

Whistle Stop



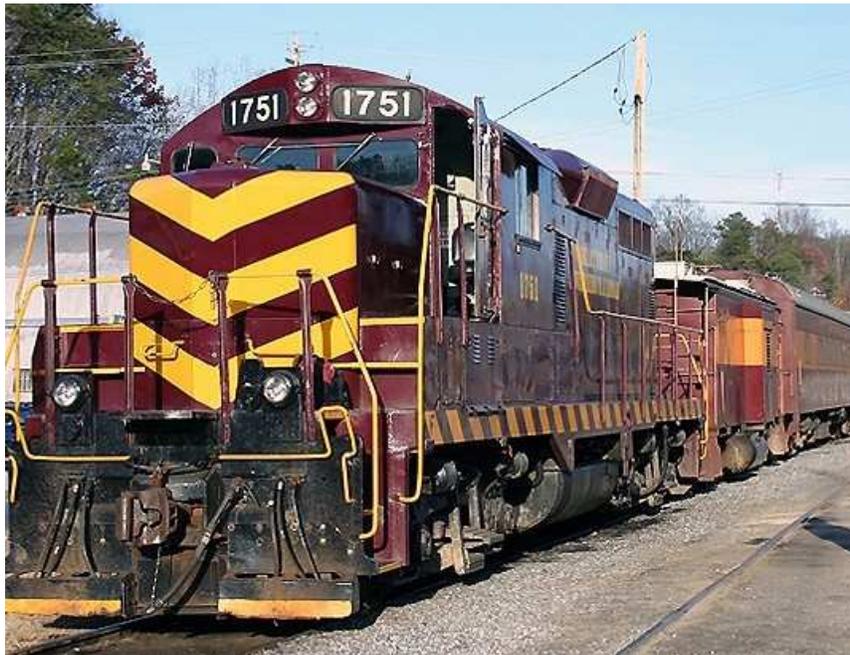
Watauga Valley Railroad Historical Society & Museum
P. O. Box 432, Johnson City, TN. 37605-0432
(423) 753-5797
www.wataugavalleyrrhsm.org



Preserving Our Region's Railroad Heritage

Volume 32 No. 3

March 2012



Rail Excursion and Trip Update

Pictured above is GREAT SMOKY MOUNTAIN RAILROAD GP9 #1751 from their stable of horse power. Perhaps it will serve as motive power for our **SOLD-OUT** March 31st excursion. Also sold out is our April 14-15 AMTRAK trip to Washington, DC aboard Museum cars *Clinchfield* and *Powhatan Arrow*. Fortunately for late-comers, seats are still available for a similar trip on May 5-6. For details, go to <http://www.wataugavalleyrrhsm.org/specialevents.php>.

March 19th Membership Meeting

***** date change *****

The next Watauga Valley RHS&M Membership Meeting will be held **Monday, March 19, 2012** at 6:30 pm at the Johnson City Public Library, 100 West Millard St., Johnson City, TN. Please notice the date change from the 4th Monday to the 3rd Monday on account of library remodeling. Our program this month will be on "Great Steam Locomotives." This will be a program you do not want to miss. Bring a friend out for a relaxing evening with your fellow members.

Member Notes

by Nancy Jewell

Our sympathy is extended to David and Lyndell Denny in the death of David's aunt, Minerva E. Lamb, on March 6, 2012, in Johnson City.

Please remember Jack Maloney, Walter Byrd, and Lois Schubel, Bob's mother, as they deal with health concerns. As always, let us know of members, families, or friends to whom a card might be sent or a phone call made. Please call the office at (423) 753-5797 or Nancy Jewell at (423) 282-0918. Thanks for helping us keep in touch.

Is This Your Last Whistle Stop?

If you have not paid your membership dues, this will be your last newsletter. Per WVRHS&M by-laws, the grace period will end March 31, 2012 for memberships expiring 12/31/11. This is just around the corner. Do not miss an issue of the Whistle Stop and the many great benefits of membership. Please renew ASAP to keep your membership current. Dues Classes:

Watauga Valley Railroad Historical Society & Museum	Indiv. \$20.00	Spouse \$5.00
Watauga Valley NRHS	Indiv. \$56.00	Spouse \$5.00
Watauga Valley Railroad Heritage Alliance	Indiv. \$36.00	Spouse \$5.00
Joining all three	Indiv. \$71.00	Spouse \$10.00

You can turn your dues in at the March 19, 2012 Membership Meeting or mail to: Membership Chairman, Watauga Valley RHS&M, P. O. Box 432, Johnson City, TN. 37605-0432.

NRHS Renewal Notices

For all Watauga Valley members that paid their dues for the National Railway Historical Society but recently received a late notice, please disregard. There were some problems in the National Office with renewal notices. Your membership has been applied to your National Dues.

Volunteers Needed at the Coach Yard!

With our equipment getting ready to depart for the season, we need volunteers to help at the coach yard in various ways including cleaning. Please call the Museum office at 423-753-5797 and leave message. We will call you back.

PROGRAMS FOR 2012

We're in need of programs for our General Membership meetings each month in 2012. If you have any program material, including railroad slides, a video, a DVD, or know of a possible speaker, contact Nick White, the Program Director, at any meeting; call us at (423) 753-5797; or e-mail wataugavalley@embarqmail.com.

Spring Street Coach Yard Mechanical Report

by Bob Yaple

General

Our efforts to clean up, sort and organize the yard have now been turned towards the storage units. First was the container unit, which is on-going. The SOUTHERN caboose is currently being used for storage. It has been sorted, parts found for other cars and a start on organizing. You can actually walk from one end to the other!

Rolling Stock

The *Moultrie* diner is now back in the yard.

The *Clinchfield* coach remains at Spencer. Some members of the mechanical crew will go to Spencer to prepare the car for its April and May journeys to Washington, DC.

The *Powhatan Arrow* coach systems have been checked and serviced in preparation for its trips to Washington DC.

The *Crescent Harbor* sleeper/lounge, now considered a part of our rolling stock, is being treated to final phases of its restoration and fine-tuning of its operating systems. Three of the four restrooms are complete. The water system, including drains, is nearly complete. Additional work on interior decoration - particularly the bedrooms - is in progress. As we know from our other cars, restoration is never really complete. The same is true with the *Crescent Harbor*. It will be many more months before we reach completion.

We've Moved! (Our web address, that is)

In step with our recent reorganization, we've changed our web address to reflect our new name, mission and goals. Please update your bookmarks, links and address books to:

<http://www.watugavalleyrrhsm.org>

Members (and visitors) are welcome to browse and use our web site as a resource for your membership and railfanning enjoyment. You'll find information related to activities such as a Calendar of Events; Special Event notifications; and a message board. The site is home to a gallery of photos showcasing our past events and equipment. All that you need to know about our excursions is posted on the site. Looking for information about our equipment and the museum in progress? You'll find it there! You'll also find links to other sites of railfan interest (home pages of area railroads; historical and museum sites; modeling sites; and railfan portals). The site is open 24 hours a day. Drop in and visit us if you have not already done so. And, suggestions for improvement are always welcome!

NRHS News

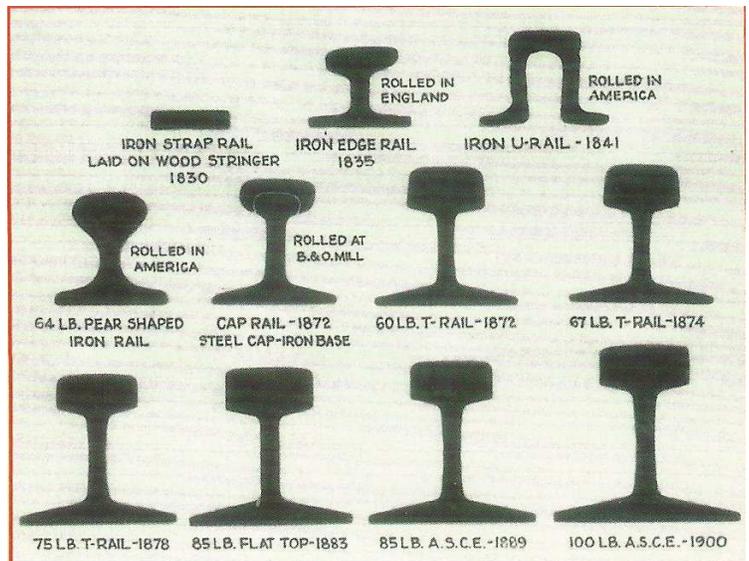


Mark your calendars now for the first NRHS Convention in Iowa. Based in Cedar Rapids, NRHS Convention 2012 will be held during the week of June 18-24. The program will feature five days of train trips on regional carriers including the Iowa Interstate, Iowa Northern, and former interurban Cedar Rapids & Iowa City. Additional events will be held at the Old Threshers facility in Mount Pleasant as well as local history tours, visits to industrial facilities, seminars and the traditional convention meetings. For more information on events and registration (you're on your own for transportation and lodging), go to:

Above: A Chinese-built QJ-class locomotive, Owned by IOWA INTERSTATE and scheduled to pull one of the excursion trips.

<http://www.nrhs.com/news/2012-nrhs-convention-cedar-rapids-iowa>

When reading historical material, have you come across references to rail size and shape that left you in the dark? The diagram at right might help shed some light on terms like "T rail", "U rail" and 85-pound.

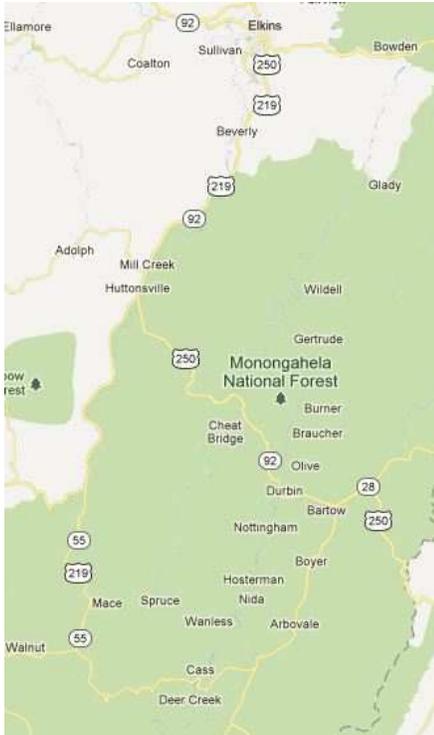


Regional News

Blue Ridge NRHS reports that on March 7, 2012, a ground breaking ceremony was held to kick off the renovation project for the ex-VIRGINIAN passenger station in Roanoke. The station suffered severe fire damage on January 29, 2001 (oddly, the same date that passenger service ended on the VIRGINIAN in 1956). The fire was caused by a street person trying to keep warm.

Regional News (continued)

90-mile Rail Excursion Loop Proposed



[From the Charleston (WV) Gazette] A plan has been unveiled that would link CASS SCENIC RAILROAD with the WEST VIRGINIA CENTRAL Railroad (ex-WESTERN MARYLAND), creating a 90-mile rail excursion loop. Using track removed from an existing portion of the WVC, rail would be re-laid from Elk River Junction (near Glady) to Durbin. This would open an Elkins-Durbin rail route. Passengers would then proceed to Cass. [Ed. Note: it was not made clear how this would happen as the ex-C&O line from Durbin to Cass was destroyed by flood.] Passengers would then ride CSRR over to Spruce, where they would reconnect with the WVC for their return trip to Elkins. Labeled the "*Highland Adventure of Mountain & Rail*", the project is estimated to cost \$20 million. The circular route plan offers the opportunity for eight trains to make daily departures from eight cities and towns. Passenger cars would be equipped to carry kayaks, mountain bikes, and backpacking and fishing gear, making it possible for backcountry tourists to be dropped off and picked up at various locations along the route. The section of ex-WM trackage from which rail would be removed would be converted to a hike-bike trail. If funding is approved, it would take 18 to 24 months to fully implement. The

plan needs approval from the State Rail Authority, the US Forest Service (much of the route is through the Monongahela National Forest), and other agencies, before it can move forward.

NORFOLK SOUTHERN Honoring Predecessor Lines

[From NS Press Release] In celebration of its 30th anniversary year, NORFOLK SOUTHERN is honoring its predecessor railroads by painting 18 new locomotives in commemorative schemes that reflect the heritage of those lines. The heritage locomotives will represent most of the railroads that played significant roles in NORFOLK SOUTHERN's history. Each paint scheme will be modified to fit contemporary locomotives while staying as true as possible to the original designs. NORFOLK SOUTHERN employees in Altoona, Pa., and Chattanooga, Tenn., will paint GE ES44AC locomotives, while the EMD SD70ACe units will be painted at Progress Rail Services' facility in Muncie, Ind. The Fallen Flags to be honored include: CENTRAL OF GEORGIA; CENTRAL RAILROAD OF NEW JERSEY; CONRAIL; DELAWARE, LACKAWANNA AND WESTERN; ERIE; ILLINOIS TERMINAL; INTERSTATE; LEHIGH VALLEY; NEW YORK CENTRAL; NEW YORK, CHICAGO AND ST. LOUIS RAILROAD (NICKEL PLATE); NORFOLK SOUTHERN RAILWAY; NORFOLK & WESTERN; PENNSYLVANIA; READING; SAVANNAH & ATLANTA; SOUTHERN; VIRGINIAN; and WABASH.

The first units will be delivered in March, and all units are expected to be riding the rails by June 1st, NORFOLK SOUTHERN's 30th anniversary date. Check out these great paint schemes on the next page. And get your cameras ready for some fabulous (once-in-a-lifetime?) shots!

Norfolk Southern Heritage Locomotive Schemes

Renderings courtesy of and copyrighted by Andy Fletcher



Central of Georgia



Central Railroad of New Jersey



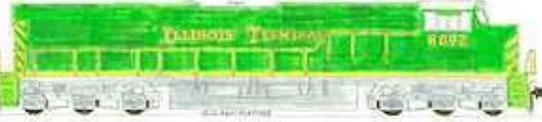
Conrail



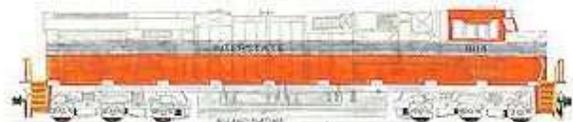
Delaware, Lackawanna & Western



Erie



Illinois Terminal



Interstate



Lehigh Valley



New York Central



Nickel Plate



Original Norfolk Southern



Norfolk & Western



Pennsylvania Railroad



Reading



Savannah & Atlanta



Southern



Virginian



Wabash



Photo Section



Gary Price submitted these shots as a contribution to this month's *Photo Section*.



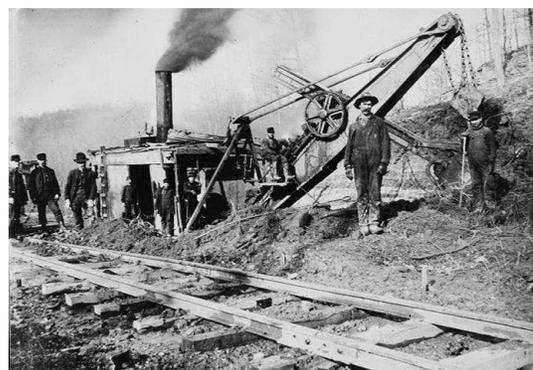
[←] A shipment of new VALE BB-40-9W diesel locomotives are seen passing through Appomattox, VA on their way to Norfolk, where they will be loaded onto a ship bound for Brazil. These units are an odd 5' 3" gauge used exclusively in the nickel and iron ore mines served by the Valley Railroad Company located in Brazil. The trucks for these units are loaded on separate flatcars.

[→] No, this photo is not in black and white. The first snow of the year has fallen in West Virginia, and a NORFOLK SOUTHERN coal train is slowly creeping into yard at Mullens.



[←] Soon to be a thing of the past on NORFOLK SOUTHERN: high hood locomotives. As NORFOLK SOUTHERN cycles their aging fleet of GP-38-2's through the shops, the first procedure to be performed is a nose job, so when #5051 makes her way to the shop. More than likely she will re-appear with a new, lower nose.

Gene Lewis (Greensboro NRHS) sent along this vintage photo at right of a steam shovel used in construction of the CC&O. Unfortunately, little is known about the picture (date, location, etc.) and sadly Jim Goforth is no longer with us to offer answers. The photo is part of the collection of the NC State Archives.



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Fred Waskiewicz, Editor



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