

Whistle Stop



Watauga Valley Railroad Historical Society & Museum
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Preserving Our Region's Railroad Heritage

Volume 32 No. 5

May 2012



Richard Shell (Roanoke NRHS) caught NS #8103 in the lead of a train heading north into Roanoke. The engine had previously travelled south as a pusher.

***** Date Change *****

May 21st Membership Meeting

The Watauga Valley Railroad Historical Society and Museum will have our regular meeting on Monday, May 21, 2012 at the Johnson City Public Library, 101 West Millard St., Johnson City, TN. This will be one week earlier than our regular meeting on account of the 4th Monday is on Memorial Day, a day on which the library is closed. Our program this month will be presented by WATV member Mike Noonkester on the Return of the Virginia Creeper. Return to the famous Norfolk & Western Abingdon Branch with the Strasburg Railroad's Class M 4-8-0 #475 battling heavy snow in February 2010. Watch the 475 dressed up and cosmetically altered as Abingdon Branch regular engine #382 on a re-creation of the famous Virginia Creeper Mixed Train. Also see Canadian National 2-6-0 #89 struggling with the snowplow and pulling the regular passenger trains. This DVD will also take you inside the Strasburg Shops for a behind-the-scenes tour of what it takes to keep these engines running in the 21st Century. This is great winter steam action. DVD produced by Noonkester Video Productions. This will be a program you do not want to miss. Bring a friend out for a relaxing evening with your fellow members

Member Notes

By Nancy Jewell

Please keep member Steve Clark's mother, Diane Clark, in your thoughts as she deals with health concerns. It was good to see Jack Maloney at the April meeting. His physical therapy worked well.

As always, please let us know of any others, family, friends or members who can be sent a card or receive a phone call. The office phone is 423-753-5797 or Nancy Jewell at 423-282-0918. With Spring's arrival comes the caution to watch for bicycle riders and walkers enjoying the outdoors. Many schools have dismissed for the summer months so BE CAREFUL!

Spring Street Coach Yard Mechanical Report

By Bob Yapple

The *Powhatan Arrow* and *Clinchfield* coaches have completed another successful trip from Charlotte, NC to Washington DC and return on Amtrak. They are now at the Tennessee Valley Railroad Museum in Chattanooga, TN.

The *Moultrie* diner is in the process getting new carpet in the dining room. The under floor is getting extensive repair after years of hard service.

Completion of the restoration of the *Crescent Harbor* sleeper / lounge is on going with a long list of "details" - the kind of things that don't show. The interior lounge has been dramatically improved with the installation of framed wall photos of railroad scenes.

WASHINGTON TRIPS A BIG SUCCESS

Both of the Washington, DC AMTRAK trips on the WATV passenger cars were a big success. Over 240 passengers took the trips on the Clinchfield, Powhatan Arrow and the Crescent Harbor. All the passengers were happy and we have received many good comments.

RAILS n' SAILS 2012

July 21, 2012

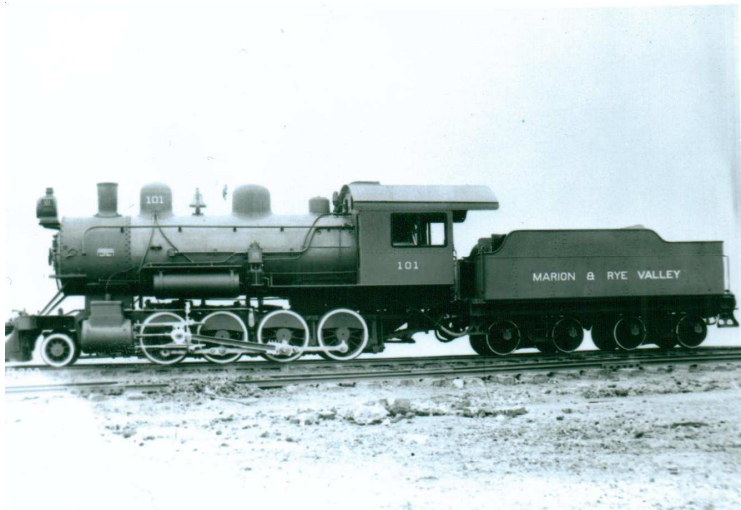
Back by popular demand: the WVRHS&M's 2nd Annual ****Members Only**** riverboat / rail adventure. Leave the driving to us as we board vans for an exciting two part adventure in Knoxville, Tennessee. Scheduled first is a leisurely riverboat ride on the Tennessee River through the heart of Knoxville. While aboard the riverboat, we will be treated to a wonderful buffet lunch. Then we will travel just south of Knoxville to Oak Ridge for a visit to the Southern Appalachia Railroad Museum, where we will ride behind their Secret City Train. The total cost for the entire trip will be only \$70.00. Tickets must be purchased no later than the June 25th membership meeting. For more information, go to the "Special Events" page on our web site, found at <http://www.wataugavalleyrrhsm.org/specialevents.php>

**“The Switchback Scenic Route ~ A History of The Marion and Rye Valley Railway”
By: Gary P. Price**

[NOTE: This is the second installment of the serialization of Gary's Book on the M&RV. ©Gary. P. Price, 1998. All Rights Reserved.]

Chapter II - Locomotion

The Marion and Rye Valley Railway invested several thousand dollars into purchasing new, top of the line, steam locomotives. The railroad eventually owned eleven steam locomotives: six Shay type; three rod type; two Climax type and one gasoline powered rail car. In this chapter, we will discuss the various types of locomotives operated by the Marion and Rye Valley.



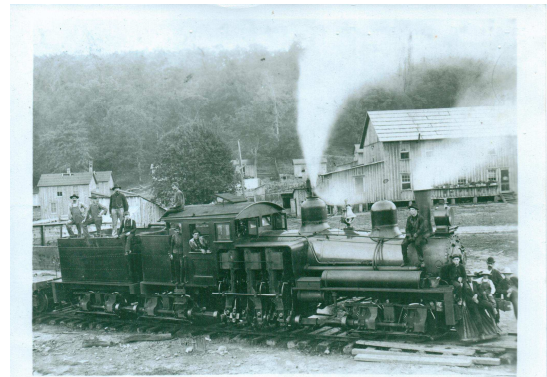
Alco Builders Photo of 101. Courtesy of Alco Historic Photos

Locomotive Number 101 was probably the most remembered and well-loved locomotive of the Marion and Rye Valley. The locomotive was built in Richmond, Virginia by the American Locomotive Company (ALCO) in June 1911, order number R200, construction number 49933. The locomotive is of the Consolidation class, meaning it had a 2-8-0 wheel arrangement with eight 46 inch driving wheels. The locomotive and tender measured 48 feet 9 $\frac{3}{4}$ inches. The total weight was 236,300 pounds with a tractive force of 31,290 pounds. The tender held 8 tons of soft coal and 4,000 gallons of water.

Built by the Lima Locomotive Works of Lima, Ohio, the Shay locomotive was the “champion” of lumber railroads. Its unique upright pistons connect to a crankshaft that connected to gears on each of the locomotives wheels, enabling the locomotive to maneuver very sharp curves while pulling heavy loads. Of the 2,770 Shays built by the Lima Locomotive Works, five were owned by the Marion and Rye Valley. One was owned by the Virginia Southern Railroad.



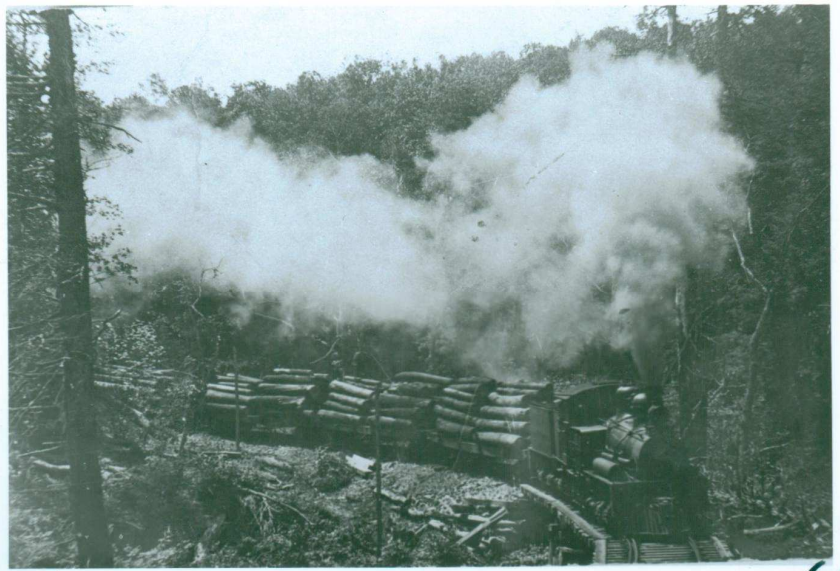
Marion and Rye Valley No. 1 at Fairwood, Va. allows you a good look at the unique design of the shay locomotive. The wooden cowcatcher is a nice addition to the locomotive, but where is the headlight?



Bonus Photo not in book* Brand new Marion and Rye Valley No. 2 is at Grayson Lumber Company in Fairwood Virginia.



Marion and Rye Valley No.2 delivers a load of coal to the Southwestern Virginia Mental Hospital.



Marion and Rye Valley No. 10 brings a trainload of logs out of Currin Valley.

The Climax was the earliest type of logging locomotive used by the Marion and Rye Valley Railway. This locomotive was built around the turn of the century by the Climax Locomotive Works of Corry, Pennsylvania. Builder records before 1910 were never recorded. [Ed. Note: Research after Gary's book was published has uncovered much of this information.] These locomotives were sold off by the railroad in 1923.

Marion and Rye Valley Edwards Car No. 202



Without a doubt, No. 202 was the most remembered piece of passenger equipment owned by the Marion and Rye Valley. It was affectionately known by the town as the "Trolley". Railroad employees referred to it as a "Doodlebug".

No. 202 was built in July, 1926, by the Edwards Motorcar Works of Sanford, NC. No. 202 was a Model 25 type motorcar powered by two six cylinder, 100 horsepower Buda engines located within the wheel sets. The vents and radiators were located on the roof on either end of the motorcar.

No. 202 had a width of 8' 4" and it stretched out to 43' long. No. 202 weighed in at 38,000 pounds. The interior consisted of a 21' baggage compartment, with seating capacity for 26 passengers. No. 202 came equipped with two control stations on either end of the car so the operator could operate it in forward or reverse. No. 202 was painted bright green with a rust brown roof. No. 202

hailed passengers daily, as well as, carrying the U.S. Mail. It also carried small loads of freight from Marion to Fairwood. It is not known at this time as to the fate of the No. 202.

MARION AND RYE VALLEY MOTIVE POWER ROSTER

road #	type	builder / construct. #	date	disposition
8	2-truck Shay	Lima #960	11/15/04	Sold to Raleigh Lumber Co., Glen Morgan, WV. Later to WM Ritter Lumber. Devon, WV. Scrapped 10/19/28
9	2-truck Shay	Lima #977	3/31/05	Wrecked 9/10/12, parts sold to Marion Brick Company 9/33. No further info available.
2	3-truck Shay	Lima #996	4/25/05	Va. Southern #2 Sold to Marion Brick Company 10/12/33
10	3-truck Shay	Lima #1518	8/14/05	Sold to RYVA-Ferro Manganese, Sugar Grove, Va, Later to Southern Iron and Equipment, Atlanta, GA. Later to Wisconsin-Alabama Lumber Co. Wetumpita, AL. On 2/20 sold to Foster Creek Lumber & Mfg. Co., Stephenson, MS. No further info available.
1	3-truck Shay	Lima #1770	9/5/08	Sold to Woodson Lumber Co., Woodson, VA. Later to Birch Valley Lumber Co. Tioga, WV, then to Baltimore and Ohio RR. Later to J. Natwick & Co., Alexander, WV. Scrapped 12/43
VS-1	3-truck Shay	Lima #883	6/1/04	Sold 1920 to Woodson Lumber Co., Sold 10/28 to Eakin Lumber Co., Fenwick, WV. Scrapped 3/42
2 **	?Climax	Climax #2256?	?	Sold 1922
5 **	?Climax	Climax #2266?	?	Sold 1922
101	2-8-0	ALCO #49933	6/11	1924 to the Birmingham Rail & Locomotive Co., then in 1926 to Santa Fe & Northwestern Railway, No further info available.
202	motorcar	Edwards #11	7/26	unavailable
7	4-6-0	Grant	1883	Originally Norfolk and Western #103, bought 11/03, sold in 1911.

** Ed. Note: Gary has stated that these engines posed a mystery during his research with little information about them. The Climax Locomotive, the definitive reference, does not identify the M&RV as an owner of any Climax. Shop numbers do not go beyond 1694 (Gary's source was a sale listing in an old newspaper). As the reference does cite a Sugar Grove (VA) Lumber Company as the owner of two Climax engines, a theory I'd offer is that the lumber company had trackage rights over the M&RV, which would explain their presence on M&RV rails. A clue to support this idea is that the lumber company was offering one of its Climaxes for sale in 1922.

SUMMER 2012 RAIL EXCURSION



The WVRHS&M is pleased to announce its Summer 2012 Rail Excursion through the Scenic Hiwassee River Gorge in East Tennessee. The excursion date is set for Saturday, July 14, 2012. The 50-mile, 3 hour round trip rail excursion will feature the opportunity to ride the rails through one of the most beautiful river gorges in the United States and the famous "Hiwassee Loop." Ticket cost is \$84.00 adults and \$74 children (2 to 12 years of age). Meals are not included. Ticket includes train ride and motor coach to and from Etowah, TN. Detailed information will be found shortly on the "Excursion" page on our web site, located at <http://www.wataugavalleyrrhsm.org/excursions.php>.


Photo Section


NORFOLK SOUTHERN continues to wow railfans and the public alike with its Heritage Series locomotives. At left below is NS #8102 sporting the beautiful, modified Loewy-designed PRR tuscan red paint scheme of 1952. Below right is NS #8105, dressed in an ex-INTERSTATE livery which, in your humble Editor's opinion, only a Vols fan could love. The locale, on the other hand, is awesome (Southwest Virginia's Natural Tunnel).



As with April's photo of NS #8101, Mother Nature once again provides background interest, this time by offering a Nor'easter during the photo shoot. Partially framed by the photographer's umbrella, NS #8104 in LEHIGH VALLEY colors is mirrored in a trackside pool. The rain certainly adds luster to the freshly-painted locomotive.

The paint scheme of NS #8114, honoring the original NORFOLK SOUTHERN RAILWAY, reflects a beautiful, early morning crimson sky in Chattanooga.

[All photos courtesy NORFOLK SOUTHERN.]

This originally completed the order of the nine GE ES44ACs. However, NS recently added a 10th engine honoring the MONONGAHELA RAILROAD. Next month we'll hopefully begin publishing those of the ten EMD SD70ACe engines as they're rolled out of the paint shop. (Unlike the GEs, which were already built to fill an order and delivered in paint primer, the EMDs are in production.)

Regional News

As noted on the previous page, NS added a 20th engine to its heritage series. According to the pundits on rail-related chat lists, only those legacy roads that continue to have active line segments within today's NORFOLK SOUTHERN system will be honored.

NS Plans steam-powered "Employee Appreciation Excursions"

NORFOLK SOUTHERN employees soon will enjoy opportunities to ride behind steam-powered excursion trains. NS' "Employee Appreciation Excursions" will be operated on weekends this summer and fall in recognition of the corporation's 30th anniversary. Each of the railroad's 11 divisions will host several excursions. The tentative schedule of regional interest is:

June 9-10: Piedmont Div. June 30-July 1: Virginia Div. Aug. 4-5: Pocahontas Div.

The Tennessee Valley Railroad Museum and the Fort Wayne Historical Society are providing the steam locomotives, equipment, and services to make these excursions memorable, fun, and of course, safe.

SOUTHERN RAILWAY 630 will be used for the trips on the southern part of the system. No. 630 was built in 1904 by the American Locomotive Company at Richmond, Va., and is one of the three locomotives that will be used in NS' 21st Century Steam program over the next four years. NICKEL PLATE ROAD 765 will be used for the trips on the northern part of the system. No. 765 was built in 1944 by the Lima Locomotive Works in Lima, Ohio, and is familiar to many railroaders, having been in excursion service on and off since 1979.

Nick White and Mike Tilley toured Amtrak's 40th Anniversary Exhibit Train during its stop in Spencer, NC. Nick sent along these fine snapshots of the train and a few of the many exhibits within the Exhibit Car.



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Fred Waskiewicz, Editor



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