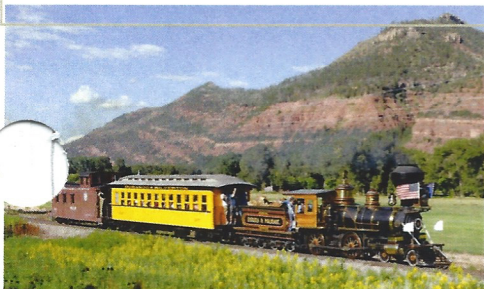


NGPF PUBLISHES THIRD NARROW GAUGE BOOK

Photos by Sam Furukawa

In April, The NGPF published the third book of remarkable present-day photos of Colorado narrow gauge from the lens of Sam Furukawa. As with his previous books, *Cumbres & Toltec* (2007) and *Durango & Silverton* (2009), *Narrow Gauge to the San Juans* contains magnificent color photographs of narrow gauge in the Rockies, as it has existed for over one hundred years. Sam is a member of the NGPF board of directors as well as an internationally renowned railroad photographer. Winner of numerous photographic contests for his ongoing work, Sam's mastery of the lens is amply demonstrated in this volume covering both the Cumbres & Toltec as well as the Durango & Silverton Railroads.

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NARROW GAUGE TO THE SAN JUANS



Completing the book are informational pages on the Friends of the Cumbres & Toltec and the Durango Railroad Historical Society as well as information on the NGPF. What sets this volume apart from other books on the narrow gauge is the lavish use of aerial shots of the narrow gauge lines. Taken by Sam while literally hanging from a helicopter, these dramatic pictures give a perspective rarely seen. One photo of the Antonito yard and reverse loop appear as if they were on a model railroad.

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Narrow Gauge to the San Juans has been well received with reviews in *Railfan & Railroad Magazine*

and the *Narrow Gauge and Shortline Gazette (Gazette)*. If not in your library, you have the opportunity to acquire one at a substantial discount as a membership benefit. See the notice on page 3 in this newsletter. Thanks to Sam's generosity, all income derived from the sale of these books is donated to the NGPF. This book, as well as previous ones, fulfills our purpose in educating the public on the importance of narrow gauge in American history.



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Mission

The Narrow Gauge Preservation Foundation will preserve, exhibit and interpret significant prototype and model Narrow Gauge artifacts, as well as educate the public on the importance of Narrow Gauge railroading

THE BOARD OF DIRECTORS

BOB BROWN

is editor and publisher of the Narrow Gauge and Shortline Gazette, the premier magazine devoted to Narrow Gauge. Since 1975, the Gazette has documented the history of narrow gauge in articles, plans, photos and has acted as a focus for the Narrow Gauge community. Bob Brown, a Master Model Railroader as recognized by the National Model Railroad Association (NMRA), has been building narrow gauge models for over sixty five years and has amassed a collection of pioneer narrow gauge models reflecting his own interest in the history of Narrow Gauge. Bob also serves on the Museum Committee of the NMRA. Bob is the chairman of the Board.

SAM FURUKAWA

is a recognized photographer of Narrow Gauge, author and modeler. Retired from a long career at Microsoft Corporation, Sam is now a professor at Keio University in Tokyo, Japan. He is an author of three books on Colorado's preserved narrow gauge railroads. He has extensively photographed the operations of the surviving narrow gauge lines of Colorado and New Mexico and some of his videos have recently been released to the public by the NGPF.

FRED HAMILTON

was a long time employee for Kalmbach Publishing serving on the sales staff of both Trains and Model Railroader Magazines. Fred is also an avid On3 modeler and remains close to the model railroad industry. In the past, he has served as President and Executive Director of the industry's trade association and currently serves as the Treasurer of the NGPF.

BOB HAYDEN

is the author of numerous articles and books on narrow gauge topics and also was a long time employee at Kalmbach Publishing working on Model Railroader, Trains, Classic Toy Trains, Garden Railways and Fine Scale Modeler Magazines. Bob has also built narrow gauge models for over fifty years and currently works in the publication field. Bob serves as Secretary of the NGPF.

FRED HILL

is the owner of two hobby shops in Southern California, the original Whistle Stop in Pasadena and Allied Hobbies in West Los Angeles. He has long been active in railroad preservasions for both narrow and standard gauges and is involved with two model companies, The Coach Yard and Thin Film Decals. He has served with distinction for many years as an officer and board member on several hobby trade associations.

JIMMY BOOTH

comes from a distinguished career as a principal at P-B-L or Peter Built Locomotives, a major supplier and importer of Sn3 locomotives and equipment. Jimmy also created Hi-Tech models, creating exquisite parts and details for model railroaders.

CHARLES GETZ

serves as Executive Director for the NGPF. Since 1975, he has written a column for the Narrow Gauge and Shortline Gazette and has been active in the NMRA, currently serving as its President.

CHAMA: A DIVISION POINT



As promised in the first issue of the newsletter, this article discusses the prototype for the Chama display, conveniently located across the street, which was the subject of an article in that first newsletter. Whether you have never visited or visited often, hopefully you will learn something new.

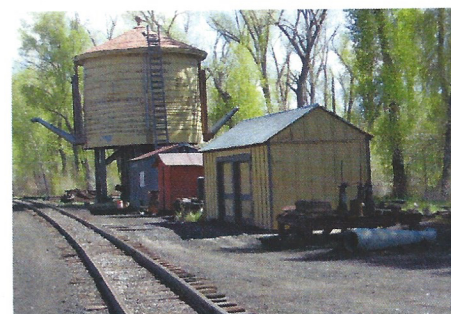
Chama was a division point on the narrow gauge lines of the Denver and Rio Grande Western Railroad (D&RGW), and the most important point between Alamosa and Durango Colorado. Located near the New Mexico-Colorado border, Chama as a town predates the arrival of the D&RG, as it was known then. In 1881 when the expanding D&RG reached Chama on the Rio (river in Spanish) Chama, the town purportedly had 1000 residents and was an important ranching and lumber center. It remains a center of activity for Archuleta County and a ranching center as well as a mecca for hunters and fishers. But its intact steam-era engine facility is what Chama has become synonymous with over the years. Here improbably, is an intact facility illustrative of the railroad technology of the late 19th and early 20th centuries. It is the Southern terminus for the Cumbres and Toltec Scenic Railroad, owned by the States of Colorado and New Mexico.

Given these factors, it should be no surprise that Chama remains a mecca for any railroad buff and a repository of artifacts illustrating the challenges of running a steam railroad in the Rocky Mountain West. Chama was selected as a division point on the railroad due to its generally flat terrain next to the Rio Chama, after the line traversed the Toltec Gorge and Cumbres Pass from Antonito. It also served as a helper station for eastbound trains tackling the 4% grade up Cumbres. Here engines and cars were serviced and repaired as needed. Heavier repairs were performed in Alamosa or even Denver but the Chama facilities could handle minor repairs to keep the trains rolling. And roll they did for 80 years under Rio Grande management and since 1970, the C&TS. Today, visitors can experience travel, as it existed in 1880 and 1940.

The facilities at Chama have also remained remarkably stable over the years. When first developed, Chama featured a nine-stall roundhouse and 65' turntable as well as a coaling tipple and ramp similar to those in use in other parts of the Rio Grande system. In 1926, the ramp and coaling tipple were replaced by the present elevated coal tower, similar in design and appearance to those in use at Gunnison and Durango. Although not presently in use, Chama's coal tower is the lone survivor. Interestingly, Alamosa retained its ramp and coal tipple until the end of narrow gauge operations. The roundhouse was reduced to two stalls sometime in the 1940's when the turntable was also removed. Some 30 or so years ago, the States added a newer engine house adjacent to the two remaining stalls.

The Chama station replaced an earlier one that burned and was not a typical D&RGW design. The sand house, ash pit, double-spouted water tank and oil house remain in their historic locations as do a section house, corrugated warehouse, track scales and some converted boxcar sheds. Stock pens at the western edge of the yards and an oil loading facility near the water tower complete the major yard structures. The yard contains a plentiful supply of maintenance and freight cars, some from the earliest days of the D&RG.

Industry was not forgotten in the yards. Near the wye for turning engines, on the south end of the yards was a stock pen where sheep and cattle could be unloaded and rested during transit or stock from surrounding ranches could be loaded. A large sheep pen and sheep dipping facility was once located just east of the roundhouse. Pictured in the Dorman book (see Bibliography), this facility was an important part of the sheep industry and the sheep took a "dip" to remove any parasites prior to loading and shipment to market. One can only imagine the fragrant impact on the roundhouse on a hot summer's day! On the north end of the yard was an oil loading facility made of pipes and lumber. Here narrow gauge oil tank cars were loaded with oil piped in from the Blanco Basin near Chromo Colorado. This oil



Double-spouted water tank and tool shed

Continued on Page 3

From The Executive Director

Welcome to the second newsletter. Our charter membership is slowly but steadily growing and we received a number of nice comments about our inaugural edition. One member said "...about time – great idea" and we have also been nicely reviewed in the Gazette. Another member suggested we highlight what the NGPF has accomplished which is an excellent idea and indeed will be a feature in each newsletter. In our first issue, we covered the Chama exhibit operated by the NGPF and this time, the NGPF publications. Future issues will address other NGPF projects past and present. Since 2000, we have done a lot and with your support we hope to do more. We'd love to hear from you with any ideas for the NGPF. See you next time -- Charlie Getz

DISCOUNT OFFER

Special -- only for charter members of the NGPF. *Narrow Gauge in the San Juans*, which is listed at \$53.95, is available to charter members for \$43.95, a savings of \$10.00. Either or both of our earlier publications, *Cumbres & Toltec* or *Durango & Silverton*, normally offered at \$49.95 are available for only \$41.95 each. Postage and handling is \$7.00 per book ordered in the US. Send check or money order payable to Hayden Consulting and mail to:

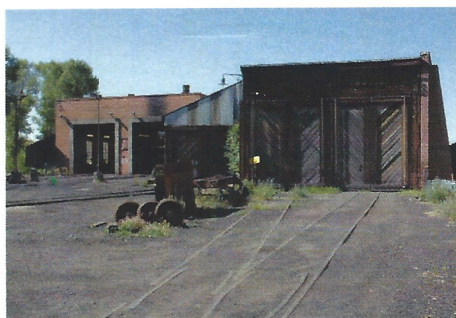
NGPF
c/o Hayden consulting
7 South Hijo de Dios
Santa Fe, NM 87508.

Please include your membership number with your order

Continued from Page 2

was then moved by rail to Alamosa for initial processing at the Oriental Refinery owned by Frank "Gramps" Hughes. Some of the cars used in this service were prominently lettered "Gramps" on their side so Hughes' grandchildren could identify which were "his" cars.

With all of this going for it, it should be no surprise that Chama attracts a fair number of visitors each year. Due to the severe weather of the high country, the C&TS operates from late May to early October and this is a wonderful time to visit and ride the railroad as well as explore the yard. Unlike Durango and many other locations, visitors are welcome at Chama and may wander and photograph to their heart's content. Of course, safety is always a consideration and entry into service buildings is not allowed. Do not forget the NGPF's exhibit/welcome center at the Chama Mall on nearby Terrace Ave facing the yard. Here you can see videos taken on the railroad, study the Chama display layout depicting Chama in the 1950's and learn more about the NGPF.



Chama Engine house with original two stalls on the right and newer addition on the left



Cooling tower, Sand house and Warehouse

Docents from Friends are generally available to answer questions and provide information. Should you wish more information on Chama, we've included a list of books, articles, and plans published in the past.

Besides the exhibit/welcome center, the NGPF has assisted the Friends and the C&TS in a number of preservation projects. You will be reading about those in future issues of Preservation News. Chama remains an unspoiled John Steinbeck novel kind of town well worth a visit and one in which the NGPF continues to play an important role.

COME SEE US

The 34th National Narrow Gauge Convention will be in Kansas City, September 3-6, 2014.

www.34thnngc.com

Sheraton Overland Park
6100 College Blvd.
Overland Park, KS 66211

The NGPF will be at the "Gazette" booth. Stop by for a visit and bring a friend. Maybe they too would like to help us keep Narrow Gauge alive.

A Chama Bibliography:

Books and Articles

- Chama, Cumbres with a little Chili*
by Richard L. Dorman,
1988, RD Pub. Co., Santa Fe, NM
- Midpoint on The Narrow Gauge*
Feb. 1960
Model Railroader
- Chama engine facilities and yard*
by Charlie Getz
Jan/Feb 1997, Gazette
- Chama track plan by Eric Bracher
June 1972 NMRA Bulletin.

UPCOMING ISSUES

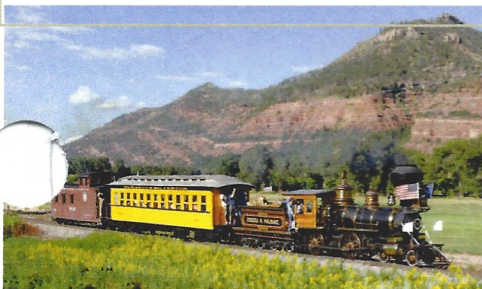
- Rebuilding #463 on the C&TS
- The K-27 Class Locomotives on the Rio Grande
- Turntables On The Narrow Gauge
- EBT Hoppers – A Long Way From Home
- Preserving Early California Narrow Gauge

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