



Railway & Locomotive Historical Society, Inc.

Southeast Chapter

Newsletter No. 127 – October 2011

www.rlhssec.org

R&LHS 2011 Annual Convention, Elkins, WV

by Jim Smith

This year's convention included some great rail trips in central West Virginia. Our thanks to David Pfeiffer for arranging a great convention. The weather was perfect and included three great train rides. Elkins is a great place for a "railroad vacation", so if you've never been there, you should put it on your "Bucket List". Some photos of the convention were included in the Summer, 2011, issue of the R&LHS Quarterly Newsletter. Here are some additional photos that will hopefully encourage you to make your own trip to West Virginia.



Cass, WV railroad station. It is a typical Chesapeake & Ohio wood station that was rebuilt a number of years ago after most of it was burned down by an arsonist.



Cass Scenic Railroad #11 at the Cass coal loading facility. This Shay was built in 1923 for the Hutchinson Lumber Company, Feather Falls, California, where it worked until 1965. It then became Feather River Railway #3. In 1967 it went to the Pacific Southwest Railway Museum in San Diego and in 1997 it became Cass Scenic Railroad #11. It weighs 103 tons, has 36 inch wheels and operates with a boiler pressure of 200 pounds.

Southeast Limited



Here is #11 handling its regular assignment of pushing the morning train from Cass to Whittaker Station, about a third of the way up Bald Mountain.



Western Maryland Shay #6 leaves the coaling area to pick up the cars for the train to the top of Bald Knob, which has an elevation of 4,842 feet, the third highest point in West Virginia. It was built in 1945 for the WM to handle coal on a branch line with grades up to nine percent! Shay #6 is both the largest and last Shay built by the Lima Locomotive Works. In 1955 the WM donated the engine to the Baltimore & Ohio Museum in Baltimore, MD. In 1981 it was exchanged for a Porter 0-4-0 locomotive owned by the Cass Scenic Railroad. Upon arrival, it was discovered that some of their track on the nine mile run to Bald Knob had to be rebuilt to handle the weight of the engine (162 tons with 48 inch wheels). Number 6 regularly operates on their Bald Knob, Spruce, and Elkins excursions.

SOUTHEAST CHAPTER OFFICERS

John A. Leynes	Chairman	904-287-1044
Paul Newton	Vice-Chairman	904-296-7340
Bill Howes	Secretary	
Robert Van Nest	Treasurer	

**The Southeast Limited is published bimonthly by the Southeast Chapter of the Railway and Locomotive Historical Society
P. O. Box 600544, Jacksonville, FL
32260-0544**

The Southeast Limited Newsletter is edited and published by Jim Smith and Clifford Vander Yacht.



Shay #6 is approaching the "water tank" (fed by a mountain stream). Note that the smoke indicates the throttle is still wide open even though he'll have to stop in just two car lengths!

Cliff's Notes: These Shay engines have three small cylinders in a row on their right side which powers a segmented shaft running the whole length of engine and tender. The sliding and universal joints make a lot of noise. The shaft powers each axle through an exposed bevel gear. The boiler is offset to the left to accommodate the monkey works. To exceed about eight miles per hour causes the engine to disassemble itself. The crews pick up the parts along the track and out of the woods later.



Cass Scenic Railroad caboose #311 is parked at the end of track on top of Bald Mountain. It is available for rent for staying overnight year around. You have to bring your own food and bedding. Just remember that when the last train leaves you are on your own until the first train arrives the next day...



The convention included a visit to the Durbin & Greenbrier Valley Railroad (in Durbin, WV), which is the home of the famous "Durbin Rocket" locomotive. Number 3 was built by Climax in 1910 for the Moore-Keppel Lumber Company and it weighs in at 55 tons. Since it is the one and only locomotive in Durbin, and because it runs at a breakneck speed of 8 miles an hour, it got the nicknamed the "Durbin Rocket"!

Cliff's Notes: A Climax engine has two inclined cylinders which turn a transverse crankshaft which turns a shaft running down the center of the length of the locomotive, which powers the trucks though enclosed bevel gears.



Here is their entire train running on track built by the Chesapeake & Ohio RR to connect Durbin with Cass. However, Greenbrier River washouts have restricted the round-trip ride to about ten miles. You can ride in an open gondola, an open air coach, a former RPO, or a Baltimore & Ohio caboose.

This Climax engine is small enough that it makes you want to take it home and run it in your backyard! Yes, that's Jim Smith enjoying a special moment with #3!



The front of Climax #3.



The convention group finished up their train riding with a trip on the Cheat Mountain Salamander. We covered about 50 miles on former Western Maryland Railway trackage from the Cheat Mountain area to Elkins, WV. The trip included a stop at the "High Falls of the Cheat". The train, shown at the Elkins station, consisted of a Baltimore & Ohio GP-9 #6641 (formerly Southern Pacific #5893) and Western Maryland BL-2 #82, pulling a generator "boxcar" and 3 coaches that had been Lackawanna suburban cars.

Election Notice

During the October business meeting, Jim Smith and Art Towson agreed to be our Nominating Committee for the 2012 election process. They will present a slate of officers at our December meeting. As we have done in the past, if there are four people running for our four offices (Chairman, Vice-Chairman, Secretary, Treasurer), they will be installed using the "Acclimation by Proclamation" process at our January, 2012, meeting. If you are interested in being a chapter officer, please contact Jim via e-mail (annwoore@yahoo.com), or call him at (904-276-2972).

To All Southeast Chapter Members:

Jim and Cliff (your new editors for the *Southeast Limited* chapter newsletter) are looking for articles! They are interested in short articles (2000 words or less), photos, short stories, historical data, anything railroad related, but preferably having to do with the Southeast United States. If you have something you would like to contribute, please contact Jim Smith.

Announcements:

- December 3 - Folkston, GA "Winter Watch".
- December 17-18, 2011 - Tampa Train show at the Florida State Fairgrounds.
- January 7-8, 2012 - Deland, Florida Rail Fair at the Volusia County Fairgrounds.
- January 14th, or 21st - Southeast Chapter annual banquet at Larry Shughart's home.
- Date to be determined by Larry. Check "Announcements" in December *SE Limited*.
- February 11 - Jacksonville Rail Fair, Prime Osborn Convention Center.
- April 14 - Deland, Florida Rail Fair at the Volusia County Fairgrounds.
- May 17-20 - R&LHS Annual Convention, Birmingham, AL.

Come to the home of the *Louisville & Nashville* and the *Dixie Flyer*.

Want Ads

For sale: Large collection of *TRAINS* magazines. 55 magazines are loose in box sleeves covering 1948 to 1962. From 1963 to 2000, the magazines are in *Trains* Binders (31), or *Odyssey* Binders (6). From 2001 to 2010, the issues are loose in box sleeves. This totals to more than 450 issues! Here is your chance to enjoy many hours of reading material along with great photos of trains through the years. Please contact Jim Smith at (904) 276-2972. Asking \$200.00, free local delivery.

Old facts:

The SAL train, *Orange Blossom Special*, was launched November 25, 1925 at Winter Haven, Florida. The song of the same name was written by Ervin T. Rouse or by Robert Russell "Chubby" Wise, or both, in Fairfield at 809 E. Adams in Jacksonville, Florida, in 1938. The original recording was created by Ervin and Gordon Rouse in 1939. The restored car by that name was delivered to the Jacksonville Terminal (now the Prime Osborn Convention Center) on October 12, 1986.

The car now sits on the Bay Street side of the Prime Osborn Convention Center. Have you looked closely at her recently or ever? Take a look at ACL 4-6-2 1504 while you're there. Don't lose history by neglect.

Chapter Minutes for the October 13, 2011, meeting

The meeting of the Southeast Chapter of the Railway & Locomotive Historical Society was called to order at 6:35 PM by chairman John Leynes in the Acosta Conference Center at CSX headquarters at 500 Water Street, Jacksonville. There were eight members present, plus guest Rudy Bartelt.

Secretary's Report: The minutes from the September 8, 2011, meeting were distributed and approved.

Treasurer's Report: In the absence of treasurer Van Nest, his written report was brought to the meeting by Rudy Bartelt. It states that there has been no income (other than bank interest) nor expenditures since the last meeting. The savings account balance is currently \$5807.01. There is also \$228.26 in the checking account. In addition, the chapter has two certificates of deposit. The report was approved.

Committee Reports:

- "Southeast Limited" Newsletter. Cliff Vander Yacht and Jim Smith are now doing most of the editorial, publication and distribution work associated with the newsletter. They need articles from members. Chairman Leynes will pass along to Cliff and Jim material assembled by Bill Howes on the "Dixie Flyer".

- Trip Committee: No report

- Website On-line: Cliff Vander Yacht is continuing to update with features and announcements. Chairman Leynes reported on the use being made of the site, noting that many visitors appear to be interested in current and past issues of the "Southeast Limited". He considers the website to be our main platform for preserving and presenting historic information and material. This will be explained in the newsletter.

Old Business: Railroad Music DVD: Ed Mueller passed around a script and solicited volunteer narrators.

New Business:

A letter from national R&LHS president Bob Holzweiss outlining a new approach for soliciting, collecting and distributing dues for membership renewals was discussed. It was the consensus of those in attendance that this is acceptable and that chairman Leynes should so advise president Holzweiss.

2011 "Priorities": Expand and enhance Larry Brennan's documentation of Northeast Florida rail history. Bill Howes will contact Larry Brennan for help. Chairman Leynes is progressing ideas for graphics.

Domain Name: The Chapter's domain name and hosting fees have been renewed by chairman Leynes.

Annual Banquet: It was decided to accept Larry Shughart's offer to host the banquet at his home. The dates of Saturday January 14 or 21 were selected, subject to Larry's approval.

Election of 2012 Officers: The chairman appointed a nominating committee: Jim Smith and Art Towson.

Next Southeast Chapter Meeting: November 10 - The National Railroad Museum at Green Bay, WI by Rudy Bartelt.

Future Programs: December 8 - *The Chessie Safety Express* behind C&O 614 (with video) by Bill Howes.

Business Meeting adjourned at 7:40 PM.

Program: An illustrated presentation by Steve Vertescher titled "The Railroad Stations of Paris" describing the facilities and operations at numerous historic depots in the city with a special focus on the Gare du Nord, one of the world's busiest stations.

Respectfully submitted by Bill Howes, Secretary