

The

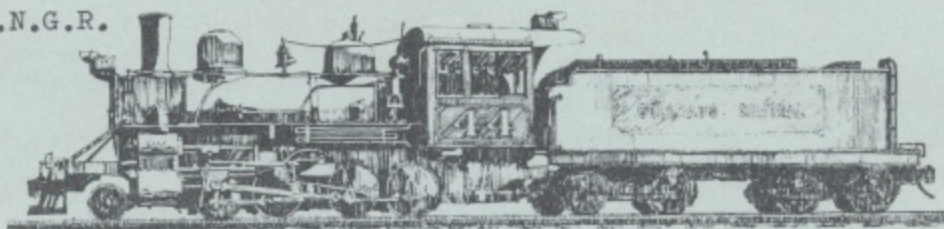


Tel tale

Volume V, Number 1

Albuquerque, New Mexico

January - July, 1976

THE C.C.N.G.R.
Part 2

Colorado Central Narrow Gauge Railway * Central City *

By.....D. A. HANNA, Locomotive Engineer

In the last issue of THE NGRRA TELTale we covered the early history of the Colorado Central Railroad and a listing of our rolling stock. With this issue we will cover current history and motive power.

Consolidation #44 proved to be the faithful locomotive for the Colorado Central Railway--it would have been hard to find a more dependable piece of motive power. In six years of continual operation the outside frame 2-8-0 was only down for one day. But despite the good performance of #44, the CC management decided to get a second locomotive for stand-by power, just in case. Locomotive #40 was found to be still available from Central America and in April 1973 it began its journey northward. The #40 was fired up and headed north with a train of miscellaneous freight cars, a dead diesel and another dead steamer. The #40 performed well until it developed a leak in a superheater unit and then it too had to be towed. When it arrived in Mexico, the locomotive was loaded on a flat bed trailer and trucked to the United States and arrived in Central City that May.

1973 was the turning point in the history of the Colorado Central. The State Historical Society of Colorado had decided to rebuild the 4.5 miles of track between Georgetown and Silver Plume, incorporating the famous "Georgetown Loop". Colorado had the right of way and the Colorado Central had the experience, so the State of Colorado and the Railroad decided to join forces. The summers of 1973 and 1974 witnessed much railroad construction. Battalions of U.S. NAVY Seabees and U.S. Army personnel began track construction under the supervision of CC Chief Engineer, Don Grace (formerly an A.T.&S.F. roadmaster) and other CC employees. Work began at the original C&S depot at Silver Plume and proceeded eastward. A three-track yard at Silver Plume, nearly a mile and a half of track and two small bridges have been completed to date.

With the growing railroad the problem of additional motive power quickly showed up. Locomotive #44 was shipped to Silver Plume in the fall of 1973 and was joined by diesel #15 in the spring of 1974. The diesel was used extensively on work trains and powered a ballast train for three weeks straight while 1100 tons of gravel was spread on the line. A three truck Shay was found for Central City and performed its duties well for the 1974 tourist season.

CC Story (con't)

The Colorado Central Railway has already received quite a bit of fame in its short period of existence. It has appeared in movies, on television specials and even nation-wide TV commercials. All of the Denver area TV stations have featured the railroad at one time or another and the line has appeared in a couple of Colorado documentary movies. In 1972 engine #44 starred in a local TV commercial for a Denver Chrysler dealer. A mixed train was put together in Central City in 1973 to make a commercial for Kellogg's Mini-Wheats--that is still seen on T.V. during the football season. The C.C. even helped with a variety show two summers ago. Dick Clark Productions from Hollywood rented the line to shoot episodes for the hour-long special, "Chicago--Meanwhile back at the Ranch", (aired Aug. 16, 1974 on ABC). The rock group "CHICAGO" and singer Charlie Rich appeared on the show while Canadian singer Anne Murray ran Shay #14 as it pulled C&S combine #20.

What does the future hold for the Colorado Central?? Steam-powered passenger trains will operate daily on BOTH divisions during this summer. Shay #14 will operate east out of Central City, possibly alternating with 2-8-0 #40. Old reliable #44 will power the daily jaunts out of Silver Plume, treating the patrons to a three-mile-long trip over the historic pike. Most work trains on the western division will be handled by diesel #15. Plans are presently being finalized for the high bridge re-building and the completion of the Georgetown Loop Project. The planning process has spanned a number of years,--early plans dictated that Interstate #70 be built with provision for preservation of the original railroad grade in mind. The right-of-way was saved, (see map in this issue by Ernest Robart) and half the railroad has been re-built as of September 1974. Reconstruction of the high bridge will begin soon. If financing can be readily obtained, the trestle could be in next year. If tight economic conditions persist, the project will naturally take longer to reach completion. In any case, the future is going to be exciting.

THE NGRRA TELLTALE is the official publication of The Narrow Gauge Railroad Association Inc. P.O. Box 4566, Albuquerque, New Mexico 87106.

Materials for publication are the property of the individual contributor and any opinions or ideas expressed therein are those of the contributor and not necessarily those of the NGRRA nor its Board of Directors.

THE NGRRA TELLTALE is entered as FIRST CLASS MAIL at the Bernalillo, New Mexico post office 87004. The NGRRA WILL NOT pay for address corrections sent C.O.D. Please pay your own freight.

Address all membership requests, renewals and applications to the NGRRA MEMBERSHIP DIRECTOR, P.O. Box 4566, Albuquerque, NM 87106 (Station A)

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

NGRRA BOARD OF DIRECTORS AND WHERE TO REACH THEM: OFFICERS

PRESIDENT:

Jim Case 1985 40th St., Los Alamos, NM 87544

VICE-PRESIDENT:

Bill Luxford Box 549, Bernalillo, NM 87004

TREASURER:

Paul Chenoweth 1909 Utah NE, Albuquerque, NM 87110

SECRETARY:

Marsha Luxford 1601 Lafayette NE, Albuquerque, NM 87106

MEMBERS: BOD

Ernie Robart-Albuquerque, NM
Bill Severns-Albuquerque, NM
John Newell-Aurora, CO
Marsha Luxford-Albuquerque, NM
John Coker-Chama, NM
Paul Chenoweth-Albuquerque, NM
Dwight Clayton-Los Alamos, NM
Bill Luxford-Bernalillo, NM
Jim Case, Los Alamos, NM
Bill Huntman-Los Alamos, NM

MEETING NOTICE:

July 20th: Los Alamos 7:45pm
at the Lodge (room?)
Aug 9th: Albuquerque 7:45pm
Severns (house)

CC Story (con't)

Members of The Narrow Gauge Railroad Association are urged to visit the narrow gauge Colorado Central Railroad and the Georgetown, Breckenridge & Leadville Railway (as the Western Division Georgetown Loop Project is now called) and get involved with the projects on these two railroads that are available. Visit and work on the Cumbre & Toltec Scenic Railroad, it is a one-of-a-kind that provides new excitement with each visit and then travel North into the heart of Colorful Colorado and visit the Colorado Central and G,B&LRW --they too are unique lines with excitement that can not be found elsewhere.

See Colorado's O N L Y operating S H A Y, and also visit the area that is world famous for being the EIGHTH WONDER OF THE WORLD.

S U M M E R 1976 not only is the 200th birthday of our nation, but is also a time to get out and relive the past and what better way than to ride and work on the railroads in the NARROW GAUGE CAPITOL OF THE WORLD..COLORADO !

D.A. Hanna

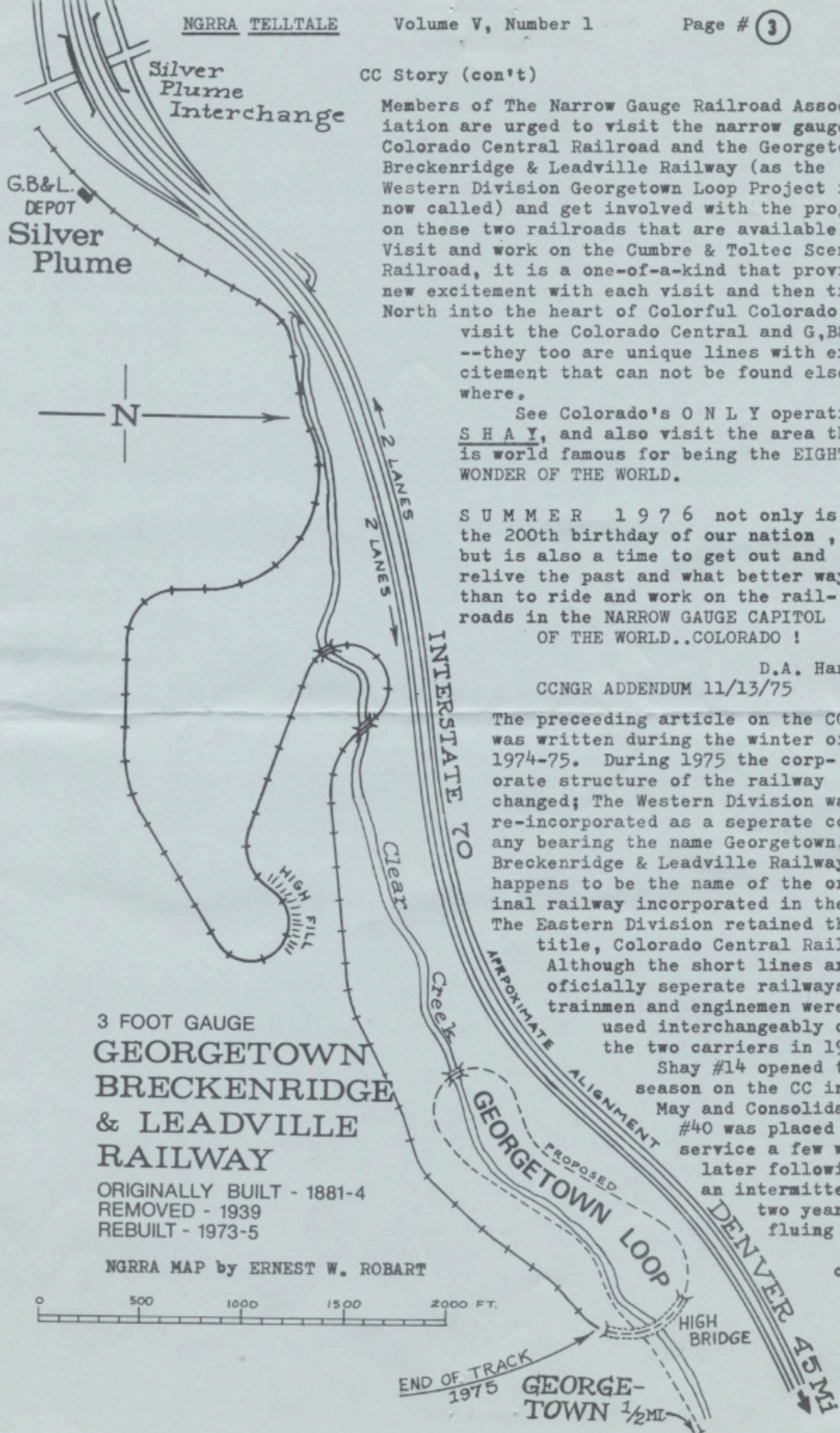
CCNGR ADDENDUM 11/13/75

The preceeding article on the CCR was written during the winter of 1974-75. During 1975 the corporate structure of the railway changed; The Western Division was re-incorporated as a separate company bearing the name Georgetown, Breckenridge & Leadville Railway which happens to be the name of the original railway incorporated in the area. The Eastern Division retained the title, Colorado Central Railway.

Although the short lines are officially separate railways, trainmen and enginemen were used interchangeably on the two carriers in 1975.

Shay #14 opened the season on the CC in May and Consolidation #40 was placed in service a few weeks later following an intermittent two year re-fluing job.

con't



MOTIVE POWER ROSTER

RR Class	Road #	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date Built	Notes
COLORADO CENTRAL NARROW GAUGE RAILWAY									
3T-Shay	14	---	Lima	2835	3-truck Shay	27,200	130,000	1916	1
C-22	40	---	Baldwin		2-8-0	20,600	157,000	1920	2
B-4E	(71)	---	Baldwin		2-8-0	19,600	140,000	1896	3
GEORGETOWN, BRECKENRIDGE AND LEADVILLE RAILWAY									
DE	15	300*	GE	47-ton	B-B	21,100*	94,000	1943	4
C-22	44	---	Baldwin		2-8-0	20,600	157,000	1921	5
(1) 14 was originally Sierra Nevada Wood & Lumber Co. 10 (1915), then Hobart Estate Co. 10 (1917), then Hyman Michaels Co. (D) (1938), then West Side Lumber Co. 14 (1939), then Camino, Cable & Northern 4 (1965), then Colorado Central 14 (1974). Cylinders--11" x 12", Diameter of Drivers--32", Boiler Pressure--200 psi.									
(2) 40 was originally Ferrocarriles Internacionales de Centro América 40, then Colorado Central 40 (1972). Original Number--50, Cylinders--16" x 20", Diameter of Drivers--38", Boiler Pressure--180 psi, Superheated, Weight on Driving Wheels--85,750#.									
(3) 71 is owned by the Colorado & Southern Railway. 71 was originally Union Pacific, Denver & Gulf 9. Cylinders--15½" x 20", Diameter of Drivers--37", Boiler Pressure--180 psi.									
(4) 15 was originally Oahu Railway and Land Co. 15, then Camino, Cable & Northern 15, then Georgetown, Breckenridge and Leadville 15 (1974). At sea level the engine is rated at 400hp, with a tractive effort of 28,200#--the values in the table show a reduction of 25% for an elevation of 9,000 feet (Silver Plume, Colorado).									
(5) 44 was originally Ferrocarriles Internacionales de Centro América 44, then Colorado Central 44 (1968), then Georgetown, Breckenridge and Leadville 44 (1975). Original Number--54. Specifications are identical to Colorado Central 40.									

CCNGR STORY: (con't)

The two steamers were alternated in service during the summer to provide visitors with a variety of motive power, each engine operated daily for three or four weeks and then rested for the same period. On several occasions passengers were treated to seeing both locomotives operating on the same day. Operations were daily through Labor Day and then on weekends during September.

The U.S. NAVY SEABEES had summer work-camps during weekends in 1975 on the Georgetown, Breckenridge & Leadville Railway. Work began in early May and diesel #15 handled all the worktrains. Steam powered passenger operations started the weekend of June 21, operating daily from Mid-July through Labor Day and usually consisted of Locomotive #44 and two coaches
D.A. HANNA

++++++
ATTENTION ALL NGRRA MEMBERS:

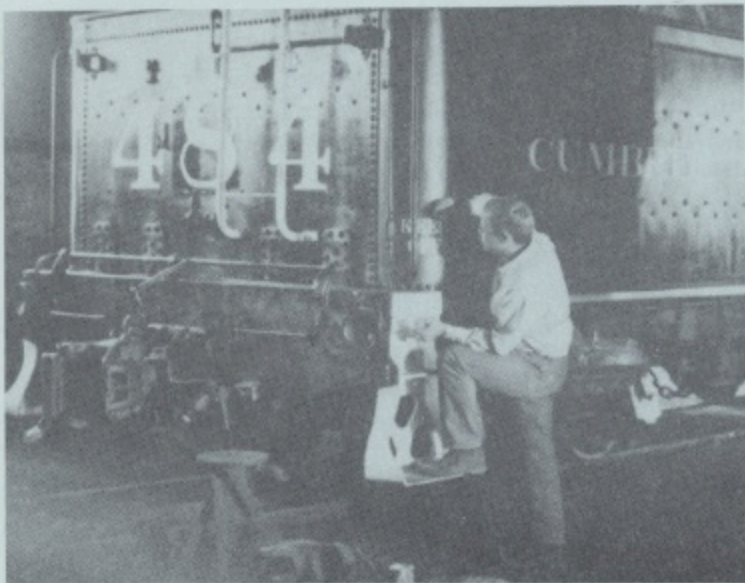
The NGRRA TELLTALe still has a few back issues of THE TELLTALe available. Not all issues are available and supplies in some cases are down to a few copies. We will accept orders for issues listed below on a first come basis. Any issues not available will be refunded or considered a donation to the car restoration fund. Make checks payable to THE NGRRA and send the order to P.O. Box 549, Bernalillo, New Mexico 87004

THE NGRRA NEWSLETTER #1 and #2 July '71 and Sept '71

NGRRA TELLTALe Volume I, Number 1 March 1972
Volume I, Number 3 October 1972
Volume I, Number 4 November 1972
Volume II, Number 6 September 1973
Volume II, Number 8 February 1974
Volume III, Number 1 September 1974
Volume III, Number 2 October 1974
Volume III, Number 3 November 1974
Volume III, Number 4 December 1974 (with Rotory OM plans)
Volume IV, Number 1 April/June 1975
Volume IV, Number 2 July-August 1975
Volume IV, Number 3 September-October 1975
Volume IV, Number 4 November-December 1975

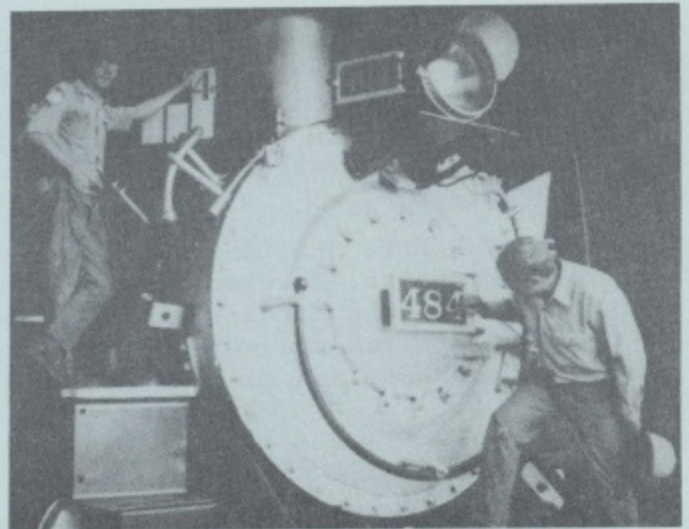
Minimum order is \$1.00. .25¢ each issue plus .25¢ postage on every two issues ordered. Checks or stamps, no cash please.

++++++
The NGRRA is a volunteer organization and as such is not operated as would an organization with one or more paid employees. Thus as a group we are at the mercy of each individual member for what he or she can and will do for the association. Since the first of the year officers of the NGRRA have been caught with more and more responsibility and less and less people available to carry the load. While the problem of car attending has diminished the problems of freight car restoration have multiplied along with the securing of funds, management of them, securing materials, movement to Chama, work crews and planning which cars will be done and in what order etc. This project has been largely the undertaking of the Los Alamos Chapter but since the first of the year, loss of key leaders due to work transfers have left us with gaps we need to fill. Any member(s) able and willing to donate time and effort to the Association are encouraged to contact the President as soon as possible.



TELTALE PHOTO BY BILL SEVERNS

(A) ↗



PHOTOS BY BILL SEVERNS (B) ↗

(A) Ernie Robart touching up lettering on the tender of 484 after complete repaint job by Scenic and NGRRA members. Lettering as per original Baldwin lettering.

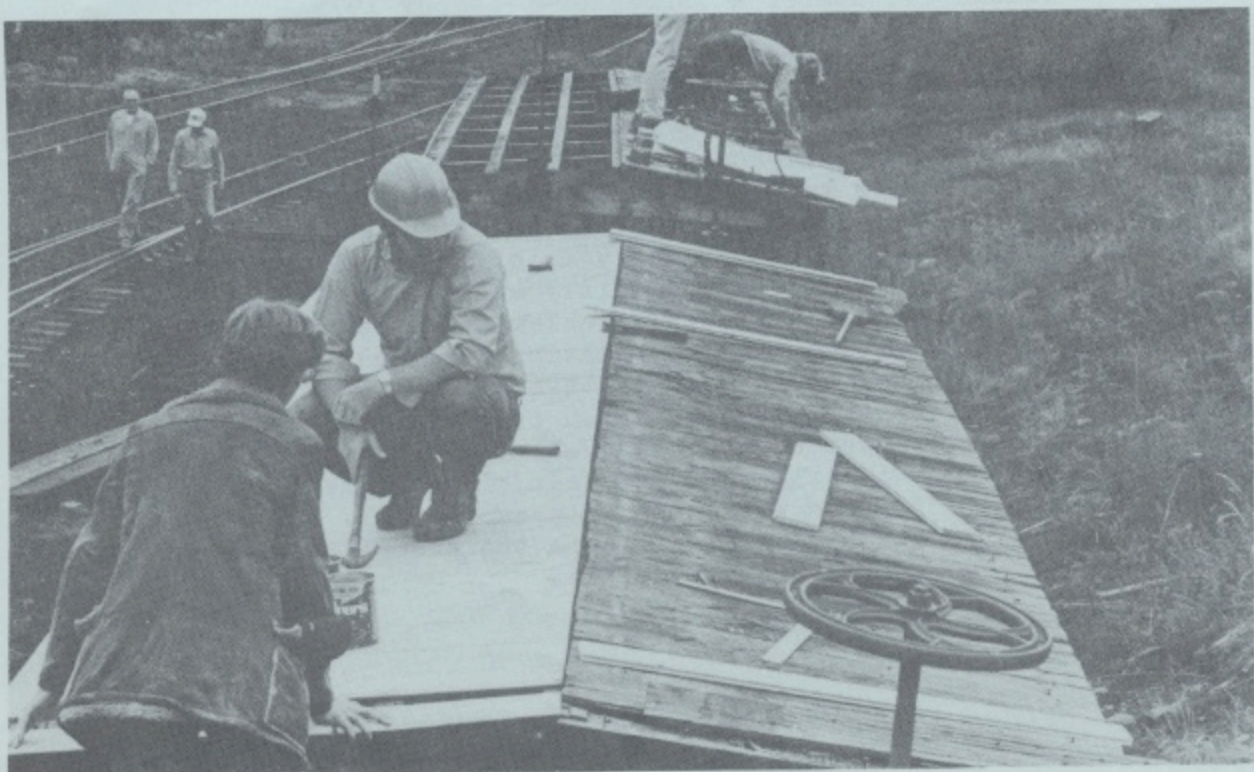
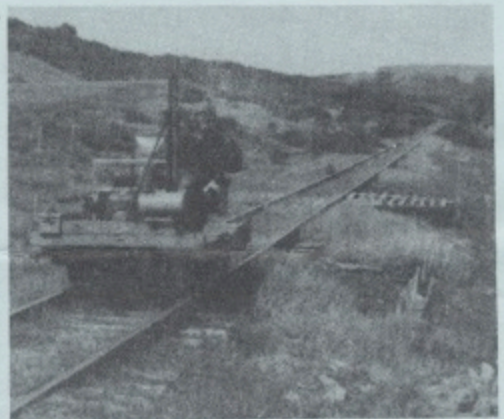
(B) John Coker shows off new number boards as Ernie completes front number plate on repainted and rebuilt 484, -Chama enginehouse, May 1976.

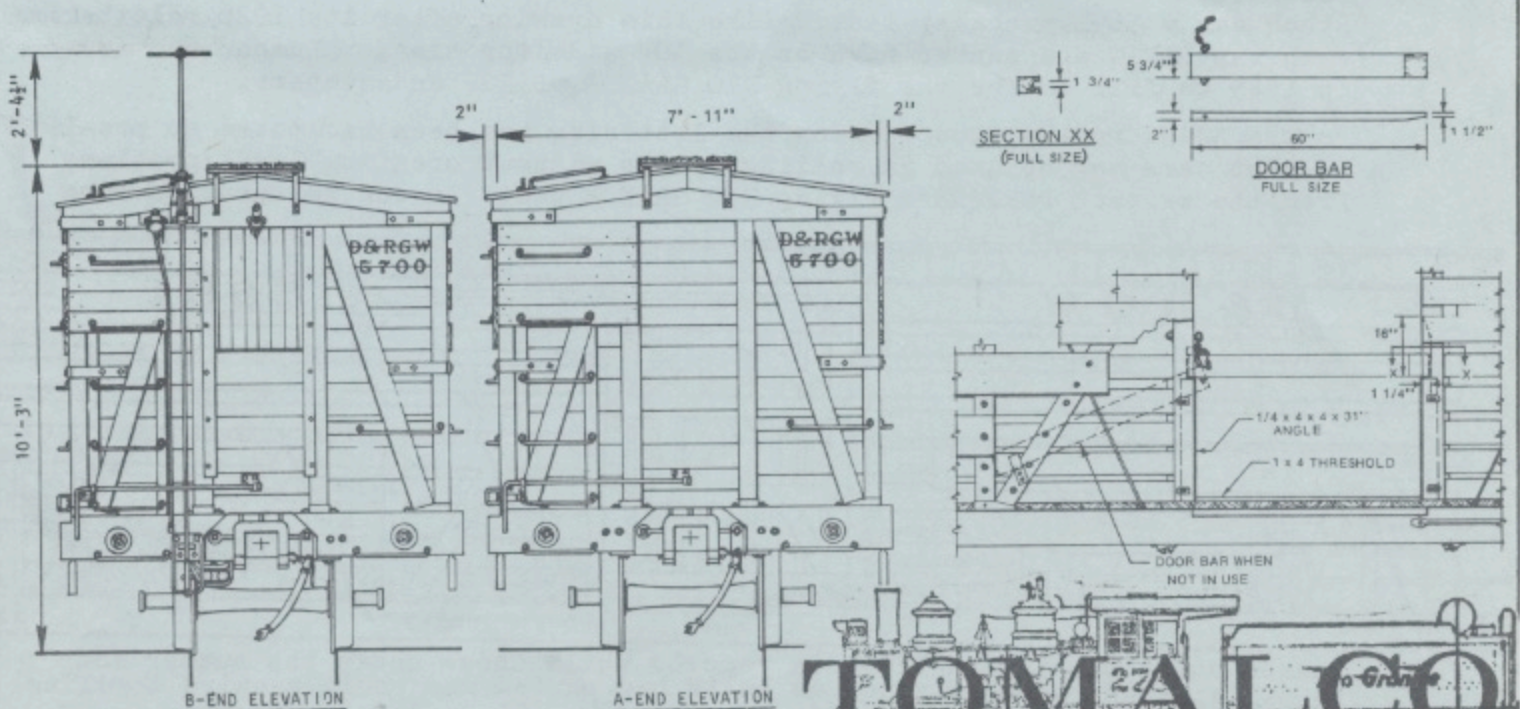
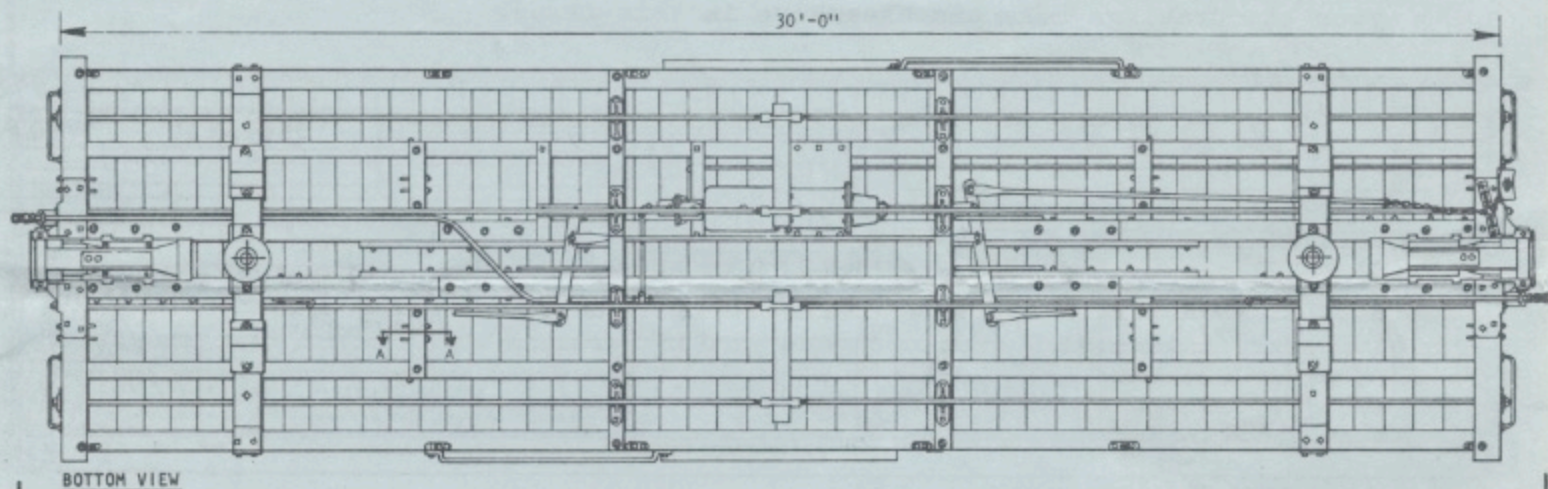
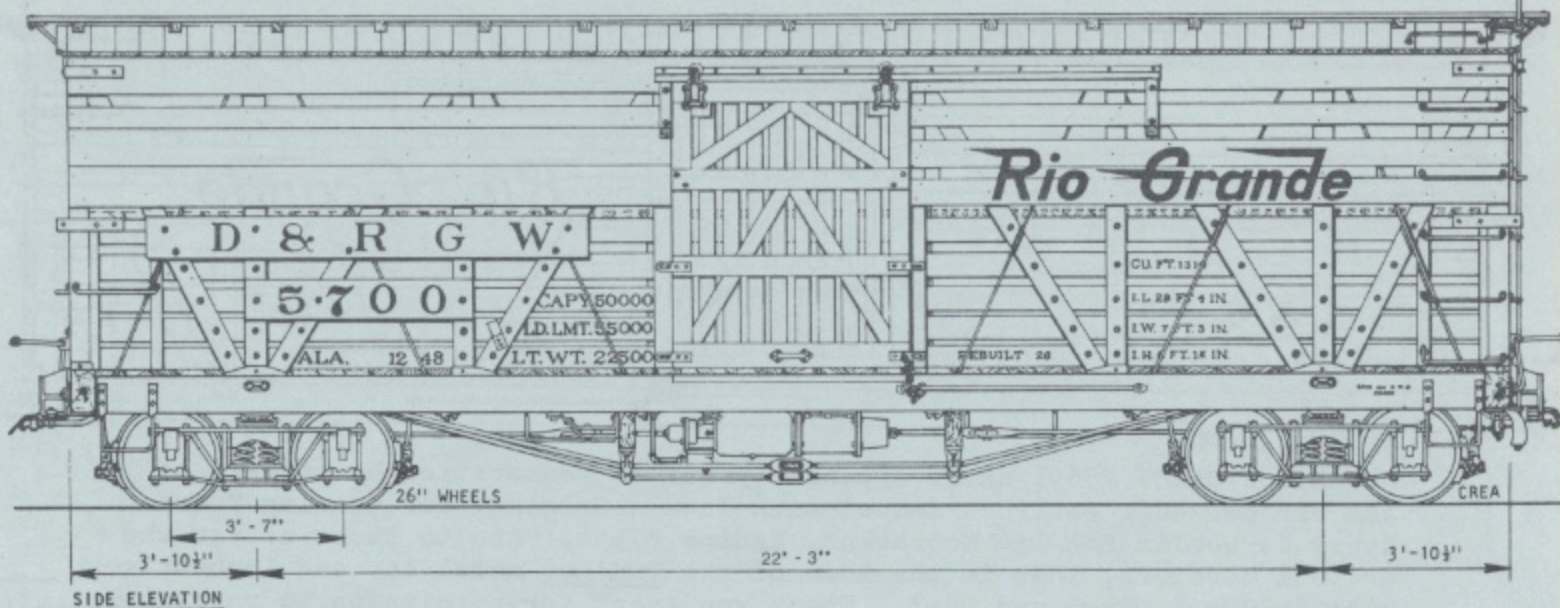
(C) NGRRA member and Scenic employee and super porcupine smasher, Greg Palmer headed toward Cumbres with one of the new, "Scenic designed" motor cars.

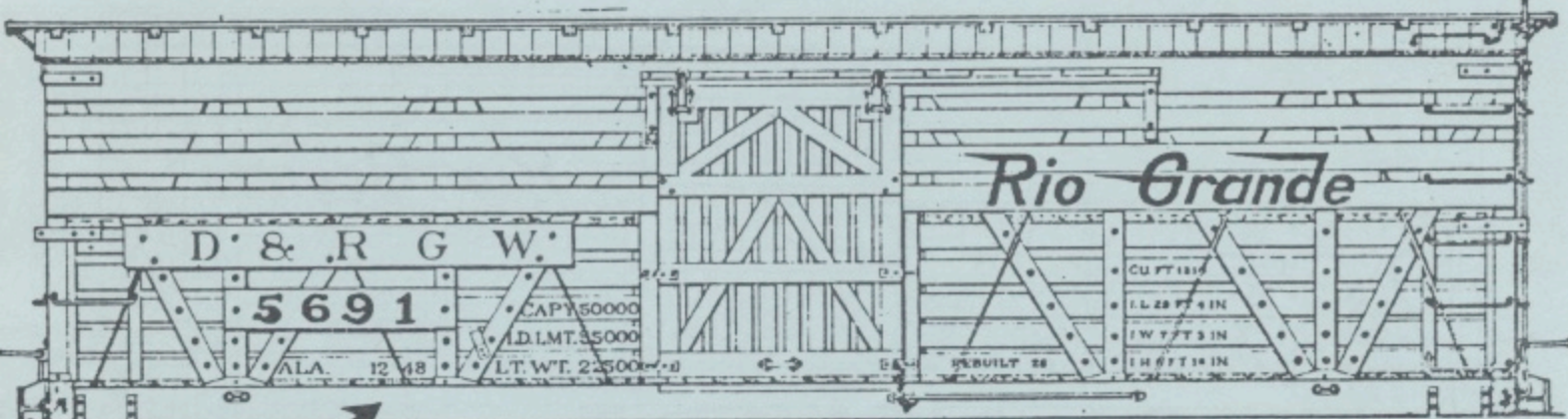
(D) John Coker and Bill Huntman pause during the reroofing of the stock cars during their restoration this past winter. Other NGRRA members work on the other stock car in back.

TELTALE

PHOTO BY C.J. PEASE (D) ↗

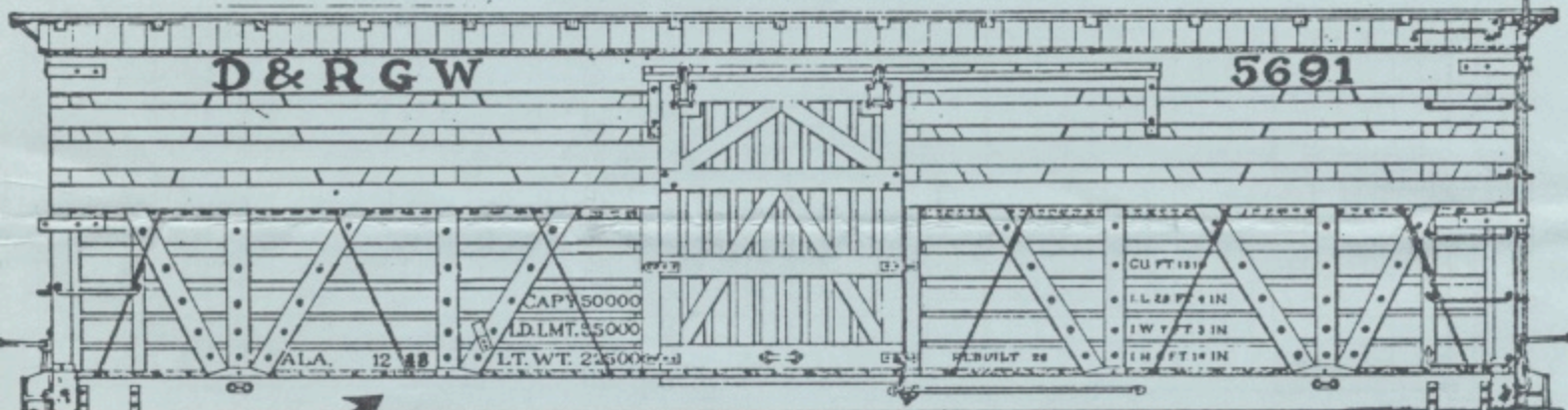






Post 1945

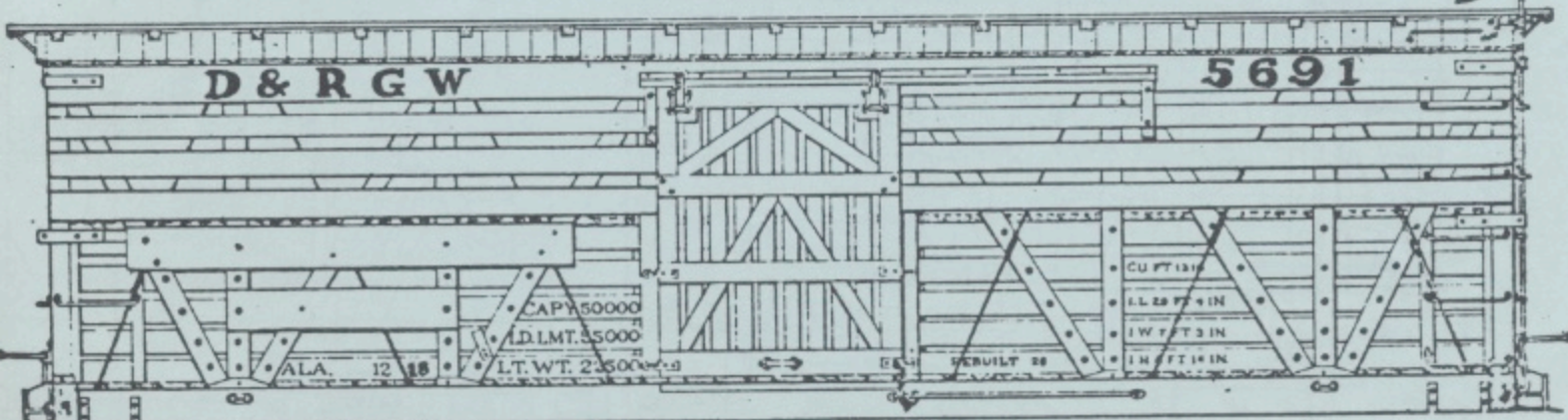
Stock car D&RGW #5691 as it appeared prior to restoration by members of the Narrow Gauge Railroad Association Inc. Original car drawing from Avery A. Norlin Box 158 McCracken, Kansas 67556. And to those of you who are not modelers, that is the home of the TOMALCO model car and locomotive kits in HOn-3, Sn-3 and On-3. Thank you Avery for permission to reprint your kit drawings here and elsewhere in this issue.



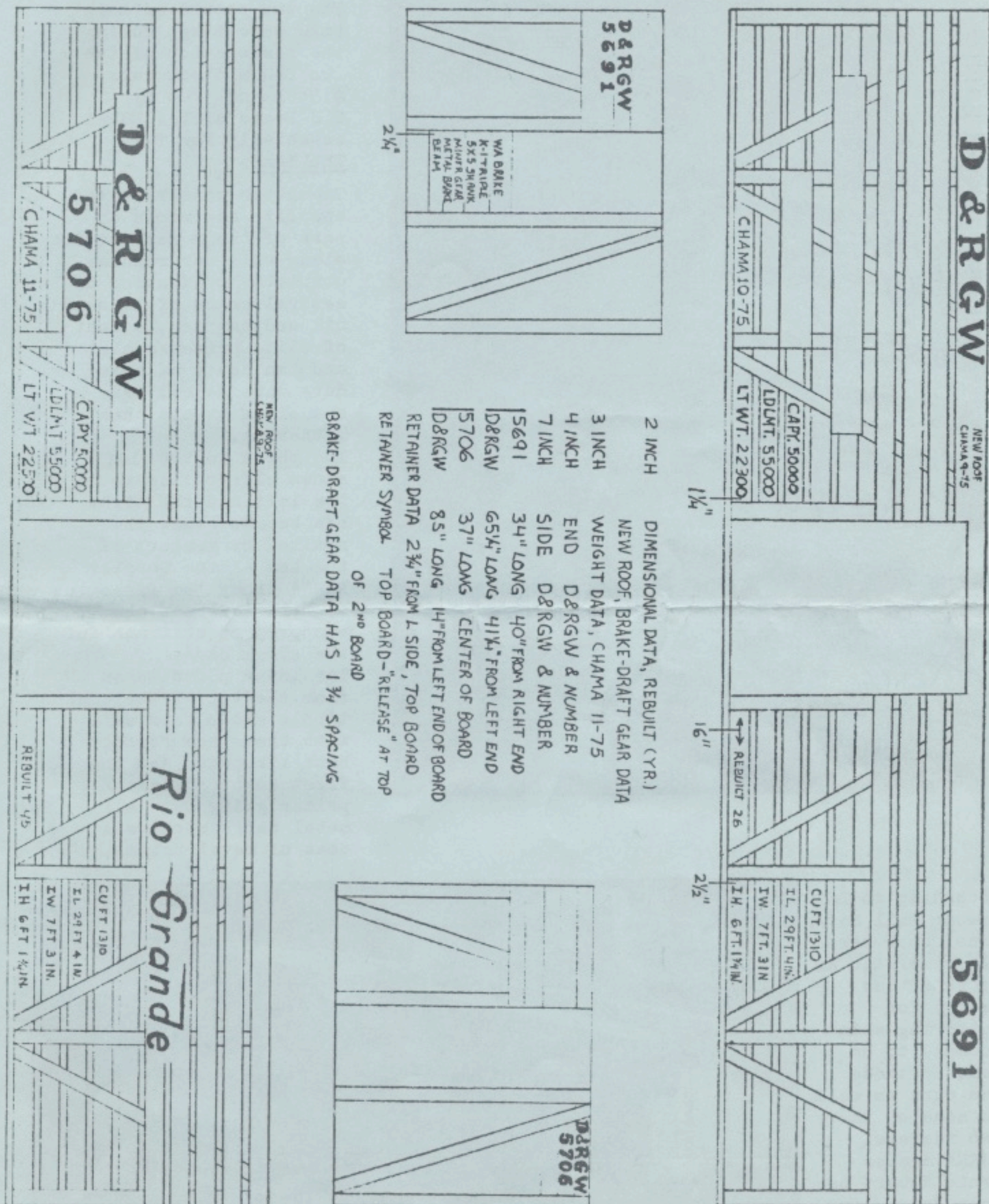
Post 1926

Stock car # 5691 probably looked like this drawing after its 1926 relettering with the D&RGW and number high on the 10" wide top slat. Lumber was added in 1945 to fill in for the flying RIO GRANDE, D&RGW and numbers.

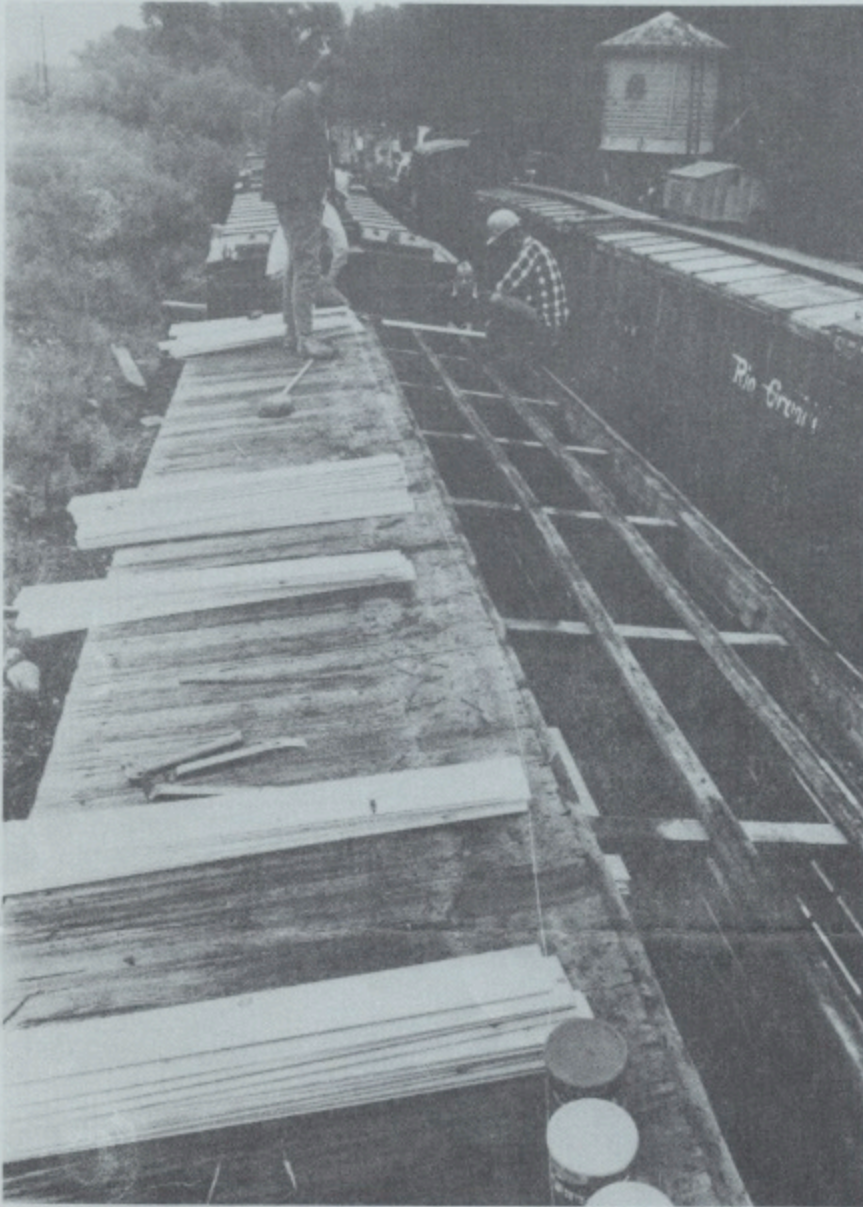
In the NGRRA restoration version the lettering has been backdated to pre-1945 so that cars may be used in rolling trains without creating legal problems from the current D&RGWRR's flying RIO GRANDE use. In our restoration some



boards under the flying RIO were removed while those under the number and D&RGW lettering were retained as bolts had rusted and would require torching off.



* These drawings were made with information taken from stock cars #5691 and 5743 and is specifically for use in locating markings on stocks #5691 and 5706 only.



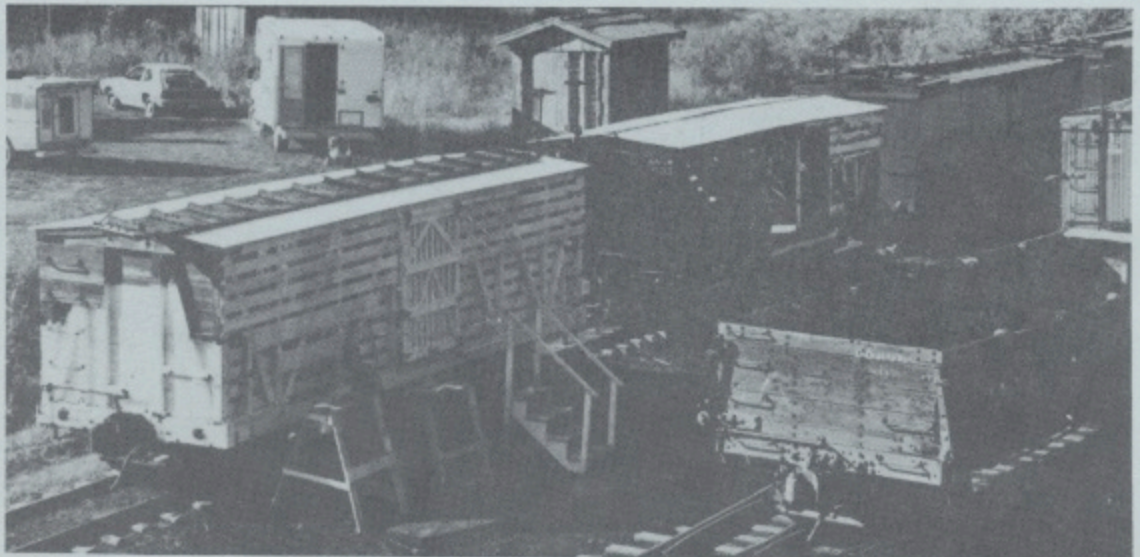
The two photos on this page were taken during the restoration of the two D&RGW stock cars # 5691 and 5706 by C.J Pease of the NGRRA especially for THE TELLTALE.

These two cars received complete new roofs as part of their restoration along with our regular complete application of several coats of linseed oil and carrier, a coat of white primer/sealer and two coats of heavy duty outside oil base enamel paint and then lettering.

The photo to the left shows old roofing to the left and the first new boards being installed by members of the Los Alamos Chapter NGRRA under the direction of Bill Huntman who was project chairman for the stock cars.

The lower photo taken from the top of the coal tipple shows both cars with their new roofs, both linseeded and the first coat of sealer/primer going on. All metal parts receive a coat of metal primer.

According to BOD member Bill Severns, both cars are completed as of this time except for lettering which remains to be done on these two cars as well as some on the two reefers. NGRRA member Ernie Robart has been busy doing lettering on cars restored and on locos and cars for Scenic.

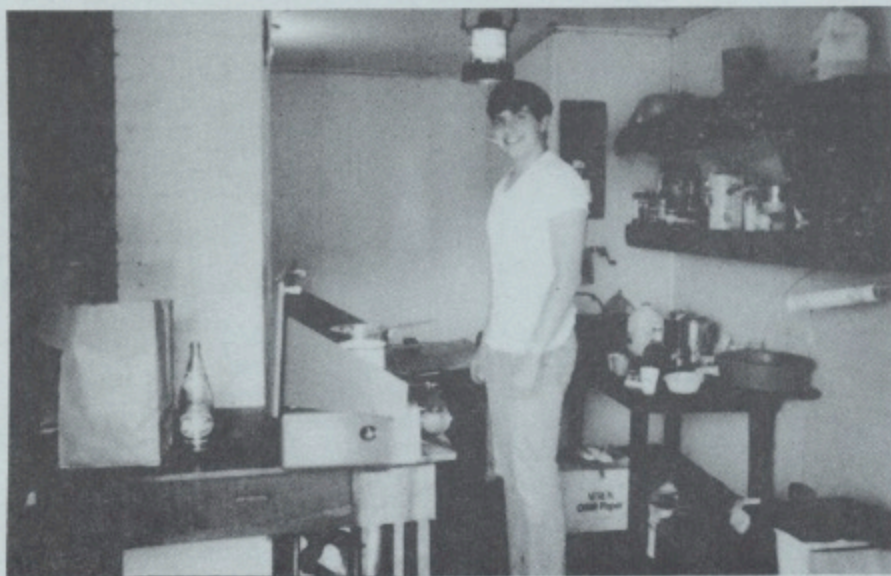


As usual, I've been asking members who have gone and wined, dined and worked in the Chama area to write down what they worked on, projects completed and all the changes made so I could report it the the rest of the membership and here I am several months into the year and not a slip of paper to be seen. I did just get some photos so along with those I will attempt to fill all of you in on what has and will happen on the C&TS in 1976. Since I will be recalling items off the top of my head from overheard conversations, my facts may not be 100% correct so if I wrong "write me" and let me know what did happen so I can print that and may be next time I won't have to ad-lib through the weeds.

Many of you have written the Association or to me direct asking for issues missed since the December 1975 issue came out and as I answered everyone who wrote me, "Their haven't been any issues". Reason? Well your ol' editor, who is also Vice-president of this Association, membership director and sometimes Secretary also bit off more than he could handle in more ways than one. I don't want to air family wash, but, you members do need to know why you haven't gotten three more issues than this. In April 1975, in addition to my regular job as a Jr. High school SS teacher I agreed to take on a part time, Saturday afternoon job as theater projectionist where Bill Severns was employed so that he and his partner could have some time off. By May the owners had taken over a new house and Severns was moved there to operate it and I was left with all his nights. The month of May was rough but the summer break from school was almost there and I thought I'd make it. No relief arrived all summer so we continued on into another school yr. and by January another house was opened and Bill's old partner was moved out and I was left in charge of the booth. Relief in the form of Ernie Robart arrived only to have Bill also moved to the new house leaving me a man short, Ernie working six days a week and me doing two jobs totaling average of 11 hours a day, seven days a week. Not only did extra work suffer like hobbies but a marriage and now I'm here in another summer, alone now with one job for the time being and trying to explain why you didn't get a TELLTALE. It seems no one else in the Association wanted to pick up the job of Editor because it means creating the material, typing it, having it printed, folding assembling it, addressing and placing stamps on it and mailing it all by yourself, and noone is foolish enough to do that all alone it seems, thus no news. SORRY!! THEREFORE, THIS ISSUE, Volume V, Number 1 is the NEXT ISSUE SINCE THE DEC.'75 ONE.

In the way of projects, the NGRRA has completed, almost, the restoration of the two reefers featured on the December issue with the exception of some lettering. These two cars have been placed on display in front of the Chama depot for the time being. Eventually one will go to Antonito for a freight train display there behind one of the dead K-37's. The two stock cars featured in this issue are also done except for lettering and are on display with the two reefers.

Work has begun on two boxcars, one was used for sand loading only by the Rio Grande and will be lettered as such, the other was in regular boxcar use and will not receive any special lettering. Work on these two cars did not require new roofs as did the stocks so linseed oil, primer, paint and lettering is all they will receive from our members. These two cars were under the "bottles" ?? Bill Severns, John Coker, Paul Chenoweth and John Chenoweth with able help and direction from other members. (See photo section for progress photo) Coker, Severns, Robart, Chenoweth and others were instrumental in removal of all the paint from 484 at which time they found the original tender lettering from Baldwin of the tender which read 481 of all things. Ernie traced the lettering style and made a set of stencils to be applied to all motive power that now reads CUMBRES & TOLTEC SCENIC RR in the original style Baldwin 6" silver letters. To date this has been applied to 483 and 484 only. 484 this winter received all new bearings and bushings and runs like a top without a clank, thud etc. to be heard. We understand that 487 will have the firemans side redone soon as that is the only side that needs it on that locomotive. 483 sometime this season will be placed in storage and called out only for work trains or emergency power as



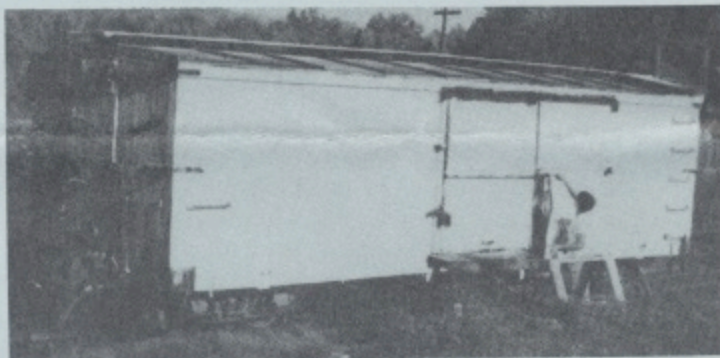
(A)
(B)

PHOTOS A,C,D & E BY BILL SEVERNS

PHOTO BY M. LUXFORD

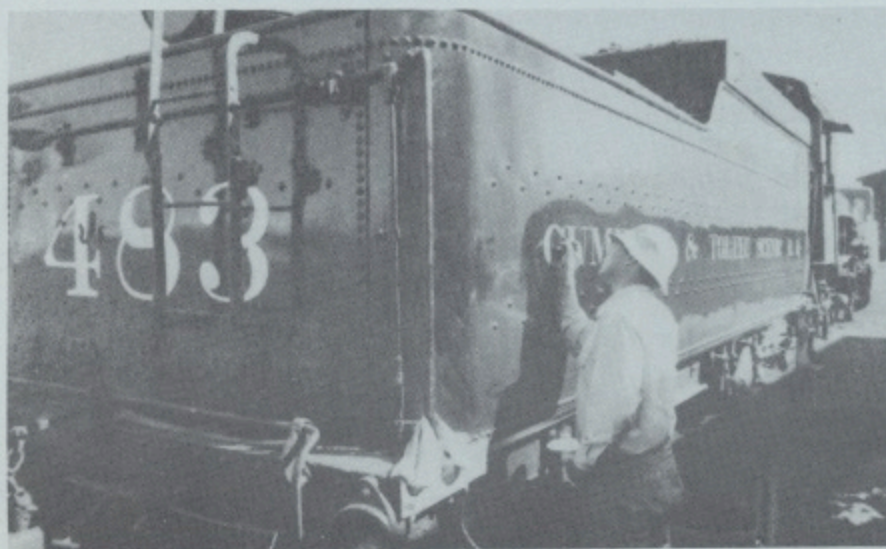


(A) John Chenoweth models in the interior of the bunk house-so called meeting/cooking area. To the right is the ladies dorm, mens to left.



(C)

- ↑ (B) Bill Luxford repainting tank gauge at Sublette a couple summers ago.
 (C) Two box cars now under restoration in front of bunk house during June '76. Left hand car has received first coat of sealer while right one linseed. Photo was taken from the top of the coaling tower in Chama. The car to the left of the bunkhouse is a old 30' reefer body used for supply storage of restoration materials by the NGRRA. It and the bunkhouse roof need restoring too.



(D) John Chenoweth applies the second sealer coat to the sand loading only car under restoration by the NGRRA.

- ← (E) NGRRA member, Ernie Robart completes the relettering of 483 in Chama after it was used in a movie lettered UNION PACIFIC. Lettering now is in silver in the size and style used by Baldwin Loco. Works when they first sent the 80's series to the Rio Grande.

her flu time is up and she is not scheduled to receive new ones at this time. This winter will see 488 and maybe Mr. Keller's little "Columbia" in the shops for overhaul and preparations for operations next summer.

Currently with three locomotives in service, fans have been treated to a few days when all three were out and operating the same day. Currently the helper engine out of Chama is cut off at Cumbres and if traffic warrants, it is used to pull a Cumbres to Big Horn and return train, then down the hill light. John Coker is also responsible for remounting the train number boards to 484 and 487 will receive a set when it enters the shop.

Matching funds for the first \$1,000. have been received and placed in the special account and restoration materials for the stock, box and other cars are being pulled from that. The BOD would like to thank all the members who contributed to the restoration fund. With out your help, restoration work would have been at a stand still until matching funds were released as we had to keep that special account at \$1,000 in order to receive an additional \$1,000. We still have a lot of restoration work to do and there is still more matching funds so any of you who care to help us continue with restoration work and contribute time or money will be welcomed with open arms. Manpower is always in great demand in Chama.

Tom Butterworth and Bill Huntman, both from Los Alamos, both very active in the car restoration project and both on the BOD were transferred to Calif. this year leaving the NGRRA with some tough boots to fill. We will surely miss the great amount of effort put forth by these two members. (Selfish thought, they can spend each and every vacation they get in Chama.) Our President, Jim Case suffered a mild stroke a short time ago and hasn't been able to get out to conduct BOD meetings or work in Chama as he had planned earlier. We wish Jim a speedy recovery and hope to see his ever present smile at BOD meetings soon and in Chama.

We understand that the Chama depot has been repainted by Scenic in Rio Grande style cream and brown and that the station name signs on the ends have been repainted and lowered to a position that appeared in early photos. Scenic has spent a lot of time this year on upgrading the trackage and bridges with ballast being applied to the line from Chama to Coxo crossing along with raising the track a foot or more in places and leveling the track too. New ties, spikes, bolts and joiners have been added throughout the line with the line in its best shape since the two states took over. The "Pineapple" was used almost daily before the season opened according to John Coker, to power work trains. (Just like her sister up at Silver Plume ??) Scenic has not sent us any news reports this year as they have in the past so we are unable to fill you in on number of people carried to date but we hope Scenic will give us some information for publication in the August issue.

Past history is the Rotory run which was delayed due to "Mother Nature" and the lack of her cooperation thereof by not providing snow the first time around for the plow to plow. A rescheduled time did provide snow. A fine photo of the first snow to be thrown appears in the May issue of Narrow Gauge and Short Line Gazette.


Work on the restoration of the K-27 in Antonito and planned first trip over the line scheduled has been delayed due to the lack of funds we were told. Currently the engine sits in the Antonito engine house minus drivers. It has received almost a 100% repair or replacement of everything right down to the boiler jacket as our photo shows. No completion date has been set now pending securing additional funds.

K-36 #483 was used in a movie early this year for which she was lettered UNION PACIFIC complete with a-la-Silverton fake diamond stack. Chama was the receiver of hundreds of tons of cattle bones prior to the movie and fans were wondering if the world money problems were going to be filmed with a new movie called "Bit the Bone" instead it was for the movie "Buffalo Hunter" and the bones all went to a Denver dog food plant after.

John Coker and Ernie Robart have designed a new emblem for Scenic which has been applied to all pass. cars now in operation. Scenic even converted a stock car to haul human cattle in and understand it uses bails of hay for seats, or that was a suggestion anyway. A few boards were removed from eye level we heard and otherwise no other changes were made.

The NGRRA received an award from the New Mexico State Cultural Properties Commission for having contributed most to the preservation of New Mexico's historical restoration during last year. Jim Case and Bill Huntman represented the NGRRA at the awards presentation.

An item of interest caught my eye while reading through the December 1947 issue of TRAINS. "When the Devil's Gate Viaduct was built on the famous Georgetown Loop, the Chief engineer of the G.B. & L.R. would not accept it. The contractors had built it backwards. The bridge was completed 11/25/1883 and rebuilding was completed 3/25/1884. The railroad later became part of the C&S and the Georgetown line was abandoned in 1939 and the bridge has been torn down". Looking at some of the modern day bridges we travel in our cars I wonder if that same contractor isn't still in business designing and building Interstate highways. (especially in New Mexico)



To ease the rush of renewals all at one time during the year and to eliminate the "free loaders" who waited until the mailing list cut their name from the list before renewing and then asking for free back issues to cover the issue they missed the NGRRA has gone to a system of twelve months membership from the time your dues check is received. The date of which is shown in the number code to the right of your name on the address label. If your check is received before your membership expired your membership will be extended 1- year from the code date without loss of TELLTALE's that might come out during that time, however, if you wait until months after your code date is past, your membership will run for 12 months from when the Treasurer receives your check. Any TELLTALE's missed will not be sent free as in the past and with the code on the labels, no issues will be sent after expiration date. Renewal forms have been added to this issue for everyone even if your date has not arrived yet. This will save us a little effort until we can get the newsletter back on schedule. If the code shows your membership expired, send your check now! We will hold your name on the list for the August issue only, unless you renew. If your time "ain't up yet you may renew now or wait, but don't forget as renewal blanks will not be sent later. . Please correct any addresses etc. that appear on the renewal blanks so that we can update our computer files. New membership cards will be sent as checks are received. If you desire additional applications, drop a card to the TELLTALE address with the number desired and they will be sent.