

EBT HOPPERS ON THE CUMBRES AND TOLTEC SCENIC RAILWAY



Chama Yard, 2000. Photo by Chris Coleman Courtesy of FEBT

One of the earliest projects undertaken by the NGPF was to provide funding to the Friends of the C&TS to purchase some steel coal hoppers from the defunct East Broad Top (EBT) railroad. As previously explained in this newsletter, one of the unique attributes of the NGPF is our willingness to fund projects otherwise difficult to raise money for. Some needed projects are just not “sexy” when it comes to fundraising. This project was one of those as were grants to allow the C&TS to improve its communications and providing a new freestanding bulletin board for the SPNG group in Laws California. Raising money to restore a locomotive is far easier than for a new radio system or a bulletin board.

The C&TS was badly in need of track repair, since the predecessor D&RGW had done little to keep its soon-to-be-abandoned narrow gauge main line in good condition. The C&TS thus inherited track badly in need of repair. New rail and thousands of ties went a long way to improve conditions but ballast, a foreign concept to most NG lines, was equally important. The C&TS had no cost-effective way to transport and apply the rock ballast needed. The NGPF agreed to fund the purchase of three ex-EBT hoppers for this use and additional funds were raised by the Friends to eventually allow five such hoppers to be obtained. Representatives of the C&TS were able to travel to Pennsylvania to select the best of a rusted fleet of steel hoppers, which were shipped to Antonito for modification to allow ballast to be spread along the line and through a new side door, to the shoulders of the roadbed. One of the pictures shows this modification to a hopper outside of the Antonito Shop building. Finding these hoppers in service on the line can be a challenge as they are literally only used on rare occasions when ballast is needed out on the line. Usually, they are parked discretely on the back tracks in the Antonito yard. We do not believe they have ever been repainted or lettered for the C&TS. And if you think the C&TS is the only line finding value

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Antonito Shop, 2000. Photo by Chris Coleman Courtesy of FEBT

in these hoppers, both the Durango and Silverton Narrow Gauge RR and the White Pass and Yukon obtained EBT hoppers for the same reason, as have a number of other lines. Thus, Blackstone Models offered EBT hoppers amongst its exclusively Colorado products a few years back in tacit recognition of the link between these Pennsylvania hoppers and Colorado narrow gauge.

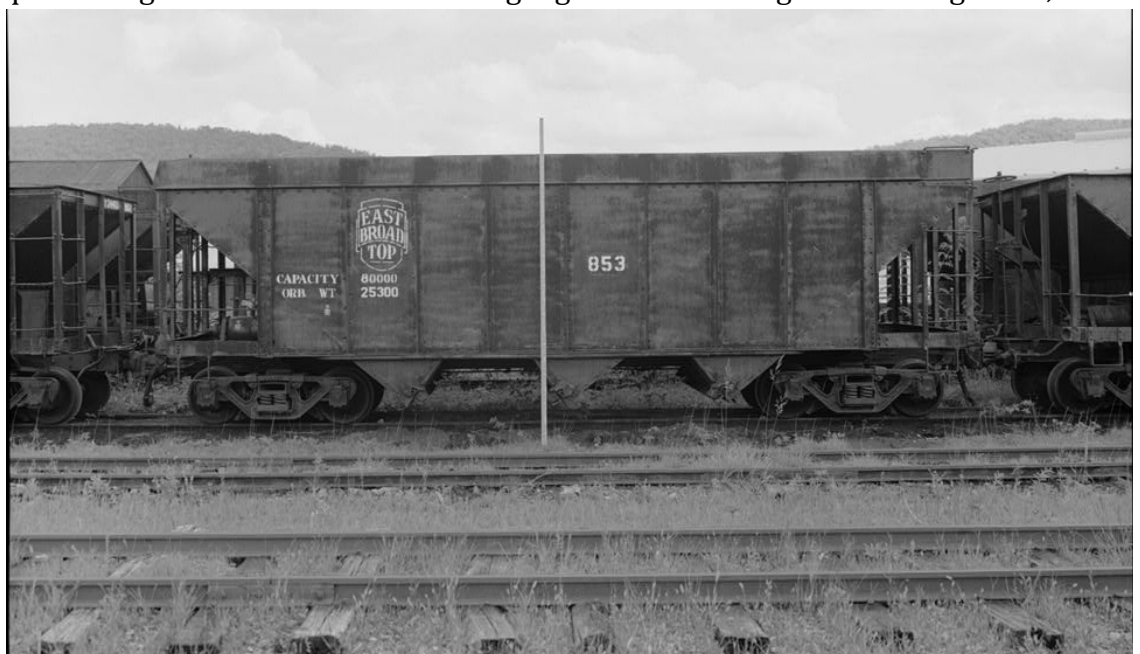
Photos of these hoppers on the C&TS are rare and we thank the Friends of the EBT and Chris Coleman for the ones used here.

Steel Hoppers on the East Broad Top

As part of the lead story, we thought you might like more information on these unique cars. The EBT was an Eastern narrow gauge road built between 1872 and 1874 to serve the coal mines of Broad Top Mountain, transporting the coal to Mt. Union PA, where the EBT interchanged with the standard gauge Pennsylvania Railroad. Coal represented 90% of the EBT's traffic volume and the early wooden hoppers used by the railroad were not robust enough to handle the strain. In 1913-14, the EBT ordered forty two-bay steel coal hoppers with a capacity of 60,000 pounds, from the Pressed Steel Co. of Pittsburgh PA. In 1928-36, these were rebuilt into three-bay versions with a capacity of 70,000 pounds and later, the road constructed additional three-bay hoppers on its own. Eventually, some 288 such hoppers were built, and their capacity was increased to 80,000 pounds with a 14" steel collar added to the top.

The EBT was unique among North American narrow gauge roads in using steel rolling stock, which included not only the hoppers, but also, boxcars.

By the 1950's, the mines began to shut down, as did the EBT in 1956. The Kolvachick family bought the railroad and in 1960, began operations as a tourist line, operating over 60 years. Its future is now unclear but the entire road remains intact, albeit slowly rusting away.



EBT Hopper c. 1940 Library of Congress

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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.

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Plans for these hoppers can be found in the January and June 1973 NMRA Bulletins, the February 1974 and December 1981 RMC's, the July 1983 S Gaugian and in June 1980 MR. Some of our favorite books on the EBT (available from Amazon) include *The Colorful EBT* by Mal Ferrell, *EBT: Slim Gauge Survivor* by Dean Mellander, *EBT* by Lee Rainey and Frank Kyper and *Along the EBT* by Don Heimberger.

Models have been offered in HOOn3 by Gloor-Craft, CB&T shops and Blackstone Models; in Sn3 from BTS and in On3 from BTS, CB&T Shops and Quality Craft. Bachmann, Rich Yoder and LGB produced these cars in G.

Our thanks to the Friends of the EBT, Library of Congress and Blackstone models for the information and photos used in this article.

From The Executive Director

This issue is a week late so apologies but we have been very busy on a number of fronts. First, a very big THANK-YOU to all of you who participated in our year-end fundraising effort. Our first year-end fundraising campaign was a success, thanks to you. Secondly, we also received a substantial grant from the Ranzetta Family Charitable Trust to help us with our mission and specifically, to re-do our website, print some needed new brochures and improve our written materials. Many thanks to them. We are in the process of a much needed overhaul to our website to be found in a few months at our new URL, thengpf.org. We are fortunate in obtaining the help of a very talented web designer and hope you will enjoy the new site when completed.

We have received a request for assistance from a new group hoping to restore the old C&S yard at Como Colorado and are evaluating the request. Meanwhile, the #168 T-12 restoration project at the C&TS has asked that we assist with their on-going efforts to restore this engine to operable status. We await a progress report before considering a matching grant. As you can see, there is a lot going on in the narrow gauge world and your membership and support is important to all we do. We also promise to produce the Spring newsletter on schedule and hope to have more good news to report then.

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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UPCOMING ISSUES

- The Models of Len Madsen
- A Tale of two T-12's; on the road to restoration
- Preserving Southern Pacific Narrow Gauge steam
- Designing an exhibit for the Colorado Railroad Museum.



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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.