

SHORT LINES



Mitch Goldman

Hundreds gathered at Horseshoe Curve throughout May to see the 765 climb the mountain and descend back to Altoona.

In Pennsylvania, a lucky horseshoe

By Bill Otter, President

Coming off last year's success with Norfolk Southern's Employee Appreciation Steam Specials, the Fort Wayne Railroad Historical Society found itself in a position that it has not been familiar with for quite some time. We had operated over 3900 miles, carried over 7000 passengers, and were financially sound enough to be able to invest \$100,000 into Project 765 for the federally mandated boiler inspection and repair work that will take place in 2019.

The 765 performed flawlessly during 2012 which was a testimony to our maintenance and operating crews. We made railroad history in being the first steam locomotive to complete a round-trip journey over Horseshoe Curve in 37 years! What a way to celebrate our 40th anniversary and what an honor it was for us to help Norfolk Southern celebrate their 30th. Late last year we found ourselves asking the question: How could it get any better?

The answer came quickly: Norfolk Southern invited us back for 2013 as an official member of their 21st Century Steam program. Not only would we be operating trips for railroad employees, but also our own public excursions on the mainline. This says volumes about their confidence in our operation.

Our mechanical crew had their work cut out for them over the winter in completing a multitude

of repair and overhaul projects, including one of the primary air pumps, the hot water pump, and the installation of an event recorder in the cab. All of these projects required quite a bit of engineering and "can do" as many parts had to be completely fabricated from original drawings and new systems were developed to satisfy important requirements.

As with any project of this type, they always seem to cost more and take a lot longer to complete than any initial estimates. One of our founding members, Glenn Brendel, always used to say: "Take your original estimate, multiply it by two and add fifty percent". This seems to be a safe estimating procedure for steam engine repairs.

With our numerous projects completed, passenger cars started to arrive at our facility in May. This presented a challenge as our available track space is at a premium. Our dedicated yard crew somehow managed to get everything to fit and to get our train assembled for the first leg to Bellevue, Ohio.

On May 11th, we pulled an Employee Appreciation trip out of Rockport Yard in Cleveland, Ohio to Fairlane Yard in Lorain. Although the weather was cold and rainy, spirits were high and we successfully completed our first run of the year. There were a lot of smiling faces despite a chilly and wet spring day.

Early on the morning of May 12th, Mother's



The Bridgeview Bed and Breakfast near Harrisburg hosted not only railfans and families, but invited the 765's crew for a cookout after the busy Memorial Day Weekend.

Day, we headed to Rocky River, where we would pull our first public excursion of the season and our first on Norfolk Southern since 1993.

The destination was the Mad River & Nickel Plate Museum in Bellevue. This was a significant operation as it represented the first time in 66 years that Nickel Plate steam pulled a passenger train out of the Nickel Plate Depot in Rocky River. The depot is the oldest structure in Rocky River and was built in 1882. It is currently used as a maintenance building by the railroad.

When we announced this trip on our web site, we had no idea of how the ticket sales would go. The trip was completely sold out in five days, and we had a waiting list of over 400 people! We were able to add a couple of passenger cars to the train and when we left the station, we had nearly 700 souls on board.

Our public excursions included a First Class section of the train which included a continental breakfast and hors d'oeuvres during the entire trip. Our food service crew, lead by Christaan Beatty and his family, outdid themselves and set a very high standard for future operations.

The City of Rocky River and property manager Bill Brink deserve special mention as we experienced unprecedented cooperation in regards to assistance with traffic and crowd control, parking, supply of a paramedic, and overall support.

The next weekend found our train in Altoona, Pennsylvania for two days of Employee Appreciation trips that would take the 765 up over Horseshoe Curve. The trips originated and returned to the Amtrak Depot, adjacent to the Railroader's Memorial Museum. Norfolk Southern provided its Pennsylvania Railroad heritage diesel no. 8102 for our consist. This unit came in handy with the benefit of dynamic braking on the return trip down the curve.

With the next operations taking place over the three day Memorial Day weekend, we were facing the most grueling schedule in our operating history. Our organization would be operating 280 miles per day, three days in a row. The train would depart Enola Yard at about 5:00 AM each day to pick up our passengers in Lewistown, journey to the curve, turn the train at

Gallitzin, drop off the passengers at the museum in Altoona for lunch, return the passengers to Lewistown, and finally arrive back at Enola about 8:00 PM.

In a situation similar to Rocky River, we announced this trip on our web site and we sold out all three days in 48 hours. A last minute scramble enabled us to add a couple of cars to the train to accommodate the waiting list, one of which was the Dover Harbor, a vintage car that is one of two Amtrak approved heavyweight passenger cars left in the United States. It was built in 1923, refurbished in 1934, and it came with its own white-jacketed crew, including a gourmet chef. The fortunate people that rode in this car truly had a once in a lifetime experience.

Operating a 17-car passenger car train, pulled by steam, three days in a row, on a 280 mile circuit, is an experience that is hard to describe. From servicing the engine and passenger cars, there were about three hours left for sleep out of each 24 hours, if you were lucky. All that can be said is that our volunteers working as car hosts, in merchandise sales and food service, in locomotive operation and train and engine service all performed selflessly. It was an event that we can all be proud of.

For the society, this was the single largest set of excursions we'd ever undertaken, beyond even our most famous trips through the New River Gorge. Our organization handled everything from the logistics, planning, scheduling, and ticket sales, and arranged for EMTs, parking, passenger cars, and security. Nearly every aspect of these trips fell on our managers and volunteers, and in concert with our partners at the railroad, the museums in Bellevue and Altoona, we accomplished one of the highest profile excursions anywhere in North America this year. Special thanks to managers Steve Winicker, Rich Melvin, Wayne York, Tom Nitza, and Kelly Lynch for leading our organization to this milestone.

With the 765 tucked safely back in the shed in New Haven, maintenance projects continue in preparation for our fall season, which will include a return to the Cuyahoga Valley Scenic Railroad and possibly a trip out of Fort Wayne. We are looking forward to 2014 when the 21st Century Steam program will resume and we will be off to new destinations once again.

PRESEASON PROJECTS AT A GLANCE

- ✓ Air pump rebuilt in North Carolina
- ✓ Water pump re-machined in Chattanooga
- ✓ Some staybolts renewed
- ✓ Blowdowns re-machined
- ✓ Event recorder installed system,
- ✓ Stoker plates removed, stoker engine serviced.
- ✓ New turbo generators installed
- ✓ Electrical distribution panel installed
- ✓ New smokestack and petticoat installed

TOTAL COST BEFORE FIREUP = 75,000

- SEW

Volunteers shepherd in a flawless month of trips

By Steve Winicker, Chief Mechanical Manager

The 765 turned in another flawless performance, experiencing no delays or issues in its most recent round of trips last spring. This was not a fluke, as it involved a long season of maintenance and long hours by our committed crew.

Work started with an inspection of the locomotive shortly after last fall's trips. The air pump went to North Carolina for a rebuild assisted by members in the area, while the water pump soon took off for Chattanooga for extensive machining. Other projects were undertaken locally including the replacement of several staybolts and re-machining the blow downs.

The systems were tested in late April and all worked as advertised. The air pump needed a few hours of running to get parts seated but once on line delivered air for brakes and other uses as needed steadily and without issue. The water pump's prior erratic performance in past seasons was no longer an issue and provided all the water needed with only an occasional boost from the injector when the fireman got behind.

The water pump continued to supply a reliable amount of makeup water but the firemen sometimes got a surprise when a hill was crested. There is a considerable difference in the level of water in the water glasses when you are pointed downhill with the water in the front of the boiler and the brakes of the engine on and going uphill with the water to the back and the engineer using all the steam you can make. The time difference is often less than a minute between one situation and the next and the difference in the level of water in the glass can be a couple of inches. I can tell you from experience when this happens it can seem an eternity before the water level is restored to its actual level in the water glass. Unless you are familiar with the amount of grade change to expect you can have less or more water than you think once things become more stable if that term can be used in the bouncing cab of a locomotive. That is why we tend to carry a bit more water than a crew very familiar with the territory would do the first time over a route.



George Kester (above, left) and Brad Taylor (above, right) team up to prepare the installation of a new smokestack and petticoat structure to replace the 1944 original. The new smokestack and other parts were formed by Charles Overley Fabrication in St. Marys, Ohio.

The generators produced a continuous whine that provided a steady supply of power adequate to keep the headlight bright, cab gauge lights lit, and new event recorders recording and cab signals signaling. The blow downs, which provide the ability to get rid of water with lots of dissolved solids also saw some attention in the preseason. Though we made fine strides in these refinements, steam locomotives have a way of making volunteers earn their pay, as even the blowdowns can have a personality of their own.

Engineers are not without teachable moments, either. A failure to acknowledge a signal change in time left us with a penalty brake application in the tunnel east of Gallitzin. Apparently the signal dropped just inside the tunnel and with the added noise echoing in the tunnel and a host of other duties to perform the acknowledgment pedal was not depressed and released in the 5 or 6 second time needed to prevent a penalty brake application. This left the engine in mid tunnel with enough fire in the firebox to get the engine up the grade, but setting still and using no steam. Quick action by the fireman and his helper got the injector going to cool off the boiler before the pop valves lifted further filling the tunnel with steam adding to the smoke already issuing from the stack. Careful preparation and continuous vigilance allows one to adapt to whatever fate sends your way, but to add to the situation we had just passed a garbage train on the hill and were able to get the full effect of a train load of trash concentrated in the close environment of the tunnel as it passed.

These are of, course, the moments we leave home for.

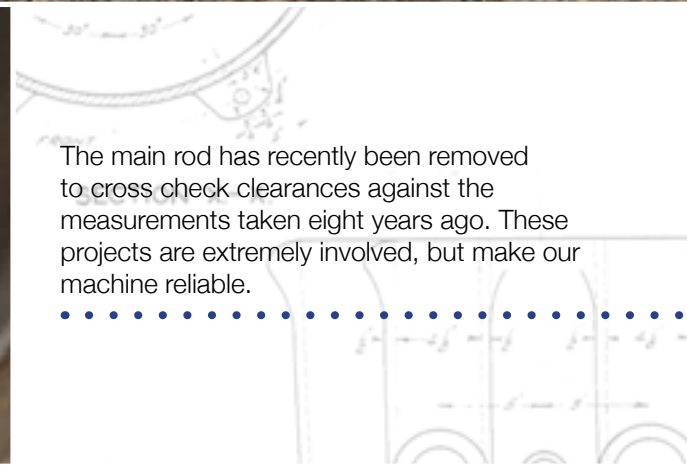
Even though the engine performed well there are a host of projects that need attention to keep it running well. Cleaning, crosshead and running gear and tram measurements are taking place, with the goal to tighten up some clearances and reduce wear. The packing also needs some work. There are many other areas that will be tweaked to keep the engine operating safely and efficiently in the future and as always, you are welcome to by to lend a hand and look around. Our volunteers continue to collectively dedicate over 1000 hours a month, so if you have some time help us add to those numbers and get the 765 ready for her next act later this year.

We're staring down the business end of the freshly formed and newly installed smokestack and petticoat (above, right) as volunteers work in the smokebox to reassemble the blast nozzle from inside the smokebox. After much prep, the installed stack awaits its first blessing of cinders.

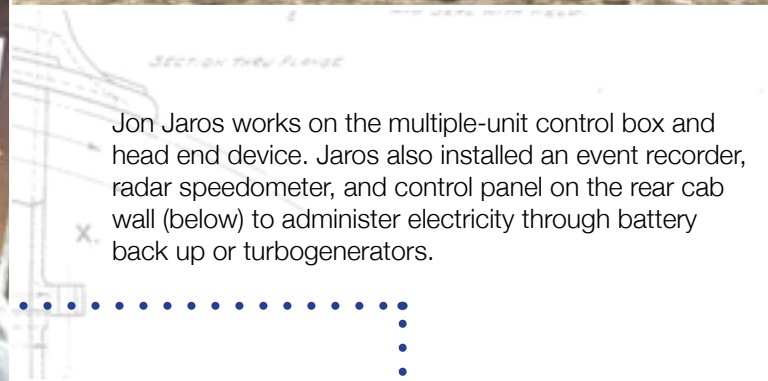


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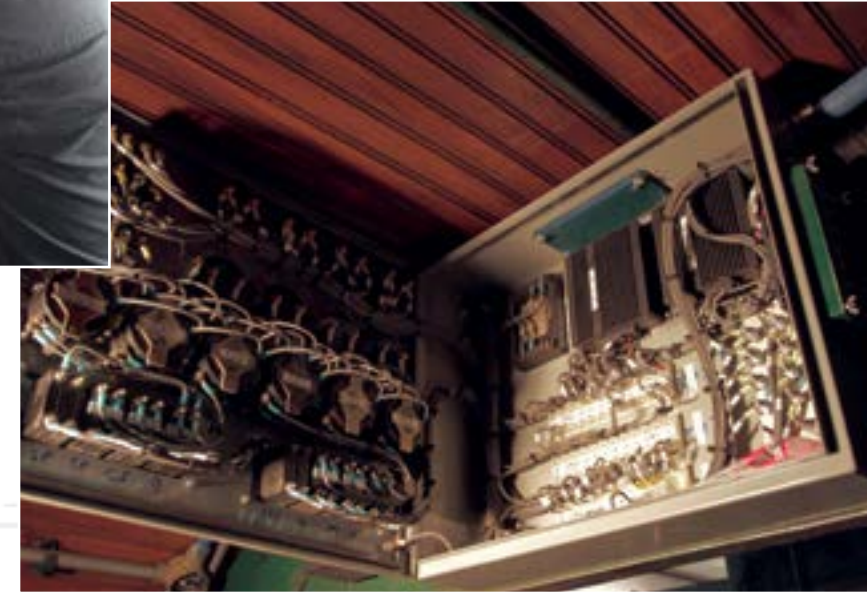
Looking not unlike an organ transplant, the water pump after returning from Chattanooga, Tennessee after being re-machined prior to the start of the season.



The main rod has recently been removed to cross check clearances against the measurements taken eight years ago. These projects are extremely involved, but make our machine reliable.



Jon Jaros works on the multiple-unit control box and head end device. Jaros also installed an event recorder, radar speedometer, and control panel on the rear cab wall (below) to administer electricity through battery back up or turbogenerators.



Excursions a financial success, money to be allocated for future maintenance

By Michael Guptail, Treasurer

The excursions run by the railroad historical society this past May were both operational and financially successful. As treasurer, I am always looking at the income generated from our efforts, but most satisfying to me was the number of new members that joined. Most new members lived in, or around, where we operated this year. It is most gratifying to know we touched so many. To our new members, thank you and welcome aboard. To our stalwarts, we hope you continue to enjoy the ride.

“We’ve allocated \$100,000 toward Project 765.”

Bill Otter, Rick Popp, and I spent each of our trips in the concession car, selling everything from donuts to teddy bears and interacting with hundreds of passengers, which is one of the primary joys of the job despite the long hours.

I am happy to report our income from the concession operation amounted to over \$43,000. To put this in perspective, this is almost half of our annual insurance rate, which highlights the crucial role even

souvenirs can play in contributing to our program. We commissioned a commemorative Horseshoe Curve t-shirt that was well received by the passengers, as these and other shirt sales accounted for half our sales.

With the net revenue from operations, we are able to keep the 765 in excellent operating condition and will set aside more cash for the mandated repairs required in 2019.

If you missed our note in the 2012 Annual Report, we are proud to report that we’ve allocated \$100,000 toward Project 765. It is rare for any organization of our type to be able to finance a major portion of future work in this manner and we are extremely fortunate to be able to dedicate these resources to future maintenance of the locomotive.

Continuous improvement on the road with the 765

By Joe Knapke, Crew Chief

Our goal of continuous improvement is constant as evidenced by our crew completing the first half of 2013 with no injuries, safety issues, or mechanical delays.

Of course, what would be life with the 765 without the occasional challenge or surprise? While excursion logistics and locomotive operation seem to be the most obviously demanding challenges we encounter, there are always a few new things waiting to offer us lessons on mainline steam operation in the 21st Century.

At Rockport Yard, the nearest usable hydrant was twenty feet from the locomotive. At first reading that may not sound like much, but consider the distance is vertical instead of horizontal, and below a railroad bridge at its nearest point. Not only did this geographically challenged hydrant require some creative rolling of hose, but also a special “Cleveland” area adapter to connect to the hydrant.

Dave Cox and I contributed a number of volunteer hours fashioning a “Fort Wayne” adapter to deal with a number of non-standard threads. While this may not seem like the most romantic of duties, watering the locomotive is of course an absolute necessity. In the rain, after a few days of being on the road, assembling a creative fire hose solution is perhaps not the first thing you would think of when it comes to railroad preservation. We’ll soon have on hand a universal adapter for such situations, though we are sure to encounter more hydrants placed in complicated interesting places such as Altoona, where our crew rolled out six hoses only to discover the hydrant inoperative (remember the term “usable hydrant?”) With two more hoses laid out we reached a working water source and I imagine felt very much like Columbus when he spied land.

Once the water is in the locomotive, you’ve got to treat it, which is a more straightforward, but serious matter. One of our goals has been to increase the number of volunteers who can competently take water readings and procure the right amount of treatment and chemicals to aid in reducing the total dissolved solids in the 765’s water supply and boiler. Too little and chemical is wasted and the water in the boiler does not steam well, too much and the water may begin to foam, which can not only hinder locomotive performance but has the potential to damage the machine.

The railroad asked that we streamline our firing crew, ensuring more consistency in firing assignments and reducing the cycle of people through the cab. This allowed us to build on our core group of fireman, with the occasional assistant or observer from the engine crew.

We’ve also improved our overnight

and servicing procedures, training more of our crew how to properly bank and awaken the locomotive between operating days. This process, if done correctly saves coal, water, treatment, and manpower, allowing crew a uniform nights rest after increasingly long days. So far our crew, with predetermined assignments and roles for servicing, continue to perform admirably in rain, at night, and within small windows of time. With only a handful of days every year to spread skills, knowledge, and experience around, we are always looking at taking advantage of these instructive opportunities.

In the future we’re planning a class to do additional hands on training to cover emergency procedures such as when a water glass breaks or a tube ruptures. While these are rare occurrences, quick reaction time will ensure safety and professionalism meet over the road challenges inherent with an operating locomotive.

When you’re on the road for days and weeks at a time with 12-15 other volunteers, when the paycheck is less the days for being on the road, when the air conditioning stops or generator goes out, when breakfast is before sunrise or not at all, or when dinner doesn’t come until after the 11PM servicing session, there are no others folks I’d prefer to be working along side.

The best part about the experience remains being able to work with a great group of people dedicated to preserving a great piece of history and being able to share it with others. It is with these co-workers and through the enjoyment of the general public that all the time and hard work maintaining the 765 becomes worth it.



The 765 graces passengers with a long look as she arrives at Lewistown station. Inset, Kelly Lynch, filling in as Excursion Manager, Bill Otter, Rick Popp, and Mike Guptail hold down the concession car.



Ben Sutton captured the 765 coursing across the iconic bridge upon entry into a crowded Rocky River station. Later that month on May 18th, Dennis Livesey snapped the 765 and its handsome train set doing work of Horseshoe Curve. Even in the rain, crowds gathered to watch the train pass.

Perfect marriage of social media and steam help season

By Kelly Lynch, Communications Manager

One or two of them were spotted last year. We passed them so quickly it was hard to get a photo.

In May, they were more frequent, popping up out of Lewistown as the train moved en-route to Pittsburgh. Another appeared after crossing the Allegheny River, decorated with yellow streamers. “Welcome to Pittsburgh,” it read with a wave from a little girl.

“Thanks for the memories. Come back soon,” read another.

Last year, the 765’s impact on the public was evidenced in mass social media postings, messages, and shared photos on-line, highlights of which were shared in the annual report. Even with our formidable social media channels, these simple hand made signs, glimpsed in brief moments along the railroad, ranked as some of the crew’s favorites.

“Every crossing we go across easily has 10-40 people waiting for the train. Never seen anything like this,” wrote one user on Twitter over Memorial Day Weekend.

Our newly upgraded GPS smart phone app made it possible for more to greet us trackside and proved popular once again. The society invested in a dedicated app and new desktop tracker to grant the 765’s audience direct access to our news and social media feeds, not to mention the 765’s route and location.

“I often check the app to see where the 765 is resting for the night,” posted one user on Facebook. Another wrote emphatically, that he saw “20 and 30-somethings are using the app at each grade crossing. For the first time ever I think I saw more young than old waiting for the train.”

With an on-line email list and an audience of nearly 9,000 people, 75% of the Horseshoe Curve Special sold out in less than six hours. We returned to a third party ticket vendor for these trips, but will more than likely start to sell them in-house with our revamped website and on-line

store for more control and a better customer experience.

Even with the social media advantage, these outings place extra emphasis on the experience of the trip for the ticket paying passengers. Though critiques were few, the most common sentiment expressed the desire to see and hear more of the engine, which any steam excursion operator can sympathize with.

(Despite the scope and duration of these trips, they were actually the first operated since 2009 without open windows, vestibules, or photo runbys.) On at least one trip, we managed to back the train past the Altoona station to allow passengers a long and close up glimpse of the 765 and her train, in an effort to balance the customer experience with the fluidity and safety of the operations.

Other impressive statistics are thanks to our car hosts and other volunteers from our organization and

Lewistown, owing to our ability to board over 700 people through two vestibules in less than 30 minutes on all three days.

“Your commitment to doing what you love cannot be equaled,” wrote a passenger and her 10-year-old son.

We made a lot of good relationships earlier this year and hope to continue to build upon them. We’ll know that our people and machines are accomplishing great things not simply by revenue earned, but by the letters, emails, photos, and hand made signs with ribbons attached.



They still run mainline trips, but Friends of the 4449 and the Oregon Rail Heritage Foundation built a six million dollar engine house and interpretive center near downtown Portland to reach its audience.



ORHF

What comes after the 21st Century?

By Kelly Lynch, Communications Manager

Norfolk Southern's 21st Century Steam program continues to provide railroad preservation with exciting opportunities and successes on a mainline scale. The promotional platform benefits not only the railroad and our organization, but also the Tennessee Valley Railroad Museum and now the Virginia Museum of Transportation with the planned rebirth of Norfolk & Western J-class no 611. With engines like the 765 and 611, it is tough to want to look elsewhere other than on the mainline railroad to share, operate, and maintain these incredible icons.

Outside of Class 1 operations, however, the future for mainline engines retains few promises. The success of the 765 has always relied on the operation of excursions. It is a business model that relies on a number of outside parties, hosts, and conditions that we as an organization often exert little control over.

Long time supporters will remember the hindrances experienced for several years after the locomotive's 2005 rebuild and even before in the mid-1990s when insurance premiums ran too costly and available railroad real estate for passenger operations was virtually unavailable. That can make tough business for an organization that needs a particular set of circumstances on which to sustain itself.

It's said that a rising tide raises all ships and when it comes to mainline steam for the foreseeable future, the tide is high and weather clear. With the iron hotter than ever in recent years, we've been moving to re-establish the railroad historical society as a venerable presence in the Fort Wayne area's non-profit community, a role we have historically not had the horsepower or time to embrace. Our biggest problem has been visibility, with our operations confined

to our shop on Edgerton Road or on the mainline railroad hours away.

Imagine that your local zoo asked you to drive four hours to see the animals or that you could only experience the zoo itself when the exhibits were being cleaned. Our primary problem with our own backyard has been that not many people know we exist to begin with. And once they know we exist, the burden is on us to achieve and maintain cultural relevancy and inspire our audience to support us. Talk about an uphill climb.

Our successes of late mean little if we hesitate to evolve the organization to where it can be meaningful and relevant outside of the storied and traditional mainline steam excursion trips. This means calling on the same guts and tenacity that it took to remove a broken engine from a city park without a shop or money to fix it in 1974. But how?

Our friends at the Oregon Rail Heritage Foundation in Portland have established an enviable example. Though it took the better part of a decade, they've managed to construct a \$6 million dollar facility near downtown Portland, adjacent to an active riverfront, across the street from the Oregon Museum of Science and Industry, and amid a new streetcar and bike trail system. Despite several choices for alternate locations pending the demolition of their roundhouse, they constructed a two-stall engine house designed for the public as much as it was for the locomotives because, as they put it, "they wanted to be where the people are."

To that end, the railroad historical society has been reintroducing the 765 to hundreds of civic leaders,



Todd Dillon

The 765's is magic undeniable. How can its success as a roving tourist attraction be the foundation for a permanent one?

politicians, business owners, and citizens in Fort Wayne by way of conversations, presentations, site visits, promotional campaigns, and more since 2009. All of these efforts have centered around two things: the ongoing success and legacy of the 765, and how the 765 is a cultural asset that is underutilized in a region seeking to recapture its identity.

Until earlier this year we made no formal announcement about these efforts despite much progress and positive words, but it is important that our members and supporters know the great lengths the organization is going to explore a sustainable and meaningful future that exists in addition to operating mainline excursions.

At the conclusion of 2012, Fort Wayne City Council approved funding for a riverfront development feasibility study as part of what is known locally as Legacy Fort Wayne. With more than \$77 million allocated over several years, "Legacy Funds" are designated to benefit the cultural, recreational, and economic well being of the city, with the initial efforts focused on exploring development opportunities along the city's three rivers.

Riverfront and downtown development is an increasingly hot topic in Fort Wayne and thanks to our organization's history as well as some very fortunate timing, the forthcoming feasibility study is required to explore how to include the Fort Wayne Railroad Historical Society, Nickel Plate Road no. 765, and our operations and collection in an destination called Headwaters Junction.

The initial concept suggests a recreated roundhouse and station, several miles of reactivated right of way, the potential for short line freight operations, connections between area points of

interest, and an integrated, atmospheric experience that can romance the 21st Century audience, taking cues not from museums but from attractions around the country. Potential locations include list at least three options, though the study may suggest something else entirely.

Located downtown, connected to the general railroad system, and integrated with other attractions, Headwaters Junction quickly became one of the top three ideas voted on by the general public and was specifically endorsed by the Legacy Fort Wayne committee as an idea that was "big, bold, and transformational...it should not be overlooked when developing a vision for our riverfront." To date, it is the only specific plan to survive two years of discussion on how to begin the Legacy process, rivaling 900 others that were submitted.

What this means is that the railroad society and the 765 are now center stage in what could be a truly transformational project.

Important to remember is that Headwaters Junction is a conceptual idea - one that simply asks "what if?" The specifics -- length of the railroad line, size of the property, buildings, details of the business plan, and cost are slated to become a part of the feasibility study, with input from outside railroad consultants already submitted. Of course, our most important concern would be to protect the collection, namely the 765. As done in Portland, ORHF is an umbrella organization for the Friends of the 4449 and other groups involved in the enginehouse that allows each to retain their autonomy, finances, and equipment.

► continued on page 13



Initial renderings suggest a rail-yard park integrated with mixed uses, river, and trail access, and more.



For three days fans, passengers, passerby, and even a growing contingent of Mennonite families watched the 765 climb out of Harrisburg along the Susquehanna River, hustling a mountainous plume of steam overhead, sending shivers into hillsides, and roaring into Altoona and up a famous curve. You can get so tired that the memories seem a lot like dreams. And you can always blame the tears in your eyes on the cinders in the air.

Mitch Goldman

► **What comes after the 21st Century?**

continued from page 11

The purpose of Headwaters Junction is to put our organization center-stage where it can be educate and entertain thousands throughout the year in addition to still being the base of the 765's mainline career. It will also act as the ultimate insurance policy should the Class 1 climate for mainline steam excursion cool as it has before.

The City of Fort Wayne is due to select its consultant for the project at the close of July with the riverfront plan to be ready by the end of 2013. We were recently informed that the plan is spoken highly above among those involved with selecting the consultants.

We will no doubt be interested in the authoring of the master riverfront plan and be involved as much as we can to help impart the vision of what we've seen the 765 - and the offerings of railroad preservation - inspire in a thousand towns throughout her history and what she and her stablemates can do on a brand new stage downtown.

If nothing else, this effort has helped raise awareness of the historical society and its mission, positioning it as important and creative business and re-introducing the locomotive to the city that preserved it.

As with anything the society undertakes, your feedback perspective, and support on this and other projects is welcomed at lynch@fwrhs.org.

While the outcome of this project is not certain, our track record with the 765 shows vision, patience, and professionalism. With those qualities, we look forward to the 21st Century and beyond.

Short Lines Online



We're starting to do more multimedia coverage of our projects at the shop. Check out the first episode of Short Lines at our website and learn about the work some of our younger volunteers are doing with our other steam locomotive, Wabash Railroad 0-6-0 switcher no. 534. Stabilizing the engine for restoration assessment is underway. Stop by to get involved or join us at our next volunteer meeting on August 10th to discuss.



TIME TABLES

DEPARTURES

Cuyahoga Valley Scenic Railroad
September 7th-8th, 14th-15th
www.cvsr.com

Fall Excursions
TBA at www.fwrhs.org

Indiana History Train
October 3rd-5th, New Haven

LOCALS
New Haven, Indiana
Board meetings are held the second Saturday of each month.

Volunteer Meetings
August 10th

Member's Picnic and Open House
August 17th, 5:30PM
August 16th-18th

FORT WAYNE RAILROAD HISTORICAL SOCIETY INC.

SHORT LINES is published
January 31st, April 30th,
July 31st, and October 31st.

Publishing schedule may be adjusted to accommodate news releases. All photos by the editor unless otherwise noted. Visit us at fwrhs.org for breaking news and excursion updates.

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SHORT LINES

SUMMER 2013



Dennis Livesey

IN THIS ISSUE In Pennsylvania, a lucky horseshoe • Reports on May Excursions • \$100,000 investment made in 765
• Social media and steam • What comes after the 21st Century? • Upcoming events and excursions