

SHORT LINES

NEWSLETTER OF THE
FORT WAYNE RAILROAD
HISTORICAL SOCIETY
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SHORT LINES



Homeward bound
on the 765's last
trip of 2014.

Brandon Townsley

When the extraordinary becomes commonplace, it is no less remarkable

By Kelly Lynch, Editor

The long steel rail and our 400-ton time machine took us on another adventure in 2014. The famed Water Level Route made for fast, easy running on employee appreciation specials for Norfolk Southern between Elkhart, Indiana and Bryan, Ohio. The 765 muscled through Chicago-land on trips out of Calumet, Illinois, and swept thousands of passengers from around the world on a trip from Detroit, Michigan to downtown Fort Wayne.

In our third year operating in the 21st Century Steam program with Norfolk Southern there was a feeling of familiarity in the sights inspired by the train: the gracious and appreciative employees; the supportive staff and management of busy terminals; the great, pursuing crowds in the 765's shadow along Route 6, and the many double takes and long looks as the 765 marched into the old Nickel Plate station in downtown Fort Wayne.

That feeling of familiarity isn't borne out of boredom in this kind of work. It emanates from participating in the movement of a well-oiled machine, whose routine is measured in customer satisfaction as much as it is in dollars earned. There is a measure of confidence and

accomplishment in the steps of the 765 and her crew - the kind that engine crews in their crisp denim and chore coats must have once felt at the end of a day's shift 60 years ago.

In August, we had our first planning meeting for 2015 with Norfolk Southern. This year will be the last official year of the 21st Century Steam program. The railroad recognizes that the 765's draw continues to be an asset, and that their provision for our operation is vital to the 765. Additionally, they have praised the continued seamlessness of our combined efforts. It seems unusual to refer to this type of preservation and outreach as being anything other than commonplace, but we are proud - and you should be too - that we've been granted the chance to make our hard work recognizable, results appreciable, and the remarkable almost commonplace.

The next time you see no. 765 storm by, or settle in your coach seat, or watch those trackside smiles whiten and eyes widen, remember that once upon a time, this was commonplace, and how these partnerships make the extraordinary seem almost customary again.



Volunteer Ken Wentland engages passengers within the warm confines of Nickel Plate Caboose no. 141.

Record breaking Santa Train carries on community tradition

By Kelly Lynch, Editor

Last December, our long-running Santa Train event received a significant upgrade by way of offering advance ticket sales for the first time in history.

Over 3,000 passengers visited us in 2013, at times extending the wait time to over two hours. While we can appreciate the popularity of the event, we wanted to improve the customer experience by lessening the wait time and guaranteeing visitors spot on the train.

Another consideration was weather and parking. Even as the weather worsened last year, the number of passengers continued to increase, forcing us to close early due to the condition of our parking lot on the final weekend. In offering tickets online, we also set aside a limited number of walk-in tickets to try and make the transition easier for customers. It's a good thing we did, because tickets sold out in less than sixteen hours; faster than even the quickest selling 765 trips in recent memory and without a cent of paid advertising.

Online ticketing helped us better control the quality of the experience, and on separate weekends we had visiting Girl Scouts and a brass band entertain customers. With a head-start, we were able to handle about 120 passengers an hour and by the final weekend were running a half an hour early. Though some first-time customers

expected to be able to immediately board the train, most were content with a wait no longer than 45 minutes, a tour of the 765, and kids had the option of watching the Polar Express while they waited. The advance ticketing also inserted an air of unexpected calm at the start of each hour and we gauged the success of each Saturday by the number of crying babies we heard (there were no more than 3.) The Santa Train also enjoyed press coverage by every major media outlet in Fort Wayne on the first weekend, despite the advance sales being sold out. We've posted these stories on our website in the News section.

Next year, we'll further refine the process and likely offer tickets in half hour blocks instead of hour long sections and possibly add yet another hour of operation each Saturday.

Our Santa Charters, a 45-minute evening ride with Santa, gifts, and refreshments sold out quickly, too. It's possible that we will dedicate Sundays next year to these operations, because Santa's elves are typically pretty beat after a long day running trains.

Special thanks to our train crews, conductors and engineers, as well as our souvenir, sales, and car host volunteers for making this small but important event a complete success once again.

Runnin’ By the Bar

By Rich Melvin and Gary Bensman

When Aaron Sherman published the operating schedules for our Detroit trips last year, I was honored that he had assigned me to run the return trip on both Saturday and Sunday. I was especially pleased to see the Sunday schedule. Aaron had assigned Gary Bensman to be my fireman. Gary and I often worked together on the 765 back in the early and mid-1980s. Back then I spent more time in the left seat firing than I did running. I fired for Gary many, many times back in those days. Recently he had fired for me on a few occasions, but we had never before been officially assigned as the engine crew.

Prior to Saturday’s trip, Gary and I got to talking about how best to run the 765 on this trip. We had a 21-car train, so we had enough tonnage to allow the 765 to work efficiently. There are only very small grades on the line between Fort Wayne and Detroit. This lightly rolling profile, combined with the tonnage of a 21-car train would allow us to run the 765 using a technique that was a standard operating practice on the Nickel Plate Road; that is, “Runnin’ by the Bar.”

Between Fort Wayne and Detroit I would have to make small adjustments to the 765’s power output to maintain a steady 40 mph over the rolling profile. When adjusting the power output of a steam locomotive, there are two ways to do it. If big power changes are required, the engineer has to change the throttle position. But if only small power changes are needed, he can change power output of the locomotive by changing the cutoff. This is done by adjusting the reverse gear, the Johnson Bar. While the two methods achieve essentially the same result, what happens to the engine as it achieves those results is very different.

When the engineer adjusts the throttle, almost everything changes in terms of steam consumption. The water consumption rate changes, the coal consumption rate changes, the draft on the fire changes—almost everything that the fireman has to deal with changes. If the engineer changes the throttle position even slightly, the fireman has to follow in step by changing his firing rate, adjusting the blast jets slightly, and changing the feedwater pump setting to change the feedwater delivery rate. If his changes are too big or too small, he can quickly get into a situation where he is chasing his tail. The water level goes up and down, the boiler temperature goes up and down, and steam pressure goes up and down as the fireman struggles to balance the settings again. All those temperature changes are tough on the boiler, so a method that minimizes these effects was developed.

So what happens to the firing rate when the engineer leaves the throttle alone and changes the cutoff? Almost nothing! That means that the firing rate, water consumption rate, and the draft on the fire all stay about the same even with a relatively large change in cutoff. But if all those things stayed the same, what did change? The answer is the power output of the locomotive changed. Here are the details. We have gauges in the cab for both back pressure and cylinder pressure readings.



David Boe

With a short cutoff setting, the 765 would run with 100 psi cylinder pressure and about 4 psi of back pressure. At a longer cutoff setting, the cylinder pressure would drop by half to only 50 psi, but the back pressure would only change very slightly, rising to around 5 psi. As far as the fireman was concerned, the draft on his fire did not change even though the engineer may have changed the engine’s power output by almost 50%.

Once we got out of Fort Wayne yard limits on the return trip on Saturday, I accelerated the train up to 40 mph. Upon reaching 40, I set the throttle and cutoff to yield what I figured would be the right setting to maintain that speed. Once I got the throttle and cutoff set to my satisfaction, the throttle wasn’t touched again for over three hours. And if it had not been for a malfunctioning defect detector, which required us to stop a few miles outside of Detroit, we could have gone almost four hours without touching the throttle. When we started into a slight downgrade, I moved the reverse lever forward a few notches, lengthening the cutoff. Lengthening the cutoff caused the cylinder pressure to drop and the back pressure to rise a little. With less cylinder pressure and more back pressure, the net result is that the power output of the 765 dropped slightly, which was exactly what I needed on those slight downgrades. On the steeper downgrades I occasionally used the six-pound minimum reduction on the train brakes to help keep the speed in check, but I never had to change the throttle setting.

When we came to a slight upgrade, I shortened the cutoff a little. This caused the cylinder pressure to rise and the back pressure to fall. The net result of those changes caused the power output of the locomotive to increase slightly. We held 40 mph going up those grades with the stack cracking nicely at that short cutoff setting.

The Sunday trip turned out to be really special for me. With Gary assigned as the fireman on Sunday, we had two NS-approved engineers in the cab. My wheels started turning and a unique idea came to me. When I met Gary at East Wayne Yard, I told him my idea, and he loved it. When we relieved the inbound crew at East Wayne, I took the engineer’s seat, and Gary held down the left side tending to the firing chores. We backed downtown and coupled to the train. With an on-time departure from the old NKP elevated Fort Wayne station, we headed east. About two hours into the trip, I looked over to Gary and gave him the high sign. We got up, crossed the cab, and swapped seats! Gary was now running, and I was firing the 765 for the first time since 1987. The NS road foreman in the cab looked a bit surprised, but he knew we were both qualified and NS approved engineers.

I quickly saw that firing a steam locomotive was like learning to ride a two-wheeled bicycle. It all came right back to me, and I really got into working the left side of the engine for a change. Admittedly, Gary already had the firing situation well set up when I took over, and with the steady-state running we were doing on this trip, firing the 765 was a pretty easy job. I noted that Gary was carrying the water at just below 1/2 glass. I decided I wanted to work the water up a little, to about 2/3 glass. I tweaked the water pump throttle by 1/16th of a turn and let it ride there. That tiny change would not be enough to affect the steam pressure, but it would be enough to raise the water level slightly over the next 10 to 15 minutes. I tested the jet settings and the stoker throttle, noting where the stack started to haze up a bit, and kept it balanced right on that edge. For the next hour or so, I fired the 765 and really enjoyed it. Using just the auxiliary throttle on the stoker, I was able to keep the stoker running slowly at just

the right speed to maintain steam pressure within a three-pound range, while the water level stayed steady at 2/3 glass. All the while, Gary was runnin’ ’er by the bar, keeping the 765 right at 40 mph.

After almost an hour Gary asked the called NS engineer if he would like some time at the throttle. Of course he accepted. With only a few minutes of instruction on the movements of the power reverse to control the cutoff, the NS engineer was also runnin’ ’er by the bar. Next it was time for the NS road foreman to run for a while. He also fell right in to the discipline of runnin’ ’er by the bar. I took over running again as we passed Adrian, Michigan, and Chuck Young took over firing. Ahead, we had a 25 mph speed restriction on the Ann Arbor diamond at Milan. From 40 mph, a six-pound minimum reduction got us slowing down as I lowered the bar all the way into the corner—full cutoff. We were barking smartly as we crossed the diamond at 25 mph, keeping the slack well stretched for a smooth ride back in the train. Once clear of the diamond, I kicked off the brakes, hooked the bar up a little to increase cylinder pressure, and the 765 accelerated right back up to 40. We again had to stop not far out of Detroit for 15 minutes due to that same malfunctioning defect detector, so I finally had to close the throttle for that stop. We had just run almost four hours with four different engineers and three different firemen, and two things in the cab had not moved in that time: the throttle and the boiler pressure gauge. I couldn’t be sure, but I thought I heard the 765’s boiler say, “Thank you!” We were 15 minutes late arriving in Detroit. If that detector had been working properly, we would have been right on time for our scheduled arrival in Detroit. That dad-blamed detector got us both days!

Working with Gary on this run proved to be one of

the most pleasant days I have ever had in the cab of the 765. Running the 765 on a good railroad with no slow orders, nothing but “Clear!” signal calls, a 21-car train behind her, a good crew on board, and absolutely perfect weather, what’s not to love? It’s always a little bit of heaven to be able to listen to that sharp, Baker-timed, shotgun exhaust clippin’ ’em off mile after mile, uninterrupted for almost four hours.

The October 1962 issue of Trains magazine contained an article about the NKP Berks entitled “The Engines That Saved a Railroad.” In that article, author John Rehor did a great job of telling how the NKP Berks were the right engines on the right railroad at the right time to make an indelible mark on railroad

history. NKP engineers were proud of their Berks and they learned all the tricks of the trade to get the most out of them. I like to think we are carrying on the tradition of those NKP enginememen when we do everything we can to get the most out of the 765. The 765 has a lot of trips to run in her future, and we’ll be runnin’ ’er by the bar on almost every one of them. *Editor’s note: We previously reported that Rich Melvin would be stepping down from the Operations Manager position so that Aaron Sherman could assume the regular responsibilities of that role. Since then, Aaron has accepted a promotion at the railroad that has relocated him to Alabama. While Aaron is still involved with the railroad society, Rich has reassumed many of his former duties.*



The crowds, including many Amish families in Dekalb and Allen Counties, were ever-present along the route of the Detroit Arrow.

An abbreviated, but satisfying excursion season

By Wayne York, Excursion Manager

It was a very good, if abbreviated season. This year we did not add any new states to the 765’s list. In its First Career between 1944 and 1958, the 765 operated in Indiana, Ohio, Illinois, Pennsylvania and New York on the Chicago to Buffalo mainline. In its Second Career, 1979 through 1993, we added Alabama, Georgia, Kentucky, Michigan, North Carolina, New Jersey, Tennessee, Virginia, West Virginia, and Wisconsin. In its Third Career, 2006-2014, we added Iowa and Missouri - the 16th and 17th states for the 765. In the future, we would like to cover all remaining parts of the original NKP. There is one place where the 765 has never operated, even during The Berkshire Era of 1934-1958. That would be from Muncie to Lafayette via Frankfort. This was territory for the older S-class and S-1 Class Berkshires but never the S-2 Class. Perhaps some day we will be able to check off that route from the 765’s “Bucket List”. Following the Detroit Arrow, a questionnaire was sent to all ticket holders. We had a very strong response from

among the thousands of passengers that rode over the two days. Feedback can be summarized as follows:

- The excursions and the layover in downtown Fort Wayne were rated as good or excellent by over 90% of the responses, an amazingly high positive response.
- 90% of the passengers traveled less than 4 hours to get to Allen Park.
- 90% of the passengers would recommend the excursion to others.

Passengers shared the following:

“Great time - wonderful, superb, excellent.”

“A bucket list item. Don’t wait 20 years before coming back. Keep the 765 running. Very pleased & very impressed - nothing but praise - car hosts were friendly and helpful- we met new friends and had such a great day- amazed at all of the people lining the entire 125-mile route.”

All in all, it was a very satisfying season. Thanks to all of the locomotive crew and all of the passenger train staff (which usually numbers about three dozen people every day we carry passengers). We look forward to new adventures and new territory in 2015.

Winter Work Program

By Steve Winicker, Mechanical Manager

Winter work is underway on the 765. A large number of projects are being worked on and most are underway.

THE FIREBOX

We decided to replace a section of the firebox side sheet that had been giving us some problems with leaky staybolts. As far as we can determine that is the last side sheet piece that was put into the locomotive by the Nickel Plate. While the usefulness of this original fabric is impressive, it is no doubt time to change. This area has been cut out and a new piece fabricated. It will soon be welded into place and then we will need to tap the holes for staybolts and run them into place. The staybolts are on order from Steam Services of America.

Other firebox work will include relieving the siphons. These large structures in the firebox gradually shrink and pull on the throat sheet connection causing stress and eventually sheet failure. Every few years we cut them free and re-weld them to reduce the stress as was the original practice of the Nickel Plate Road.

Already accomplished is the replacement of the over fire tubes. This was done just as a maintenance project to make sure they did not wear thin.

A long neglected project to replace the grates in the locomotive is underway. After much effort and with the help of Charlie Dine of St Marys foundry fame we are getting close to having new protective grates for the stoker “pot”. This is a major undertaking as we have only a few patterns and only some general arrangement prints for the parts. We have been borrowing parts from a C&O engine in the Illinois Railroad Museum. Which need to be returned.

THE INJECTOR

Last year we started on replacing the Barco flexible joints on the steam line to the injector. Since the locomotive boiler expands and contracts as it is heated and cooled and the frame does not get heated and so does not expand steam lines from the boiler to the injector need to have areas they can move. The original Barco joints in the steam supply line have corroded up and no longer have the flexibility needed. New fittings were purchased last year and are being installed this year to once again put more flexibility into the line reducing the stress on joints and fasteners.

THE STOKER

Last season a tab wore out on the coal delivery tube that connects the engine and tender. The tab kept this tube from rotating with the screw. Temporary repairs were made during the season that allowed us to continue running without taking the engine and tender apart. As separating the engine and tender is one of the annual inspection requirements, we will make permanent repairs on this tube this winter. Bob Gold has been working for a year on

rehabbing a stoker motor we had. The plan is to replace the stoker motor this winter with the rebuilt one and rebuild the spare so if we have problems in the future we can simply replace the unit.

THE SPRING HANGERS

At the end of last year we had an issue with a spring hanger link. Our first experience with a broken hanger was in Alma, Michigan in 2011. It was decided to replace all of these parts (many of them likely originals or near originals from the Nickel Plate) with new links that are being manufactured at Precision Fabrication in Fort Wayne. Once they are received we will jack the engine and remove the link pins replacing these original parts.

THE THROTTLE

The throttle has been leaking a bit over the past couple of years so it was decided to rebuild this assembly and bring it back to print. The throttle lifts valves in the front end to allow steam to move from the boiler to the piston. A cam shaft under the valves allows the engineer to lift one valve at a time as he admits more steam to the pistons. The old cam had worn to the point where several valves were being lifted at one time making it difficult for our aging engineers to open the throttle. We had a spare cam shaft and a resident expert (because he had done it before) in the person of Art Lindbloom to oversee this project. This project is nearing completion. We will see how much improvement there is in the functioning of this vital locomotive part. It’s been good to have Art, past president and fireman, back among us

THE CANTEEN

Another related project includes the rehab of our own auxiliary tank, otherwise known as the canteen. This tank will haul an extra 25,000 gallons of water to make service stops a bit less frequent. Over the last few years we have rented a tank from the Roanoke Museum. That tank has gone back and will be part of the Norfolk Southern steam program fleet. Extensive work is being done on the trucks and the interior of the tank for those operations off Norfolk Southern. We’ll also be trading in the tender’s number of 765-A to no. 767 - a nod to the engine’s display number while in Lawton Park

THE ANNUAL INSPECTION

Additionally we need to do an annual inspection of the Locomotive per CFR 49 Part 230. This is required every year to maintain the safety and reliability of the engine for service on the railroad. It will take many hours, much money and many hands to get all these projects done and the engine underway for next year. Come out and help or lend moral (or monetary) support where you can. Feel free to contact myself or crew chief Joe Knapke if you’re interested.

A brief revisit for “Elevate the Nickel Plate”

By Kelly Lynch, Editor



J. B. Quinn snapped this eastbound Nickel Plate passenger train on the spartan platform on October, 1959. Below, the remnants of the original main line along Dock Street, now in use as a siding. Some businesses, at extreme right, recieved elevated sidings of their own.

The view looking east as the Detroit Arrow prepares to depart for Allen Park, Michigan.



On July 12th, 2014, a mile-long festival parade was stepping to its conclusion at the corner of Calhoun & Superior Streets. The long standing kickoff of Fort Wayne’s Three Rivers Festival, the parade was populated with floats, local celebrities, displays, and musical performances. Bringing up the rear was a local marching band performing to the throngs of people crowding the sidewalk.

As the band descended beneath the elevated railroad platform on Calhoun Street at 11:35pm, the 765 arrived with the *Detroit Arrow* in tow. The whistle and nineteen passenger cars locked eyes with festival-goers and parade watchers for six city blocks. Like a mid-summer Polar

Express, the train beckoned attention. All gazes wafted upward to see the locomotive proudly walking into her hometown in the first Fort Wayne-bound steam excursion in 20 years. 20 years to the weekend, to be precise.

The timing may have seemed perfectly orchestrated, but the Saturday and Sunday trips were blessed with good weather, finely tuned logistics, a seasoned crew, and an early arrival. Passengers and citizens alike who wandered through the elevated station platforms compared notes, unaware that the station access or platforms still existed, some 50 years after their last official use, and only marginal use for excursions with periods of long deferred maintenance in

the years in-between.

The former Nickel Plate Road passenger station and the long stretch of elevated, double-tracked railroad through downtown Fort Wayne were constructed between 1953 and 1955 as part of the Elevate the Nickel Plate project. The effort lifted over 50 trains a day from the city’s main traffic arteries - a problem that had plagued the city since the Great Depression.

Readers and historians will note a bit of poetry in last summer’s use of the station platform, for the commemoration of the elevation lead directly to the preservation of no. 765. Rooted deep in the lore of the

locomotive is the story of how sister engine, no. 767 broke a ceremonial ribbon on an October day in 1955 to officially open the overpass. The economic impact of the elevation spurred considerable city growth and wishing to honor the elevation project, the city asked for the 767 several years later, and got a surreptitiously renumbered and 765.

The use of the station did not come easily. Boarded up, flooded, muddy and dangerous conditions met society and railroad officials during early site visits to determine its usefulness. Without access to the downtown station, passengers would have to be bussed from nearby but much less convenient locations or involved more complicated



John W. Barriger III

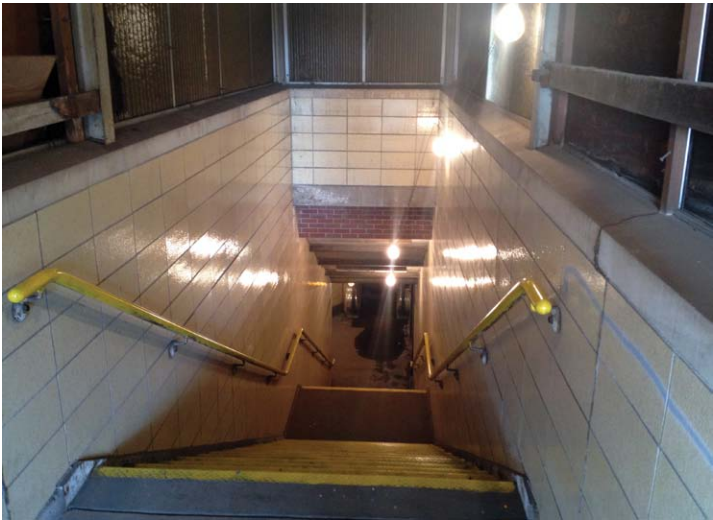
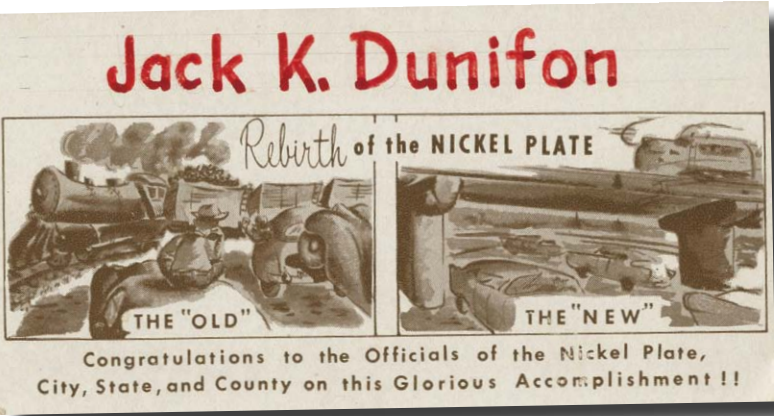


Allen County Public Library

On the opposing page, the potential to snarl pedestrian, vehicular, and interurban traffic is obvious amid the hustle and bustle of downtown. The station and division headquarters office is on the left. At middle right, Mayor Harry Baals shakes hands during the groundbreaking of the overpass. A plaque at Calhoun Street is dedicated to his leadership of the effort. Two years later, workers move ballast at the east end of the new elevation while a Berkshire passed by underneath on the mainline shoeily.

switching and train maneuvering. Over the course of several weekends, volunteers re-wired the station, cut shrubs and removed truckloads of garbage, power washed steps and walls, swept platforms, painting railings and steps, eliminated safety hazards, and gave the elevation and its green floor a healthy dose of shine. With the railroad satisfied, the *Detroit Arrow* was destined to arrive downtown in style in a brief coda to the legacy of the Nickel Plate Road and the 765 herself.

At this time, it is likely that the platform canopies and station access will be removed in the near future to ease with the transportation of maintenance of way equipment on the adjacent rail lines. Much effort went into making them hospitable for our operations for those just those few, short hours on July 12th and 13th. It is likely the last time they'll see daylight again.



The hidden stairwell was powerwashed, cleaned, and painted over several weekends. Though the escalator and elevators no longer operate, for a brief time the station reclaimed its former glory. Below, crowds eagerly await the arrival of the 767 to break the ceremonial ribbon. The *Detroit Arrow* alighted passengers at this very spot.



In this 1957 view of Calhoun Street, the city is unburended by the railroad as Train No. 7, The Westerner to Chicago, awaits passengers. Below, the 765 and train sit over the same overpass as passengers begin to disembark. The entire platform was swept and cleared of debris.



Training, volunteer growth priorities for first term board member

By Joe Knapke, Crew Chief



I would like to thank our members and volunteers for electing me to the board of directors. I consider it a privilege to have the opportunity to help guide the society through the next couple of years and beyond.

Our organization has been fortunate over the years to have so many dedicated board members that have contributed so much of their time and efforts building the organization into what it is today. I hope to use my many years of experience as a construction project manager to contribute and continue that long tradition.

Over the past several years I have supervised locomotive servicing and crew scheduling as Crew Chief. One of my main priorities as a board member will be to continue to expand and refine training programs for members. I feel this is an essential part of assuring the continued reliable and safe operation of the 765. Tom Nitza already had a good training program set up for basic railroad and shop safety. Using Tom's program as a foundation I was able to expand on it and add several areas of training for railroad operations and engine service on a formal basis last year. With the support of the board this training is now a prerequisite for members to participate on the engine service crew.

Another priority of mine as a board member is to explore ways we can increase membership participation in

our restoration efforts. We currently have several projects that we could use help with including restoring the Wabash Caboose, cosmetically restore the NKP SD-9 and at some point we would like to refurbish one of the three hospital cars into a crew car. To complete these projects we need volunteers willing to come out and help on a regular basis. A good example of what we need is how Troy Kleman has taken the lead on the cosmetic restoration of the Wabash no. 1. He has managed to generate some interest and has made steady progress towards cleaning some of the rust and corrosion away and applying a coat of paint over much of the top half of the boiler.

I have enjoyed a lifelong interest in railroading. When I first started to actively participate in the society five years ago my knowledge of steam engines and railroading in general was limited at best. Over the past five years I have had the opportunity to work with some of the best in the business which has allowed me to greatly expand my knowledge of railroading.

I genuinely appreciate everyone who has taken the time and have had the patience to help me gain so much valuable experience the past few years. I look forward to many more active years with the society and learning even more and I hope you will join me. If you don't know where to start, you can email me at knapke@fwrhs.org.

Facility and shop improvements

By Tom Nitza, Training Manager

Track maintenance is an ongoing activity for any railroad, and we're no exception. In addition to the track on our property we also participate in maintaining the industrial trackage that gives us access to the outside world. The owners do not charge us a fee to use the track which is vital to getting the 765 out onto the general transportation system and also allows us to give caboose rides for the open house and Santa. Their tracks also allow overflow equipment storage. In return we provide periodic maintenance.

This year we hope to budget enough to get a section of track that has sunk raised and leveled (tamped and cross leveled in railroad terminology). Also we'd like to install some ties in several of the curves which are most vulnerable to a derailment since the large rigid wheelbase of the 765 exerts a great deal of side force when going through the fairly sharp curves. This work will be accomplished by an outside contractor, Land Rail. They have done other work for the industrial park and are familiar with the track and its needs.

We have been working on painting and making minor repairs to the adjacent industrial park's Plymouth locomotive. Recently the front of the locomotive was stripped and painted. This was quite a project since this area contains the radiator shutters. Originally operational, they are now merely decorative since the original engine was replaced with a Cummins diesel and a new radiator was installed. The old radiator cores have been removed.

The locomotive was built in the 1940's and originally

had a gasoline engine. It still has the original chain drive and four speed manual transmission. When operating the locomotive you have to remember to push the clutch in before stopping to avoid stalling the engine. The industrial park uses it to bring in loaded covered hopper cars for its transload operation. We use it occasionally when we need to "run around" a car since we don't have a track that enables us to get our locomotive on the opposite end of a car. This maneuver is necessary if we need to push a car out to

interchange with Norfolk Southern or bring one in.

The project should be done this year. The frame still needs to be painted along and then the grab irons will be painted yellow. To finish the job the running boards and wheels will be edged in white. At that point it will be time for a "builders" photo.

Over the years we've made improvements to the boarding area for caboose trips. A gravel walkway now runs from the building, and the milemarker and whistle post have been relocated. Hopefully this year we'll get the Nickel Plate phone booth moved adjacent to the boarding area. At that point we'll install some signs to inform visitors of how these objects were used by the railroads.

Another project will be to permanently mount the "Fort Wayne" sign which was put up temporarily last

year. This cast iron sign was on the Pennsylvania Railroad station platform in Fort Wayne. It has been restored and really dresses up our boarding area. Plans are to include a cover that will deter vandalism and also protect the sign from the weather when we're not running trains. Although the Fort Wayne sign won't once again see the Broadway Limited stop, our caboose trips remain popular especially during Christmas.



Nighttime troubleshooting on the Cuyahoga Valley

By Kelly Lynch, Editor

A few hundred miles of open railroad lay ahead of you. 245lbs of steam await your direction. Air pumps pant and a dynamo hums as the fire-up inspection begins. The exciting potential of each new trip is subdued only by the responsibility of the charge.

The steam locomotive inspection hasn't changed much in 60 years. The running gear is hammer tested, firebox inspected; a checklist is marked with completed tasks, servicing items, and occasionally a repair list noting a leaking water glass or valve that needs tightened. You can spy this ritual by the looks on the engine crew's faces. It's the same look on any railroader's expression during a roll-by. Any opportunity to glance at a passing train from the ground means a chance to eyeball it for defects or issues. On this October night, there just such was an issue.

No. 765's restorations and rebuild have updated its original, 1944 fabric to a great degree. One of the last major components of original Nickel Plate steel was the recently replaced smokestack. Components like this have been surprisingly durable and dependable and many we address as part of the annual inspection; however, others give us their two weeks notice at less convenient times.

On this evening, the 765 had turned up two broken spring hangers on R2 - the second driver on the right hand side. The hangers form a bracket that holds a large leaf spring and presses down on the axle of the driver, thereby spreading the weight of the locomotive.

The hanger suspends the springs over the axle and our experience says that a cracked or broken spring hanger typically follows encountering some tough track or tight curvature. Fortunate for us, replacement parts were kept in the tool car and the Fitzwater shop made for an ideal spot to perform the repair. Though the engine is still mobile with the missing hanger, work would set back the 765's trip home by one day.

Here's how it went down.

6:00PM: Engineer Chris Lantz arrives the evening before the tip to begin firing up the 765 - a process that if done correctly should take up to 8 hours. During the inspection, the cracked hangers are identified. Lantz called Mechanical Manager Steve Winicker and member Jason Sobczynski phoned Gary Bensman, Manager of Steam Locomotive Practices.

6:30: Between members Jon Jaros and James Lesiak, the two determined they had jacks, a compressor, blocking, and other various tools between them to expedite the repair process.

7:00: The engine was backed into the Fitzwater shop where Lantz and Sobczynski removed the bottom keeper and pin. Sobczynski and Jaros removed the top.

7:30: With the cooperation of the Cuyahoga Valley Scenic Railroad, a diesel gently nudged the 765 out of the shop. Jacks were placed under the pilot and the engine was lifted enough to allow room for reinstallation of the replacement hangers. In a few minutes time, the hangers were installed and the engine was lowered. With the 765 pushed back into the shop, the keepers were replaced. By now, it was 8:30PM.

With the locomotive squarely over shop pit, the crew took the time to commit a thorough inspection. With the repairs complete, the 765 was again pulled outside and moved around so the suspension could be observed working properly. With the engine in satisfactory condition, the fire was lit off again.

Our thanks go out to these volunteers and our friends at the Cuyahoga Valley Scenic Railroad for working quickly, safely, and responsibly. In just a few moments, a routine fire-up became a labor intensive endeavor. A few hours later, the 765 was home.



7:30PM



7:45PM



7:50PM

Left, Right, Middle - Chris Lantz



NEXT DAY...

Alan Grafton



Riverfront Fort Wayne is an effort to plan and develop over 700 acres of downtown riverfront. Headwaters Junction, including a roundhouse, tourist railroad, and interpretive facilities is part of phase 1. The bottom images shows a more site-specific layout with turntable, backshop, and reuse of the New York Central depot. Nearby restaurants, outdoor activities, and a promenade would further compliment the area.

A funny thing happened on the way to downtown...

By Kelly Lynch, Communications Manager

The images on the opposite page present an exciting, modern vision for the city's riverfront with areas for nature, recreation, entertainment, and more. But what's this familiar looking object in the middle of this 21st Century riverfront? It looks an awful lot like a roundhouse.

As previously reported in *Short Lines* and detailed at our 2014 Annual Dinner, the city has been working for several years to create a masterplan for 720 acres of riverfront and river adjacent property as part of developing downtown. Since 2009, the Society has quietly been working to suggest the following question: is there a chance that the magnetism of the 765, our historic collection, and the popularity of tourist railroading could play a part?

That answer is now an unqualified *yes*.

While details as of this writing are still coming together, we wanted to offer you another preview of the largest single project the Society has considered since the rebuild and restoration of the 765; an effort that railroad preservation consultant John Hankey calls "the most exciting railroad heritage project in the continent." As we last shared, groups like the Oregon Rail Heritage Foundation and more recently the Virginia Museum of Transportation have moved to create permanent public homes that will enable not only the continued operation of their steam locomotives, but make them relevant and accessible even when they're not turning a wheel. Our project, Headwaters Junction, is following the same path.

SWA Group, a world-wide planning and architectural firm based out of Houston, Texas adopted the project last summer and at first included a railroad track and display area over former New York Central Railroad right-of-way (the same route the 765 took in and out of Lawton Park.)

SWA soon realized that the potential of the project was much greater - their consultants admitted to spending a week watching YouTube videos of the 765. Within a short time, a roundhouse, turntable, yard, and tourist railroad appeared in their conceptual drawings. In two subsequent public meetings SWA has specifically advocated for Headwaters Junction as an important catalyst to the riverfront project, suggesting it will activate the area with its own attractions, programming, and events. The City of Fort Wayne agrees.

We are excited to bring you more information on this project after the masterplan is revealed in February. This will be a considerable effort, cost several million dollars, and your support will be greatly needed.

For now, enjoy these images and imagine what it will be like to visit a roundhouse with the 765 alive and steaming inside. What will it be like to enjoy dinner on the riverfront and offer programming like our Santa Train downtown? What will it be like to enter the 21st Century with our magnificent machine?

We may know soon enough. Visit our website in the coming weeks for more as this develops.

CORPORATE MEMBERS



DEVELOPMENT



The Community Foundation of Greater Fort Wayne provides a 20% match for all donations to the Fort Wayne Railroad Historical Society. Donations can be made online or by mail:

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