

NGPF'S GRANT TO THE COMO PROJECT



Como Colorado, an iconic narrow gauge site is getting new life with help from the NGPF. We were contacted some time back by a new group, the Como Project, with an ambitious agenda. They proposed to restore the yards and structures in Como and bring steam back with the eventual dream of running trains in an area last served by railroads in 1938. We contacted Tim Bain, the group's vice-president, asking for information about their plans. As a result, we made an initial grant to help with their plans. The following project description is an edited excerpt from information received from Tim.

"For the first time in nearly 80 years, a train will be arriving at the depot in the mountain town of Como located in the heart of the South Park region of Colorado. The return of steam to this old divisional point of the Denver, South Park & Pacific RR has been a dream of a few people for a long time. Two of these people are Dr. Chuck Brantigan, a retired Vascular Surgeon living in Denver with his wife Kathy who are both heavily involved in the community, especially the arts, and historic preservation. They have received many awards for their work in the community. For years the Brantigans focused their historic preservation efforts on historic buildings in the Denver area including the 1883 Gebhard Mansion and the McBird house."

"In 2001, the couple purchased the old Denver South Park & Pacific Railway

roundhouse in Como, Colorado. While they had lots of experience with historic structures, they were new to the railway aspect of historic preservation. They quickly joined forces with the Denver South Park & Pacific Historical Society and began developing a restoration plan for the roundhouse and the surrounding area. This plan soon involved the owner of the nearby train depot and Como railway hotel. Over the years, the Como roundhouse has had a new roof built and much of the masonry repaired. Also, in 2012 two of the original railway crew cabins in the Como rail yard were restored and the speeder shed has been stabilized. This was followed in 2015 with the completed restoration of the 1879 Train depot."

"The next step was to bring in a steam locomotive and establish a limited operation in the old Como

railway yard that the DSP&P Historical Society was rebuilding. The Brantigans recruited Jerry Huck and Tim Bain from the Sumpter Valley Railway and Jason Midyette from the DSP&P Historical Society to form the non-profit South Park Rail Society to manage the roundhouse and rolling stock. This new non-profit organization was teamed up with the Denver South Park & Pacific Historical Society and David Tomkins (owner of the depot and railway Hotel). Together they call themselves the "Como Project. This project's aim is to "Return Steam to Como" and thanks in part to a grant from the Narrow Gauge

Cont'd on page 2

INSIDE

- 2 Como-Division Point on the C&SNG
- 3 From the Executive Director
- 4 Who We Are; What We Do



Steve Lee at the Wasatch Railroad repair shop.

While the Klondike #4 is being repaired in Cheyenne, the volunteers of the South Park Rail Society are preparing the old 1880 stone roundhouse in Como to become the locomotive's new, permanent home. At the moment, everything is on schedule to have Klondike #4 up and running for the 22nd Annual Boreas Pass Railroad Day set for August 19th. and again two weeks later for the 37th National Narrow Gauge Convention being held this year in Denver.

Klondike #4 is not a native to Colorado and she had an interesting journey before making her way to Como. It began in 1912 when The Baldwin Locomotive works built her for the Klondike Mines Railway, which operated in the Klondike region of The Yukon Territory of Canada. Klondike #4 worked out of Dawson City and nearby Klondike City until the railway was closed down in 1913; never to reopen again.

For 29 years, the #4 sat forgotten in the old Klondike City engine house along the Yukon River. However, with the outbreak of World War II, Klondike #4 was shipped south to be used on the famed White Pass & Yukon Railway where she operated until 1952 when retired and put on display in Skagway, Alaska."

Tim then described various sales and movements of the engine before it was obtained by the Como Project. He then concluded: "So, if you are in Colorado this summer, make a point of stopping by the Como train depot that will again, start seeing the arrival of trains..."

The Como Project received an initial matching grant from the NGPF to allow us to gauge the abilities of this new group but also to assist in what seems to be an ambitious but very worthy project. If you attend the upcoming National Narrow Gauge Convention in Denver, why not plan on a short side-trip to Como to check out what the Como Project is up to? Our thanks to Tim for the photos used in this issue.

Preservation Foundation, ex-Klondike Mines Railway engine #4 will be pulling into the Como depot this summer. The tracks will only be 800 ft. long this summer but in the future the plan is to extend the existing tracks toward the King Branch Wye, which is one mile north of Como."

The focus will be on acquisitions and restoration of DSP&P and related railroad's rolling stock and rail equipment that can be displayed in the newly rebuilt Como rail yard. Along with this, there is an effort to develop the roundhouse into a museum where the restored equipment can be maintained, displayed and operated on a limited basis.

Back in February, the South Park Rail Society completed a deal with the Georgetown Loop Railway that will see ex-Klondike Mines Railway #4 moved out of Silver Plume and down to the old DSP&P Roundhouse in Como. However, first the Klondike #4 had to travel to Cheyenne, Wyoming where it is currently being overhauled under the leadership of Mr.



UPCOMING ISSUES

- The Models of Len Madsen
- T-12 #168; on the road to Restoration
- Displays at the Colorado Railroad Museum

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\$20,000 Donation to Honor Ronald Schmidt

We received a new member application, not unusual, but accompanied by an additional donation of \$20,000 to honor the late Ronald Schmidt. Ronald was a superb model builder with a vast knowledge of narrow gauge history. Our new member cites Ron's generosity and devotion to all things narrow gauge as among the factors meriting this honor. We therefore dedicate this issue of the Newsletter in his memory.



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 a 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.

Como: Division Point on the C&SNG

Como Colorado, off of US 285 in South Park, is an easy 90 minute drive from Denver over Kenosha Pass, route of the DSP&P, later the C&SNG. For over a hundred years, the stone roundhouse has been visible from the highway marking the location of once-extensive yards befitting a Division Point. Como marked the location of the junction between the line over Boreas and Fremont Passes to Leadville and the main line through the Alpine tunnel to Gunnison. The two Mallory Hope Ferrell books listed below contain excellent information on Como and the railroad history of this mining region. At its peak, Como was the location of a large roundhouse, the stone portion of which survives; a coaling ramp, sandhouse, ashpit, water tank, station and the impressive Pacific Hotel. The depot has been restored as has the hotel and Como remains an inhabited though small mountain community. Colorado Scale Models produced an O scale kit of the roundhouse with an HO kit by Model Masterpieces. Its 50-foot turntable was offered in HO by MM and in O by Daziel Models. A C&S-style coaling ramp was produced by Builders in Scale and MM produced a C&S-style sand house, both in HO. Thus, the model kits exist on the secondary market to get a good start on a model of Como.

The two referenced books by Mal Ferrell are *C&S:NG*, 1981, Pruett Pub. Co., Boulder CO and *The South Park Line*, 2003, Hundman Pub. Inc., Seattle, WA. The seminal academic work on the DSP&P remains the two Mac Poor volumes, *DSP&P* and the *DSP&P Pictorial Supplement*, published by the Rocky Mountain Railroad Club in the late 1940's and long out of print.



From The Executive Director

This issue provides yet another example of the NGPF making a difference in narrow gauge preservation with a new and exciting project. Only with your continued help can we continue to preserve and enhance historic narrow gauge equipment or locations like Como.

We have moved out of the Chama Mall (See Newsletter, Vol 1 #1) for the simple reason that Friends of the Cumbres and Toltec offered free space for our Chama exhibit and will staff it as well. This saves us substantial expense and we appreciate their support.

As I said last issue, I hope to see many of you in Denver next month at the National Narrow Gauge Convention. We will be holding a clinic and roundtable discussion on the NGPF so bring your questions and meet fellow members along with our Board members. There may also be a benefit auction. Thanks for being a member and thanks 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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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.

NGPF's New Website

The old "ngpf.org" website address is being changed to "thengpf.org" with many new features.
We hope to roll out the new website soon and would appreciate your reaction.