

UPDATE ON THE #168 PROJECT ON THE CUMBRES & TOLTEC



The Cumbres and Toltec Scenic Railroad (C&TS) is making significant progress on restoring 4-6-0 T-12 #168. The following information comes from John Bush, president of the C&TS with pictures from Stathi Pappas, which we gratefully acknowledge. A story on this subject also appeared in the May issue of *Trains* magazine. In less than one year, substantial work has been performed. In February 2017, after the locomotive was moved from Colorado Springs (where it had been displayed since 1938), to Antonito, a move underwritten by the NGPF, boiler assessment began. First, the tubes were removed and boiler cleaned thoroughly, followed by ultrasonic testing of boiler thickness and information gathering to complete necessary Federal paperwork.

Thankfully, this testing established that the 1915 boiler was serviceable without additional expensive work. Credit Colorado's

dry climate or excellent shopping in 1938 and protective measures while on display. Whatever the reason, while needing some restoration, the boiler was in far better condition than its many years of display would otherwise indicate.

Similarly the running gear initially appeared to be in extraordinarily good shape. Not that the running gear was without problems. For example, the cylinders were found to be scored and slightly out of round. An original boring bar, a tool used to true cylinders was used in the restoration. This tool came from the D&RGW shops in Alamosa and was part of the legacy of materials inherited by the C&TS. No doubt, it was historically used on the T-12s for this same purpose.

The tender however needed considerable work, a cost also underwritten in the majority by the NGPF. The existing steel underframe, cosmetically improved in a 1983 restoration, was further strengthened. The trucks were disassembled and rebuilt with new wooden bolsters to match the originals. A new auxiliary air reservoir was built and the brake gear rehabilitated.

The most work involved a new tender tank requiring assembly of formed sheets and driving of over 2500 rivets. After final re-assembly and testing, the new tender was painted and is ready for its deck hatches and details.

The engine cab was rotted beyond salvation. Friends of the C&TS undertook this part of the effort with help from NGPF Board member Jimmy Booth. Careful measurements were made of the original cab. This led to computer-generated drawings to guide construction. Using these plans, the new cab was built from the same materials and to the same specifications as the original. The new cab is expected to be installed within a few weeks.

The overall goal of fundraising for full restoration is \$501,000. \$400,000 of this has been raised already, and the

Cont'd on Page 2



INSIDE

- 2 NGPF New Website
- 3 From the Executive Director
- 4 Who We Are; What We Do

NGPF accounts for part of that amount. Stathi Pappas who is in charge of the restoration project estimates that #168 will be completed and ready to operate in 2019, on time and under budget!

In addition, the shops are restoring two original D&RGW coaches for service behind the T-12. The C&TS has requested we assist in this effort as well. Ultimately, the C&TS hopes to operate a train with five restored coaches. These plans are dependent upon donations and that is where you come in.

You can donate directly at www.cumbrestoltec.com through the "Donate to 168" tab or you can donate to the NGPF designating your donation for the #168 project. Any donations so designated will be dedicated to that work. Why would you donate to this project *through* the NGPF instead of directly?



Remember, our grants are *matching* grants. That means if you contribute \$100.00, we require the C&TS to raise another \$100.00 from new sources, giving the project \$200.00. If you donate directly, the C&TS receives \$100.00. We are happy if you contribute directly or through us. The most important goal is to complete this project and enjoy yet another success for narrow gauge. And if you do contribute directly to the C&TS, please tell them you are a member of the NGPF.

NGPF Announces new Website

The NGPF has announced the launch of its new website. With the complete support of the BOD and the expert assistance of Ben Sevier of the Sevier Consulting Group, the new site offers both public pages and a Member's Only section. For years, our IP address was "ngpf.org" with a simple one page website that was more of a placeholder than an active website. Last year the Next Generation Personal Finance Group, a Silicon Valley start-up, sharing our initials and ironically located in the same town as our Executive Director, approached us offering to "buy" that address. After months of negotiations, a generous contribution amount was agreed to and we elected to change our website address to "thengpf.org". So, we gained funds for preservation and an excuse to revamp our site.

For the last year, we have done just that. The new site (www.thengpf.org) is ready for you to check out and you will be receiving an invitation to create a unique profile to access the Member's Only pages if we have your internet contact information. If we do not, please send it to us, and you will be added to our member directory. Please understand, we do not share member info with third parties! NEVER.

What will you find on the website? The home page is modest but click on the tabs for a sample newsletter, an interactive list of our projects, information on our BOD and our history. We also have instructions on how to join, contribute or purchase our books. The Members Only pages give you private access to almost all of our past newsletters, allows you to renew your membership and learn about member-only discounts on our publications. Note, we are not linked to Pay Pal nor can we allow on-line direct purchases. Why? Simply to maximize our funds for program purposes. We do accept credit card info online and we protect that information also through a secure line to our credit processor.

So remember: **thengpf.org** or better yet, www.thengpf.org. And we would love your feedback. Our email address can be found on page 4 of this newsletter. So look for a message shortly inviting you to create a profile. Do e-mail us your digital address if not on file. Or, feel free not to participate. We respect your privacy.



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

Some miscellaneous thoughts. This issue highlights our new website, along with the #168 project, with which we have been heavily involved. We are very proud of the work we together have done for this project, and the fact that #168 is under budget and on target for completion next year is in large part due to your efforts. So please contribute to them or through us to fund the remaining work needed.

At the upcoming National Narrow Gauge Convention in Minneapolis this September, we will again host an auction to benefit the NGPF. Our recent call for donations was successful and we appreciate your generosity. But as you can see, the need remains great. So if you have not yet contributed, or wish to help us more, please send your tax-deductible donation to us. If you wish it designated for an active existing project, we will respect that.

And please send your email address if you wish to access the member-only pages on our new website. Doing so allows you to enjoy another member benefit. We will respect your privacy and we would love your feedback. Above all, thanks for being a member.

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

- Benchmark Publications
- Crusader Rail Services
- D&S NG RR
- Fun & Games
- Green Frog Production
- Hickman, Palermo, et al, LLP
- International Hobbies
- Joseph Cammalleri
- Micro Engineering
- NGNGRR Museum
- 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 2017 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; mention the discount and provide your member number.

UPCOMING ISSUES

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



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.