



# The Telltale

## NARROW GAUGE RAILROAD ASSOCIATION

BOX 4566, ALBUQUERQUE, NEW MEXICO 87106

Volume IV, Number 1

April, May & June 1975

**AN OPEN LETTER** to all members of the NGRRA from the President, Jim Case

The NGRRA is an organization composed of individuals whose goals are the preservation and restoration of narrow gauge railroading and having particular interest in that section of roadbed which linked Chama, New Mexico with Antonito, Colorado.

Many of the original membership of the NGRRA had much to do with the enactment of legislation which made it possible for the two states to purchase this piece of narrow gauge history and indeed the major portion of the work required to open the line and make equipment ready for operation was accomplished by volunteers from the NGRRA.

As the NGRRA was not capable of operating this line on a regular or scheduled basis, the owner states, through their joint railroad authorities, contracted for its operation by a private company, Scenic Railways Inc. This action by the states curtailed many of the activities that NGRRA members had participated in prior to the contract.

Scenic Railways is also an organization composed of individuals. They also desire to see the Cumbres and Toltec RR. operate as a piece of narrow gauge history, but, there is a major difference between the two organizations, and that is financial. As a result there are times when opinions differ between the organizations and the individuals of these organizations. Sometimes these differing views lead to a better understanding between the groups and sometimes the result is mistrust and bitterness. The NGRRA cannot afford to allow past mistakes to continue.

Certain events have taken place during the past few years that have caused ill feelings between Scenic Railways and the NGRRA. I do not wish to probe into specific incidents as that would be unfair to the individuals involved, I intend to point out some areas where conflict may occur when members of the NGRRA and Scenic Railways come in contact with each other.

The Cumbres and Toltec Scenic Railroad is owned jointly by the two states (Colorado and New Mexico) and as such is considered as "public property". However, Scenic Railways Inc. is by contract the sole legal operator of the railroad and its properties and has the legal obligation to control the public's access to that property. It can be seen that we, either as an organization or as individuals have access only with the permission of Scenic Railways Inc. Hopefully, a good working relationship between the NGRRA and Scenic Railways would make our access welcome and perhaps even automatic.



President's Message, con't:

The railroad, and its properties, are at the disposal of Scenic Railways Inc. to do with what they will, subject to the conditions of their contract and the directions issued by the two states through their Railroad Authorities. The NGRRA does not have any legal agreements or authority with either the States or Scenic Railways Inc. and consequently are in no position to make demands of either party. Reasonable requests have nearly always been welcome and most of them have been honored.

For several years the NGRRA has furnished the majority of the volunteer car attendants needed during the operating season. This has been a mutually agreed upon arrangement between Scenic Railways and the NGRRA, and for the most part has been a very satisfactory experience, both for Scenic and for the individual attendants and the riding public. It has also been an area whereby the NGRRA has been able to secure new members, however, the main duty of the attendants is to see to the safety and well being of the paying passenger and to assist the Scenic crew in any way possible. As long as the volunteer attendants perform their duties the agreement will be continued, but, if this contact with the public is used to voice personal opinions that are derogatory to the operator of the railroad, we could very well be denied the privilege of being car attendants. (See "NEW CA rules" later in this issue. Ed.)

It may seem to many of you that the NGRRA is powerless to protest actions of Scenic Railways Inc. which may be contrary to the aims of the NGRRA, but, there is an avenue open for requests and protests. Scenic does have a boss, namely The Colorado and New Mexico Railroad Authorities, who hold regular monthly meetings (which are) open to the public. If you have a strong feeling about the operation of the railroad, these meetings are the place to voice them, not in the yards at Chama or on the train before the public. There is absolutely no merit in creating discord between Scenic and the NGRRA which can only lead to such a bad relationship that could cause the NGRRA to cease being able to function in any capacity anywhere.

A recent conversation with officials of Scenic Railways again indicated that they welcome the aid and assistance of volunteers and groups such as the NGRRA. It is to our advantage to supply what aid and assistance as is possible for us to give and to have a good relationship with the operator of the Cumbres And Toltec Scenic Railroad.

Sincerely;

Jim Case

President NGRRA

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ANNUAL MEETING

The annual general membership meeting was held on May 17, 1975 at the East Central Office of the Albuquerque National Bank. President, Jim Case read the above letter to those present. John Olberg of Scenic outlined the new Car Attendant rules (next page). Bill Huntman and Tom Butterworth reported on the freight train display restoration project. Fritz Baur of Scenic reported on latest happenings of Colo. & NM RR authorities. Board of Directors voted on. Nomination committee submitted the following names which were accepted individually by a show of hands vote. John Newell-Denver, Marsha Luxford-Bernalillo, Jim Case, Bill Huntman and Tom Butterworth-Los Alamos, Bill Luxford-Bernalillo, Bill Severns, Ernie Roberts, Allen Stevens, Don Heath, Phil Dater, Paul Chenoweth-Albuquerque and John Coker from Chama was nominated from the floor. Officers of the NGRRA for 1975 are Jim Case-President, Bill Luxford-Vice-president, Marsha Luxford-Secretary, Paul Chenoweth-Treasurer, Bill Severns-Ass't Treasurer (membership).



To: Prospective Volunteer Car Attendants  
From: C&TS Superintendent  
Reason: Rules for volunteer group

As I am sure you are well aware, the car attendant program has been a great success in the past and we look forward to its being a continued success in the future. Car attendants deal directly with the public and therefore represent Scenic Railways, Inc. in the eyes of the patrons. Since the general public does not generally make a distinction between types of persons with whom it comes in contact, i.e. (NGRRA), Volunteers, Scenic employees, Port-of-Call Catering personnel, etc., all persons working on the project must be aware that they do indeed represent Scenic Railways, Inc. when they are on duty and must behave accordingly.

Since the car attendants deal with the public more than any other <sup>group</sup> connected with the railroad, it is particularly important that members of this group conduct themselves as professional as possible. With this in mind we are making a few changes in the mechanics of becoming a car attendant and arranging for trips. I think you will find the following rules easy to live with. They should, at the same time, give us a more responsive, select group of interested and competent car attendants. This should, in turn, increase your enjoyment of your trips on the railroad.

1. Membership in the car attendant group is now by invitation only. Only those persons receiving (a) letter directly (from Mr. Oldberg) will be allowed to join the group. Please avoid embarrassment for yourself and others by not bringing friends or relatives to work as car attendants if they are not specifically included in the group by letter.
2. You must sign up in advance of your trip. There will be a sign-up log in the ticket office at Chama. PHONE: 505-756-2151. There will be a limited number of spaces on any one day. That is why you must call before the morning of the train departure. Having the log here will help us in that we can see how many attendants (sic) we can expect before the morning of the trip. Please do not come to the railroad expecting to work a trip unless you have signed up in advance. This is particularly important if you use the morning bus since transportation back to your car may be a problem if you cannot ride the train. You must contact the conductor 20 minutes before departure. If you don't you may be taken off the log as a no-show.
3. Since you represent the railroad, you must be well groomed. Three-day beards, torn clothing or a general unkept appearance have gone unchecked in the past but cannot continue.
4. Be prepared to help in an emergency. Boots or stout shoes are a must. Gloves will be a great help if you must put out a grass fire or handle rocks. Dress so that you will be an asset and not a liability in case of trouble. The uniform to be worn is your own, (you furnish) well fitting, blue chambray work shirt with a C&TS patch on the left shoulder. This shirt must be clean.
5. Leave your opinions at home. This has been one of our most troublesome areas. The railroad passenger did not buy his ticket to hear your thoughts on the competence of other employees, Scenic, the Railroad Authorities, President Ford, etc., etc., etc. Be honest with yourself and us: If you cannot leave your opinions at home, don't come.
6. We welcome new members to the car attendant group. You will be our primary source of new members. If you know of an individual whom you genuinely believe will be a credit to your group, let us know. We will then let you know if that person is acceptable to us. You then become his sponsor. Sign him up on a day you are working and show him what is



C&TS Sup't Letter, Con't.

expected of him. If, in our opinion, he measures up to the standards which we have set, he will receive this letter. The sponsorship should not be taken lightly. I would not expect any one member of the group to sponsor more than two or three new members in a season.

7. I would rather not have to add this but for completeness I must: like any employee, if you are unable or unwilling to follow the program, your status as a member of the car attendant (sic) group can be terminated if your conduct warrants.

8. In the interest of broadening the base of volunteers, membership in any particular volunteer organization is no longer required for volunteer car attendants (sic).

If you examine these rules carefully, I think you will find that not only are they few in number but that they really do not ask much more of our good car attendants (sic) than they are already doing. We all appreciate the fine work which is done by our volunteers and we look forward to working with you this season.

It is possible through oversight on our part that some persons deserving of membership in the group, may not receive this letter. If this or any other problem concerning any phase of the car attendant program comes to your attention please let me be the first to know.

With best regards:

John E. Oldberg

Superintendent, C&TS Railroad

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Editors Note: In reference to the above letter from Mr. Oldberg, members are asked to please not confuse his references to a "Volunteer Group" with the NGRRA. He is referring to a NEW GROUP of car attendants Scenic Railways, Inc. is forming using NGRRA as well as NON-MEMBERS of the NGRRA to act as car attendants. They will be Non-paid volunteers for Scenic Railways, Inc. and will not be associated with the NGRRA in any way.

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DENVER CHAPTER NEWS:

The Denver Chapter has begun to stir with new life after a long winter of internal problems. On the weekend of March 8-9, five chapter members went down to Antonito, Colo. to help Bob Burggraaf move the caboose body (an 8 wheel shorty) into the enginehouse. Jay Putz also did some electrical work on the enginehouse while John Newell and Linda helped place boiler patches in the #463. Bob Esch and Barry Dupler went to Alamosa to strip most of the metal hardware off idler flat #6765 to be used in restoring the caboose.

Several of the members have been working on the Sundown and Southern Railroad located near Ft. Lupton, Colo. during the year. Members have helped construct a two stall car shop, lay and ballest some track and do some car restoration. The S&S crews hope to have their locomotive reflued and under steam by late summer. Denver Chapter members will help with this and in the actual operation of the locomotive. (Several Denver Chapt. members are D&RGW and UP engineers, fireman and/or other employees. Ed:)

The Chapter is awaiting summer vacations so it can finish painting the bunkhouse at Chama and possibly start on other projects on the C&TS as well as the S&S.

Randall Dean Denver Chapt. Sect.

Mr. Dean may be reached at 5394 Allison St. #203 Arvada, CO. 80002 for NGRRA members wishing to join in the work projects of this chapter.



To: NGRRA Members;

Feb. 24, 1975

The report of the private engineering firm which was hired by the Colorado and New Mexico Railroad Authorities to make an inventory inspection of the track, bridges and tunnels on the C&TSRR has been delivered to the authorities and is now a matter of public record. The report, as with any engineering report of this nature, does not make general statements about the railroad as a whole but rather treats each mile of track, each bridge, each switch, in specific detail.

There has been some thought by owners and operators of applying Federal Railroad Administration "Class-1" track standards to the C&TS as an agreed upon basic platform from which to launch a long range maintenance program, and also as a yardstick against which annual upkeep can be objectively measured. When thinking about the FRA Class-1 standards, one should keep the following points in mind.

1. FRA standards run from Class 1 to class 6. Class 1 means among many other things a speed of 15mph. Class 6 is top grade track structure suitable for heavy high speed operation.
2. FRA track standards are applied to standard gauge track (only). The C&TS is not standard gauge.
3. The FRA track standards came into being in 1972. Thus the previous owner of the track operated it for over 80 years before the standards went into effect. The present operators were on the scene before the standards were adopted.

Thus IF the present owners and operators agree to use the FRA Class-1 standard voluntarily as a guideline to help in objectively preparing and executing a maintenance program, some adjustment work must be done to the track since it was NEVER maintained as FRA Class-1 track in its history. The independent engineer's report indicates that by far the largest single item of work required for the track to meet FRA Class-1 requirements is the replacement of 2200 defective mainline ties between Antonito and Chama.

John Oldberg: Sup't C&amp;TS RR

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The Colorado Railroad Museum is offering a \$200.00 reward for the recovery of the bell and hanger stolen from the Mexican engine on or about Dec. 6th. A \$200.00 reward is being offered for information leading to the recovery which will enable the museum to prosecute the thieves and recover the bell. Bob Richardson reports that some aspects of the theft have him feeling that all should help in the search until the culprits are found and the matter is solved. Railfans who "Steal" from a museum are not rail-fans and only contribute to the bad reputation many railroads place on ALL railfans. The actions of one reflect on us all. If you have information on the missing bell, you can drop Bob a line at PO Box 10, Golden, Colo. 80401

Iron Horse News 1/75 #85

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Some events of interest to NGRRA members interested in the C&TS are as follows:

By unanimous vote on March 21, 1975 in Santa Fe, the NM RR Authority approved the spending of a total of \$50,000.00 on track work. The Colo. Authority took similar unanimous action on March 3rd. Work will begin as soon as the actual money becomes available. As most of you know, Colo. & NM State Legislatures appropriated a total of \$200,000.00 last year for capital improvements to the C&TS property. Unfortunately, the two bills approved were not worded the same and actual use of the funds was held up until



both bills could be made to agree and Att. General opinions given. Thus work on the Osier water supply was started but the track could not be improved. This year's legislative action was just a change in wording without any additional funding. (The Osier work is new restroom facilities in the former handcar shed to replace the "Cam car" in the box car. Also to improve the drain system to meet health standards. Work was delayed due to snow and mud at Osier as late as the first train operations, thus the temporary toilet car will be in use at least part of the season.)

The Joint Executive Committee (J.E.C.) of the Railroad Authority has hired a new consultant to replace Dan Pyzel who resigned the first part of the year. The new consultant is Carlton Colquitt from Alamosa, Colo.. The J.E.C. is made up of 4 persons, 2 from each state. At present, NM only has one member following the resignation of John Pritchard.

During February a commercial was made on the C&TS for John Deere snowmobiles. Saturday Feb 9 Plow Chama yard with off track equipment.

Sunday	Fire up #487 and switch movie train
Monday	Fire up Rotory OM
Tuesday	#487, OM plowed to MP 337.7 (Middle Highway #17 crossing)
Wednesday	Plowed to Cresco
Thursday	No filming, Spent day maintaining equipment
Friday	Filming postponed; Kill, drain and blow out OM, #487 ran light to Cresco to knock out drifts from continued snowfall.
Saturday	Filming begins at Cresco with movie train of #487, ex-RPO. 2 box cars, 1 gondola and caboose. Filming ended at 3:00 pm due to heavy snowfall.
Sunday	Early AM, #487 ran light to MP 339.1 through 18 to 24 inches of new snow. Filming ended in afternoon.
Monday	Kill, drain and blow out #487

We understand the commercial will be released in August 1975.

The final tabulation of the February 1 and 2nd rotory run with OM showed

Total train passengers .....	99
Press Passes .....	2
Total paying .....	97
Total pacer passes .....	74
Total for dinner .....	114

The management and employees of the C&TS would certainly like to thank the people who participated in the event for making the effort to come to Chama. The positive attitude of most of the railfan community toward the postponement was great. It certainly makes us think in a positive way about more railfan events. Enclosed is a copy of the new 1975 operating season literature for your membership. This year all runs will be over the entire line with bus trip before or after the train portion.

If you have any questions, please feel free to call us in Chama at 505-756-2151.

John E. Oldberg  
Sup't C&TS RR

J.F. Lajoie of 22 Stevens St. Methuen, Mass. 01844 has a listing of railroad uniform buttons available to members, some in limited supply plus some Bi-centennial buttons. He also has information on a group called the Railroad Enthusiasts, Inc. which is for amateur and professional railroaders. For more information send a stamped #10 envelope with return address to him. Those of you who do not already get the IRON HORSE NEWS can receive it free



for six issues just by sending the Colorado Railroad Museum six #10 (stamped with at least .20¢ postage on each) envelopes and with your address too. The IRON HORSE NEWS will keep you informed of what is happening at the Colo. RR Museum and also about railroads in general in the State of Colorado.

Just 19 years ago the March issue of TRAINS magazine carried the notice that the East Broad Top RR, last 3' common carrier east of Colorado had applied to abandon its 33 miles of remaining trackage as the demand for Broad Top coal did not warrant its continued operation. Trains 3/56 Pg 13

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LETTER DROP:

Dear Editor;

12/23/74

I enjoyed your December 1974 TELLTALE. It was quite good, I know the task you're up against. I served for about eight years as editor of the Lower Valley Optimist Clubs, weekly News and Views, and of course on a voluntary (no pay) basis. I'm wondering why you don't have a 2nd class mail permit. It would save so much on postage, we had one and it cost us less than .01¢ to mail, of course that was a few years ago, before postage went up. It's not hard to obtain.

I'm a retired SP RR Electrical foreman and was in charge of Dawson NM to Tucson, Ariz. I've been retired over 14 yrs. now and still enjoy hearing about railroading and especially narrow gauge, abandoned lines etc. The conclusion to the NGRRA history in this issue was well done by Ernest Robart. I'm sorry he didn't do something on the whole line from Antonito to Silverton. I'd like to know more about the whole railroad.

I hope to again visit the C&TS RR this summer. I'd like to make it for the rotary run but I'm having appendix trouble and have to stay close to a hospital.

Keep up the good work, it's a worthwhile project to help preserve this historic D&RGW narrow gauge line. I rode it once. On a trip I met (I believe it was) a Mrs. Allen Stevens who told me about becoming a member of the NGRRA which I did. She was a car attendant in the car I rode. She's an enthusiastic supporter and a good sales lady for the railroad and the NGRRA.

In the next issue of the TELLTALE, I hope to hear something about the Texas Chapter of the NGRRA, I saw mention of in the Dec. issue. Where will it be? What city? El Paso should be a good location for a chapter.

Enclosed is a check for \$6.00 for supporting membership.

For preserving the C&TS RR  
Harvey O. Wilson  
6811 Delta Drive #307  
El Paso, Tx 79905

"Thanks Harvey for your news and views on the Dec. TELLTALE. Agreed it isn't easy doing a newsletter, especially at this time. You're 'damned' if you do and 'damned' if you don't. The last issues insert has caused a tremendous amount of flack especially from Scenic management who have called it "shoddy journalism" and "misrepresentation of the facts" for reporting an RR Authority meeting as we saw it without changing the story to the picture Scenic wanted published. Had this been the Denver Post or some large newspaper Scenic would have been mad but unable to do much about it. In our case however, they reacted by applying pressure on Association members and the



BOD. It was possibly an unfortunate choice of title as Scenic pointed out but the context of the story was not misrepresentation as I saw it then or now. Nonetheless, Scenic has seen fit to classify me as not worthy of serving as a car attendant, while my wife is worthy, and to suggest to other BOD members I'm a "person trying to destroy pre-season ticket sales through bad publicity". As for the 2nd class permit, we've tried 3 times and the Post Office Dept in Denver has refused to grant us a permit because we do not fit into two or more of their categories. Thus we still mail first or third class depending on the importance and weight of the TELLTALE. As for stories on the complete D&RGW NG lines I suggest you contact Scenic Railways for a copy of "Farewell to Cumbres", a reprint of a Colorado Rail Annual or write the Colorado RR Museum for a list of annuals and books they have for sale that tell the story of the narrow gauge. Most of the material has been covered in past rail annuals. As for a Texas Chapt. Several people have asked for information on how to set up a chapter but no applications have yet been received by the BOD. Currently the only active Chapters are in Denver and Los Alamos. The Chama Chapter has folded for lack of enough members to support it.

Ed:

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To All Concerned:

Scenic Employees  
Chama, NM 87520

We, the undersigned employees of Scenic Railways, Inc., representing all departments involved in the operation of the Cumbres and Toltec Scenic Railroad, would like to make a public statement of support of Scenic Railways, Inc., its directors, and its elected and appointed officials.

As a group we have a great personal interest in the C&TS not only as a job but also as an important undertaking of which we are proud to be a part. Many of us have made personal and financial sacrifices, have passed up job opportunities which offer better pay and benefits, and have gone to much trouble to learn obsolete skills and trades which cannot be easily applied elsewhere - all this in order to make the C&TS run and keep it running! We would certainly be resentful towards - and unwilling to express support for - any individual or organization who deliberately or through incompetence or mismanagement would appear to be threatening our welfare, our ability to make a living on the C&TS, or the continued operation of the railroad in which we have invested so much of our time and interest. In fact, we would not continue to work for the company, let alone express support for it, if we did not believe that it has a sincere and on-going interest in the well being of the C&TS, its passengers, and its employees. Thus this statement of support for Scenic Railways, Inc. - made by those whose lives and livelihoods are most directly affected by its policies and programs - is not lightly given and, we trust, will not be lightly taken.

We realize that the shareholders, directors, and officers of the Company are human beings, and thus are not perfect. They have made occasional mistakes and misjudgements. We, as employees, do not always agree with their decisions and policies. However, our continued association with them has given us great confidence in their ability to make good and essentially correct decisions and to carry on a workable progress in spite of the heavy odds which they face. Undoubtly, there are other groups or individuals who could run the C&TS. It is even possible that someone else could do as well. But we would be greatly surprised if anyone else could do a better job with the C&TS, under the same conditions, than Scenic is doing.



Finally, we would like to make it clear that this letter was in no way inspired, prompted, or contributed to by any director or officer of Scenic Railways, Inc. While a few of the undersigned employees do hold token amounts of stock in the Company we do not feel that our future equity will be greatly affected by the success or failure of the company. Nor do we expect or desire that our signatures on this letter will "guarantee" our future employment by Scenic - we expect our abilities and past records to take care of that. Until now, we were probably the only group with an interest in the fortunes of the C&TS to keep its peace. However, we are acutely aware of the adverse affect which ill-timed, ill-considered, or poorly stated public remarks concerning the safety, legality, or sincerity of Scenic's operation of the C&TS has had on ticket sales - and thus on our ability to earn a living and on Scenic's ability to make necessary and desirable improvements in services and operations. This letter was, in fact, inspired by the activities of certain self-styled "interested groups and individuals" who - through lack of understanding, unguarded utterances, misguided enthusiasm, or downright perfidy - have generated any number of rumors, press releases, and even Attorney General opinions which have been detrimental to the C&TS.

We wish to say not only that we support Scenic Railways, Inc. in its efforts to run a quality program on the C&TS, but also that we resent those people - regardless of their status or motivation - who make it unnecessarily difficult for Scenic, and for us as Scenic's employees, to do a good job.

Sincerely,

Bernard R. Watts, Gary Getman, John E. Oldberg, Tino Quintana, Richard Braden, Clovis Butterworth, Phillip Pacheco and Max A. Pacheco.

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Misc. News:

NM Cultural Properties has accepted the Los Alamos Chapter's Freight train restoration proposal along with the comment that it was one of the most complete and documented reports it had the pleasure of receiving.

- ✓ The BOD has placed in a separate account the amount of \$989.89 to be used as matching funds for Cultural Property Restoration State funds which will then be combined to attempt to get matching Federal Historical Preservation funding. This money will be used for the freight train restoration project in both Chama and Antonito.
- ✓ All but one state line marker was lettered by Bill Severns and Paul Chenoweth prior to the June BOD meeting. They were unable to get to one in Toltec due to the heavy snow still in the area. Another two signs were not done due to the fact that some person had torched them off at ground level. Scenic employees and the NGRRA are attempting to make replacements.
- ✓ All mile posts were finished last year but several are again in need of paint due to shot gun blasts, names being painted on and others that have fallen down.
- ✓ John Coker is heading a group which is attempting to have cast replacement builder's plates for the 487 and 483 and to have them presented to the Authorities during this special anniversary year of the K-36's. Anyone with information as to the location of the originals so copies can be made are asked to contact John Coker at the Chama Depot.
- ✓ Please don't look for Volume 111 Numbers 6, 7 and 8 of the TELLTALE, they weren't printed and in order to catch up on the numbering we have jumped to Volume IV, Number 1 with this issue. The number of issues may not continue at eight per year as the BOD has indicated that issues should only be done as material and information are available.

50<sup>th</sup>



Joint executive committee of  
the Colorado and New Mexico  
Railroad Authorities ("JEC")

(vacancy), chairman JEC

John M. Sheldon, vice-chairman.

Clarence Quinlan

Joe Vigil

Carlton Colquitt, consultant

c/o CO & NM Railroad Auth.

P.O. Box 561

Antonito, Colo., 81120  
(303) 376-5983

Management of the  
Cumbres & Toltec Scenic  
Railroad

Fritz Baur, manager

John E. Oldberg, superint.

C&TS

P.O. Box 789

Chama, N.M., 87520  
(505) 756-2151



# THE CUMBRÉS & TOLTEC SCENIC RAILROAD

... a unique partnership between state government and private enterprise ...



# ORGANIZATION CHART

The 2,210,000 people  
of the  
STATE OF COLORADO  
\* \* \* co-owners \* \* \*

Funds spent or allocated for  
the C&TS so far, \$ 400,600

The 1,020,000 people  
of the  
STATE OF NEW MEXICO  
\* \* \* co-owners \* \* \*

Funds spent or allocated for  
the C&TS so far, \$ 400,600

The 60 shareholders  
of  
SCENIC RAILWAYS INC.  
\* Lease holder - operator \*  
Company funds spent on the  
C&TS so far, \$ 428,965

## Colorado Railroad authority

Richard D. Lamm, chairman  
Colorado governor  
Clarence Quinlan, vice-chairm.  
State repr. Antonio CO  
Jackson Clark  
Businessman, Durango CO  
Joseph Dolan  
Dir. Dept of revenue  
G. O'Malley  
Dir. Parks & outd. recr.  
Robert J. Scott  
State controller  
John M. Sheldon  
Businessman, Alamosa CO  
E. Warren Willard  
Pres. State Hist. Soc'y

## New Mexico railroad authority

Jerry Apodaca, chairman  
New Mexico governor  
Joe Vigil, vice-chairman  
Businessman, Chama NM  
L.E. Costello  
Cond. ATSF, Grants NM  
Sam Graft  
Dir. State parks & recr.  
Fred O'Cheskey  
State revenue comm'r  
Steve Reynolds  
State water res. engr.  
Charles F. Seery  
Businessman, Belen NM  
Robert Short  
State investment officer

## Board of directors

Robert E. Keller, president  
Fritz Baur, director  
W. Earl Bell, director  
David B. Ogle, director  
Eugene Watson, director



From: CHAMA BICENTENNIAL COMMITTEE  
 P.O. Box 191  
 Chama, NM 87520

To: All NGRRA members guests and families,

June 9, 1975

We extend a special welcome to those of you who were with us last year. As with last year's 4th of July Special, this year's special will be a round trip by train from Chama and it will include a dinner stop, however, in order to make it more convenient for those who will be coming long distances to ride, the scheduled departure time is 2 pm from Chama with arrival at Osier, Colorado (where a professionally prepared STEAK dinner will be served by PORT-OF-CALL CATERING) around 5 pm. Departing Osier will take place around 6:30 pm with the train arriving back in Chama about 9:00 pm. Thus you will have ample opportunity to enjoy the scenery in the afternoon, a fine steak dinner in the beautiful and remote setting, and (if nature cooperates) a beautiful high country sunset on the return trip.

Those who plan to stay overnight in Chama - or who can stay for awhile after the train returns - will have the additional opportunity to view the spectacular FIREWORKS display sponsored annually by the CHAMA LAND & CATTLE CO.

The FOURTH OF JULY SPECIAL is a major fund raising activity sponsored annually by the CHAMA BI-CENTENNIAL COMMITTEE, and any monies which may result from it will be matched by State and Federal Bicentennial Agencies to help pay for approved community Bicentennial projects. We plan to make this an enjoyable and memorable experience for you and hope that you will be able to join us.

Sincerely,

THE CHAMA BICENTENNIAL COMMITTEE

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The map on the next page was drawn by NGRRA BOD member Ernest Robarts to aid NGRRA members who wish to view and photograph the C&TS trains away from the well traveled main highway portions.

One can usually follow the train to Cumbres and around Los Pinos and then run ahead to the turn-off beyond the KOA campgrounds and arrive at Sublette before the train arrives. If the road is wet, forget it though because it is a long way in and not a well traveled set of roads. Roads from Sublette to Bighorn were passable once over the steep hill that cuts off to your left after passing through the cattle guard on the road down to San Miguel. Don't try going down unless you have a pair of 4WD vehicles as this road is in bad shape. The road to Big Horn starts bad but, once on the hill top it's passable. From Big Horn to Antonito you have 2 choices, to Mogote over "impassable" marked forest service roads or across the tracks and over to Lava tank on JEEP ROAD only. We do not recommend you attempt any of the Jeep trails in a standard car as ruts are often 3' or more deep with little room to move around. I did take my motor home over many of them last year when it was "bone dry" but it is on a 11,000 lb. truck frame with 24" ground clearances. I still got it well dented and scratched from close clearances. If you don't mind the drive, the scenery and train shots are great in this area. P.S. If you go, be sure to let someone know you're going and the route you'll take so if you don't show up for a few days they can notify next-of-kin or send help.

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The organizational chart on the preceding pages comes from Fritz Baur, an NGRRA member and a member of the Scenic Railways Board of Directors. Our thanks to him for providing us with this information.







# Colorado Railroad Historical Foundation, Inc.



P. O. Box 10, Golden, Colo. 80401

April 10, 1975

The Board of Directors  
The Narrow Gauge Railroad Assn.  
Albuquerque, N.M.

Gentlemen:

Recently some statements not very factual concerning myself and this Museum were brought to my attention. I would like to make clear that it has been the policy of this Museum, as well as myself personally to make available what information we have and thousands know this all to well. No one is authorized to say to the contrary.

As for the C&TS RR it should be well known that from the beginning of the line's acquisition we have helped in any way we could. I personally was delighted to see the line saved, and I wish it to continue so, and to prosper. Our Museum policy has been to advertise the line and promote it, to especially spread the word that it exists and functions. On our Bulletin Board there are items continually. In answering phone and mail inquiries we have also volunteered information on the C&TS and the inclusion of this matter has cost us a lot of postage.

We bankrolled Scenic Railways a couple years by supplying merchandise items, extending lengthy credit running into a couple thousand dollars of this institution's money. When other creditors were threatening when unpaid, we certainly did not and instead I used my influence to get them to be patient. We reprinted one of our Annuals just so they could have something that year to sell and at same time advertise it.

On the occasion of the movement of rolling stock from Alamosa I was rudely upbraided by one person for the alleged failure of "Colorado" to show up to help get the line open. Its not my purpose to speak for Colorado, but during the time some work, some motor car joyriding was occurring, we never received one item about this alleged work or when or where people of this area might join in such endeavor. Our Bulletin Board had nothing. This lack of communication from this beginning has hampered to this day hope of success for C&TS. I personally

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(NGRRA Board -2.)

backed my hopes and pleasure by donating that first day materials to help in repainting; yet self appointed critics were unable to expend even one 8¢ postage stamp.

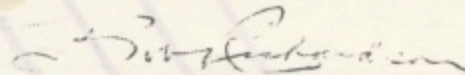
Re-painting of equipment has become a tiresome subject. The wooden cars badly need paint, and right away. I could have painted a couple cars in the time I've spent digging out information on the subject. As most of the equipment will need two coats, the important thing is to get that first, protective coat on soon. No big deal, this involves just a quick hand, not power, scraping with wire brushed and scrapers, then a plication by spraying, not by hand, of a generous mixture of linseed oil mixed with any shade of inexpensive red paint for red cars, black for black cars, etc. The time to fuss on the proper shade is with the second and final coat. In the case of red cars, it was simply "freight car red" which in practical application ranged from a definite pink thru brick red and rose to a definite brown. All were correct, tho of course the pink was an exception, no doubt an error. The paint used in 1948 etc. is no longer made, over recent years all paints have changed greatly in components, so its a matter of matching.

A year ago to get things going I offered the loan of our spray equipment to some who were talking of painting. Our stencils are available for copying. The main thing is to get the pain ing done, at least the first coat. It seems a reasonable conclusion that this is something the states are going to have to get done, paying people to do it, as volunteer doing just will not get the job done at this rate. And that is no reflection on the people, unfortunately so few, who went down and painted. If only their numbers would multiply, and soon!

As for the NGRRA I've twice paid dues, but am not shown on any roster noted; but no matter if the money helped do something useful, fine. As a member of the NMRA for many years I've had much association with modelers and its a fact of life that there are model railroaders and model railroad politicians, the latter a sizeable and too often fractious minority. I strive to avoid the latter, even tho they often are sincere people, unable to comprehend that there is no need for politicians. It seems to me that NGRRA should strive to get on with the main thing, to help C&TS survive and prosper into something we'll all be proud of. Who gets titles, who loves by-laws, and all the other personalities, should be soft-pedaled, and the people holding office should be dedicated to the project. Holding office in anything, is no place for the thin-skinned.

The "Silverton" train had a Lucius Beebe to give it a million dollars of publicity; the C&TS has no Lucius Beebe. The C&TS too can have a 100,000 passenger turnout but its going to take an understanding of the needs of communication and "PR" and a recognition of what has to be done to overcome a location remote from large centers of population, and with two small towns as terminals, virtually unknown as to existence and location to anyone except railfans.

Its my hope you will sincerely accept this letter; I have no ojection to quoting from it so long as in context. I somewhat earlier answered a long inquiry from Chama, which contained some rather wild rumors, such as asking if this Museum was moving to Chama. Other than last year we offered free the loan of the Mexican engine, I know of no basis for such nonsense, yet this is the kind of stuff surrounding the C&TS that has to be stopped. All season long the wildest rumors have been reported as gospel facts, lets put an end to such.





- ✓ Fritz Baur has stepped down as C&TS manager and will assume a position on the Scenic Board. We havenot heard who will replace him.
- ✓ With delay of funds, the loop at Antonito was not put in this year as some had expected. The wye was rebuilt after it was cut in order to allow the movement of #463 into the enginehouse.
- ✓ We have heard that Bob Burggraaf has secured the D&RGW stone depot at Antonito and is attempting to have it moved to land next to the C&TS depot at Antonito.
- ✓ Scenic has or is building two more speeders, this time with a 4-speed transmission to handle the grades. "The other speeders are just worn out" reports John Oldberg.
- ✓ The train this year will sport a souvenir car on the end of the train from Cumbres to Antonito and return along with the open gon for the photo-fans. All cars in the train have been repaired, tightened, repainted and relettered for this season. All covered cars are still tuscan red with white lettering.
- ✓ The 1974 movie filmed in Chama, "Bite the Bullet" has been released for showing nationwide during June. It opened June 25 th. at the Highland theater in Albuquerque. Don't miss it when it comes to a theater near you.
- ✓ The Railroad Authorities of both Colorado and New Mexico have accepted the historical documentation proposal reported in an earlier TELLTALE to be done by Vern Glover NM Cultural Properties and NGRRA member.

## Treasurers report:

May 17, 1975

Paul Chenoweth: Treasurer

Dues .....	\$1932.00
Accessories.....	45.07
Donations .....	47.00
Expences .....	1814.50
Start of year ...	2029.70
Balance to date..	2239.27
To spec. fund....	989.89



## July BOD meeting:

July 10th., 1975 at 8:00 pm home of Bill and Marsha Luxford. 1001 Caroline, Bernalillo, NM  
Phone 867-5363 for directions

August meeting will possibly be held in Chama if enough members are able to attend otherwise it will be the first Thursday of August and held at the home of Paul Chenoweth in Albuquerque. Details later??