

## A RIDE BEHIND #315 ON THE CUMBRES & TOLTEC SCENIC RAILROAD



What ride you ask? Why the one taken on behalf of the NGPF, and that means you, to honor those who made operation of the #315 possible. The Board of the NGPF was invited to attend a special invitational ride behind ex-D&RGW #315 on the Cumbres and Toltec Scenic Railroad on Saturday, August 26, 2017, in honor of the tenth anniversary since #315 was restored to operational status. A then-new and untested group called the Durango Railroad Historical Society, headed by George Neiderauer, performed this monumental work. The NGPF was contacted early in the process with a request for assistance. The NGPF took a chance on this new group and became an early and major source of funding for the successful restoration of #315 by the DRHS. Thus, we were part of a memorable excursion as described below.

#315 had a storied past. It was built by the Baldwin locomotive Works in 1895 for the fabled Florence

and Cripple Creek as their #3, the Elkton. This 2-8-0 was obtained by the D&RG in 1917 after the closure of the F&CC. Initially numbered #425, during the consolidation of 1926, it became #315 in the C-18 class, with 18,325# of tractive effort. D&RGW #315 operated system-wide including on the RGS. In its later years, it served as the Durango switcher before being retired in 1950 and donated to the City of Durango, where it was placed in a park near the D&RGW yards. There it sat for decades and slowly deteriorated from the harsh Colorado winters and lack of care until rescued by the DRHS.

The DRHS was formed with the hopes of restoring this engine to full service, a lengthy process described in the book *"Locomotive 315: the Life and Times of an 1895 Steam Engine"*, edited and authored by George Neiderauer and published by the DRHS. With 544 pages and over 1100 illustrations, this book is one of the most detailed on a narrow gauge

engine ever published. We were happy to have played a major role in this engine's restoration.

Getting back to the excursion, it left Chama right after the normally scheduled train left for Antonito, and ED Charlie Getz represented the Board as other commitments prevented Board members from attending. Two coaches, an open gondola and a caboose formed the train, and #315 did a great job walking it out of town until it hit the 4% grade toward Cumbres. The engine lost steam a few times and had to stop to rebuild pressure. Blamed on bad coal or inexperienced firing, these unexpected stops were a reminder of how past narrow gauge operations could often become disrupted by mechanical problems.

Cont'd on Page 2

### INSIDE

- 2 Report from Denver – Part 2
- 3 From the Executive Director
- 4 Who We Are: What We Do



Eventually, we made the Cumbres summit where we enjoyed a wonderful lunch, cab tours and inspirational talks about the restoration effort. NGPF Board members Sam Furukawa and Jimmy Booth were specifically acknowledged for their extraordinary contributions to the rebuilding effort.

All too soon, it was time for an uneventful return to Chama, with obligatory photo run-by, arriving before the regularly scheduled Antonito train. Riding in the cupola of the caboose as the train eased over Lobato trestle was a memorable experience. An authentic Mexican dinner at Foster's completed a perfect day. And best of all, this is an experience you can also enjoy as the DRHS has made a long-term commitment to operating this engine on the C&TS. #315 is scheduled to operate a number of special trains each year through 2022. Without the NGPF as an early and major donor to the restoration of the #315, it is unclear as to whether this and future excursions would be possible.

If you want your own model of #315, it has been produced in the major scales in Brass over the years. In HO<sub>N3</sub>, Key Imports produced two runs of a C-18 class in 1977 and 1985 (based on sister engine #318, the prototype of which is at the Colorado Railroad Museum). In Sn3, PBL also produced two runs in 1984 and 2005 of #315 in different configurations. And in On3, OMI produced a run of #315 in 1988. These engines are available on occasion on the secondary market.

## REPORT FROM DENVER - PART 2

In the last newsletter, we described the very successful National Narrow Gauge Convention held in Denver, raising over \$10,000 for the NGPF. In this issue, we conclude with a description of the Board of Directors meeting. Held August 31<sup>st</sup>, the entire Board met to adopt the budget for 2018, review ongoing and potential new projects and discuss the future direction of the NGPF.

That discussion was most important as we transition from a primarily single source of funding to broader funding sources. As the brief history on page 4 notes, the NGPF began in 2000 at the urging of one Board member who generously funded the NGPF in the beginning and continued that support for many years. But the NGPF was always intended to reflect support from the Narrow Gauge Community. Thus, four years ago, we began our successful membership effort. We began public outreach to explain the purpose of the NGPF and we strengthened the matching fund requirement for our grants. We launched Project 2020 to secure adequate funding for future projects. All of these efforts are intended to transition from sole-source funding to broader-based support.

The Board discussion centered on that funding and whether it could both sustain the NGPF in the long run and also not interfere with fund-raising efforts by focused groups for particular projects. After much discussion, a majority of the Board felt the NGPF still has important work to accomplish and agreed we do not interfere with others fund-raising for particular projects. To the contrary, we are often cited by those very groups for the major positive impact we have on their efforts. See the lead story for an example.

Two original Board members tendered their resignations feeling they had fulfilled their obligations to the NGPF. We thank Bob Hayden and Fred Hamilton for their years of dedication and Fred will remain as our Treasurer for the immediate future. We will be filling the remaining Board vacancy in due time. The Board also committed to increased fundraising efforts and to continue the important work for which the NGPF was created. The next Board meeting will take place at the next Narrow Gauge Convention, this coming September in Minneapolis.



*Left to Right: Bob Hayden, Jimmy Booth, Fred Hill, Bob Brown, Charlie Getz, Sam Furukawa and Fred Hamilton*





#### 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 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

##### VACANT

##### TREASURER

##### 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.

#### From The Executive Director

Our year-end letter to members asking for support was a success. A big thank you to those of you who responded and if you have not done so, it is not too late to send in your support. As we start this New Year, we face more worthy projects in need and the challenge of meeting those needs. Your continued support and assistance is crucial to our success and we will continue to report our progress. We welcome the Nevada County Narrow Gauge Railroad Museum as our newest corporate sponsor. Tell a friend about the NGPF. You hold the future of the NGPF in your hands and together we will continue to make a difference.

*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.

#### CORPORATE SPONSORS WHO SUPPORT THE NGPF

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- Raggs to Riches
- San Juan Car Co.
- Trout Creek Engineering Inc.
- Warren Munson
- William J. Lock Esq.
- Young Goldstein Architects, Inc.

#### BOOK DISCOUNT!

At the Denver NGPF Board meeting, a member only discount on the three published books by Sam Furukawa was announced. Buy one title and receive a 25% discount off retail; buy two and receive 35% and if you buy all three, 50%! Titles include the *Cumbres and Toltec* (\$49.95), *Durango and Silverton* (\$49.95) and *Narrow Gauge to the San Juan* (\$53.95). Books can be ordered from Bob Hayden at [www.bobhayden.com](http://www.bobhayden.com); mention the discount and provide your member number.

#### NEW WEBSITE COMING!

In the last newsletter, we announced the new website at [www.thengpf.org](http://www.thengpf.org) was coming and we are just about ready to unveil it. It has taken longer than we planned but we want to do it right. We would value your thoughts and reaction once launched so we can improve it. One feature will be a Member's Only Page where you can renew your membership, donate to the NGPF and take advantage of special offers such as book discounts, available only to our members.

#### UPCOMING ISSUES

- Displays at the Colorado Railroad Museum
- The Agnew Depot on the SPC
- Steam returns to Como
- The Models of Len Madsen



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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.