

# The Telltale

## NARROW GAUGE RAILROAD ASSOCIATION

BOX 4566, ALBUQUERQUE, NEW MEXICO 87106

VOLUME IV NUMBER 2

July-August 1975

### HOW IT CAME TO BE by George Swain Part 2

▶ **LOCOMOTIVES:** In the early years, diminutive locomotives of 4-6-0 and 2-8-0 wheel arrangement were used for passenger and freight service respectively. Often 3 or more of these little teakettles would be needed to pull a train up one of the steep grades. In 1903, Baldwin Locomotive Works was called upon to produce a more powerful locomotive for the narrow gauge. The result was the Class K-27 (with numbers between 450 and 464), (#463 now in the Antonito enginehouse and #464 now in operation at Knott's Berry Farm in California are examples of this class. Ed), nicknamed the "Mudhen". These and locomotives of subsequent design had a 2-8-2 wheel arrangement, (often referred to as a "Mikado" or "Mike" and during WW II often called a "Mc Arthur" class. Ed.) and frames placed outside the drivers to increase stability.

Class K-28 (with numbers 470 thru 479) locomotives were built in 1923 by the American Locomotive Works. These were known as "Sport models". (3 examples of this class remain as the main power of the famous Silverton train from Durango. These are identified by the air pump being located on the smoke box front in place of the usual location along the side. Ed)

The still heavier Class K-36 locomotives (numbers 480 thru 489) were again built by Baldwin in 1925. These "Mikes" have been the main source of motive power for the C&TS trains.

Locomotives of the K-37 Class (with numbers 490 thru 499) were originally standard gauge (2-8-0 Consolidation Class) locomotives. They were converted to narrow gauge in 1928 and 1930 by the Burnham Shops of the D&RGW at Denver. (The name Denver & Rio Grande was replaced by the name Denver & Rio Grande Western in a reorganization that took place in the early 1920's.)

▶ **THE SAN JUAN EXPRESS:** Over the years, the Alamosa-Durango passenger train went <sup>through</sup> various names including "Durango-Mail", "Colorado, New Mexico and San Juan Express", "Colorado and New Mexico Express", "San Juan and New Mexico Express" and finally just "San Juan Express". Pullman and parlor cars were sometimes used in addition to coaches, baggage and mail cars. After this daily train was discontinued on January 31, 1951, the only passenger trains were occasional special excursions, usually on summer weekends and the fall Alamosa Color Caravans. The railroad did not even allow these after 1966.

▶ **FREIGHT BUSINESS:** Besides hauling supplies for the miners in the San Juan mountains, the railroad via Antonito and Chama served the ranchers, lumbermen and the developers of oil and gas fields. Open gondola cars

hauled coal, ore and rock ballast for the railroad. Boxcars (which are the type that has been converted to excursion cars for the C&TS) were used to bring in sugar, flour and cloth and in general, the merchandise needed by the early settlers to make life more than bearable in the newly civilized San Juan Country. In later days the box cars carried "drilling mud" for the natural gas wells near Farmington. There were even a few refrigerator cars for hauling perishable goods. (4 are preserved on the C&TS and 1 at the Colorado Railroad Museum)

Lumbering has been a big business in the west and the area of Chama. During the period 1888 - 1902, logging railroads, one being the Tierra Amarilla & Southern, operated south from Chama. Other logging railroads were used near Pagosa Springs and Lumberton between 1900 and 1930. Loads of cut lumber on flat cars were a common sight on the D&RGW narrow gauge up to the end of freight operations in 1968.

Tank cars were used for many yrs. to haul petroleum from a small oil field near Chama (Gramps) to a refinery at Alamosa. The refinery was closed in 1964 due to age. With this and the diversion of freight to Rio Grande Motorway, an affiliated trucking company, enabled the D&RGW to close down the narrow gauge each winter.

▶ **TO BE ABANDONED?** On September 18, 1967, the D&RGW filed to abandon all remaining narrow gauge lines, with the exception of the well known Durango-Silverton route. Shortly thereafter, several businessmen having lunch together in Santa Fe, NM found that they shared a common conviction:

The little steam-operated railroad and the spectacular scenery through which it operated made a unique living monument of past transportation that should be preserved for posterity.

As a result, the D&RGW Narrow Gauge Preservation Association was formed in October 1967. (The D&PGW NGPA was accused of having a name longer than the railroad!) Santa Fe Architect, Terry Ross was the principal spokesman and he spoke forcefully and persistently to anyone who would listen.

THE NGRRA TELLTALE is the official publication of the Narrow Gauge Railroad Association Inc. P.O. Box 4566 Albuquerque, N.M. 87106 Station A.

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THE NGRRA TELLTALE is entered as FIRST Class mail at the Bernalillo, N.M. Post Office 87004 Return postage and address correction postage guaranteed.

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Address all comments, materials for publication and notices of non-receipt to NGRRA TELLTALE % P.O. Box 549, Bernalillo, N.M. 87004

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▶ "SAVE THE LITTLE TRAIN" Many people did listen. The SANTA FE NEW MEXICAN, a Santa Fe, NM newspaper, began in early 1968 to urge its readers to "Save the Little Train". New Mexico Governor David Cargo set up a narrow gauge committee. The Preservation Association circulated a petition asking the National Park Service to make the narrow gauge railroad a national monument, and 20,000 signatures were obtained in a few weeks. But, meanwhile abandonment proceedings continued. Hearings by the Interstate Commerce Commission were held in Farmington, Durango and Alamosa in April and May of 1968. On August 16, ICC Examiner, R.N. Burchmore recommended abandonment. R. Harian of the N.M. Corporation Commission made an eloquent case for keeping the line open, and filed numerous objections to Burchmore's recommendation. This gave the friends of the narrow gauge time-time needed to arrange an alternative fate for at least part of the little railroad.

We will complete Cumbres and Toltec Scenic Railroad "How it came to be" by George Swain in the next issue of the NGRRA TELLTALE.

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CORRECTIONS:

1. On page 13 of the last TELLTALE two errors crept into the map done by Ernie Robart. First the map shows roads from OSIER to ANTONITO not SUBLETTE to ANTONITO.
2. In the middle of the page, 13 again, left hand side just above the large cap letters COLORADO it should read that the "BRIDGE" is washed out not the BRIDE.
3. We are sorry the last TELLTALE arrived after the Special 4th of July outing in Chama. The issue was being typed four weeks prior to the 4th. Was at the printer a little over a week leaving 2½ weeks to go. It took me 3 days to fold, staple, stamp and address 300 copies and then take them to the post office. A week later they were all returned to me for .10¢ more postage due and as a result the extra postage was added and the TELLTALES returned to the Post Office for remailing on July 3rd. Sometimes good intentions go out the window. We are sorry if any of you wanted to take that Chama 4th trip and missed it because of my goof-up. We understand that the trip was a success and enjoyed by all who did go. I understand that Scenic Railways took over operation of the trip at the last minute and even was able to lower the price.

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SCENIC SAYS: by John Oldberg

Unofficial passenger count for regular scheduled public trains as of July 26 for 21 trains is 7577.

Train robbery scenes for the motion picture "Missouri Breaks" were filmed at Los Pinos (MP 328 and 323) on July 23, 24 and 25 with doubles, stuntmen and stand-ins for stars Marlon Brando and Jack Nicholson. Consist for the train was #483, flat #6613, RPO to look like a coach, the "Hinman" steel coach and another RPO as an express car.

Improvements to the Osier water and sewer system which included new concrete foundation, roof and paint job to the ex-Osier depot (Hand car shed) has been completed. ("...and it works fine!" reports a relieved NGRRA President, Jim Case who had occasion to use it soon after completion while car attending a short time ago. Ed.)

Governors Lamm of Colorado and Apodaca of New Mexico rode the train from Antonito to Chama on July 20th. Combined party of officials was 150 persons. We (understand, reports Jim Case, that arrangements are now under way for the legislatures of BOTH states to ride it before the end of the season)

All bridge, switch and track ties and much of the steel in the form of bolts and spikes required to improve the railroad in accordance with the Ken R. White Company's inspection of the track last October were received in June and are now stored at points along the line. Specifications for labor bids have not yet been put out by the railroad authorities as of this notice.

The ICC has granted an extension on the sale of stock by Scenic Railways Inc. through 11/15/75.

On July 2, loco #483 westbound to Chama broke the rear spring hanger at P2. (R2 = second driver from the front on the right or engineer's side John Oldberg reports). The train continued at reduced speed to Cumbres Pass. At Cumbres the train was delayed until NGRRA member and now a Scenic "Super Speeder Operator" Greg Palmer could get down to Chama and help Mr. Keller take the "Pineapple" Diesel #19 to Cumbres. The #19 brought the train into Chama a bit late that day, 5:30 pm. Engine #483 received a new spring hanger at Cumbres and arrived in Chama in a heavy rain storm about 9:30pm the same day.

EDA funds have been applied for by the authorities to match the remainder of the \$200,000.00 received from the 2 states in early '74.

C&TS trains now carry Ham radio station W0OPM on board many trains and monitors 146.76mc on San Antonio Peak at irregular intervals.

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BOD REPORT: by Marsha Luxford BOD National Sec't.

1. BOD has approved the establishment of a special account to hold all monies designated for the "Freight Train Car Restoration Project".
2. It was approved that the minimum balance of \$1,000.00 be kept in this account to be used as matching funds for a New Mexico Cultural Properties grant which will be in turn used as matching funds for a \$2,000.00 plus grant from the Federal Gov't some time in 1976. All money will be used to rebuild, repaint and reletter all historical freight and work cars owned by the two states and not directly leased to Scenic Railways for revenue operations.
3. The first project of restoration by the NGRRA was refrigerator car #166 which has been scraped, primed and had two coats of "Cat" yellow for the sides and tuscan on the ends and roof. Metal work on the sides has been done in black. Painters have been Bill Huntman, Tom Butterworth, Bill Severns, Paul Chenoweth, Bill Luxford, John Coker and possibly a few others whose names I missed. Lettering will be in the Rio Grande's former Royal Gorge-Moffet Tunnel round herald, black on the sides and white on the ends. Refrigerator car #163 will be the second car to receive this same treatment this year. Funds for materials for these two cars has come from NGRRA treasury funds and membership donations.
4. The JEC has contributed \$900.00 to the freight train restoration project. Tom Butterworth, project chairman has indicated that this money will be used to purchase wood and paint for two stock cars to be restored next summer. Scenic staff members have been "VERY" helpful in spotting the necessary cars where workers can get to them and we appreciate their help very much. Thank you John, Bob and rest of Scenic staff for the assistance. We also appreciate the kind words in some of your press material about the Association's efforts.
4. Dwight Clayton who was elected Vice-president of the Los Alamos Chapter was elected to the BOD at the July meeting and will represent that group on the BOD. Welcome aboard Dwight!
5. Don Heath is hot on the track of builders plates for some of the K-36's and is now in the process of having copies made to replace those missing from at least 483 and 487. Money and support for the casting of duplicate plates, with 2 spares, was approved at the Aug. BOD meeting. Don and Alan Stevens will do the casting. Possibly later duplicates will be made and

- sold to members. Material for these plates has not been decided on yet.
6. The BOD has approved elimination of the signing of the waiver on the back of the application form as membership insurance is now being covered by Scenic for members "working" on the property. The BOD has also thus eliminated the participating membership and raising all membership dues to \$6.00, Family to \$3.00 with a full member in the same family to become effective with the June 1, membership renewals 1976. Those members who have already paid for 1975-76 will not be asked for more. Renewals through the end of the '75 season will be permitted at the old rates. ('75 season refers to the C&TS operation season which ends in October '75)
7. The September BOD meeting will be held in the "Lodge" at Los Alamos, N.M. at as close to 7:30pm as everyone can be assembled. The October BOD meeting will be at the home of Treasurer, Paul Chenoweth, 1909 Utah NE, Albuquerque, NM.
8. Membership Director, Bill Severns has asked for a few months off to settle some family problems. Any delay in receiving your membership cards or getting your name placed on the mailing list is asked to be excused until he or a replacement can be found. At the moment members in Los Alamos will try to handle the applications as they come in but to do so will require remailing of applications from the Alb. PO to Los Alamos by the person picking up the mail at the Alb. PO Box. Nothing for you to worry about, just to be informed of why the delay might occur.
9. Bill Luxford, TELLETALE editor reported that if the current cost of printing and mailing TELLETALE's were to continue and at the rate of eight issues per year, the total cost per member would be over \$5.50 per year. This would leave less than .50¢ per general membership to cover other items such as restoration projects, membership application forms and other misc. printing, postage etc. It was therefore decided that the number of issues printed per year would be cut, that some issues may be printed on mimeograph or ditto and of less pages than issues of late have been. Cost of a Second class bulk permit would not be financially advisable at this time so issue size will be held to just under the max. 2oz. permitted for third class or 1oz. for first class postage per issue. He also advised members that they should cross check issue numbers and thus avoid sending notes that they have not received "such-and-such a months issue" Also that we are currently overprinting only 35 copies to cover new members or issues lost in the mails so extras or back issue requests will be taken only after the next issue is available. A list of all back issues available will be drawn up and sent with the next issue. These will be sold at .25¢ each plus postage at the then USPS current rate. Some issues are out of print and some even the TELLETALE files are lacking so not every issue printed will be available.
10. Bill Severns and Paul Chenoweth reported that ALL state line markers with the exception of the 2 missing have been repainted and lettered. The 2 missing in Toltec Gorge have been reconstructed at Association expense and relettered and the BOD approved payment to Scenic for paying a speeder operator to take Bill and Paul and Paul's welding equipt. out to the location of the missing signs so that they may weld the new signs onto the old stubs the thieves left. Money was approved for speeder and operator and trailer from Cumbres to signs and back and to set up MP #333 & 334 at the same time.
11. Bill Luxford asked that a list of all projects the NGRRA and its members have participated in on the C&TS RR be drawn up for publication and forwarding to the two state authorities and Scenic. Members having information to add to or on the following list are asked to please write the Association. We would also like to have the names of as many members as possible who participated on each project for the record.

NGRRA membership projects (Not completed) since NGRRA formation:

1. Design and rebuilding of prototype excursion car #200 and rest room excursion car#?
2. Speeder rebuilding.
3. Mile Post Repainting
4. State Line Repainting
5. Misc. "S"(Station), "X"&"W" (Whistle) signs repainting
6. Water spout and gauges at Sublette and Cumbres
7. Chama water tank
8. CTSRR logo design
9. Yard Limit Signs repainted
10. Switchstand and target painting
11. Painting of all locos at least once
12. Lettering of most locos with Rio Grande or C&TS lettering
13. Rebuilding and repainting and relettering of caboose 0503 twice
14. Phone shacks from Chama to Big Horn
15. Painting and lettering of #463
16. Repainting of Refrigerator car #166
17. Repainting of Rotary OM and tender and lettering
18. Repainting of aux water car for Rotary OM and relettering
19. Provided paint to repaint engineman and block cars for rotary train
20. Rewire interior Chama sectionman house
21. Repaint interior and exterior Chama sectionman house
22. Aid in repainting Chama fire hose sheds and relettering
23. Reletter Sublette sectionman house "Sublette" signs
24. Map drawings of C&TS line
25. ?????????????????????? Anything we missed?????????????????????

12. Request that restored cars be sealed after restoration to keep local Chama drunks from using them as "water holes" and sleeping quarters during the winter and the possibility of starting a fire in one that could destroy the car was made by B. Luxford and Jim Case will discuss it with Scenic RR.

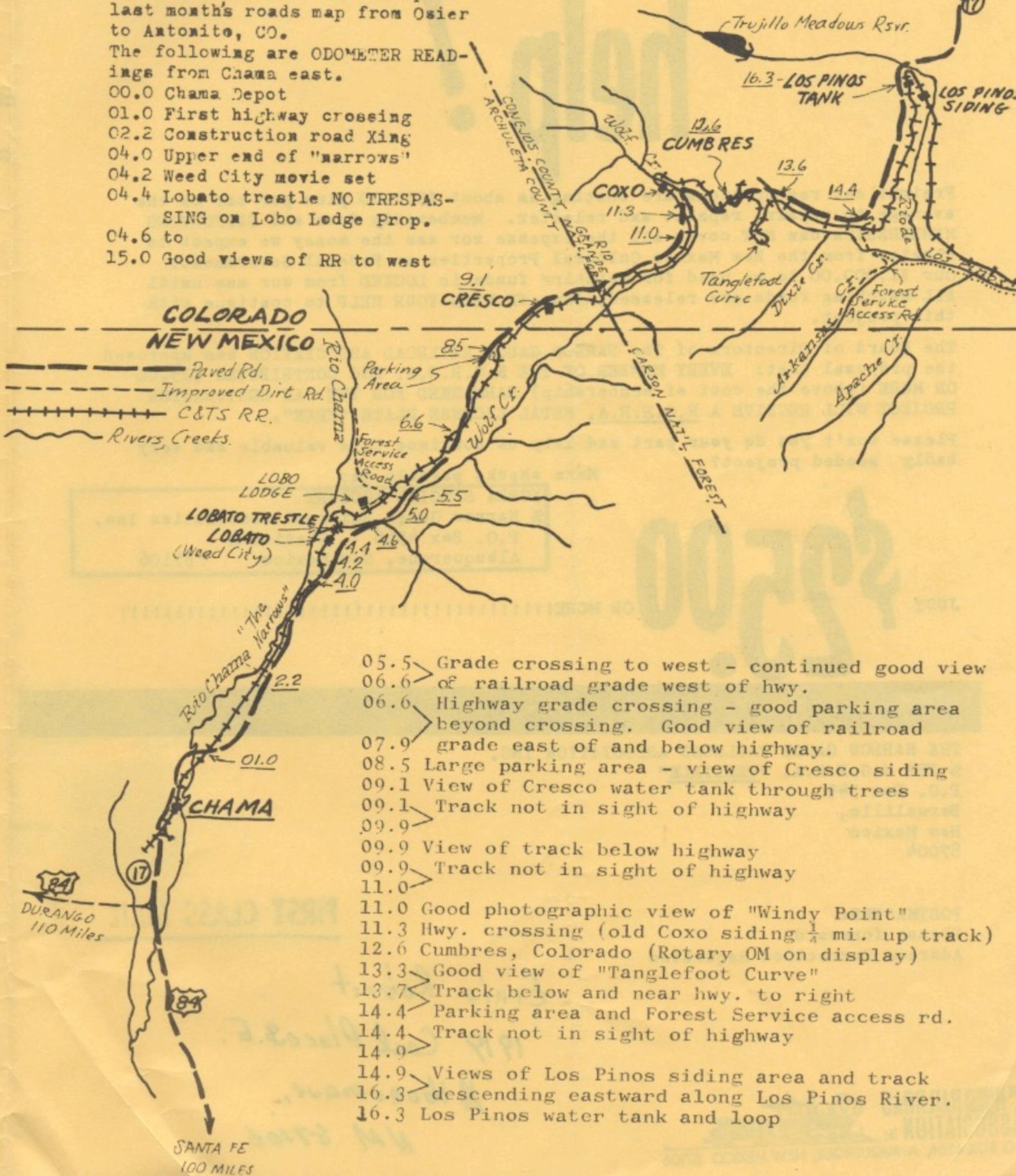
While not N arrow Gauge in content, many members might be interested in the happenings of some Standard gauge steam in the form of S.P. GS-4 #4449 and Reading T-1 #2101 which will be used to pull the freedom train this year and next. The AMERICAN FREEDOM TRAIN consist will be 3 flat cars in white paint carrying pieces of utility equipment, also white. 2 converted baggage cars with large side windows with lighted displays of an oversize Liberty Bell, an early auto, hand pump fire engine and the B&O museum's Tom Thumb. Following them will be about 22 more smooth sided baggage cars with interior displays. Cars will be white with red and blue stripes. Also in the train will be 2 power cars for steam and electric power and a business car on the rear.

This information came to us from J.F. Hilton, Vice President of the Central Region of the National Railway Historical Society, 17775 Royalcrest Drive, Brookfield, Wisc. 53005. For further information on when and where the AMERICAN FREEDOM TRAIN will be and when, why not drop a line to Mr. Hilton along with a S.S.A.E. for information on NRHS dues and information on the train that is being published in their fine newsletter, SPARKS AND CINDERS. July 28-Aug 3 in Chicago, Aug 8 -10 Rockford, Ill., Aug 15-18 Green Bay, Wisc., Aug. 20-24 in Madison, Wis., Sept. 1-4 Fargo, ND, Sept. 7-10 Sioux Falls, 12-14 in Sioux City, 16-21 in Des Moines, 23-28 in Omaha, Neb. Casper Oct 7&8 Salt Lake City 16-20, Boise 23&24, 27-29 Spokane and Seattle Oct 31 to Nov 5. It will <sup>stop</sup> several other places and end this year in L.A.

By popular demand, we bring you a photo road map for chasing the C&TS trains from Los Pinos tank to Chama, NM. as a follow up to last month's roads map from Osier to Antonito, CO.

The following are ODOMETER READINGS from Chama east.

- 00.0 Chama Depot
- 01.0 First highway crossing
- 02.2 Construction road King
- 04.0 Upper end of "narrows"
- 04.2 Weed City movie set
- 04.4 Lobato trestle NO TRESPASSING on Lobo Ledge Prop.
- 04.6 to
- 15.0 Good views of RR to west



- 05.5 Grade crossing to west - continued good view
- 06.6 } of railroad grade west of hwy.
- 06.6 } Highway grade crossing - good parking area
- 06.6 } beyond crossing. Good view of railroad
- 07.9 grade east of and below highway.
- 08.5 Large parking area - view of Cresco siding
- 09.1 View of Cresco water tank through trees
- 09.1 Track not in sight of highway
- 09.9 } View of track below highway
- 09.9 } Track not in sight of highway
- 11.0 } Good photographic view of "Windy Point"
- 11.3 } Hwy. crossing (old Coxo siding 1/4 mi. up track)
- 12.6 } Cumbres, Colorado (Rotary OM on display)
- 13.3 } Good view of "Tanglefoot Curve"
- 13.7 } Track below and near hwy. to right
- 14.4 } Parking area and Forest Service access rd.
- 14.4 } Track not in sight of highway
- 14.9 } Views of Los Pinos siding area and track
- 16.3 } descending eastward along Los Pinos River.
- 16.3 } Los Pinos water tank and loop

