



Railway & Locomotive Historical Society, Inc.

Southeast Chapter

Newsletter No. 95 - June, 2006

Southeast Limited

2006 R&LHS ANNUAL CONVENTION

By Henry Deutch and Bill Howes



Durango & Silverton RR passenger train at Durango on June 9, 2006

Editor's Note: Both SE Chapter members, Henry Deutch and Chairman, Bill Howes, submitted reports on the R&LHS Annual Convention and Board Meeting. With their approval, I've combined them into one article primarily written by Henry Deutch. Photos by Bill Howes.

Our Society held its Annual Meeting from 8 to 11 June in Pagosa Springs, Colorado. The Southeast Chapter was represented by Chairman, Bill Howes, Secretary, Art Towson, and members Paul Barnes and me, Henry Deutch.

R&LHS Treasurer, Mike Walker and his wife, Sigi, did a fantastic job setting up the meeting and keeping everything happening in a professional manner. Lackawanna Chapter Chairman, Ken Miller and his wife, Ann, came out on 4 June to assist them in these endeavors. The action began on Thursday, 8 June when two motor coaches left Albuquerque, NM after picking up attendees at various hotels, and an airport parking lot. My family got on about the middle of this pick-up. Ken Miller acted as the host on this motor coach. The second motor coach was several hours behind us to meet Amtrak and airline passengers arriving later that day. We made two stops in Santa Fe, the first to pick up additional passengers, and the second for fast food lunch. Arrival in Pagosa Springs was in the late afternoon.

Upon check-in at the Pagosa Springs Lodge, we received Durango & Silverton Travel Mugs from Sigi Walker. That evening there was a reception with enough food to avoid the need for dinner followed by a slide presentation by David Pfeiffer of the National Archives in College Park, MD consisting of documents from the ICC's Valuation Survey of the D&RGW's Silverton Branch. The reception continued as the directors met for their meeting. In the past Director's meetings have been a private affair, but here it was open to the membership.

SE Chapter Chairman, Bill Howes, provided the following summary.

“At its meeting on June 8, the Society’s Board of Directors agreed to extend the successful “Friends” program for another two years and to maintain our Railroad History Awards Program ceremony as part of the fall coordinated meeting with the Lexington Group. Railroad History, the national Newsletter and our website continue to initiate enhancements. Newsletter editor David Lester announced the addition of two regular columns and webmaster Adrian Ettlinger noted that the website now has a comprehensive “Index” for the Newsletter that was compiled by Tom Taber.

Arthur Lloyd, executive vice president, announced his decision not to stand for reelection. His many years of service to the Society were recognized with gratitude. The Board elected J. Parker Lamb executive vice president and returned the other elected incumbents to their positions. President Zlatkovich appointed Arthur Lloyd senior vice president.

Two new directors were nominated – Dan Cupper, historian and journalist, and Robert Holzweiss, historian and associate curator of the George Bush Presidential Library – to replace Robert Church and H. Roger Grant who declined to stand for reelection. Messrs. Cupper and Holzweiss, along with the slate of incumbent directors, were elected by the members in attendance at the Annual Meeting on June 11.”

Friday morning bag breakfasts were given out at 6:15 AM, and the motor coaches and a van left for Durango shortly afterward. US 160 follows the abandoned route of the narrow gauge between Pagosa and Durango. In many locations, the former right of way is visible.

In Durango, our group occupied four cars on the first of three trains to Silverton. Though it has been thirty-five years since I last rode the line the scenery is still spectacular. In Silverton, we were on our own for lunch, and were able to observe the arrival and wyeing of the second and third trains. The new “Silver Vista” was the second to last car on the second train. For those of you who may not know about this car, it is a replica of the original car - a glass-topped gondola that operated as part of the Silverton Train until it was destroyed by a fire at Alamosa, CO on 30 September 1953. The new “Silver Vista” went into service in May with several differences from the original. For safety reasons, there are two doors instead of one. To increase passenger comfort there are only 28 seats instead of 36. Due to inflation, the 1953 round trip fare of \$4.03 including the \$0.58 premium charge shall be \$119.00! Returning to Durango, we had an excellent buffet dinner at the Hotel Strater followed by a motor coach tour of the City.



On the return to Pagosa, we stopped at one of Durango’s parks where local citizens are restoring another narrow gauge locomotive that they plan to have operational for the city’s 125th anniversary later this year.

Saturday, again was bag breakfast aboard the motor coach enroute to Antonito, via Chama, to ride the Cumbres and Toltec.

Photo at left, #484 setting up retainers at the summit on the Cumbres & Toltec RR at Cumbres Colorado June 10th 2006.

SOUTHEAST CHAPTER OFFICERS

William F. Howes, Jr.	Chairman
James A. Smith	Vice-Chairman
Arthur L. Towson	Secretary
John Leynes, Jr.	Treasurer

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As we traveled on US 84 between Pagosa Jct. and Chama remnants of the former narrow gauge right of way could be seen. From Chama to Antonito we had several views of the Cumbres and Toltec right of way. In Antonito, we had about a half hour to roam around the yards before boarding our train. The newly formed San Luis & Rio Grande Railroad's Toltec Gorge Limited arrived in Antonito during this time providing connecting service from Alamosa. As with the Silverton Train it had been thirty-five years since we had ridden the Cumbres & Toltec, we were very happy to see many improvements.



D&S #481 disembarks passengers at Silverton Colorado June 9th, 2006

The property looked well maintained with all the buildings painted, the grass trimmed and no trash scattered all over. Previously both Antonito and Chama looked as if they were derelict. The train had coaches built to resemble the 19th Century equipment that had been used on the narrow gauge during its operation by the D&RGW, on our previous visit passengers accommodations were cattle cars with seats, a major improvement. Piles of new ties were neatly stacked awaiting installation.

We departed for the combination lunch stop and train change at Osier on time. The ride was much smoother than on the Durango & Silverton the previous day. The scenery is outstanding but after the previous day, there was something lacking. When going to the narrow gauge railroads in the Rockies it might be advisable to ride the Cumbres and Toltec first. The lunch at Osier is included in the ticket price. The choices were: soup and salad, meatloaf dinner, or turkey dinner. All meals are served cafeteria style, all you can eat, and you can go back as often as you want and taste all three choices. The train from Osier to Chama retained the locomotive that had taken us from Antonito, but three cars were added to the consist that had come from Chama, and would return there with us aboard. At Chama, we had a half hour to photograph a Galloping Goose, and other items on display. Our return to Pagosa was basically the reverse of our morning journey to Antonito.

That evening was the "Annual Banquet". The speaker was Mel McFarland who told about the site wars between the Santa Fe and Rio Grande.

Sunday was the "Annual Meeting Breakfast". President Zlatkovich reported on the state of the Society and strongly suggested that the 2007 Annual Convention take place in the Carolinas with a visit to Spencer Shops.

After the meeting, our motor coach took us to Santa Fe for a ride on the Santa Fe Southern, a spin off railway tourist operation on the former Santa Fe branch line between Lamy and Santa Fe, NM. The passenger cars were former CNJ 1100 series coaches with the interior woodwork wonderfully restored. After the trip, we went to Maria's New Mexican Restaurant for a Mexican lunch.

After lunch, our motor coach took those leaving that evening to the Albuquerque Airport. Those staying in the Albuquerque area were taken to their motels.

Announcements:

July 22nd – Deland, FL Model Train & Railroad Artifact Show & Sale

Railroad History – Publication Schedule: #194 - spring/summer 2006, #195 - fall/winter 2006

Southeast Chapter - Recap of Meeting Minutes:

The **April 13, 2006** meeting was called to order by Chairman Bill Howes at the CSX General Office Building. The Secretary's minutes of the March 9th meeting were approved. Although Treasurer, John Leynes, could not attend, Bill reported that our bank balance as of 3/31/06 was \$6,719.73.

Southeast Limited editor, Jim Smith, presented a sample newsletter with updated graphics prepared by John Leynes. The newsletter would be four pages, published six times a year, at an estimated cost of 50 cents each. Usually a total of 70 copies are printed, for a total cost of \$35 per 4 page issue. Approval was given to reimburse John Leynes \$35.00 for printing our February issue, #93. Mr. Smith also reported on the proposed Atlanta trip to visit the Southern History & Locomotive Museum in Kennesaw, GA and the NMRA Railroad Museum in Duluth, GA. Six local members showed interest.

Old Business included discussion of a possible donation to the Maddox Foundry for the restoration of their locomotive #3.

The program was a video titled "Steam in the Early 50's and 60's".

Respectfully submitted, Arthur L. Towson, Secretary

The **May 11, 2006** meeting was run by Chairman Bill Howes. The minutes of the April 13 meeting were approved and Treasurer, John Leynes, reported a balance of \$6,688.86. John also agreed to investigate a money market fund with our credit union to see if we can secure a better interest rate on money not needed for immediate operating needs.

Discussion included: 1) compliments to John Leynes and Jim Smith regarding the revamped *Southeast Limited* newsletter - they are continuing to work at upgrading our publication, 2) a review of the proposed Atlanta area field trip, 3) a talk on how we can increase our monthly meeting turnout was addressed - one idea was to ask retired CSX employees to talk about their memoirs, and 4) a review of the upcoming Yulee, FL, Railroad Days on June 2-4th.

The program was presented by Bill Howes who brought a large number of railroad employee magazines from the late 1950's through the early 1960's to the meeting. They were looked over with great interest by the members present.

Respectfully submitted, Arthur L. Towson, Secretary .

