

SP#18, DURANGO, CO : April 9, 2019



While much has been written about the injury to Southern Pacific's #18, there are two ties to that locomotive that require this story to be the prime article for this issue of the Preservation News. First, the Narrow Gauge Preservation Foundation participated in helping the Carson & Colorado Railway Society to bring #18 back to life in the form of a \$20,000.00 matching grant in 2011. Second, I happened to be on the train with my wife, on April 9 when #18 pulled out of Durango heading to Cascade Canyon. The photo above was taken just prior to departure on that brisk morning.

The trip began with the slow crawl through Durango out to the main line. The locomotive picked up speed as we cleared the city limits, with the passengers settling in to enjoy the ride up the Animas River Valley. The first incident happened at the Hermosa water tank. There had not been time to fill the tender in Durango. Many heads popped out of the passenger car windows to watch the watering process, only to see that the tank spout was not being placed at the tender. The conductor came through the cars to inform us that the Hermosa Tank was

not able to be filled, and the train crew was discussing with the authorities in Durango whether to simply siphon the water from Hermosa Creek. The big question or concern was given that the flow in the creek was strong, it appeared very dark and obviously contained a high silt content from the runoff of the recent snow falls. After watching the engine crew take the siphon hoses back to the creek, the locomotive was backed to the creek to take on the water. Following the filling of the tender, the trip resumed toward Cascade Canyon, and the passengers again settled in for the ride.

The train slowed as we approached the grade and the engine began its assault up the mountain. Progress was slow but sure as #18 labored slow but strong, the sound every steam fan loves to hear during the attack of the grade. As we approached the area about twenty miles out of town, where Highway 550 crossed over the train tracks, we slowly came to a stop. The locomotive sounded normal, it just slowed to a stop. There was no loud noise, but that could have been drowned out by the laboring of the locomotive. One of the passengers was

leaning out the window on the right side of the car (inside curve) and could see the locomotive crew looking at something in the roadbed. We were in the dark as to the reason for the stop, as it was not a regular stop for the railroad. The conductor did finally make his way through the car and explained that the locomotive has blown the cylinder cover, the locomotive could not be moved, and that a "rescue" diesel was coming from Rock Hill, and the Chief Mechanic and his crew were on the way from Durango.

The passengers could exit the train and wonder toward the front to see the damage to the locomotive. As we approached the front of the train, we could immediately see the damage to the cylinder. You can see from the photos that the locomotive wasn't going anywhere in the immediate future, and that the cylinder cap had been placed on the locomotive cab floor.

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You could also see inside the cylinder at the front where the piston created the hole, and you could see pieces of the piston inside the cylinder cavity. In discussions with the train crew, it was determined that the piston had not completely broken, so it was not possible to simply slide the piston out. This meant that the entire assembly would have to be further taken apart prior to moving the locomotive and the train.

I must mention at this point that the passenger list included a high school field trip of students from Independence, CA, the home of SP #18. These young adults, as well as the rest of the passengers remained calm and seemingly not affected by the mishap of the trip. It appeared that the concern was for the locomotive, not the interrupted schedule of each passenger. I called two of the directors of the NGPF to report what had happened, and they already had heard about the damaged cylinder from another passenger on the train. It didn't take long to meet this new friend and further discuss the day's events.

The mechanical crew had arrived via speeders and began the task to further disassemble the damaged cylinder and piston. While this crew worked to prepare the locomotive and the rest of the train for movement downgrade to a siding about a mile south, the #11 center cab "rescue diesel" appeared under the highway overpass and made its way to our train. While the train crew coupled the #11 to #18, I noticed an interesting insert on #18's front coupler. A picture is provided below of this coupler, as well as a picture of the #11.

Eventually the disassembly of the cylinder was completed, the passengers were loaded onto the cars, and the entire train was slowly pushed down to the siding. The mechanical crew passed us on their way back to Durango while we were on the siding. There had been discussion about #11 pulling us to Cascade Canyon, but the middle of the afternoon time frame increased the possibility of snow slides on the track between us and Cascade Canyon, so the crew secured #18 on the siding until it could be brought back to Durango, and #11 went around us, coupled to the train, and we headed back to Durango. Certainly not the trip what we all anticipated as we left Durango in the morning, but a worthwhile experience, nonetheless.

Within a couple of days after this train ride, I saw several posts from the D&S indicating that the damage was not serious given the circumstances, and that #18 would be back in service as soon as possible. They have cancelled the May excursions but have plans to do the remainder of the published schedule of trips from Durango. They are also going to check the left cylinder while the right cylinder is being repaired. The only real delay is that the mechanical crews in Durango are busy preparing for the summer operating season and are working on their own fleet of locomotives. But the good news is that #18 will be running again, anticipating early summer.





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

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 and videoed the operations of the surviving narrow gauge lines of Colorado and New Mexico.

FRED HILL

is the owner of the original Whistle Stop in Pasadena, and has long been active in railroad preservation for both narrow and standard gauges Fred is involved with 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 consultant

W. LINDSAY RALEY Jr.

Is from Florida and operates his family citrus business. An avid Sn3 modeler, Lindsay is involved in Friends of the C&TS as well as other preservation activities.

STEVE FREDINI

Is President/CEO of the Heico Companies, a family owned business and past president and current member of the Slim Gauge Guild. He is active in the Sn3 community including Symposiums and Narrow Gauge Conventions

BOB STAAT

Has been involved in all aspects of the model railroad industry including running hobby shops, co-ownership of San Juan Car Shops and currently is co-owner of the American Model Train Exchange.

RICHARD RANDS

Has been involved in the hobby since his childhood with father Robert Rands starting Rail Craft (Micro-Engineering) and Clear Creek Models. Richard owns Berkshire Valley and Anvil Mountain models.

Executive DIRECTOR

ALLEN POLLOCK

Owns Fun and Games and Missouri Locomotive Co. He is past President of the NMRA, and retired from heading a government agency.

Engine 278 at Cimarron

On the trip from Georgetown to Durango, we stopped in Montrose so that I could spend some time looking for the display in the Black Canyon of the Gunnison, containing Engine 276, a box car and caboose. The National Parks web page indicated that this display was still under restoration, but I thought I remembered seeing that it was again available and open to the public. I was amazed at the number of folks we talked to from the area weren't aware of the location of this train on the portion of the bridge outside of Cimarron. We found it and are happy to report that the display is again available to the public. The restoration work on the #278, boxcar #3132 and caboose #0577 and the original portion of bridge is completed and worth visiting.

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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; mention the discount and

From Executive Director Allen Pollock

This is my first issue of the newsletter, and I can already tell that I am going to need the help of the membership and the Board of Directors to fill these pages. So please consider sending me some information concerning narrow gauge preservation that we can share with the entire membership.

I need to extend my thanks to retiring Board Members Bob Brown, Fred Hamilton and Bob Hayden for the roles that they have played in the success of the NGPF. I also wanted to recognize Charlie Getz for his role as the original Executive Director and his efforts in helping with the NGPF success. And a special recognition to Margaret for her involvement, first for letting us have Charlie, and second for all the newsletters, maintenance of the membership records and all the correspondence that she handled. You can't fully appreciate all the efforts she gave us until you try to duplicate those functions. Many thanks and our appreciation are due the Getz family.

I look forward to working with you, our membership, the most valuable asset that the NGPF holds. We need your support more than ever heading into the future of Narrow Gauge Restoration and Preservation.

Allen Pollock

PLEASE NOTE OUR NEW CONTACT INFORMATION EFFECTIVE IMMEDIATELY

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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.

A board of directors who do not receive compensation administers the foundation. The NGPF is proud that less than ten percent of its funds are spent on administrative costs. Thus, ninety plus 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 formerly at Chama. As with that Chama exhibit, future exhibits 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 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 Short line 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.