost of membership dues to;

NARROW GAUGE RAILROAD ASSOC. INC.
P.O. Box 4566
ALBUQUERQUE, NM 87106

Make checks payable to;

% SPECIAL CAR RESTORATION FUND

All members sending in \$25.00 or more will receive a three color NGRRA metal auto license plate **FREE**.

Members receiving plates to date are;

Charles D. Brooks Box 536 Taos, NM 87571
Harold W. Peterson 11435 S. Sawyer Ave. Chicago, Ill. 60655
R.C. Stevens RR 3 Harper, KS 67058
Clando E. Herdin Jr. 2002 Savoy Dallas, TX 75224
Edward S. Reith 425 McCall Ave. W. Islip, NY 11795
Lawrence S. Brown Patney, VT 05346
Charles H. Yarger 1 Camelot Drive Norwalk, Conn. 06850

WILL WE BE ABLE TO PRINT YOUR NAME IN THE NEXT ISSUE AS A SPECIAL MEMBER ????????

CURRENT EVENTS ON THE C&TS

from John Oldberg

Unofficial passenger count through September 24;20,481

Number of trains used for this count cover all scheduled passenger trains plus 10 extra trains added between September 2 and October 1 but, does NOT include special trains.

The Superintendent and two of his leading aides from the Golden Spike National Historical Site toured the RR facilities and observed operations on the C&TS on September 17th.

Regular trackwork schedules were augmented by a special gravel train which hauled material between the Cumbres east switch and bridge #324.52 on the 10th., 11th., and 12th. of September using newly painted ex-"Pineapple" diesel #19 and drop bottom gond #s 724, 731, 756, 769, 801 and 848.

Preparations are underway for application of new rod bearings to K-36 #484 and possibly more of the 480 series locomotives.

Nearly half of the 22 passenger cars now in service have been sanded down by John Coker to the bare wood and had a coat of linseed oil and paint applied.

As of this date, no firm decision concerning a snowplow run during the '75-'76 winter has been made. (We were told at the last BOD meeting by John Coker that the run is to be a "double header" for a trip maybe up to the narrows on ONE DAY only and is scheduled for February at this time) Questions concerning the C&TS and the Rotary run should be directed to PO Box 789 Chama, NM 87520 or to phone 505-756-2151.

To Sam D. George of Amarillo, TX In reply to your note asking if you could attend BOD meetings may I reply that you and/or anyone is most welcome at BOD meetings. You are welcome to also voice your ideas at these meetings but, the only restriction is that on matters requiring a vote, only BOD members can vote. In reply to starting a chapter in any city; all it takes is 10 members old or new, send a letter requesting a chapter and elect a Vice-president and a secretary. Projects and dues are up to the chapter to set. On sight projects requirement will be considered as to the location of the chapter so there is nothing stopping an eastern chapter or one in Texas or anyplace else. We can send interested persons a list of members by State if requested.

W.R.L.²

"HAPPY BIRTHDAY" K-36 Number 483 COINS AVAILABLE

Coins designed by Bernie Watts of Scenic Railways are now available from several stores in the Chama area, Colorado RR Museum and Duke City Hobbies at 2258 Wyoming NE, Albuquerque, NM 87112 for \$3.50 each in bronze and \$25.00 each in pure silver.

Each are available in two finishes; mint and antique.

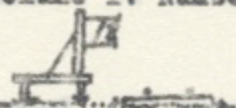
Sets are available boxed for an additional \$5.00

Drawing is approx. from a phone description of coins only.

Colorado residents ordering from the Museum and NM residents from Duke City are asked to add state sales tax as required. Thank you.



MAIL DROP



Dear Bill: Just reread TELLTALE and noticed your request for information on who did what restoration project. Here is what I know from the ones I've been on. 1: Speeder rebuilding Greg Palmer, Jerry DeWitt, Sam Wood and I. 2: Everyone at one time or another has done mileposts. 3: Phone shacks; Cazo- Carl Osterwald and I, Cresce-2 non-members and I, John Coker and I did Los Pinos, Mike Taylor (non-member from Boulder), Tom Butterworth and I did the one at the west end of Los Pinos and I did Big Horn myself the 3rd week of Aug.'75. 4: Greg Palmer, Ted Reed and I helped restore crew car, RPO and cack car used on the last rotary run. The NGRRA furnished wood for the roof of the crew car, roofing paper and paint and new cab curtains for rotary OM. 5: Gary Getman repainted the two Chama fire hose sheds and I let him have the roofing paper from the phone shack project that was paid for by Scenic RR.

Bob Smith

(Bob also stated that Gary Getman lettered the fire hose sheds which he didn't as Bill Luxford cut the stencils for them and lettered them as well as finishing the painting on the East side of the North shed after Gary ran out of paint.)

Dear Bill: I wish to commend you for the fine job you are doing as editor.... getting out the TELLTALEall the hard work addressing by hand, folding, etc....plus putting up with all the static from Scenic and the BOD. I think if I'd become editor, I would have given up long ago. Keep up the good work, Bill. I'm on your side!

Ernie Robart

Bill: On June 14, I had a party of 10 members of my family on the C&TS. At Osier I asked several crew members about the NGRRA and received the reply that "...They broke up!" and "...they think they own the place!" I didn't find any NGRRA members 'till we were loading the busses at Antonito and they were gone before I could talk to them so I was surprised to receive this issue of the TELLTALE. Glad to hear things are still going strong.

Cañon City, CO member

Bill: Publishers today have become very conscious of authors' style in respect to excess verbiage. You should encourage your writers to tighten up their prose. ...I appreciate your editorial efforts although it must occur to you that they (the poorly written material) are disruptive to reading. There are many folks who would like to demonstrate their knowledge of RR history, etc. but, few have the talent to do so. Anyway ignoring style, a lot of space can be saved through thoughtful sentence construction and choice of vocabulary. You have the right to insist on good writing, and the right to fix things up where necessary. It's "your" paper while you are editor, and if others don't like it, let them do the job! (That goes for me, too!) If I were closer and had the time I would be pleased to help. But, Alas. Hope these are useful ideas. Keep up the good work and not be dismayed.

(Director, C&NM Soc. for preservation of the NG) Parker Fowler

PS: It would be nice if someone would mention somewhere the efforts (almost single-handed) of Senator Hugh Fowler in getting the participation of Cole's legislature, originally and recently. Also #463 is back in Colorado solely through the efforts of the C&NMSPNG).

(Editors note: Although I promised not to comment on any letters and print material just as I received it, I do have to agree with your points. I was instructed to "not comment and to print EVERYTHING AS WRITTEN so the person doing the article would not be bent out of shape or say "I misquoted". As for materials to publish, you and the rest of the members are only as far away as a piece of paper and a stamp allow you to be. I NEED MATERIAL TO PRINT OR I have no need to attempt to do this thing. YOU WRITE IT AND I'LL PRINT IT!!

PS: I hope you approve of the type on this issue. The BOD approved a total of \$100.00 for purchase of a typewriter for the TELLTALE, I don't own one so am forced to borrow one where I can. I have been borrowing my folks manual Olympia w/15" carriage which has been around for almost 20 yrs. without work. When my father remarried in May and moved to Ind. I talked him into leaving this old job with me until he returned. I'd been trying to use cheap (school borrowed) ribbons and clean the machine each time I did an issue but it was a losing battle. I finally took it in and had new ribbon and complete cleaning job done and am now hoping the NGRRA will cover the \$50.00 repair bill. There isn't a used IBM in town to be had much less for \$100.00. I also use only "two fingers" method as some of the other eight got caught in a hatch cover that was closing while I was in the Navy and they don't respond well to pushing these old keys down. The end result is the same, just slower. Thanks for the comments and suggestions and compliments also.)

NOTICE NOTICE NOTICE NOTICE NOTICE NOTICE NOTICE

For those of you who have not renewed for the 1975-1976 season, this will be your LAST ISSUE. If there is a red "X" on the address section you need to renew now! If you need a renewal form; Write the Editor or NGRRA Box 4566 Albuquerque, NM 8710 Membership fees will be going up next year so save some money and renew now.

"K-CLASS" LOCOMOTIVES OF THE D&RGW

by Bill Severns

The D&RGW maintained 4 classes of Mikado type locomotives. All 4 classes saw service over Cumbres Pass. The Mikado type locomotives have a wheel arrangement of 2-8-2 or in other words, two leading wheels, eight driving wheels and two trailing wheels. Lead and trailing wheels help to guide the locomotive around curves as well as equal weight distribution.

The first class of locomotive of the "K" series was the K-27 (K stands for Mikado and 27 refers to 27,000 lbs tractive effort by D&RGW classification stds.) Fifteen of this series were built for the D&RGW starting in 1903 by Baldwin Locomotive Works and were numbered 450 thru 464. Two of these engines exist today. #463 having gone from the D&RGW to Gene Antry in California and now back to the City of Antonito, CO. #464 went from the D&RGW to Knett's Berry Farm in Calif. as new an oil burner on the park line there with other ex RGS, D&RGW equipt. It is hoped that #463, now in the Antonito enginehouse will see service over Cumbres again soon.

The next class to be built were the K-28's. These engines were built starting in 1923 by the Schenectady Locomotive Works of Alco. 10 were constructed #470 thru 479. Three survive today as the power for the Silverton trains out of Durango, CO for the D&RGW.

Locomotives currently being used on the C&TS are of the K-36 class. These were built in 1925 by Baldwin for the D&RGW. Again 10 were built and were numbered 480 thru 489. The C&TS has #'s 482, 483, 484, 487, 488 and 489. The remainder are owned by the D&RGW and are in Durango with the exception of #485 which was scrapped in 1955. K-36 engines are 68'1/2" overall in length, carry 9.5 tons of coal and 5 thousand gallons of water with a boiler pressure of 195 lbspsi. An engine and tender loaded weigh 286,600 lbs. and develop a starting tractive effort of 36,200 lbs.

The final class of K-class locomotives the D&RGW had were the K-37's. These engines have an interesting history as they started out as standard gauge C-41 (consolidation) locomotives built by Baldwin in 1902. (2-8-0 wheel arrangement) Ten of these standard gauge locomotives were converted between 1928 and 1930 to narrow gauge Mikado 2-8-2's. They were numbered 490 thru 499. The C&TS has three, #'s 492, 494 and 495. #494 and 495 are on display in Antonito and are not serviceable and will probably never see service again. The D&RGW retired these two locomotives in '62. #492 was still in good condition when received by the states and is stored in Chama. It is hoped that this engine will see service again some time in the future although it has been said that the age of this loco may prevent it from ever being in pass. service.

More detailed information on each class of locomotive may be found in the many books available from the COLORADO RAILROAD MUSEUM and the COLORADO RAIL ANNUALS published by the C.R.M. HISTORICAL COMMITTEE.

LETTERS con't. **MAIL DROPS!**

Bill: Here's a news item. I drove a van into Big Horn from Sublette Aug. 22 and got out only by the grace of the "great engineer" with all the clay and my own wits. Dropped a wheel into a ditch and almost rolled the van. Had to jack it up to get it out. In other words, the road is extremely dangerous! It used to go right up over the hill from the curve, just after the cattle guard, east of Sublette, but the Forest Service has closed that part off and moved it one or two hundred yards down the road to San Miguel. The "new" road (actually a trail in places) is worse than the old road. I wouldn't go over there again in anything again but a mule. I don't know how the road is from Big Horn to Lava is though, sorry.

Bob Smith

Editor: We need more cooperation and a more realistic attitude toward the C&TS/ Scenic Rys Inc.. We should be less critical of Bob Keller (and C&TS) efforts and heap more praise when it is warranted. The spirit of cooperation will solve a number of NGRRA's problems. "Good work"...now that the dissidents have quit NGRRA, I say good! Lets get on with the work at hand! Good job with the TELLTALE!

"Mal" Mallory Hope Ferrell

Excerpt from C&TSR Lease agreement May 15, 1972 to May 14, 1992

Page 15, Terms and Conditions, Paragraph 17

MAINTENANCE OF PREMISES. Subject to the provisions of paragraph 8,...and paragraph 23,...of this agreement, SCENIC at its own expense, shall keep and maintain the PREMISES in a clean, safe and attractive condition, and in good repair. SCENIC shall at its own expense maintain buildings, water tanks, coaling towers and structures and shall at its own expense repaint said buildings and structures as often as necessary.... ...If those conditions are subsequently improved by repair or renovation, then the PREMISES shall thereafter be maintained in accordance with such improvements. SCENIC shall provide security measures for the protection of the PREMISES....

NGRRA Sec't.

"HOW IT CAME TO BE" The History of the C&TSRRby George Swain Los Alamos,
NM Chapter.Conclusion:A NATIONAL MONUMENT?

T. Ross, H. Barkmann and L. Meyer of the Preservation Assoc. organized an inspection trip over the railroad from Durango to Antonito on Nov. 23 & 24, '68. Aboard were National Park Service officials, Federal Agencies and 4 Corners Commission members plus other State and Federal officials. Park Service Regional Director F. Kowski was impressed, but alas, the Park Service was not geared to act fast enough to save the RR.

STATE RAILROAD AUTHORITIES:

The Preservation Assoc. also encouraged the states of Colo. and NM to jointly acquire and operate the NG—at least the 64 mile section from Chama to Antonito. The states made a step in this direction by forming Railroad Authorities in Feb. 1969, but, without funds. Early meeting produced much talk and little action. By July '69 the ICC announced that abandonment was approved. The D&RGW gave the states a little time to act but not much. The Preservation Assoc. struggled to keep the cause alive. By Jan. '70 H. Fowler of CO and other friends of the NG formed The Colorado Society for the Preservation of the Narrow Gauge. Railfans across the nation sent what support they could, and Wonder of wonders! In Feb. 1970 both Colo. and NM legislatures passed appropriations to allow for purchase of the NG. The Colo. RR Authority approved right away and the foot dragging New M. Auth. finally approved by one vote on June 1970.

THE PURCHASE:

In July 1970, each state paid the D&RGW half of the purchase price for the Antonito-Chama portion, a total of \$547,120.00 for land, water rights, 64 miles of track, buildings, shop equipment and spare parts. 9 locomotives, 100 freight cars and various other work cars. (The price was approx. the scrap value) Only 5 locos were considered operable. Track had not seen service since 12/5/68 and was covered with mud slides, rockfalls, weeds, rust and highway construction had taken out track in 10 places for culverts. The D&RGW was to deliver the rolling stock at Antonito in Sept. Problem: With track like this, no money, no employees, no facilities what so ever at Antonito, how could the equipment be best protected for the winter? Could excursion service be started? Solution: Put the many people interested in the little train to work!

CLEAR THE TRACK:

Citizens of many backgrounds volunteered their time. Some worked only a few hours; some drove long distances to return again and again. Men such as A. Stevenson and S. McKinney with RR experience showed others the tricks of the trade. Rocks were blasted, missing ties and rails replaced, grade crossings cleared. Donated funds brought in heavy equipment to clear the worst slides and to buy rail and spikes for a siding at Antonito. Siegrist, the highway contractor, donated labor to repair the damaged track at the Chama end. With stencils cut by volunteer E. Robart a new name began to appear on buildings and equipment: CUMBRES AND TOLTEC SCENIC RAILROAD.

THE LITTLE TRAIN RUNS:

A Rio Grande diesel delivered the first shipment of NG rolling stock on Sept. 1 '70: 40 cars and 3 locos. With #483 for power, a volunteer crew set out to move the cars to sidings along the route and to haul a few cars all the way to Chama. With the rust and weeds making slippery track, snow, rocks yet to be moved and rails still needing adjustment, the first C&TS trip to Chama took 4 days!

Most D&RGW officials thought that the equipment they pushed out to the end of track at Antonito was there to sit and rot away, imagine their surprise on Sept. 4th when the second delivery was made to find the first shipment gone! Under the supervision of T. Ross and J.K. Green and with assistance of veteran NG railroaders like Ben Greathouse and Art. Pough the volunteers moved 7 locos and 93 cars to Chama before Oct. 24. That winter, volunteers demonstrated how the NG boxcars could be converted to excursion cars by rebuilding what are now cars #200 and #250. Also that winter the NGRRA was formed.

EXCURSIONS BEGIN:

In the spring of 1971, details of operation were worked out. Money was obtained from the states for maintenance and protection of equipment. 10 more box cars were converted and on June 26th the first train under the charter of the Railroad Club of New Mexico was run. From that day forward, many persons have come to find or enjoy again the mountain scenery and the railroad heritage that is preserved for them along THE CUMBRES AND TOLTEC SCENIC RAILROAD.

Our thanks to George Swain for allowing us to share with our members the story of how the C&TSRR came to be. We apologize that it took so many issues to finish this story, but, to do it all in one would have meant leaving something out.

Tabulation of the replies from the questionnaire enclosed in the last issue of the TELLTALE are still pending as a few dribble in every day or two but the unofficial results are as follows.

Question 1 Length of time to receive.

Shortest; 2 days (Cole. and NM) Longest; 15 days (South Carolina)
Interesting note: 5 days to Naples, Italy (via F.P.O.)

Question 2 Condition received.

23% in good condition and 58% in excellent condition
Some noted copies folded in half. (NOTE: Texas and Calif. copies were folded in half from the usual prior to mailing to see if that made any difference in time or condition. (It didn't.)

Question 3 Approval of present paper size.

98% YES 2% NO

Question 4 Would you object if issues were mimeographed?

10% YES 90% NO (Note: This issue is mimeographed)

Question 5 Would you object if issues were dittoed?

25% YES 75% NO (Note: none are planned)

Question 6 Do you want all issues offset printed as they now are?

29% YES 32% NO 38% NO COMMENT

Question 7 How often should we publish?

0% YEARLY	3% TWICE A YEAR	9% QUARTERLY	30% 6 PER YR.
16% 8 PER YR.	37% AS NECESSARY	5% OTHER (ranged from "monthly" to "as money allowed")	

Question 8 Content.

57% NG stories in general	81% C&TS only stories
100% D&RGW NG stories	93% C&TS current events
53% Chapter Activities	56% Membership activities
53% Letters to the Editor	65% Board Action
83% Project reports	54% Cultural Properties Report
54% Joint Executive Committee (Railroad Authority) reports	

Question 9 Do you approve of the present way of BOD selection?

61% YES 17% NO 23% Don't know how they are elected now.

Question 10 Do you approve of the present way of selecting officers?

65% YES 14% NO 23% Don't know how it is done now.

Question 11 How would you have BOD selected?

10% by vote of membership	2% by chapters	87.73% AS NOW
.09% by members at annual meeting	.09% by mail ballot	
.09% by write in vote	.09% by 1/3 each from NM/CO/at large	

Question 12 Officer selection.

11% By membership vote	88.83% As is done now
.09% by mail ballot	.09% by BOD selection of qualified with 2 for each post and then members vote by mail.

Question 13 Association changes:

NOT LISTED IN ORDER OF REPLIES OR NUMBER

"Need fund raising projects, do less fighting among ourselves, have railfan weekends with more photo stops, sell slides, closer cooperation with the Authorities and Scenic, set up more chapters in East, set historical direction for restoration, operate membership specials, get a permanent home in Chama, advertise more, less a social club and more work, allow members to work on other NG projects other than C&TS, recruit more, convert flats to pass. cars, and make the movie companies-Scenic or States repaint all that movie equipt."

Question 14 TELLTALE structure.

Again NOT LISTED IN ANY ORDER

"More photos, articles about former branches-each piece of equipt.-, more drawings, clean typewriter, buy expensive IBM model, mention other NG lines in COLO, eliminate opinions of members, no more all Scenic RR issues like Vol. IV #1, we need cars painted more than a TELLTALE, and "You're doing a fine job under all the pressure so please keep up the good work and tell those who don't like it to publish their own newsletter"."



Bill
Luxford

NATIONAL BOARD
OF DIRECTORS

NATIONAL
VICE PRESIDENT

"TELLTALE"
EDITOR

NATIONAL
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VOLUNTEER CAR
ATTENDANT

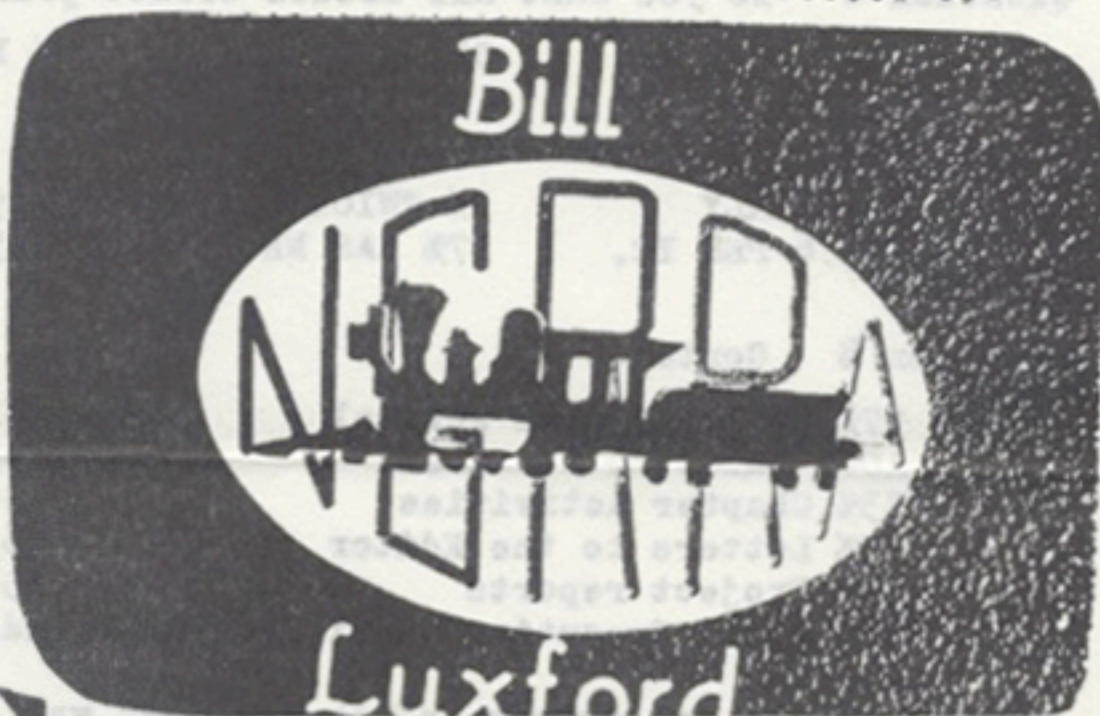


1 NGRRA CLOTH 3 COLOR MEMBERSHIP PATCH
4 1/2" x 3" h\$1.00

2 NGRRA MEMBER IDENTIFICATION BADGE
2 1/2" x 2 1/2" w/name as specified.....\$2.85

3 NGRRA STEEL LICENCE PLATE 3 COLOR
6" h x 12" w.....\$1.50

4 JOB OR POSITION SHINGLES WITH JUMP RINGS
TWO LINES EACH.....\$.90



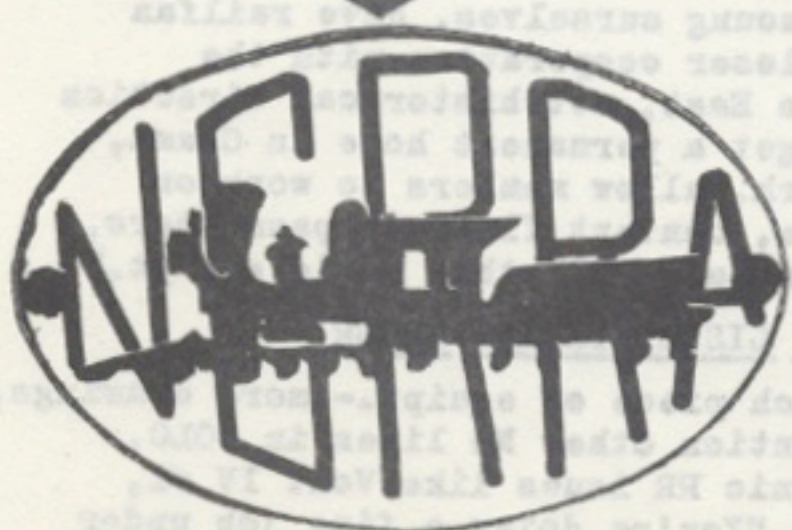
5 STYLE "B" BUCKLES FITS UP TO 2"
WIDE BELT.. LEATHER (top) or
SMOOTH (lower) finish with
NAME AS SPECIFIED...\$6.80

STYLE "C" SMALL BUCKLE no name
FITS 1 1/4" BELT\$6.75

SPECIFY FOR MENS OR WOMENS BELT

All buckles are steel backed with
3-D plastic overlays.

6 NGRRA HARD HAT PLASTIC EMBLEM
3-color plastic.....\$2.00



POSTAGE

PATCHES.....	First Class Postage
All other items.....	
3rd. class	.50¢
1st. class	\$1.00
Air Mail	????

Make checks payable to NGRRA (membership accessories) allow 3 weeks for delivery of all items except plate and patch. Other items will be mailed direct from manufacturer. Thank you!

All items except plate shown approx. full size.

This page is an experiment to see how photos will reproduce in mimeograph form.

Bits and Pieces

As promised the following is a list of back issues of THE TELLTALE still available.

THE NGRRA NEWSLETTER #1 of July-August 1971 (printed as part of RR Club of New Mexico publication)
THE NGRRA NEWSLETTER #2 of Sept.-Oct. 1971

(Both single sheet copies available together for .25¢ plus postage @ .10¢ each before postal rate increase January 1, 1976)

Rupley issues:

<u>NGRRA TELLTALE</u>	Vol. I #1	March 1972 with membership list:	.25¢ plus postage
<u>NGRRA TELLTALE</u>	Vol. I #3	October 1972	" " "
<u>NGRRA TELLTALE</u>	Vol. I #4	November 1972	" " "

Moyer issues:

<u>NGRRA TELLTALE</u>	Vol. II #6	September 1973	" " "
<u>NGRRA TELLTALE</u>	Vol. II #8	February 1974	" " "

Laxford issues:

<u>NGRRA TELLTALE</u>	Vol. III #1	September 1974	" " "
<u>NGRRA TELLTALE</u>	Vol. III #2	October 1974	" " "
<u>NGRRA TELLTALE</u>	Vol. III #3	November 1974	" " "
<u>NGRRA TELLTALE</u>	Vol. III #4	December 1974 (a few with OM plans)	" " "
<u>NGRRA TELLTALE</u>	Vol. IV #1	April-May June 1975 (.20¢ postage)	" " "
<u>NGRRA TELLTALE</u>	Vol. IV #2	July-August 1975	" " "

Only a limited number of each issue is still available in our files and all requests will be answered on a first come first serve basis:
 A minimum order of \$1.00 is requested, no coin please. Make checks payable to the NGRRA. Stamps may be included to cover postage. Send orders direct to NGRRA TELLTALE P.O. Box 549, Bernalillo, NM 87004 and not to the Albuquerque address.

MEETING NOTICE: Board of Directors

NOVEMBER MEETING WILL BE HELD AT THE LODGE IN LOS ALAMOS, NM on Nov. 6 at 7:30 pm. Nominations for officers for the 1976 year will be accepted. Any member wishing to run for office is to notify to President, Jim Case whose address is on page 2 of this issue. Positions open are President, Vice-president, Secretary and Treasurer. Any NGRRA member able to attend monthly meetings is eligible to run for office.

DECEMBER MEETING WILL BE HELD AT THE HOME OF BILL SEVERNS IN ALBUQUERQUE, NM on Dec. 4, at 7:30 pm. Election of officers will be the main order of business.

THE NGRRA TELLTALE will continue publication on a new schedule starting with this issue as established by the BOD at its' last meeting. (6 issues per yr.) Issues will be mailed in Feb., April, June, August, October and December. Deadline for submission of materials will be 30 days after delivery of the preceeding issue which should be the first of the above month. No changes in editorial practices or content are expected at this time. Material from the membership is requested so the editor will have to do less "filling" of his own. We welcome material on other narrow gauge railroad activities throughout the world and not only the C&TSRR. Pictures and drawings are most welcome. Pictures can not always be returned as pages are submitted photo ready with photos trimmed and screened to save production costs. Photos requested to be returned mean separate processing and additional cost.

The next issue of the NGRRA TELLTALE will begin a two part story on the Colorado Central Systems operating out of Black Hawk, CO and Silver Plume, CO written by D.A. Hanna of Boulder, CO and photos by Ashby. We hope you will find this a pleasing change from the past articles and an encouragement for you EBT fans to send in something.

This issue has been produced on electronic cut stencils from Albuquerque Duplicator Supply, cut by Sandra Pine of the Bernalillo Public Schools, printed by Aiken Printing Co. of Albuquerque and delivered by Pony Express services operated by the U.S. Postal services. (Wish it were by Rail R.P.O.)

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