

Narrow Gauge Preservation Foundation Yearly Board Meeting Highlights

While many business items were discussed at the yearly meeting the following are some of the highlights of the meeting.

Allan introduced Chuck Lind, MMR (see bio in newsletter) as the new editor. He was charged with getting the newsletter back on track and delivering four issues a year to the membership.

Over the past years there has been discussion on how to reach out to more people interested in the restoration of narrow-gauge equipment. With reaching out to a larger audience the Board has decided to try and advertise

in the following publications, HOn3 Annual, On3 Annual and Trains and Railroads of the Past. We will also continue to advertise in the Narrow Gauge Gazette.

Two new matching grants were approved. Additional information regarding these can be found in this newsletter.

Gunnison Pioneer Museum \$1,400.00 Matching Grant for new smokestack.

Carson & Colorado Railway \$10,000.00 Matching Grant for materials to restore boxcar 1C.

Gunnison Pioneer Museum



The Gunnison Pioneer Museum is working to replace the smokestack on Denver & Rio Grande Western engine #268. The locomotive was built by Burnham, Parry, Williams & Co., an early incarnation of the Baldwin Locomotive Works in Philadelphia PA. This narrow-gauge Class B-4-DR Consolidation type (2-8-0) locomotive was built in 1882. While it was originally built with a diamond-shaped stack, for a majority of its time on the railroad it had a straight stack. It is the goal of the Gunnison Pioneer Museum to replace the present diamond-shaped stack with straight stack. The \$1,400.00 matching grant will have a smokestack fabricated and machined to fit the base per the drawing

Carson & Colorado Boxcar 1C



Only known photo of C&C 354 in its stock car configuration its the second car in photo



The following information on the history of Carson & Colorado Boxcar 1C was taken from an article by Randy Babcock.

The Carson & Colorado was in need of boxcars to add to their roster so they contacted the Virginia & Truckee shops in Carson City, who had handled much

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of the construction and maintenance for the C&C. The V&T shops built 30, 10-ton capacity, 30' wood framed boxcars numbered 330-359 of that group the 1C was built in May of 1883 as C&C 354, and was one of four cars built as a stock car. This stock car configuration consisted of a secondary set of ventilated side doors in addition to the normal solid doors, along with additional ventilated openings both at top and bottom, two sets a side.

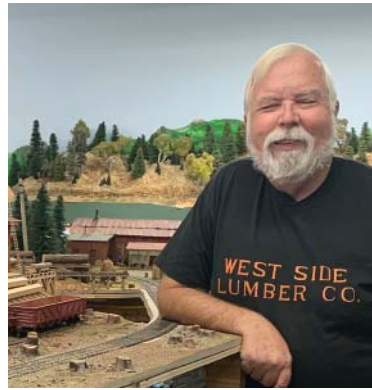
With the consolidation of C&C equipment into the Nevada & California Railroad, a subsidiary of the SP, in 1905 only about half of the 30 V&T build wood boxcars were still on the roster and only 5 made it into SP lettering in 1912. Only the 354 made it through the early teens until the end of the narrow gauge in 1960. Its survival is owed to being assigned to maintenance of way service in 1905, where it was used as a tool and supply car that supported the derrick crane. It is during this period it became SP 1C and lost the last of its ventilator openings, along with receiving an underside toolbox.

In 1940 the MOW train was broken up and 1C became just another boxcar, shedding its underside toolbox and having its end doors paneled over from the inside, but otherwise remained unaltered. Despite the Espee's renumbering of the narrow-gauge equipment in 1946-47 the 1C managed to retain its familiar number until the end of the Keeler Branch in 1960.

After being moved around the country the 1C is now safely back in Independence in Owens Valley. A restoration plan has been developed and after close inspection not a single alteration or change occurred to in since it left the service of the SP in 1960. With its rarity as the last surviving V&T built C&C 10 ton boxcar, there was temptation to restore it to the C&C era as 354, but to achieve that would mean the need to alter and discard much of the fabric that makes up its MOW and boxcar history as 1C. With this in mind restoring the car to its 1928-1940 era as part of the MOW derrick train seems to be the most appropriate time frame.



Here is boxcar 1C being pulled by SP engine number 18. The engineer on it is our own Narrow Gauge Preservation Foundation, Board member Jimmy Booth.



Chuck Lind, MMR
Editor

As Allan indicated I am the new editor for the NGPF. I was asked to put a brief bio into the newsletter to introduce myself to our members. If you have been to a National Narrow-Gauge Convention in the past 35 years you have probably seen me in the clinic and vendor rooms.

I cannot remember a time when I wasn't active in model railroading and railfanning in some form. My love for over 50 years has been logging railroads. I first modeled in HO only because the Hon3 models produced in the 1960's just didn't run well. About 30 years ago I made the switch to On3 so I could finally model the west coast narrow gauge logging railroad with a special emphasis on the West Side Lumber Company in the 1930's. I enjoy scratchbuilding and have built a large fleet of the logging flats and other various cars of the WSLC.

My interest in logging lines has expanded over the years and includes research on the Crowell family in Louisiana and their Crowell and Spencer Lumber Company. With this research about 25 years ago I was asked to serve on the Board of the Southern Forest Heritage Museum in Long Leaf, Louisiana which is the only complete sawmill complex in the United States. The Crowell family donated it to the museum foundation in the 1990's. I have worked in the archives scanning historic photos and documents for the museum. I also edit the museum newsletter along with duties on the Buildings and Grounds Committee to make sure things are restored historically correct. I have also built some models for the museum over the years of a CCC Camp and most recently a diorama of a Turpentine Camp.

I do believe in giving back in this hobby so I have been very active in the Lone Star Region of the NMRA in various positions. I was editor of the newsletter for many years and most recently served as President of the Region. I was also one of the Co-Chairs of the 2015 National Narrow-Gauge Convention in Houston.

My wife, Laurie, and I live in Navasota, Texas just south of College Station where we used to live. I retired from AgriLife Extension which is part of the Texas A&M University System as Department Head of Printing and Distribution. Much of my free time is now spent working on my O/On3 model railroad.



Update South Park Railroad Society Klondike Mines #4

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The volunteer crew is working every Saturday through the winter in anticipation of completion next summer. They have refurbished the rods, crossheads and pistons in preparation of installation along with work on servicing the boiler barrel in preparation of installing new flue tubes. Along with the work on the engine the tender trucks were badly deteriorated and are being rebuilt. At the completion of the engine rebuild work will commence on the conversion of the locomotive to oil burning. Steel for the oil bunker and fire pan has been purchased and the technical drawing and construction is being farmed out to a contractor, who is also building the oil burner.

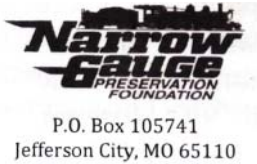
From the Executive Director

Allen Pollock

Help me welcome Chuck Lind, NGPF member, who has taken over as our newsletter editor. You are either holding a paper copy, or reading on your computer screen, his initial newsletter for our organization. I must apologize to the membership for my horrible record concerning the delivery of a newsletter, but that has now been corrected. Welcome aboard Chuck.

It was a pleasure to see so many of our members at the recent Tacoma narrow gauge gathering. While the attendance and manufacturer's area were somewhat smaller than normal, probably attributed to the show being in the extreme northwestern corner of the country as well as the gas prices being inflated. I think that we are going to see a larger attendance at future shows as travel situations get back to a more normal state and folks are more willing to get out and attend train functions.

Our last newsletter was delivered mostly via email, except for those members who have not supplied an email address. We intend to continue this practice for speed of delivery, as well as the continuing postal rate increases. I would also continue my statement of possibly increasing your support. You can easily donate to the NGPF by going to the web site and using PayPal to make your donation.



Narrow Gauge Preservation Foundation

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WHO WE ARE – WHAT WE DO – 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 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 cost. 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 the 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 donations from members of the public, which not only shows support for the 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 NGPF are tax-deductible, acknowledged and appreciated. By donating, you support a variety of worthwhile projects and thereby enhance preservation of Narrow Gauge