

## Updates: happenings of the NGPF

It has been a year since you have received any word from us. Part of that problem is the lack of activity in the preservation field, as well as the lack of information available to us. While we would prefer to talk about projects that we are involved with, it might be time to also include efforts that are going on that our members are involved in or are aware of those efforts. Obviously Covid has not gone away, and it is still out there in some form of variant, but the vaccination program seems to have given us a sense of protection and indeed has opened the door for more face to face gatherings and more importantly the gatherings dealing with preservation.

### New Grants

The Board of Directors have approved two new matching grants since our last newsletter. Details follow on these recent approvals.

#### *Colorado Railroad Museum D&RGW K-37#491*

D&RGW No. 491 is currently in urgent need of running gear repairs and other necessary work, along with new brake shoes. It also needs recalibration and/or replacement of the safety valves. The work is intricate, and much of it must be done off-site.

No. 491's piston rings, piston packing, and main rod brasses all need attention, and new parts will need to be fabricated and fitted. The piston head ring requires significant build-up, and then

machining to return its profile to true. The piston packing on No. 491 is no longer readily available, so it will be machined, plus an adapter and follower ring will also be fabricated. The main rod brass will all be replaced along with the lateral spacer rings. To meet regulatory requirements, safety valves will be evaluated. These will be recalibrated if possible; otherwise, they will require replacing. One final aspect to address is the providing for a continuing supply of an important consumable: brake shoes. These are currently in short supply for No. 491, and they are down to their very last set. To ensure the ability to continue operating the locomotive for years to come, replacements must be cast from existing patterns.



*Executive Director Allen Pollock and President Jimmy Booth present a check to Paul Hammond, the Executive Director of the Colorado RR Museum, in the amount of \$20,000 for the restoration work on #491.*

The total cost of this project was estimated to be more than \$41,000. Based on these estimates, the Board of Directors authorized a matching grant of \$20,000.

#### *South Park Railroad Society Como, Colorado Klondike Mines #4*

The South Park Railroad Society (SPRS), no stranger to the NGPF with such projects as the C&S Boxcar Project and the D&RGW stock car, have asked the NGPF for help in converting their Klondike Mines Railway #4 from a wood burner to an oil burner.

Their application stress items such as a need for conversion due to the past and current issues with the warming climate which has allowed many more wildfires in the state's grassland and mountains. The fire last year in Denver burned 1,100 individual homes and was uncontrollable at times due to high winds. The Durango and Silverton fire was driven by extremely dry conditions and high winds.

The location of the SPRS roundhouse and facilities in Como, Colorado puts it right in the middle of dry prairie grasses and extremely high winds.

The SPRS is currently working on the #4 to include a complete re-tube of the boiler, running gear work, new front tube sheet, new braces, and a plan to continue the work on the engine until it meets a class one shopping. The long term goal is to include a circular track so

### INSIDE

- 2 Project Updates
- 3 From the Executive Director
- 4 Who We Are; What We Do

that they are no longer a point-to-point railroad. At that juncture we can run summer weekends and become more self-sufficient. The work for the oil conversion involves an oil bunker to be purchased, an oil burner to be purchased, a pallet of fire brick, fire brick mortar, piping to the burner from an oil burning quadrant, piping from the tender and the fabrication of a firepan for oil burning. The existing ashpan was not acceptable and had to be replaced. This is determined to be the perfect time for the oil conversion

Woodburning entails a large amount of labor to acquire the wood and cut it to appropriate sizes. They have received a commitment from people willing to donate used motor oil, which can very easily be used as a fuel in the oil burner therefore saving the cost of fuel for the engine. The estimated cost for this conversion is \$12,640.00. The NGPF Board of Directors authorized a matching grant in the amount of \$6,320.00 for this effort.



*KM Ry. #4 Baldwin 2-6-2 was steamed up in Como 8/17/2017 for the first time. She is making her first run on the small stretch of track built in front of the Como depot, marking the first time steam had been in Como for nearly 80 years. (Photo: Tim Bain)*



*KMRy #4 in storage at the Dry Gulch & Silver City Railroad in Oklahoma following an overhaul completed by Dry Gulch Shop crew in 2009. (Photograph supplied by Tim Bain)*

This little locomotive has a varied history, both in where it called home and its use. There were many, and that list continues to grow, who have had a part and a hand in the preservation of this Baldwin Prairie locomotive that is now sporting the name "Klondike Kate" in honor of its origins in the mining fields of the Klondike.

- 1912 - 1942 - Klondike Mines Ry – Yukon Territory, Canada
- 1942 – 1955 - US Army / White Pass & Yukon Railway – Alaska/British Columbia
- 1955 -1958 - Mike Molitar - Oak Creek Central Railway – Wisconsin
- 1958 - 1962 - Mike Molitar Peppermint & Northwestern Railroad – Wisconsin
- 1963 – 1967 - Mr. John Denton - Petticoat Junction Railway – Tennessee
- 1968 -- 1969 - Mr. John Denton – stored in Knoxville, Tennessee
- 1969 – 1972 – Mr. John Denton – Gold Nugget Junction Railroad – Lake of the Ozarks, Missouri
- 1972 – 1980 - John and Pat Gallagan – Gold Nugget Junction Railroad -- Lake of the Ozarks, Missouri

Interestingly, the Gallagans converted the #4 to oil burner, but the patch work didn't last very long since there had not been any overhauls completed since the locomotive left Skagway back in 1955. Old #4 became inoperable in the late 1970s.

- 1980 – 1984 - Denny Hilton -- Gold Nugget Junction Railroad -- Lake of the Ozarks, Missouri

Hilton operated the park but was never able to overcome the expense of rebuilding #4, so it sat idle for these 4 years.

- 1984 – 1984 - Midwest Central Railroad – Mount Pleasant, Iowa
- 1984 – 2005 - Steve Wild – locomotive stored in parts near El Reno, Oklahoma
- 2005 – 2015 - Dry Gulch & Silver City Railroad (#4 rebuilt to running order by 2009, and was then offered for sale as it was determined to be heavy for the park) – Adair, Oklahoma
- 2015 – 2017 - Mr. Mark Greybill – Georgetown Loop RR – Silver Plume, Colorado
- 2017 – Present - Dr. Charles and Kathy Brantigan – Como, Colorado



**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 also a retired 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 FREDIANI**

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 was 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 now 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.



(Photograph by Bob Schoppe)

Latest progress on the water tank by the Denver South Park & Pacific Historical Society. This photograph was taken in October of 2021, the last day of their regular work session season. Having all the necessary parts, the tank should be completed in 2022.

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**BOOK DISCOUNT for MEMBERS!**

A a member only discount on the three published books by Sam Furukawa has been established.

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); Please mention the discount and provide your member number.

**From the Executive Director**

*We hope the pandemic is in our rearview mirror, allowing the various museums and working groups around the country the ability to gather in person and work on their respective preservation goals. From the information that has been provided to us, it seems some areas of the country are back to almost normal work sessions, while other areas are still practicing preventative measures. Hopefully we will obtain a state or "normal" soon.*

*Given the slow down of activities, as well as a smaller group of applications for help with the respective preservation projects, we have experienced a lack of material to publish. This in part is the reason for the retracted publishing schedule for the Preservation News. This issue covers the last two awarded matching grants that have been approved by the Board of Directors. At this point in time, we are in need of fresh material to publish. If you are aware or have knowledge of preservation efforts for the narrow gauge, please get that material to me.*

*We anticipate an increase in activity in what is left of this year, so when you get your dues renewal notice, please consider an additional amount or a step up in membership classification to enable us to fund more activities.*

*Allen Pollock*

**CONTACT INFORMATION**

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## NARROW GAUGE PRESERVATION FOUNDATION

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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 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.