

SHORT LINES

NEWSLETTER OF THE
FORT WAYNE RAILROAD
HISTORICAL SOCIETY

SUMMER &
FALL 2015



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SHORT LINES



Ashley LaTourenau

A family outing in
Lafayette, Indiana.

A marathon year yields many connections with the 765

By Kelly Lynch, Editor

Was 2015 business as usual? Yes - and hardly. If the business of mainline steam can be summed up in the safe and enjoyable experiences of several thousand men, women and families behind our living time machine, then the 765 punched the clock. While the 765 and her crew have experienced long hauls and lengthy trips, something about 2015 felt much like a marathon.

Following a jubilant return to hometown rails in July, the 765 spirited to Youngstown, Ohio and then onto Buffalo, New York and Allentown, Pennsylvania. While the public schedule may only denote the excursion days, each weekend meant at least 4-5 days of movement.

With three continuous weeks of operation between Fort Wayne and Buffalo, a brief pause between trips in Allentown and Scranton provided the railroad historical society with not only a respite, but an opportunity to take stock: for the fourth year in a row, our small and tenacious organization has been allowed to pursue its mission and vision of bringing the dramatic sights and sounds of historic railroading in quick succession. By the third

weekend, the season was hardly half over.

With a stint completed at Steamtown in Scranton, Pennsylvania, the 765 busied herself through Labor Day weekend and onward to the Cuyahoga Valley Scenic, which in comparison to the more exhaustive mainline trips is almost a vacation.

In just one summer - and in the span of less than 60 days - the 765 had marched through territories both virgin and familiar, ending two decades of her absence from old terminals like Buffalo and flirting with the East Coast once again in Pennsylvania.

This year presented strong returns, but also carried with it the most consistent challenges. With an uptick in trips and increased frequency of operations, the challenges behind ticket sales, car hosting, trip logistics, passenger car rental, were tripled. As the weariness wears off our dedicated band of volunteers and supporters, take this opportunity to review a busy season, count our blessings, and look forward to 2016.

We've collected memories and reflections from the season in this issue of Short Lines and hope you enjoy reliving them along with us.



Crowds gather and generations converge as the 765 is buttoned up for its Labor Day Weekend excursions at Steamtown.



Why we do what we do

Select stories from our excursion team

Ashley LeTourneau



Ashley LeTourneau

“When the Erie Limited pulled in to unload at Corning, there was a twenty-something autistic man just ready to jump out of his skin with excitement. The arrival of our train was a complete surprise to him. His mother was with him and she said that he loved trains.

It was too late to get him to Buffalo for a complete round trip, so I made the offer that if they wanted to ride down to the wye for coaling and servicing and come back in an hour or so he could do so at no charge. They took the offer and I assigned him to a car host that was staying on board for the duration.

I have no doubt that was the highlight of the week or month for him. Sometimes you can use your position to do some good.”

- Wayne York, Excursion Manager

“I was running our Sunday trip northbound of Jim Thorpe. It’s amazing to be able to operate our engine through crowds totalling thousands. I look many of them right in the eye. Every one of them is obviously happy as they can be that we are there.

In the crowd, I saw a man in a WWII uniform standing at attention saluting us. Standing next to him is a woman his age with her hand over her heart. As we drew nearer, she pats her hand over her heart twice, then lays her open palm towards me while mouthing the words, “my father” and then returns her hand to cover her heart just as we pass by. It was a powerful, emotional moment I’ll remember the rest of my life. I can imagine that woman as a young girl seeing her father leave their house to go to work. She knew he was a railroad engineer and she knew he ran those magnificent steam locomotives. Maybe for a brief moment they were re-united.”

- Gary Bensman, Engineer

“From Climbing Carson Hill out of Ashtabula at a crawl with Gary and Jason to our time on the CVSR, the 2015 operating season was full of wonderful experiences and emotional highs. Every year on the engine I try to learn more about the engines and its abilities.

While doing so I usually learn a thing or two about myself and my strong and weak points while operating and try to always improve. For me, operating the 765 over the east end of the Nickel Plate Road following the methods practiced by the NKP operating department under the watchful guidance of Gary Bensman seemed to be right at the top of my list for experiences with steam. That is until we got further east.

The trips out of Allentown and Scranton offered the chance to operate over some very tough, scenic and historic railroad. Operating the former

DL&W out of Scranton was a most enjoyable challenge. The day of days for me was the westbound deadhead out of Scranton. The route included the climb up to Clarks Summit and over the Tunkhannock Viaduct and further west Kingsley Viaduct. It was however, the last two miles that were the most important to me.

There I was, on the Erie Railroad, operating a 2-8-4, something my great grandfather had done hundreds of times in his 50 year career on the Erie. It was certainly the high point of my 20 year railroad career.

I would like to thank Norfolk Southern, the Fort Wayne Railroad Historical Society, its sponsors and all my fellow crew members for a wonderful year. I look forward to many more.

- Chris Lantz, Engine Crew



Chris Pitzen



Ashley LeTourneau

“This was one of those special moments that happen in life every once in a while. This was not pre-arranged, it was totally impromptu. I happened to overhear a little boy say something about knowing he was next to the tender. It was a hot day and he must have felt the coolness of the water we had just put into it. I looked over and saw that he was blind. Suddenly I just wanted to help this little guy “see” the 765.

I asked his dad if it would be OK if I took him up close to the engine and let him touch a few parts of it. He said it was fine with him.

For a few moments this little fella and I were in our own little world as I let him touch a driver, a driver spoke, the eccentric rod and the coupler. When he touched the driver spoke and I told him what it was, he said, “Wow! That’s BIG!”

After this event played out and the boy was

headed back to the train, I got a little choked up myself. I have a very soft spot in my heart for kids that have been dealt a tough hand in life. This was an opportunity to help a little guy with a handicap enjoy life a tiny bit more. I am glad the Lord put me in the right place at the right time to do this. It was truly a special moment in my life and one I shall never forget.

This is one of the many reasons that we do what we do. There is a lot more to sharing the 765 with the people of the country than just thundering down the rails making a lot of smoke and noise. It is often these special, small and quiet moments that have the most meaning and keep us all doing what we do.

- Rich Melvin, Engineer

“My daughter Leah and I had worked on several of our excursions in 2015. On one weekend, Leah wanted to bring her two girls, Madison (9) and Taylor (11) to work with them. We would supervise them in one of the dome cars. Based on the Society’s experience with Connor Beatty, now 13, they believed it was worth a try.

The girls did a dynamite job, the passengers loved them, and it’s become a lasting memory for the entire family. Taylor says, ‘I had a lot of great

experiences from the people I met. The best part was going to Steamtown. Madison adds: “I hope I can do this again next year. My sister and I got to see what Grandpa and mom did. It was a lot of work but I had fun.”

I look forward to continuing to involve my family and for us to share in the 765 together.

- Joe Byanski, car host

Steam Scenes from Pocono Summit

By Robert John Davis, Member



One of the greatest spectacles bestowed upon us by the industrial age begins with the seasoned grip of a gloved hand as a railroad engineer pulls back on the throttle of a steam locomotive facing a steep and twisting mountain grade. For over one hundred years, this deceptively simple act moved the commerce of America. Today, only the will of devoted historians (mechanics, marketers and managers alike), the power of public relations and the economics of tourism pit steam against gravity on the mainlines of North America, and infrequently at that. When it does happen, safety and efficiency are usually cited as reasons to add a modern diesel locomotive to the train. Very rarely does a full size, standard gauge steam locomotive take on a mountain alone in the 21st Century.

When the collaboration of railroaders and preservationists bears the fruit of a mountain run, it is a big deal. Residents of northeastern Pennsylvania saw this first hand as thousands of people turned out on Labor Day weekend 2015 to witness an unlikely event: a 70 year-old locomotive built for fast, flatland running across the farmland of the Midwest became only the fourth steam locomotive of the past 60 years to attempt a run up the entire eastern slope of the Pocono Mountains without assistance from a diesel.

Legends of Mountain Crossings

Mountain railroads play an integral role in the lore of industrial expansion across North America. Building the transcontinental railroad through the American west would

be a mildly-interesting story without the dramatic ascent of the Sierra Nevada and the legendary Chinese “Coolies” who built a route where few men would otherwise dare. Singer Gordon Lightfoot wouldn’t require all three parts of his classic “Canadian Railroad Trilogy” if the Canadian Pacific Railway hadn’t been faced with the grades, rock cuts and tunnels demanded by the terrain of the Rockies. Even Joseph A. (“Steve”) Broady, the ill-fated engineer of the Southern Railway’s “Fast Mail” Train #97 wouldn’t have a place in history if not for the steep grade coming into Danville, Virginia where, as the folk song “Wreck of the Old 97” tells us, “he lost his air brakes.” Going up or down, nothing challenges man and machine like a mountain crossing.

Pocono Progress

In the anthracite coal regions of northeastern Pennsylvania, the mountains themselves provided the motive power for early railroads. Gravity propelled coal cars on downgrade routes while steam-powered hoists pulled them uphill on inclined planes. The Delaware & Hudson Railroad tried to usher in the future during 1828 when it ordered four steam locomotives from builders in Britain (where steam locomotion was already taking hold) to augment the gravity railroad running through Honesdale, PA. The initial effort failed (the locomotives were too big for the lightly-built line), but American steam railroading had taken its first major step.

Eventually, steam railroads replaced the canals and gravity rail lines in the mountains as demand for anthracite coal grew. Among these early roads were the predecessors of the Delaware, Lackawanna & Western Railroad connecting Scranton, PA with the canal and rail systems serving the New Jersey side of the New York Harbor. The twisting, climbing route across the Pocono Mountains became an important link in the DL&W mainline which at its full extension connected Hoboken, NJ with Buffalo, NY.

Like the walk to school in the famous idiom, the Lackawanna route was uphill both ways. Loaded coal trains had to battle east out of Scranton climbing through the Nay Aug Gorge and the narrow valley formed by Roaring Brook. Westbound trains bringing empties back to the mines encountered a more torturous route from the great Water Gap of the Delaware River through the eastern flanks of the Poconos. Of course, the route served more than coal mines. Over the years the Lackawanna mainline carried milk, merchandise, food products, manufacturing goods and passengers. Heavy trains would often cross the mountains with one or two steam locomotives on the front and more pushing on the rear.

As anthracite coal fell out of favor for home heating and industrial use, the entire northeastern Pennsylvania economy atrophied. By the 1960’s most coal mining in the Scranton area stopped. The Lackawanna merged with the Erie railroad to form the Erie-Lackawanna in 1960, seven years after the DL&W had replaced all steam locomotives with oil-burning diesels. Soon, the passenger trains would be gone, too. Shortly after the E-L became a part of Conrail in 1976 almost all traffic was diverted off the Pocono mainline in favor of other routes with lesser grades. Through freight service ended entirely and a lack of active shippers led to large segments of the route laying dormant.

The Pocono mainline was kaput. Or so it seemed.

From Tourists to Freight

Most historic rail lines that fall out of favor transform from active freight corridors to abandoned rights of way. A few lucky ones become tourist attractions; the rest become bike trails or revert back to nature. Rarely does the freight service ever return, but as the fate of the Pocono main

proves it is not beyond the realm of reality to find revenue freight traffic come back.

In 1984, the Steamtown USA museum of steam locomotives and vintage rail cars relocated from Riverside (Bellows Falls), VT to the former DL&W facilities in Scranton. Steam excursion trains began running east from Scranton up the west slope of the Poconos, signaling a rebirth of railroading on the former Lackawanna mainline. Through the foresight and effort of both Lackawanna and Monroe Counties, the entire route was purchased segment by segment from Conrail. Steamtown operations expanded east to Elmhurst, Moscow and eventually Pocono Summit.

Two watershed events occurred which elevated the rebirth of the Lackawanna route from dream to reality. The better known change is the National Park Service’s transformation of the Scranton rail yards and the Steamtown USA collection into today’s Steamtown National Historic Site. Less discussed, but of dramatic importance, was the selection of Genesee Valley Transportation, Inc to operate the county owned rail lines. The new freight railroad, dubbed the Delaware-Lackawanna, went to work with the counties to establish new lineside businesses and restore the entire route across the Poconos to the Norfolk Southern railroad interchange at Slateford, Jct.

Soon, freight trains returned on a regular basis and a new era for the “Pocono Main” began.

A Route Made for Steam

The Pocono Main is somewhat of a haven for those who appreciate the classic era of American railroading. Stations, interlocking towers and old signals still dot the right of way. The track itself is traditional 39’ long segments of jointed rail. Unlike the continuous welded rail popular on major routes, the “stick rail” joints produce the legendary “clickity-clack” sound associated with freight railroading. Steam trains are right at home here.

Even though the DL&W gave up steam power in 1953, the Pocono route hosted the occasional steam excursion through the late 1960’s and early 1970’s. Run for the benefit of rail buffs, these trips were commonly one-day turns from Hoboken to Scranton or two-day circle trips from Hoboken overnighiting in Binghamton while covering the former DL&W and Erie mains. Even the famous American Freedom Train passed over the line behind a steam locomotive.

Two sisters meet for the first time in over 50 years as NKP#765 simmers next to #759, currently a static display at the Steamtown National Historic Site.

Significantly, many trips only ran east on the Pocono Main, not west. While the grade coming east out of Scranton was a challenge, the westbound climb from the Delaware River valley was worse. Of the few steam excursions to attempt the westbound run, one is forever cemented in history. Nickel Plate Road locomotive #759

stalled at Devil’s Hole while pulling an excursion train from Hoboken. She suffered the ignominious fate of requiring diesel locomotives to come help pull the train up the mountain. Today she is preserved as a static display in the Steamtown roundhouse.

Even after Steamtown moved to Scranton and started running occasional trips to the Delaware Water Gap, steam pulled the train east while diesels pulled it back up the steep grind (with no place to the turn the steam locomotive, the diesels also provided a practical advantage on the long journey west). The one time Steamtown scheduled a trip across the Pocono Main with a steam locomotive leading on the westbound run, it too stalled and required a diesel assist... at Devil’s Hole.

Labor Day Weekend 2015

The stage was set for another attempt to conquer the Poconos when Steamtown announced that Nickel Plate Road #765 (a sister to #759) of the Fort Wayne Railroad Historical Society of Indiana would pull two excursions on the Pocono Main during the Labor Day weekend Railfest celebration. With the permission of the Norfolk Southern railroad, the locomotive was allowed to venture a but further to the town of Portland, PA where a “wye” track would allow it to be turned around. Thus, she would be able to lead the train up both sides of the Poconos on each trip. To the credit of Steamtown, the Fort Wayne team and Delaware-Lackawanna railroad the decision was made to let #765 pull the train unassisted.

Days shy of her 71st birthday, #765 took the mountains by storm. While fans gathered to watch her climb through the curves at Devil’s Hole, wondering if yet another locomotive would stall on the climb, it was back in Scranton that a problem occurred. The locomotive lost traction at the Nay Aug Tunnel and was forced to back up and take a second run at the hill. The engineer reported that someone had put grease on the rails, intentionally causing the engine to slip and stall.

Other than that incident, the rest of the weekend was an exhilarating sensory experience for those trackside and onboard the train. Leaning out the open vestibule “dutch doors,” with a stream of cinders attacking any exposed skin, fans were treated to the smells of coal smoke and steam oil punctuated by the sights and sounds of one of the finest steam locomotives ever built tackling one of the toughest mountain railroads ever constructed.

For one weekend, mountain steam railroading came back to the eastern slope of the Poconos... the seasoned grip of a gloved hand still gets the job done.



Dennis Livesey



Dreamweaver in Buffalo

By Drayton Blackgrove, Member

Brianna Blank

Each person that comes into contact with the 765's train has a story. This is Gavin Steel's.

New York resident Gavin Steel is the only child in the world to suffer from both Cystic Fibrosis (CF) and DiGeorge Syndrome. Not only does he suffer from these two horrific diseases, Gavin was born with a heart defect and also weighed much less than a normal baby should. At only 5 years old, Gavin has been through many major surgeries - more than most of us will go through in our lifetime. Everyday, Gavin's parents have to give their son treatments to shake the mucus out of his lungs, which is caused by the CF. Each morning, they hook Gavin up to a machine while he wears a vest, attached by hoses which make loud noises while it works to clean his lungs out. The

process usually takes 20-25 minutes and has to be repeated four times each day. During the treatments, Gavin's parents like to make the process easier for him by entertaining him with train videos. At only five years old, Gavin is an avid railfan. From Thomas the Tank Engine to watching the real deal go by his house on the CSX, Gavin loves being around trains.

Following a car accident and a brief recovery several years ago, I received a message from Gavin's dad Jay. He told me about Gavin's story and how they play my videos for him when he goes through his treatments. He told me that I needed to be more careful because "our family needs you around." I was moved.

While all of this was going on, I started to become

more involved with the Fort Wayne Railroad Historical Society. My great grandfather was a locomotive fireman on the Southern Railway and I have always had an interest in trains, especially steam. Thanks to Kelly Lynch, I was inspired to be part of the organization and have helped volunteer in the best way I know: through digital media. This summer, I had a great opportunity to work alongside Lynch and film the 765 all over the country for another documentary being produced for the Society. I was able to learn more about the Berkshire than ever before and met a lot of amazing people, who spend hours upon hours of their free time to keep our beloved steam engine running.

Thanks to their efforts, the 765 inspires kidse everywhere - and Gavin is no exception. On 765's test run between New Haven and Liepsic, Ohio, I was able to produce a special railfan video on the locomotive for my YouTube Channel. After editing the video and posting it to YouTube, Gavin's parents played it for him during his morning treatment and Gavin instantly fell in love with the engine. One thing led to another and I realized that the Steel family lived only about an hour from Buffalo, where the 765 would be running out of in August. Suddenly, a dream was born: I wanted to send Gavin on his first, real train ride. And what better way to do it than behind Lima's finest example of superpower steam?

After a lot of planning, the Society provided Gavin and his father with two tickets to ride behind the 765 on the August 1st trip out of Buffalo to Corning, New York. Since the Steels lived so close to Buffalo, they invited me to stay at their home instead of a hotel in the area, allowing me to meet "my biggest fan" for the first time. Even though Gavin and his family have been through some very hard times, they are some of the nicest people you will ever meet. On Saturday morning, Gavin, his father, and myself departed East Rochester for Buffalo, where the 765 would be boarding. Little did Gavin know, he was not only going to see 765, but ride behind her.

At the yard, Gavin's face lit up with excitement. Because of his condition, loud noises overload his ear drums, so he had to cover his ears most of the time he was there. Riding on his dad's shoulders, we walked over to

the cab, where senior engineer Rich Melvin stepped down to greet Gavin. "Hello there, little buddy!" Melvin said with a warm smile. "What do you think of the 765?" With a big smile on his face, all Gavin could say was: "YES!" Engineer Melvin then extended his hand while holding a golden ticket and said, "Well, if you really like the 765, how would you like to ride the train today?" Overwhelmed with excitement, Gavin was at a loss for words, awestruck with a smile as big as the Grand Canyon. Rich gave the little boy a big hug and Gavin's dad thanked engineer Melvin for taking the time to meet his son.

After being handed the golden ticket, the three of us boarded the train for a ride of a lifetime. After departing Buffalo, Gavin and his father walked the train several times over, with Gavin smiling and telling everyone who would listen that, "The engineer gave me this ticket to ride!" I have never seen someone so excited to be on a train and it meant so much that we, as a group, were able to give this miracle child his first train ride. The reason for the crew's dedication becomes especially clear when children like Gavin are inspired by the experience of a scenic, steam-driven train ride.

This December, Gavin and his family have taken another special train ride operated by a non-profit called Operation North Pole (ONP). ONP hosts an event with Union Pacific and Metra alike to give kids with special needs and life-threatening illnesses a magical train ride the the "North Pole." Money to help sponsor the family's trip to Chicago has been raised at www.gofundme.com/giveforgavin, where donations are still being accepted.

For 12 hours this summer, Gavin and his dad lost all conscious knowledge that he suffers from two painful and unpredictable diseases. The 765 gave them a peace of mind and a thrill that can never really be explained, just acknowledged by all people who share the common passion of steam railroading. Gavin's interest in steam trains has now grown ten-fold and he frequently asks when the next time will be for the 765 to come to Buffalo.

For the Steel family, myself, and no doubt thousands more, the 765 is not just a steam locomotive - it is a weaver of dreams.





Surgery in SCRANTON

By Kelly Lynch, Editor

Crew pull out all the stops for an 11th hour fix at Steamtown National Historic Site

After assaulting Pittston, Pennsylvania's 1.2% grade for a final time, the 765 came to rest at Steamtown National Historic Site. Slinking up next to sister engine No. 759, the crew noticed a pool of water gathering under the smokebox as the engine was banked.

The next morning, crew member Jason Sobczynski swung open the smokebox door and what he found was less than inspiring. The tell-tale leak indicated a larger problem. A small lake had gathered in the firebox and thousands of cinders were pooled into the bottom of the smokebox. After clearing out the smokebox and letting the 765 cool down further, Sobczynski examined the front tube sheet and found a cracked flue. It would have to be replaced. Fortunately, the flue was accessible, albeit barely, but how would it be replaced?

While cracked tubes and flues wouldn't have been uncommon in the steam era, it had serious implications for the 765's upcoming trips. Despite being far removed from the steam era, the engine suffered this maledy in just the right spot: Steamtown.

With the trips just days away, Sobczynski and Steamtown employee Rob Staely hustled to recreate a new flue with spare code materials from Steamtown and some creative engineering. This day long process would conclude with to a hydrostatic test, but instead revealed two cracked tubes at the rear tube sheet. It was now Wednesday night and these tubes would also have to be replaced from - where else? - another steam locomotive.

Lima-built steam locomotive no. 3713, constructed for the Boston & Maine Railroad in 1934, was undergoing its own exhaustive rebuild just a few hundred feet away in the Steamtown backshops. Quick work and cooperation between restoration sponsor Lackawanna & Wyoming Valley Railroad Historical Society and the National Park Service saw two tubes donated. It was now Thursday, September 3rd and the engine was two days away from its first Steamtown excursion. The work wasn't over yet.*

Sobczynski, Staely, Zach Hall, Wesley Heinz, Chuck Young and a skeleton crew ushered the repair process along, rolled and welded the tubes, and

worked amid some unusual constraints including a 5PM shutdown time, union regulations and a host of normal pre-trip logistics. Arrangements were made for the FWRHS to compensate the Steamtown help and for the engine crew to work beyond the 9-5 operating hours at Steamtown.

By Friday afternoon, the engine had passed the second hydrostatic test, the smokebox door and front end were buttoned back up, and by 4:45PM, a fire was building, servicing carried out and the engine would be doted on by newly arrived crew members. By the next morning, No. 765 was on the point of the recreated Phoebe Snow, en-route to the Delaware Water Gap and the rest of the weekend would be history. Before the pressure gauge had ever lifted, several members of the crew had put in 12 and 16 hour days.

As smoke rose from the roundhouse late Friday, Steamtown crews pulled Nickel Plate No. 759 out of the roundhouse stall where she shadowed a busy crew. How often had a similar scene played out 60 years prior? While the silent 759 can't answer, no doubt her presence was a source of encouragement.

Had the flue failure occurred elsewhere, had more

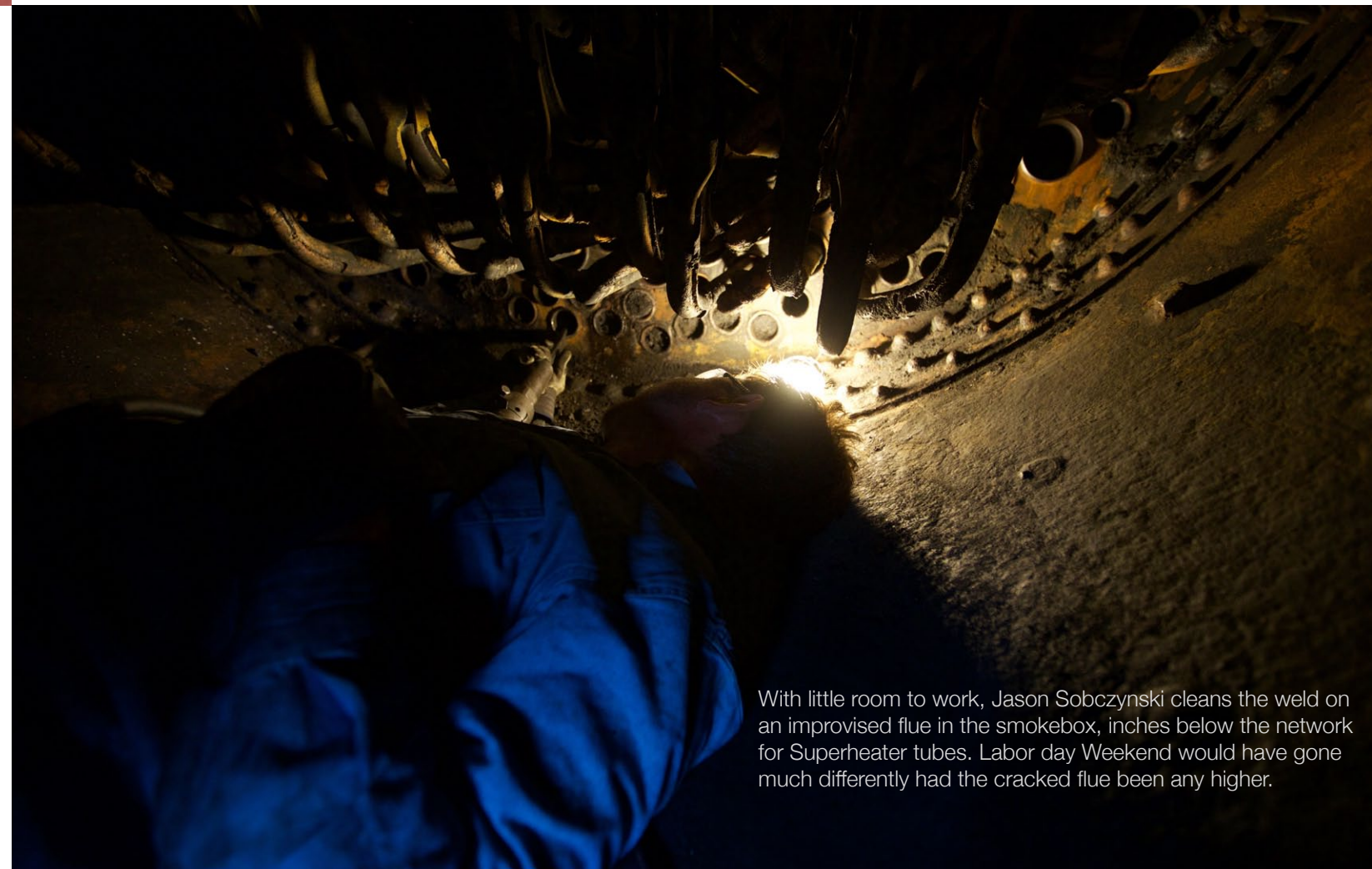
leaks developed or if flues located higher in the nest of superheater units, and had Steamtown and the NRHS Chapter not lent help and materials, it's possible that Labor Day Weekend would have turned out much differently.

As it happens, you can't go back in time to fix a mainline steam locomotive, but you can get a step closer at Steamtown.

**Though the 765 made it home safe and sound, the work may continue. The boiler has given us little to no issue since 2005, but the leaking flue and cracked tubes mean we'll be opening the boiler up this winter to examine the welds on the front and rear tube sheets and remove some flues and tubes for a more detailed look.*

With the 765's federally mandated 1472-day inspection only a few years away, the Society is considering dividing the mandatory federal work into two parts with the first portion possibly occurring in the next few months.

With this approach, the engine will be down for a shorter time with work occupying our normal winter repair season and the engine will be renewed for the next 15 years of service before its original due date in 2019. Stay tuned for more as we open the 765 up in the coming weeks.



With little room to work, Jason Sobczynski cleans the weld on an improvised flue in the smokebox, inches below the network for Superheater tubes. Labor day Weekend would have gone much differently had the cracked flue been any higher.



Who can't help but look upon this family reunion and wonder what stories would be shared between the two after 50 years apart? Minor differences in their appearances paint a picture of engines as they looked at the beginning and end of their original careers. Differences in bells, lights, and other sundry apparati can't betray the family resemblance both superficial and profound. Had the 759 - in her own triumphant march up Horseshoe Curve in the 1960s - not inspired the 765's own salvation, who knows how many millions of memories would have gone unmade?



Brad Morrocco

Headwaters Junction study gets boost with grants from Steel Dynamics, Community Foundation

By Kelly Lynch, Communications Manager

In just a few months time, the Society has received \$41,000 in grants to help underwrite a marketing and feasibility study for the Headwaters Junction project. Earlier this year, Steel Dynamics contributed \$15,000 and midsummer brought an additional \$26,000 from the Community Foundation of Greater Fort Wayne.

The study will outline the project's costs, create a business plan, conduct market and ridership studies and help make a solid financial case for a project of this size and scope. SWA Group, the city's initial riverfront consultant, performed some market study and diligence to help further justify the project's inclusion into the plan. After several years of public meetings, voting, and input, it was officially included in the riverfront plan in early 2015.

Headwaters Junction, our proposal for a 21st Century railyard park with combined roundhouse/interpretive center (comparable to Steamtown, pictured above) and a demonstration railroad, is the centerpiece to Phase 1 of the Fort Wayne Riverfront Masterplan. As of this writing, the city is moving forward with the design and implementation stages for Phase 1A, with hopes to acquire property necessary for Headwaters Junction as part of Phase 1B in the next 24 months.

Despite the successful season, it is imperative the Society continue to mine expansion and revenue generating opportunities outside of the excursion business model. This feasibility study will identify crucial details that will eventually help bring a new future for the organization into focus and insure the legacy of the 765 forever. Each story shared in this edition of Short Lines underlines the importance and impact that our work has each year.

As of this writing, the initial parts of the study are underway. If you're interested in donating specifically to help fund this study or learning more about the project, please do not hesitate to get in touch.

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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BOROUGH OF
JIM THORPE

Volunteers Christiaan and Jessica Beatty married in the cab of the 765 in September with a reception held on-board the train. They looked every bit the part.

