

REPORT

ISSUE 91

SAN DIEGO, CALIFORNIA

OCTOBER, 1972

GENERAL MEETING AND ELECTIONS OCT. 27TH-- LA SALA ROOM-HOUSE OF HOSPITALITY, 7:30PM

The October General Meeting promises to be an entertaining, informative, and very important affair for PSRMA members.

To start off with, elections for the 1973 officers of the Association will be held. A statement from each of the candidates, as required by the new standing rule adopted by the Board of Directors recently, appears on page two of this REPORT. Also included in this issue going to Regular members is an absentee ballot for those that cannot attend the meeting.

But you should attend if at all possible, for the elections are but a small part of the whole affair.

Hopefully by then, important news on the most recent of PSRMA's land negotiations can be reported. Due to the sometimes delicate negotiations required in approaching an issue as large as a proposed Museum site progress reports cannot be published until everything is finalized. If you are interested in these efforts, the General Meetings are your best opportunity to keep up to date.

But that's not all for October! Eric Sanders has arranged for a special showing of the interesting network television program "Ballad of the Iron Horse," an hour-long film graphically outlining the history and development of American railroading.

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RIGHT: The scenery is spectacular, the historic lore is there, and the operations are authentic on the narrow gauge railroads of Colorado and New Mexico. And for the first time in years the future is bright.....for the complete story on the Rocky Mountain narrow gauge in 1972 see page 3.



THE "SILVERTON" IN THE ANIMAS CANYON
Photo by Karen Hathaway

CANDIDATES FOR PSRMA OFFICES EXPRESS THEIR QUALIFICATIONS AND VIEWS

Here is the qualifications, and in some cases, viewpoints of candidates seeking PSRMA office. By REPORT press-time a statement by Vice-President Hugh T. Smith had not been received.

CANDIDATE FOR PRESIDENT H. Chalmers Kerr, Jr.

Fellow members, I am soliciting your vote for the office of President and would like to share a few thoughts with you. I have been actively associated with PSRMA since 1968 and served on the Board as a Director at Large for one year and as President for almost two years. During this period I have always tried to further Association goals and to increase membership participation in museum projects.

In seeking the office of President, rather than making promises, I am presenting and suggesting ways of meeting the needs of PSRMA in the coming year, and I emphasize that no goals can be met without the help of all. If you agree with the thoughts here, I would appreciate your vote.

There is no question that PSRMA can and MUST, in the next twelve months, CONCENTRATE its efforts, and the vital areas in which we should CONCENTRATE are:

LAND: In early 1973 land must be acquired either on long term lease or by purchase. Without property for the permanent museum facilities, PSRMA will not remain a viable organization.

FINANCES: We must get the Association on its financial feet. Donations from the members have reached the limit. The need is to promote more visitors to our General Meetings and work parties, to gain more members, and to solicit donations. Fund raising efforts must be accelerated, leaving no avenue unexplored. Similar museums are now able to fund capital projects from public sources, so can we.

EQUIPMENT PROTECTION: Until we have our own facilities, vandalism will continue to be a major problem. In the meantime, efforts should be taken to begin modest restoration of all of our major railway equipment. Primarily this means protective paint. Major physical restorations can be postponed.

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SCOPE OF EFFORT: In past years we have concentrated on acquiring equipments and having fun. Well, this practice has contributed to the current crisis. Our efforts have been dissipated from the main course of establishing a public railway museum fulfilling the educational requirements of PSRMA's charter. The real need is to concentrate our very limited manpower on the primary tasks at hand; by doing this our future will be assured.

TO SUMMARIZE: PSRMA must CONCENTRATE its efforts in 1973 in six areas: 1. Land Acquisition, 2. Fund Raising, 3. Obtaining New Members, 4. Public Relations and Publicity, 5. Restoration Projects, and 6. FULL MEMBERSHIP PARTICIPATION.

I seek your vote, but in any event, your resolve to become more active with PSRMA in 1973.

H. Chalmers Kerr, Jr.

CANDIDATE FOR TREASURER David C. Hobson

I do not particularly seek the position of Treasurer, but will serve for another year if elected.

In my opinion, the Board should consider revising the duties of the Treasurer. He should have custody of the funds, and be responsible for depositing in the bank, and for writing checks. However, the actual accounting and the filing of the State and Federal tax returns should be assigned to a professional accounting firm. The tax laws have become much more complicated with respect to tax-exempt corporations, and it is imperative that all tax returns be filed promptly and correctly.

The cost of professional accounting and tax services is small when compared to the costs which would be involved if PSRMA should lose its tax-exempt status.

David C. Hobson

CANDIDATE FOR SECRETARY John F. Hathaway

The fact that I, and the four other candidates running with me, are all unopposed highlights what I consider to be one of the major problems facing PSRMA in

(continued on page 8)

ROCKY MOUNTAIN NARROW GAUGE - 1972
 By John Hathaway

A trip through the narrow gauge country of Colorado and New Mexico in 1972 reveals a bright future for steam railway operations. This optimistic news follows nearly two decades of what appeared to be the beginnings of the demise of all the three foot lines of the Denver & Rio Grande Western.

Twenty-five years ago the slim rails stretched from Alamosa in south-central Colorado, south and west across New Mexico through Chama and Farmington, and then north again into Colorado and the mining towns of Durango and Silverton. Passenger service was offered over the entire system and a short-lived oil boom was giving new life to the economy of the entire area.

By 1951 the oil boom was over and abandonment was granted for all passenger operations save the Durango to Silverton train. The only reason this survived was the fact some areas of habitation along the line could be reached by the railroad only.

By 1960 the parent company had transferred most freight operations to the subsidiary Rio Grande Motorways trucking firm. As freight service had been dropping off for the railroad so had track and facilities maintenance.

The winter of 1963-64 was the last time the railroad used rotary snowplows to try and keep the lines open through the long winters. After that, when the drifts became too deep for locomotive mounted snowplows and flangers all operations ceased until the spring thaw.

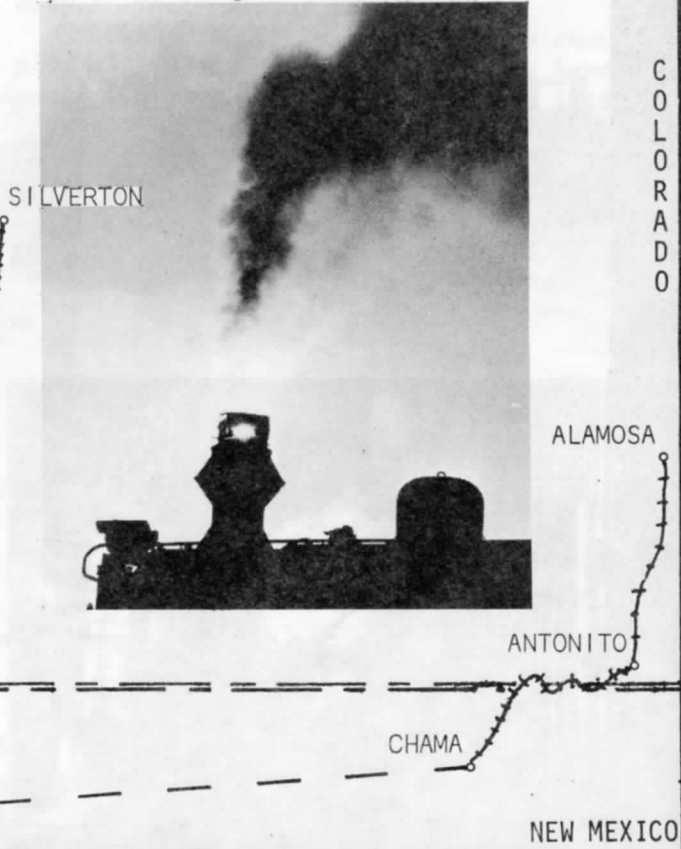
A total of twenty freights were run during 1965 and 1966, and the parent company filed a loss claim of over half a million dollars for the period.

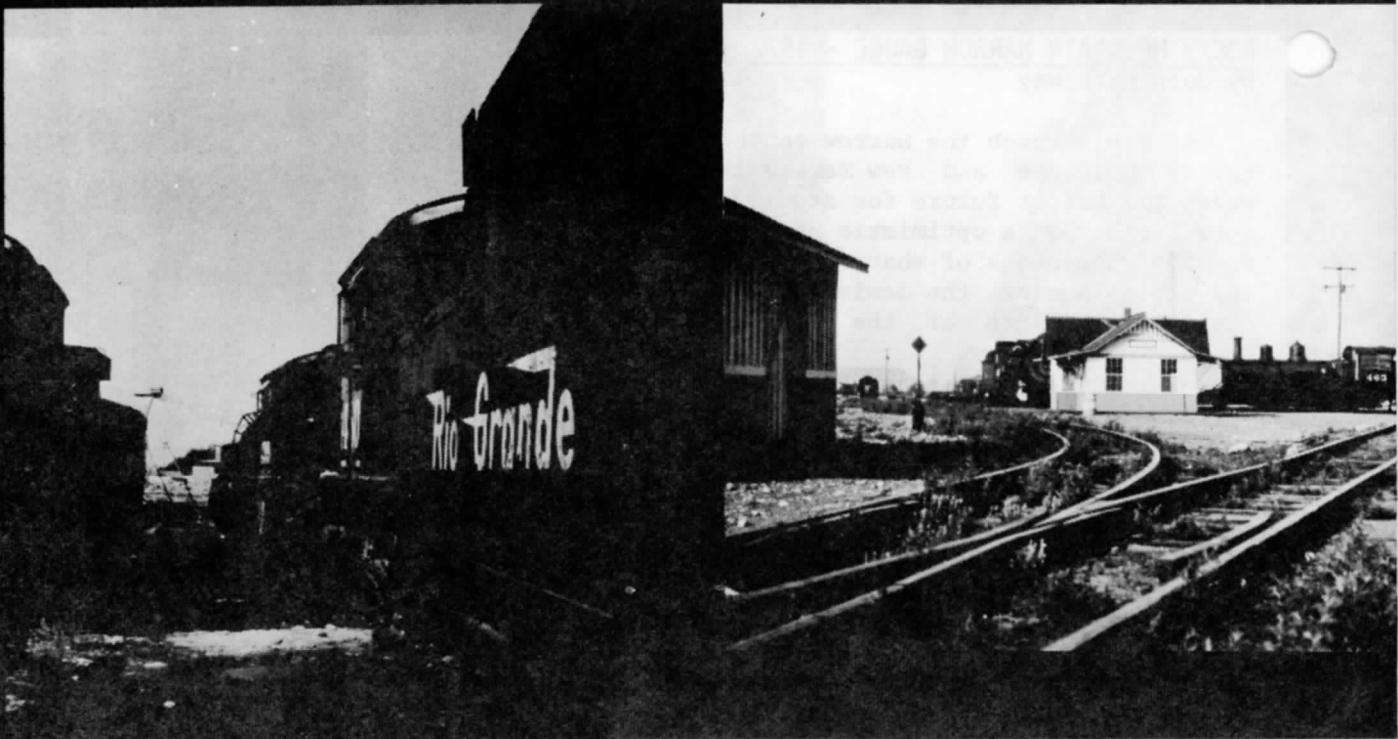
With the further decline of trackage conditions east of Durango, the Rio Grande announced in 1967 that no more requests for special passenger excursions over this portion of

(more text page 7)



ABOVE: 4'8½" becomes 3' in Antonito.
 BELOW: Morning steam in Durango.

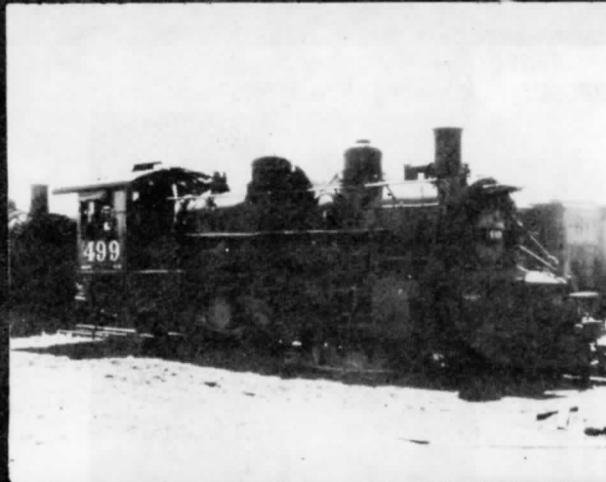




ALAMOSA-A total of five steam locomotives and two cabooses remain isolated in Alamosa following the recent removal of the third rail between here and Antonito.

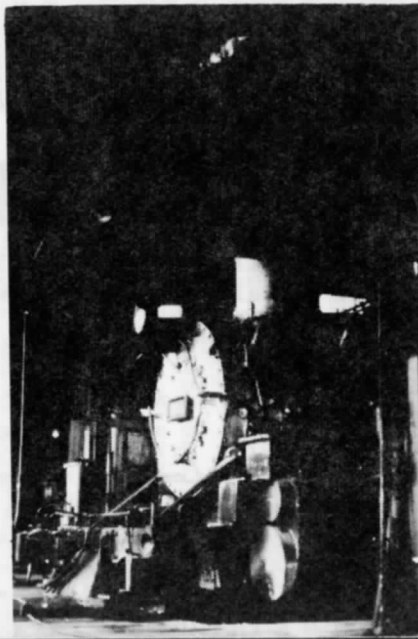
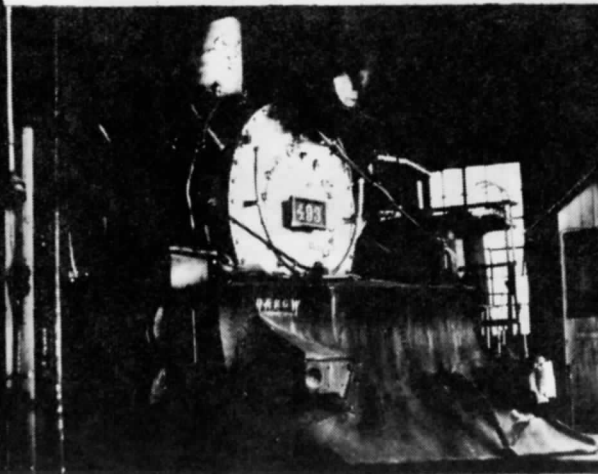
UPPER LEFT: Three of the engines are stored on one side in very poor condition. The cabs have been stripped and the tenders disconnected.

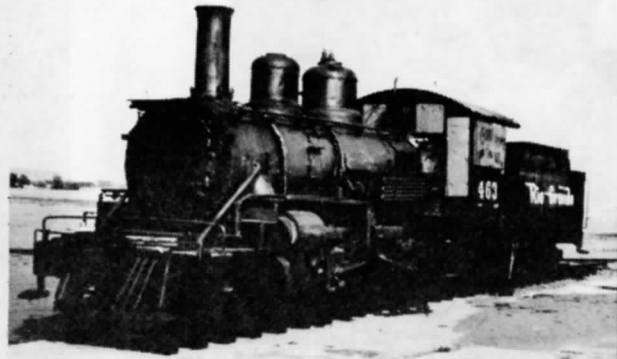
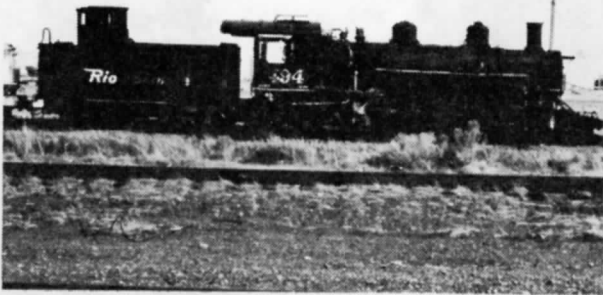
MIDDLE LEFT: Class K-37 #499 is one of the three slowly succumbing to the elements. Her future is unknown, but it is reported that one of these three is slated to go to Boulder, Colorado, along with one of the cabooses as a static display for that city.



LEFT AND BELOW:

Inside the Alamosa roundhouse, just about the only structure remaining from the days when Alamosa was the main repair facility for the narrow gauge operations, locomotives #493 and #498 are stored in what appears to be excellent condition. A roundhouse worker reported they were under orders not to perform any maintenance on the n. g. equipment, further said all spare parts were sent to Durango at the beginning of this year. The two cabooses are also located in the roundhouse.





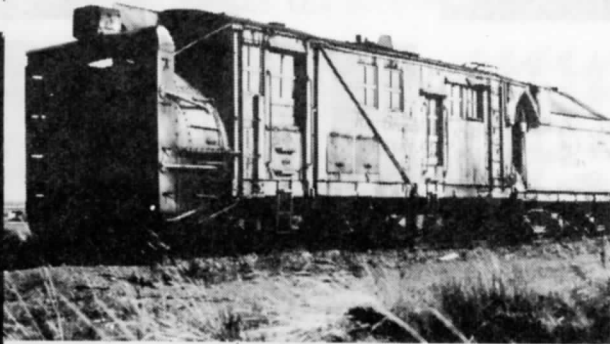
ANTONITO-This small town has not adapted itself yet as the terminus for the major tourist operation the CATS Railroad promises to become. There is only one motel in town at the moment, although four ex-Union Pacific passenger cars are stored in a nearby field for possible use as rail-oriented sleeping accommodations.

UPPER LEFT: The only rail facilities here are a small depot and a handcar shed recently built by the CATS and a turning wye for the return trip to Chama.

UPPER MIDDLE: Locomotive #494 is one of two stored here labeled "private property." Their status is unknown.

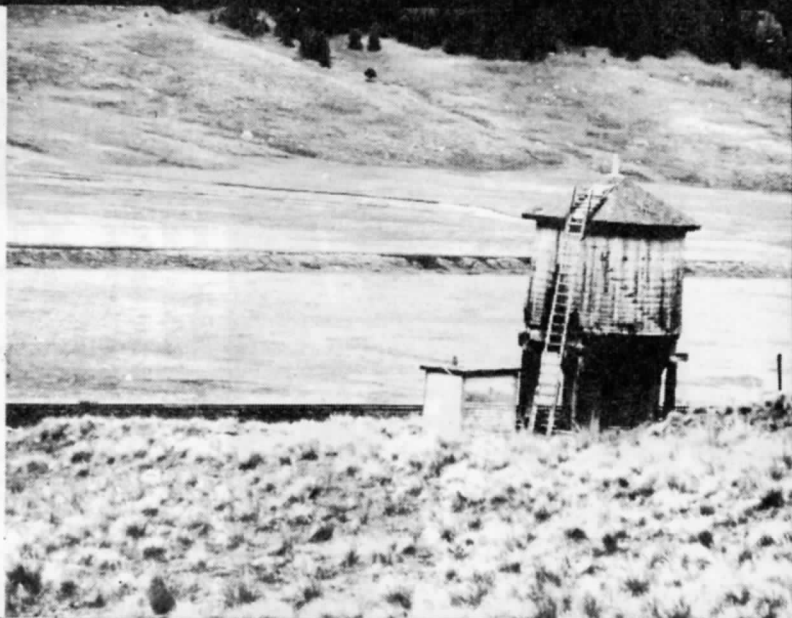
LOWER MIDDLE: An ex-Rio Grande snowplow also awaits an unknown destiny here.

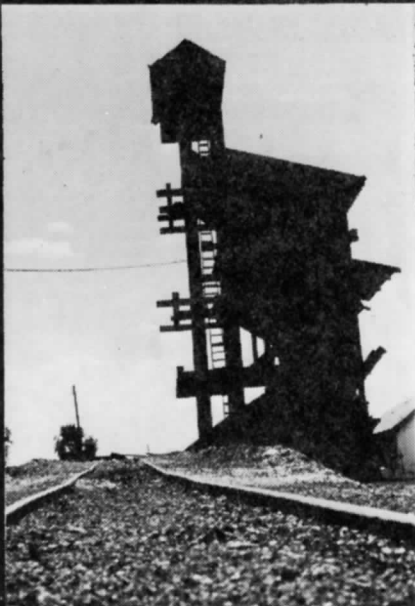
UPPER RIGHT: Recent happy news was the donation of locomotive #463 by Gene Autry to the town of Antonito. Hopeful plans call for usage of #463 on the CATS Railroad.



CUMBRES AND TOLTEC PASSES-Elevations in excess of 10,000 feet, winding curves, thick forests, spectacular mountain ranges, high bridges and tunnels are all standard fare on the CATS Railroad. The track crosses the Colorado-New Mexico border no less than ten times between Antonito and Chama. Names rich in historic lore such as Lava, Osier, Cumbres, Toltec, Lobato, and others highlight a map of the route.

RIGHT: A few miles east of the Line's highest point at Cumbres the railroad passes by a lone water tank on a long, narrow curve.





CHAMA—While the D&RGW uses a bulldozer to load coal and a hose for water in Durango things are done right on the CATS Railroad.

ABOVE: Chama's coaling tower dominates the yard scene and sees a lot of action when the railroad is in operation.

UPPER RIGHT: The CATS' water tank at Chama features double spouts and is capable of serving two locomotives at once.

Also included on the premises are the original sand house and depot, many different examples of maintenance-of-way and freight rolling stock, and the passenger equipment utilized by the CATS. The latter consists of rebuilt ex-Rio Grande boxcars.



BELOW AND RIGHT: The words RIO GRANDE and the flaking paint are being replaced at Chama. A total of nine locomotives were acquired from the D&RGW along with the purchase of the trackage and plans call for the restoration of five of these with the remaining to supply parts for years to come. With the lone exception of the new name stenciled on their tenders, the locomotives of the CATS will remain exactly the same as the days they worked for the Rio Grande.

RIO



ROCKY MOUNTAIN NARROW GAUGE (CONTINUED)

the narrow gauge operations would be accepted.

It was in the same year of 1967 that the Rio Grande formally applied for abandonment of all narrow gauge operations with the lone exception of the Durango to Silverton line.

Almost immediately a mass of civic groups began an attempt to save at least a portion of these lines for some kind of future tourist operation. Both the legislatures of Colorado and New Mexico were urged to do something to help the effort, and early in 1969 each of the states created its own Railroad Authority.

Over the years as it was becoming apparent something must be done to save the narrow gauge, the various organizations, groups and communities seemed to be spending more time bickering with one another than tackling the problem at hand. However, when the abandonment was finalized and the two states had stepped into the picture, past feelings were forgotten and an almost totally universal effort was expended upon the project.

And indeed, in July of 1969 abandonment was officially granted by the ICC.

In an eleventh hour effort, both the states passed identical bills authorizing the purchase of the 64 miles of track between Antonito, Colorado, and Chama, New Mexico. This portion of the railroad passed through what most considered to be the best spectacular scenery on the system.

Suffice to say for now the unbelievable dream has come true. Through the efforts of hundreds of volunteers, ranging from local citizenry to railfans from across the country, the newly-named Cumbres and Toltec Scenic (CATS) Railway was created. Weeks of effort in upgrading the line and equipment to operational status were culminated on June 26, 1971 when the first train of the "CATS" left Chama for Antonito.

The CATS Railroad is now operated by a competent professional tourist railway company under a twenty year lease to the two owner-states and is continually expanding. Chama remains the main base of operations, and in 1972 trains ran four days a week through the summer.

(NEXT MONTH: DURANGO AND SILVERTON)

GENERAL MEETING (CONTINUED)

And finally, special guest speaker Bryce P. Santry of the Carrizo Gorge Scenic Railway Company will narrate two special films of scenes through the Gorge. He will also update PSRMA members on his company's progress in its efforts to begin passenger operations through the Carrizo area. It should be pointed out that the Carrizo Gorge Scenic Railway Company is in no way affiliated with PSRMA, although Association members are surely interested in recent developments of this operation. Mr. Santry's two films, each eight minutes long, include both steam and contemporary railroad action through the Gorge.

This is all going to happen at one place, the October 27th General Meeting. That's a Friday night at 7:30, and the place is the La Sala Room of the House of Hospitality in Balboa Park. It's easy to find, right on Laural Street right in the middle of the Park.

THE VIEW FROM THE CUPOLA H. Chalmers Kerr, Jr., President

GENERAL MEETING - Those of you who could not attend the July 28th session missed a very entertaining program of motion pictures shown by Norman K. Johnson. Norman drove over 120 miles to bring us his fine color films of the last days of streetcar operations on lines in California and on the east coast, plus a wee bit of steam, too! PSRMA will continue to bring informative and entertaining programs for the membership, being hopeful that the attendance will continue to increase.

ELECTIONS - Elections will be held at the October 27th General Meeting and details are on page one. I sincerely hope all of the vacant voluntary positions can be filled by year's end so PSRMA can begin 1973 with a full crew.

PUERTO PENASCO APPROACHES - Our Numero Uno fund raising event is rapidly approaching and is tentatively scheduled for November 11th. B. V. Parks is this year's Tour Director. Last year B.V. was baptised as Eric Sanders' right hand man, and this year he's in charge of the whole thing. He needs your help!

CANDIDATES FOR PSRMA OFFICE (CONTINUED)

1973. There is something wrong if out of a membership in excess of 100 individuals only five will run for a PSRMA office.

1973 is a critical year. If PSRMA does not obtain a permanent museum site, if a substantial program for monetary income cannot be developed, and if (and the preceding two necessities rely on this next requirement) more support from the membership AS A WHOLE is not forthcoming, I honestly believe PSRMA as we know it now cannot last out the year.

With one exception, all the candidates running for office have served the Association in a variety of different areas in the past. I know I, and the rest of the candidates, will continue our efforts in achieving PSRMA's goals. But the point has been reached where only a very few cannot do it alone. You must help!

John F. Hathaway

CANDIDATE FOR BOARD MEMBER-AT-LARGE

George Geyer

I've been a member of PSRMA since 1962. I served as Secretary in 1963 and 1964, and as Board Member-at-Large in 1970. I have been active on the Excursion Committee and helped out with the PSRMA yearly dinner in 1971 and 1972.

George Geyer

NEW HOME FOUND FOR PSRMA PHONE - AT LAST!

An eleventh hour offer from member Bob DiGiorgio has resulted in a new home for the Association phone. Our new official phone number is 565-2617 for outsiders seeking information about PSRMA.

PSRMA REPORT

P.O. BOX 12096

SAN DIEGO

CALIF. 92112

WHAT YOU CAN DO TO HELP!: PSRMA PROJECTS CURRENTLY UNDERWAY AND NEEDING VOLUNTEERS

There are a couple of very important PSRMA projects currently in the works and those in charge need some more help.

B. V. Parks is heading up the Puerto Penasco excursion scheduled for November 11th. Among others, he needs volunteers to act as car attendents on the train and bus attendents for the trip to Mexicalli from San Diego. Those filling these positions will receive their fare free.

Also, extra help is needed in the mailing of brochures and handling of ticket requests. Not backbreaking work, but a large job that one or two people can't handle alone.

If you can help out on any of these jobs, give B.V. a call at 463-5129. This is our biggest moneymaker of the year and it has to come off smoothly. Any help will be appreciated by B.V.

General Superintendent Dick Pennick is the man in charge of the refrigerator car restoration-repainting job currently underway. The car, stored at MCRD, must be kept in good appearance as part of our lease agreement with the Marines. Dick's handling this project on sort of a crisis basis, so for the latest information on how you can help out, give him a call at 463-2276.

MEMBERSHIP NEWS

Two address changes to report this month: Bob DiGiorgio, 7306 Hyatt St., San Diego, 92111; and, Ron Palhegyi, 10934 Magma Lane, Lakeside, 92040. Both are Regular members.

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