

NGPF STARTS RESTORATION EFFORTS FOR D&RGW T-12 #168

The NGPF paid \$10,000.00 for the move of D&RGW narrow gauge engine; T-12 #168, from its decades-long display site at a park across from the train station in Colorado Springs to insure restoration efforts could begin this winter. Raising money to restore an engine is far easier than raising money to move it from one place to another. Hence the NGPF felt it could make a difference by underwriting the move and helping the restoration project to start. The intent is to operate this T-12 on the C&TS. The history of this class of engine is explored in a related article on page 2, but it represents late 19th century technology for passenger power and remains an elegant example of the Golden Age of railroading. #168 was shopped at D&RGW's shops at Burnham in Denver in 1938 and donated to the City of Colorado Springs where it has remained on display, cosmetically restored until it's move this September for restoration. Indeed, it is possible that if the #168 is in as good shape as is hoped given its overhaul prior to being placed on display, a T class engine could be steaming in Colorado in 2016. The NGPF is helping to make this possible and the effort is off to a good start. And the engines Mal Ferrell called "these beautiful Rio Grande ten-wheelers" may be around for many years to come.



Antonito Station

by John Coker

Following the completion of restoration of RGS #20, also a T class ten-wheeler, 2016 might be a phenomenal year for narrow gauge steam in Colorado. A sister to #168, T-12 #169, on display in Alamosa, has long been the subject of restoration efforts, in which the NGPF has also played a small role. Truly, a great time for Narrow Gauge in Colorado, thanks to your support.

NGPF REPORT FROM HOUSTON

The 35th National Narrow Gauge Convention (NNGC) held in Houston Texas in early September was a triumph for the NGPF. Thanks to the strong support of the NNGC committee, the NGPF was able to present two clinics on what we do and who we are. Well attended, these clinics resulted in 20 new members and a number of substantial donations. In addition, Sn3 Modeler publisher Don Heimberger and NGPF Executive Director Charlie Getz, reprised their roles as auctioneer and assistant with all proceeds from the Saturday night auction flowing to the NGPF. 35 items brought almost \$7,000.00! And attendees donated enough more to make a round seven thou. In addition, the committee donated \$5,000 to make the total received \$12,000.00! This level of support from the narrow gauge community and the NNGC committee is both appreciated and inspiring. The money received will be put to good use on future projects

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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 massed 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 the original Whistle Stop in Pasadena, a major hobby shop in Southern California. He has long been active in railroad preservation 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 (Peter Built Locomotives), a major supplier and importer of Sn3 locomotives and equipment. He also has dedicated much of his life researching the history of D&RGW narrow gauge equipment and has served as a historical advisor to both the Cumbres & Toltec Scenic and Durango and Silverton Railroads. Jimmy volunteers at a local museum as a steam locomotive engineer.

TEN - WHEELERS ON THE D & RGW

This topic was inspired by the recent NGPF project described on page 1; a \$10,000 grant to the Friends of the Cumbres and Toltec Scenic Railroad to pay for transportation of

D&RGW #168 from Colorado Springs to Antonito where it too would be restored to full operating condition. This project was discussed on page one and the focus here is on the ten wheelers on the Colorado narrow gauge and specifically, on the D&RGW. As can be



#168 on display 1939

seen from the bibliography below, much of the information came from noted railroad historian, Mallory Hope Ferrell, who also kindly supplied the photos and painting from his collection. Thank you Mal.

The ten-wheeler type of locomotive was the first truly universal engine type. It was designed in the late 19th century to provide heavier power for passenger and freight trains than the 4-4-0 American. As such, this engine proved very popular especially on short lines but Class 1 railroads also found them of use. The Denver and Rio Grande Western rostered 4-6-0 types on both its standard and narrow gauge lines. According to Don Heimburger's *Rio Grande Steam Locomotives*, the D&RGW utilized ten wheelers for light passenger and mixed train use on the standard gauge with T-29, T-31 and T-33 classes. After 1924, the Rio Grande reclassified its locomotives using a combination of letters and numbers. The letters represented the type and the numbers the approximate tractive effort. The T-29 indicated a

Ten-wheeler with 29,000 pounds of tractive effort. Thus, the T-29, T-31 and T-33 only varied in tractive effort.



#167 Santa Fe 1930

by R.B. Jackson

The T class designation was used

for both the narrow and standard gauge lines with no differential noted in the classification itself. Thus, only insider knowledge would reveal that a K-36 was a narrow gauge engine but a K-59 was not. Similarly, the T class included both gauges of engine. Generally, the lower the tractive effort number, the more likely the engine was narrow gauge. Thus the "highest" T-class narrow gauge tractive effort was the T-19 whereas the lowest standard gauge designation was the T-29.

The Rio Grande's standard gauge T class engines were built by Alco in 1908-1910 and served until the late 1940's. The Rio Grande narrow gauge utilized ten wheelers even earlier than on the standard gauge. According to Mal Ferrell's multi-part series "*Along the Narrow Gauge: Those Beautiful Rio Grande Ten Wheelers*" appearing in the September 2011

to the May 2012 issues of the Gazette, Baldwin built the earlier designated Class 45½ 4-6-0's in 1883. Numbered 158-165, these were followed by the heavier Class 47 4-6-0's a year later in 1884, numbered 166-177. Mal's series covers the history of this class in far more detail and is the definitive word on these lovely engines.



#171 Chama 1908

by Fred Jukes

Cont'd on page 3

The earlier classes featured short smokeboxes and diamond stacks; the latter elongated smokeboxes containing cinder baffles and shotgun stacks. The earlier class engines did not last until the reclassification of locomotives in 1924 so no class 45½ engines became T class engines. The later and heavier Class 47's became the T-12 class.

Suffice to say, these engines were employed in passenger service on the original narrow gauge main line from Denver to Salt Lake City pulling Pullmans and parlor cars. With the coming of the K-28 class in 1923 and the major reduction in narrow gauge lines, the T-12's were increasingly surplus. Some of the earlier numbers went to the Rio Grande's Utah lines with three sold to the RGS from there. These engines could pull 4-5 passenger cars and often required a C class helper engine up 4% grades. But even as the Rio Grande modernized, it still found a role for the T-12 class.



#169 Santa Fe Branch 1933

by Otto Perry

Of the original 11 T-12 engines, only 4 remained by 1926 (#'s 168, 169, 174 and 175). They served on the mixed trains of the Lake City and the Santa Fe "Chili Line" branches. Eventually, even these engines were not needed with the Lake City branch abandoned in 1933 and the Chili line in 1941. #174 and 175 were scrapped in 1937. #168 was shopped at Burnham in Denver in 1938 and donated to the City of Colorado Springs where it has remained on display, cosmetically restored until it's move this September for restoration. #169 was also shopped in 1938 and sent to the New York World's Fair in 1939 for display before being donated to the City of Alamosa. Today, a group, the Friends of the 169, is actively seeking funds to restore this engine to service. Through their efforts, it and an accompanying business car are protected from the elements under a canopy.

Models of these engines have been imported in different scales, should you wish to operate a T class on your own layout. And surprisingly, many do wish to operate T-12's despite their early demise from the prototype. After all, these were 19th century passenger locomotives, designed to pull a few cars. Perhaps that is what endears them to the modeler. The only standard gauge T class model was imported by PFM in HO in 1971, a T-29 by Tenshodo. Narrow gauge T-12's have been more popular with Balboa importing a large number from Japan in HO_{N3} in 1968-69. These engines are commonly found on the secondary market. Westside Model Co (WMC) also imported a run in HO_{N3} in 1975. In On3, the only T-12 import was by PFM in 1973, produced by Fujiyama. In Sn3, PBL imported a T-12 from Korea in 2005

Below is a bibliography of some articles and books with information on the T class engines. Almost any of the numerous works on the Rio Grande or Rio Grande Southern will contain photos of T class engines.

A bibliography of T-class information

- *Along the Narrow Gauge: Those Beautiful Rio Grande Ten Wheelers*
by Mallory Hope Ferrell, September/October 2011 – May/June 2012 Gazette
- *Rio Grande Steam Locomotives*,
by Donald Heimburger, 1981, Heimberger House Pub. Co., Lake Forest Ill
- *RGS Story: Volume XII*, by McCoy-Coleman-Ehernberger-Bradford, 2006, Sundance Pub. Co., Denver CO.
- *Narrow Gauge Pictorial: Volume I*, edited by Robert Grandt, 1981, self-published, Oakland CA.

From The Executive Director

As reported elsewhere, Houston's NNGC was an absolute triumph for the NGPF. Although twenty new members may not sound impressive, we have so far, a 96% renewal rate for which we are truly thankful. Add twenty new members, and we continue to grow. Add the incredible \$12,000 in auction proceeds and donations, actually, closer to \$14,000 with additional member donations, and it was a wonderful confirmation of what the NGPF is all about. Our sincere thanks to all of you who made the event a sterling success. Next year's convention is in Augusta, Maine. We will be offering a clinic and roundtable about the NGPF, and hope to repeat our success from Houston. Otherwise, we continue to proceed on our outstanding projects. I recently met with Colorado Railroad Museum executive director Don Tallman who confirmed that RGS #20 is on target and scheduled to be returned to the CRRM in 2016 for final assembly and operation. We are also exploring a possible NGPF model exhibit there. Stay tuned! And thanks from us all for your continued support.

Charlie Getz

Since 1975, Charlie has written a column for the Narrow Gauge and Shortline Gazette and has been active in the NMRA, currently serving as its President. He has been Executive Director of the NGPF since its inception.

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P.O. Box 1073
San Carlos, CA 94070

NARROW GAUGE PRESERVATION FOUNDATION

TO CONTACT US, PLEASE CALL, WRITE OR E-MAIL EXECUTIVE DIRECTOR CHARLIE GETZ

PHONE: 650-591-8980

P. O. Box 1073, San Carlos, CA 94070

lrpchair@Yahoo.com

WHO WE ARE - WHAT WE DO AND HOW YOU CAN HELP

The Narrow Gauge Preservation Foundation (NGPF) was first established as the Narrow Gauge Trust in 2000. It was the dream of one of our board members to help preserve Narrow Gauge in both its prototype and model form. In 2002, the Narrow Gauge Trust Fund was incorporated as the Narrow Gauge Preservation Foundation, and acquired non-profit status both within the State of California and as recognized by the Federal government. As a non-profit public benefit corporation, our mission is to establish interactive exhibits where the public can learn of the significant history of Narrow Gauge railroading as well as to support preservation activities and projects wherever possible.

The foundation is administered by a board of directors, which does not receive compensation. The NGPF is proud that less than five percent of its funds are spent on administrative costs. Thus, ninety five percent of the funds raised go toward preservation efforts.

Our primary function is the creation of interactive exhibits where the public can be told the story of Narrow Gauge, such as the one at Chama. As with the Chama exhibit, each exhibit will include interactive video presentations and models as well as dioramas, photographs and other graphics to explain the significance of the Narrow Gauge railroading experience. As a secondary function, the NGPF assists Narrow Gauge preservation efforts across North America. These efforts to date have exceeded over one million dollars and in some cases have made the difference between preservation and loss of significant artifacts.

The foundation is also unique in supporting the efforts of Narrow Gauge Preservation projects throughout the United States rather than concentrating on one area or one particular project. To date, the organization has supported projects on the Cumbres and Toltec Scenic Railroad, Ardenwood Park in California, Friends of Denver and Rio Grande Engine #169, the Southern Pacific Narrow Gauge Railroad Foundation, The Colorado Railroad Museum, the Southeast Narrow Gauge and Shortline Museum in North Carolina and the Durango Railroad Historical Society, among others. In addition, we have preserved the collections of prominent narrow gauge modelers, extensive libraries of books as well as important art pieces depicting narrow gauge scenes.

One of the unique aspects of the NGPF is the use of matching grants to encourage the receiving parties to reach out to the public for support. Many of our grants require that the receiving agency establish within a set time frame, an equal number of individual new donations from members of the public, which not only shows support for the particular project, but also provides new sources of funding for the organization. As a result of this policy, organizations receiving our grants have reported increased donations. Donations to the Foundation are tax-deductible, acknowledged and appreciated. By donating, you support a variety of worthwhile projects and thereby enhance preservation of Narrow Gauge.