

Train may NOT run this year!

SANTA FE, NM 2-22-'75 TELLTALE SPECIAL

In a unexpected move, Bob Keller of Scenic Railways Inc., informed members and visitors at the New Mexico Railroad Authority meeting yesterday, that not another cent would be spent on capitol improvements by Scenic Railways on the C&SRR. Mr. Keller's statement came as a result of a track inspection report being presented before the Authority at its own request.

The track report which was submitted Friday to the NM RR Authority came as a result for a complete comprehensive status report on the C&S trackage for the two ruling state authorities. An independent railroad engineering firm based in Denver, Colorado was requested and hired using state funds. The results would be used to determine if the railroad was safe and what steps would be necessary to improve it. The inspectors inspected all ties, bridges, rails, joiners, switches, tunnels, culverts and bridge timbers. Four repair categories were used: (1) immediate, before the first train runs or within a week if trains were running when the report came out, (2) to be done before the halfway mark in the season, (3) to be done within the year, and (4) to upgrade the current status. Immediate repairs are bolt, joiner, ballast and tie replacement and Bob Keller estimated it would take \$2,000. and 2 miles of ballast, \$5,000., 2 kegs of bolts and 4 men 2 weeks for the rebolting and joiner work or a total of \$100,000.00 to do all the repairs stated in the track report. Approx. \$50,000.00 before a wheel turned and \$50,000.00 before the season is out.

The conflict appears to reside in a true meaning of the contract wording "repair" as Scenic says it has repaired the track to better than received while the state has the feeling that it hasn't. Steve Reynolds, NM State Engineer feels that the required work should be done under the contract under the clause of "safety" etc. Scenic wants the states to use its appropriation to fix the track up to class 1 standards and then turn it over to them to maintain at the higher standard. Right now the question seems to hinge on whether the states can use this money to fix the track or not. Steve Reynolds feels that it could be construed as giving money to Scenic to do the job it was required to do by the contract. This would be a violation of contract and so the Authority has asked for an A.G.'s opinion before acting. The hitch comes in when we see that Scenic can not run a train until the track is proven safe to the Authority. Since Scenic won't spend any money, nothing can be done until the states get a okay to use their funds. After New Mexico approves the money use it will then have to go to the Colorado Authority for approval. If the measure should pass both groups then materials would have to be ordered and crews hired. 2 weeks would be needed to do the immediate work to put the line into operation. New Mexico will not meet for another month and Colorado will not meet for three months. Unless a special meeting by both groups could be called and a quorum could be gotten for both meetings, no work can be done for at least 3 months.

The New Mexico Authority was prepared to approve the use of the diesel on a limited basis until trackwork could be brought up to standard but Scenic Railways didn't ask for it because the New Mexico A.G. stated approval would have to come in the form of a lease amendment and that also might take the same length of time.

Scenic wanted the states to approve the funds even though it might be illegal but members of the Authority were not pleased with that idea as they would have to pay the bills out of their own pockets if their action was illegal according to the A.G.'s office.

A quick glance at the track report showed figures of 6105 defective mainline ties, 2047 marginal ties, 1000 defective siding ties, 1000 est. marginal siding ties, 46 defective switch ties, 265 bridge ties, many fishplates held by less than the required number of bolts, many without bolts and many joints without fishplates or cracked ones. Timbers on the west end of 'mud tunnel' are in from land movement but the amount or if they are stationary now is not known until tests can be held. Many spikes need to be redriven, replaced or moved and many bolts tightened also. The bridges and culverts seem in good condition except for a few sway braces that need tightening.

Scenic Railways and the two States are busy exploring alternatives as are the businessmen of both Chama and Antonito as the question of the trains running this year will depend on how fast certain things get done and by whom.

We will attempt to keep everyone informed of the latest through special editions of the TELLTALE between regular issues.

This last meeting of the New Mexico State Railroad Authority was attended by NGRRA members Bill Severns; membership, Bill Luxford; Vice-president and TELLTALE, Vern Glover; cultural properties historian, Gary Getman; Scenic Railways, Fritz Baur and John Olberg; Scenic Railways. Bob Keller and Gene Watson also represented Scenic Railways at the meeting but are not NGRRA members.

In other business of the NM Railroad Authority, Vice-chairman, Joe Vigil of Chama discussed the replacement of John Pritchard of Los Alamos from the Authority. While the press had announced his resignation, the NMRA had not, thus throwing a monkey wrench in much of the afternoons events when having a quorum for voting became a problem.

Mr. Vigil announced that the Interstate Railroad Compact had been signed by the two states and the President of the United States and was in effect. It is hoped that this compact will make the management of the railroad a smoother job with a well paid highly qualified Executive Secretary to run most things. At present the job is a \$10,000.00 a year job that was held by Dan Pyzel of Antonito, Colorado who resigned at the same time as John Pritchard. The Joint Executive Committee will meet March 1, 1975 to select a replacement. At present three men have applied for the job, two from Chama and one from Antonito.

New NMRA member Sam Graft was requested to secure all records of the NMRA and have copies made for the NMRA Secretary and the new Pyzel replacement. He was also instructed to use what ever means available to secure the books of the authority and the do an audit on them

A set of historical guidelines proposed by the NM Historical Properties Review Committee was presented for approval by the NMRA and was approved over the objections of Bob Keller of Scenic.

After the guidelines were accepted, Vern Glover presented his outline for a historical research project that would document the buildings, cars, sites, locos and tools bought by the two states. This project would involve an extensive set of files, photos and drawings and would take about seven months to complete and cost a little over \$10,000.00. Cultural Properties stated it would apply for a federal research grant for half the amount if New Mexico would put up the other. Steve Reynolds motioned that NM put up \$3,000.00 and asked Colorado to match that. Then combined they would have \$6000.00 for federal matching and be covered in case of a cost overrun and inflation. The motion passed and NMCPRC will make application for the matching funds.

Mr. Glover is in need of information, photos and drawings that might be of use in his historical record. He will handle all the necessary arrangements with the individuals so those of you who have information etc. are asked to drop him a line at PO Box 14706, Albuquerque, NM 87111 with details of what you have of use. He will take it from there. Vern is a new member of the NGRRA but an old hand at railroads of New Mexico, Arizona and Colorado having been a founder of the Railroad Club of New Mexico and the Editor of its newsletter for several years. Vern would appreciate hearing from you and your letters will not be ignored. Let's all show him that we all have the same objective in mind regardless of our unorthodox ways of showing it.

In other news, your Board of Directors has elected Jim Case of Los Alamos, NM as President for 1975, Bill Luxford of Bernalillo, NM Vice-president, Phil Dater is still holding down the Treasurers job but is asking any member in the Albuquerque area interested in the position to contact him. Marsha Luxford of Bernalillo agreed to be the new Secretary since no one would take the job. The remaining BOD members are John Newell; Denver, Larry Broadway; Denver, Jim Danlow; Chama, Bill Huntman and Tom Eutterworth; Los Alamos, Bill Severns, Ernie Rebart, Bill Moyers, Jerry DeWitt, Ken Pruitt and Allan Stevens of Albuquerque for a total of 15. Greg Palmer, Jerry Day, Bob Smith, Ted Reed and Russell Smith resigned at the end of the term or during the year.

The Constitution and By-Laws for the Association are under revision and might be ready for general membership ratification by the Annual meeting. Election of the BOD, objectives and officer selection will be the sections revised. Copies will be sent all members before voting time.

There was no Feb. BOD meeting due to lack of a quorum. Only 6 showed up and 8 were needed. (P.S.) NM A.G.'s office says ^{our} Constitution allows proxy votes so it is

legal until they have time to study the case and give us a ruling in writing. Or if we do not allow proxy votes from Colorado BOD members then we should not count them in when trying to make a quorum. What now fellows??

For those of you interested in last months snow fighting photos they were taken in the following order, left to right down the page. (1) K-36 #487 at Chama winter of 1973-74, (2) OM on run to Cumbres pass on its last run from Antonito taken somewhere near Sublette, year ?, (3) Chama yard 1973-74 winter, (4) Rotary OM at Sublette water spout during same year as photo #2 was taken, and (5) is again Chama yards again during the same year.