

The

**Whistle**



**Post**

*Official Newsletter of the*

**Neuse River Valley Model Railroad Club**

**1615 Old Louisburg Rd Raleigh, NC 27604**

**Phone: 919-400-5570**

### **“All Aboard”**

Well, here I am cruising down the ice filled Alaska seas in Glacier Bay National Park. What a wild place to write about trains! So far on this trip I have flown, taken a bus many times, ridden in a chuck wagon on the Alaska tundra, taken a 9-hour ride on the Alaska Railroad from Denali to Whittier, and now sailed on a Princess cruise ship. But, that’s not all. Tomorrow, I get to ride the White Pass and Yukon Railroad. This has been great. And there is more to come. So, did anyone miss me?

I have seen some pictures of the progress on the HO layout and have to say well done to Ken and Ralph and all those who helped so far. Looks like we will be ready for the Open House. I’m anxious to get back and help with the construction.

As time races by and we approach our Fall Show, please remember that we depend a lot on the proceeds of the show to power the Club. We need all hands involved in working the show. Mark your calendars now and be prepared to spend some time working for the Club.

Couple of other things - remember dues are now “officially” past due. Anyone who has let it slip needs to clear accounts now. Thank to Mike Keelean for working through the phone issues and getting us back in service. Thanks to all those who have worked to clean up the Clubhouse and the grounds so we look good for open house. And to mention Open House - please be available to help and provide support and recruit new memberships.

Got to go – it’s time for my 5<sup>th</sup> meal of the day - cruise ships love to fatten you up. See you all soon.

OK Train’s leaving the station on track 1 - - - ALL ABOARD

**John Spach, President**

## **The Rest of the Story of “A Big Switch Engine”**

**By Randy Foulke**

I mentioned last month that many of the original 1,090 D9-44CW locomotives had been retired. What I learned since last month is that Norfolk Southern (NS) has a program to convert these retired locomotives from DC traction motors to AC traction motors. The rebuilt locomotives are designated AC44C6M. Besides the new traction motors, the rebuilt locomotives receive new cabs that are the same as used on new ES44AC locomotives, air conditioning systems for the cabs, new cab signals, new electronically controlled braking systems, new distributive control systems, and other new electronic systems that significantly upgrade monitoring and control of the locomotives. To date, NS has converted 385 D9-44CW locomotives to AC44C6M.

In addition, NS converted 124 D9-40C locomotives to AC44C6M (D9-40C locomotives had traditional cabs in lieu of wide cabs). NS plans to convert all of their remaining D9-44CW locomotives to AC44C6M. The rebuilding and conversion is a joint effort between GE Wabtech, American Motive Power Inc., and NS's Juniata and Roanoke Shops. 1,628 additional AC44C6M locomotives have already been converted, or are planned to be converted by Canadian Pacific, CSX, QNS&L, Fortescue Metals Group, and Union Pacific.



NS AC44C6M 4209

PNWResins makes a shell in HO scale for a NS AC44C6M.

In 2021, only two new locomotives were built for US domestic customers. All other locomotives were conversions and rebuilds by EMD and GE Wabtech.

### **Parking Stickers**

Don't forget to contact Bob Witwer or Mike Keelean for as many decals as you have vehicles that you may bring to the Club. We are not sure when the gym will begin operations, but we should all be prepared.

## Future Events

### **NRV Open House – September 17, 2022 – 10 am to 4 pm**

Come and visit us at 1615 Old Louisburg Road, Raleigh, NC.

Just follow your GPS until you can see the giant radio tower.

**Refreshments will be served.**

### **2022 MER Carolina Special - ALL ABOARD!**

Charlotte North Carolina

20 to 23 October 2022 is **OPEN!**

Hilton University Place

8629 JM Keynes Drive

Charlotte, NC 28262

To register, go to: <http://www.carolinasouthern.org/MER2022registration.html>

To reserve your hotel room, visit: <http://www.carolinasouthern.org/MER2022hotel.html>

**Call for Clinicians!!!** If you interested in presenting a clinic at the 2022 MER Convention, the Carolina Special, in Charlotte, NC on October, 20 to 23, 2022. Contact the Clinic

Chair: Doug Algire at [2022clinics@carolinasouthern.org](mailto:2022clinics@carolinasouthern.org)

### **38<sup>th</sup> Annual Train Show and Sale**

November 5 – 6, 2022 – 9am to 5pm each day

Jim Graham Building, NC State Fair Grounds

4285 Trinity Road, Raleigh, NC 27607

Admissions: Adult \$10 / under 12 free w/adult

It's not too early to set these dates aside on your calendar and to start talking up the show to friends, neighbors, and civic and church groups.

## Neat Links

A video link from DJ's Trains (he's an engineer for CSX in the Pittsburgh area) courtesy of **Scott Hall**: "How To Build a Modern Building from an OLD BUILDING in a different scale?"

<https://youtu.be/emnUWJdHSJ8>

Another link provided by Scott from [DIY and Digital Railroad](#): "Animated Model Railroad Building Lights with Arduinos!"

<https://youtu.be/JwGZxjdaRSo>

## Volume Two of The History of the NEUSE RIVER VALLEY RAILROAD

### Chapter 2: Motive Power of the NRV in 1990s

In 1990, two of the U30Cs were traded to GE for two dash 8-40C (hereafter referred to as C40-8). In 1992, four of the U30Cs were traded to GE for four dash 8-40CW (hereafter referred to as C40-8W). In 1993, an accident north of Danville, VA wrecked two SD40-2s and two B23-7s. The four locomotives were beyond repair and were written off. The two SD40-2s were traded to General Motors Locomotive Group (GMLG) for two SD60Ms, and the two B23-7s were traded to GE for one C40-8W. Also in 1993, GMLG approached the NRV with the purchase of two GP60s at a “bargain” price as a result of a cancelled order. Due to the increased container traffic, the NRV accepted GMLG’s offer. In 1995, the eight U30Bs were traded to GE for six dash 9-44W (hereafter referred to as C44-9W).

In 1996, four of the SW1500s were transferred to subsidiary Beaufort and Morehead Railroad (see Chapter 21 of Volume 1 of the History of the Neuse River Valley Railroad for a discussion of the purchase of the railroad) to supplement its aging locomotive fleet. To replace the SW1500s, two second hand GP38-2s were purchased from GMLG’s lease fleet, and two new SD70Ms were purchased from GMLG.

In 1991, the SW1500s were renumbered to the 1500 series, and the GP50s were renumbered to the 3500 series to be consistent with the NRV practice of numbering locomotives to match their horsepower rating. The C40-8s were the last locomotives to be purchased in the NRV green color scheme, and the C40-8Ws were the first locomotives to be purchased in the NRV black and maroon color scheme. Locomotives in the NRV green scheme were repainted into the black and maroon color scheme when shopped for major maintenance or rebuild. The two different schemes resulted in some colorful locomotive consists in the 1990s.

As discussed in Chapter 1 of Volume 2 of the History of the Neuse River Valley Railroad, two F7AMs and one F7BM were purchased for the Ski Train from Motive Power Inc. These were delivered in 1994. The F7AMs were numbered 17 and 19, and the F7BM was numbered 18.

Following is a table of the diesel locomotives in the 1990s prior to the Conrail split.

| Numbers                     | Type            | Quantity | Year Purchased | Notes |
|-----------------------------|-----------------|----------|----------------|-------|
| 17, 19                      | EMD/MPI<br>F7AM | 2        | 1994           | 1     |
| 18                          | EMD/MPI<br>F7BM | 1        | 1994           | 2     |
| 1503, 1505,<br>1506         | EMD SW1500      | 3        | 1969           | 3, 4  |
| 2015 – 2036                 | EMD GP38-2      | 22       | 1974, 1996     | 5     |
| 2300 – 2303,<br>2305 – 2308 | GE B23-7        | 8        | 1979           | 6     |

|   |            |    |            |    |
|---|------------|----|------------|----|
| 3020 – 3022,<br>3024 – 3030,<br>3032 – 3034 | EMD SD40-2 | 13 | 1978       | 7  |
| 3035 – 3046                                 | EMD GP40-2 | 12 | 1973       |    |
| 3050 – 3056                                 | GE B30-7   | 6  | 1981       |    |
| 3500 – 3507                                 | EMD GP50   | 8  | 1984       | 8  |
| 3800 – 3801                                 | GMLG GP60  | 2  | 1993       |    |
| 3850 – 3851                                 | GMLG SD60M | 2  | 1993       | 9  |
| 4000 – 4001                                 | GE C40-8   | 2  | 1990       |    |
| 4002 – 4006                                 | GE C40-8W  | 5  | 1992, 1993 | 10 |
| 4050 – 4051                                 | GMLG SD70M | 2  | 1996       |    |
| 4400 – 4405                                 | GE C44-9W  | 6  | 1995       |    |

Notes:

1. F7AMs purchased from Motive Power Inc. Originally manufactured by EMD.
2. F7BM purchased from Motive Power Inc. Originally manufactured by EMD.
3. SW1500s renumbered to be consistent with the NRV practice of numbering locomotives to match their horsepower rating.
4. SW1500s 1500 – 1502, 1504 transferred to the Beaufort and Morehead Railroad in 1996.
5. GP38-2 2035 and 2036 were purchased second hand from the GMLG lease fleet in 1996.
6. B23-7 2304 and 2309 wrecked in 1993, written off and traded to GE.
7. SD40-2 3023 and 3031 wrecked in 1993, written off and traded to GMLG.
8. GP50s renumbered to be consistent with the NRV practice of numbering locomotives to match their horsepower rating.
9. SD60Ms were purchased with the traded in wrecked hulks of two SD40-2s.
10. GE C40-8Ws were the first North American cabs (wide cab) ordered by the NRV. C40-8W 4006 was purchased with the traded in wrecked hulks of two B23-7s.

In 1997, as a result of the cessation of the Norfolk Southern steam excursion program and the success of the ski train, the NRV decided to restore 2-8-4 steam locomotive 8104, used to pull the Bicentennial Celebration Freedom Train, to full operating condition. The restoration effort was to be an all-volunteer effort from NRV employees and was estimated to take at least five years. The NRV would pay for parts for the restoration. See future chapters for the result of this effort.

In 1998, the Neuse River Valley Railroad Historical and Technical Society (NRVH&TS) approached the NRV with the idea of restoring Pacific 4-6-2 6205. The NRVH&TS would provide volunteers and pay for all parts. The Board of Directors of the NRV agreed with the proposal, and work began in 1999. The NRVH&TS also had a lead on an auxiliary tender that might be available for purchase. The NRVH&TS also agreed to raise funds to construct a new building to store, maintain, and display the 8104 and the 6205 in Goldsboro. Goldsboro was selected as Wayne County would contribute some funds to the building project with a grant from the North Carolina Tobacco Trust Fund. The NRVH&TS also looked for an electric power car to back up the F7BM during steam excursion trips. See future chapters for the results of the efforts of the NRVH&TS.

## HO Layout Committee Work Sessions during August

A series of work sessions were held during the month of August to assemble the modules, bolt the new modules together, cover the new tables with foam, lay cork roadbed, cut needed switches into the Legacy Layout Main Line Number 1, lay track, and complete wiring. Lots and lots of hours have gone into the work. The following photos document progress made by numerous Club members during five August work sessions.



August 21. A preliminary look at foam on the first assembled section of the new bench work. Photo by Ken Howard



August 22. The largest work crew of the month stops to pose for the camera. Photo by Mike Johns



August 27: Construction progress showing completed bench work awaiting foam and wiring. Photo by Ken Howard



August 27: Another view construction progress. Photo by Ken Howard



August 28: Foam has been layed down on the benchwork and cemented in place. Photo by Ken Howard



August 29: Oops, we missed a few spots in the foam gluing process. Photo by Ken Howard

At the end of August, the bench work was ready to lay track.

## HO Layout Committee Progress in September

Our goal for the HO expansion was to have the bench work completed and to have an operational main line in place for the September 17<sup>th</sup> Open House. That goal was achieved on September 4<sup>th</sup> thanks to the efforts of a large number of members. The following photos by Ken Howard document the completion and opening of the new layout extension.

The cost of the expansion currently stands at \$525. The Board of Governors has authorized an expenditure of up to \$750 for continued construction.



September 1: Roadbed is in progress after grades have been established and switches cut in to divert Main Number 1 onto the expansion.



September 3: Roadbed construction and track laying proceeded at a furious pace to try to open the line in time for the Open House.



September 3: Ralph James connects the first new track to the electrical bus under the deck.



September 4: The NRV runs its first loco over the new line looking for issues.



September 5: The Club inaugurated passenger service behind Southern F7s with a string of heavies in tow.



September 6: Richard Calfee helps open freight service on the new line with a mixed consist behind Reading 4716.

The new construction of Main Line One adds approximately one scale mile to the existing main.

Remember, that while the new expansion has been completed and track laid ahead of schedule, that this is only the first step in the process of constructing the fully functional layout expansion. Years of effort lie ahead. Mains 2 and 4 must now be built out onto the expansion. A roundhouse, turntable, and engine facility must be constructed. Lots of mountains, scenery and industries must be built to support the railroad.

Don't forget that there is still a lot of work to be completed on the Legacy Layout as well. We need to do a lot of track work, rewiring, switch replacement, and scenery adjustments there as well. So don't start gloating – the work to make the NRV a really great railroad is just beginning!



## Real Train Photos

**John Spach** submitted the following photos taken at Talkeetna, Alaska on September 4<sup>th</sup> on his sojourn to Denali.



Alaska Railroad SD70MAC number 4012 pulling tourist train.



Note the cars designed for viewing Alaska scenery in Princess Cruise Lines color scheme.

## Layouts and Operating Sessions

This month, Club members attended operating sessions at the layouts of Jerry Davis, Joe Scales, and Ken Reising. Two photos (taken by Ken Howard) from Ken Reising's operating session on August 16<sup>th</sup> are featured below:



Front to back – John Spach, Randy Foulke, and Ken Reising examine a switching problem in the San Jose yard.



Detail of the San Jose yard on Ken's layout.

## Upcoming Meetings and Activities

September Membership Meeting: The next meeting is on Thursday, September 15<sup>th</sup> at 7:00 pm at the Clubhouse. John Wallis will present a program titled “Using JMRI to Monitor and Control DCC Layouts.” Attendance via Zoom is optional.

September Open House: Our next Open House has been scheduled for September 17<sup>th</sup> from 10 am to 4 pm. Please plan on attending to help show off our Club and assist with parking, tours, and recruiting new members.

HO Layout Committee Meeting: The next meeting of the HO Layout Committee is scheduled for September 18<sup>th</sup> at 1 pm in the Clubhouse. The meeting will discuss construction progress and schedule additional work dates for laying track, wiring, and scenery construction.

October Board of Governors Meeting: The next meeting will be held on Monday, October 3<sup>rd</sup> at 7:00 pm at the Clubhouse. Attendance via Zoom is optional.

Breakfast Social: Every Wednesday, 9:00 am at Barry’s Café, Raleigh, NC.

## Notes from the Editor and Webmaster

Please send recent photos of Club activities to Bernie Dawson, at [nrvwebmaster@gmail.com](mailto:nrvwebmaster@gmail.com), so he can maintain and update our website.

Thanks to all who are contributing items for the Whistle Post. Your participation is appreciated, and your contributions will appear as space permits. Please send articles, photos of real trains, book reviews, product reviews, photographs of your home layouts, and interesting links to Ken Howard, Whistle Post Editor, at [klhowardjr@aol.com](mailto:klhowardjr@aol.com).

## Minutes of the Membership, Board, and Committee Meetings

Minutes of both Board of Governors and Membership meetings are now available to those who wish to read them on the Club website. Also, minutes from HO Committee meetings are now available, so members can follow the planning and construction of the new HO layout additions. The link below takes you directly to the Minutes page:

<https://nrclub.net/meeting-minutes/>

NRV Whistle Post  
The Neuse River Valley Model Railroad Club, Inc.  
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First Class

### BOARD OF GOVERNORS

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| Wayne Aiken             | Vice-President | <a href="mailto:htomc42@hotmail.com">htomc42@hotmail.com</a>     | 919-602-8529 |
| Michael Keelean         | Treasurer      | <a href="mailto:keeleanmike@gmail.com">keeleanmike@gmail.com</a> | 919-886-9238 |
| Tom Garren              | Secretary      | <a href="mailto:tomgar@mindspring.com">tomgar@mindspring.com</a> | 919-805-0909 |
| Calfee (Richard Calfee) | At-Large       | <a href="mailto:rhcalfree@yahoo.com">rhcalfree@yahoo.com</a>     | 301-335-1054 |
| Ken Howard              | At-Large       | <a href="mailto:klhowardjr@aol.com">klhowardjr@aol.com</a>       | 919-851-3805 |
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### OTHER KEY POSITIONS

|                         |                    |  |              |
|-------------------------|--------------------|--|--------------|
| George Lasley           | Show Grand Poobah  | <a href="mailto:glasley@bellsouth.net">glasley@bellsouth.net</a> | 919-757-4503 |
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| Ted Kunstling           | Social Media Chair | <a href="mailto:trkunstling@aol.com">trkunstling@aol.com</a>     | 919-787-5282 |
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