

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”

All Aboard April 2023

Greetings fellow model railroad enthusiasts! I hope you are enjoying the marvelous spring weather and dealing with the everlasting joy of pollen. It seems like everything is yellow and sneezy. Oh well, guess we just take a Claritin and sneeze through it.

The big news this month is the Spring Show. We are all working hard to get everything ready. Some are working on an N gauge layout to be raffled; some are cleaning up donated materials for the Club table, and some are just clearing their schedules to be able to attend and help with all the work needed to make a successful show. Our shows have grown and the work to put them on and make them successful grows with them. We are working on expanding the Club show committee to meet the growing need for people to share the work load and responsibilities of Show Management. If you are interested in helping with the ongoing planning and preparation of our future shows, please contact me by text or email and let me know that you want to be a part of THE MOST IMPORTANT project the Club has.

Also, don't forget the Open House scheduled for April 22nd as we open the doors to the general public to come and enjoy our handiwork. Volunteers are needed to handle the expected crowd and to operate layouts.

The HO layout continues to make tremendous progress. The committee is now working toward extending track 4 and have plans laid out for the factory area and locomotive repair shop and engine storage. Like every project we have, we can use all the help we can get. So, step up and lend a hand. Experience is helpful but not required. We are all learners in this hobby.

The layout itself, as a whole is also under repair. We have isolated what we hope is the cause of our problems running DC only locomotives on the layout. To execute repairs we have swapped out our command station unit with an older, smaller, unit and shipped the main unit back to the

manufacturer for repair. We hope to get it back in a few weeks and reinstall on the layout. Please be patient with minor issues that may occur as we await the control unit's return.

One last item to discuss once again: please follow the guidelines for the use and care of Club equipment. We have had to send a locomotive back to the manufacturer for service due to poor handling. We are constantly finding the new throttles unplugged so they cannot charge. We are finding stuff on the layout that does not belong there. OK, in short, there are procedures and proper use criteria to be observed. Please do your part.

OK Train's leaving the station on track 3 - - - ALL ABOARD

John Spach, President

Brookdale Senior Living Solutions Visit

On April 4th, the Club entertained a group of senior citizens from Brookdale Senior Living Solutions in Chapel Hill. Seven seniors and two staff members received guided tours of the Clubhouse and each of the layouts. Thanks to: Tom Garren, Ken Howard, Ted Kunstling, John Wallis, Don Weaver, and Bob Witwer for helping the senior citizens enjoy their visit. Thanks to Barbara Tate of Brookdale for sharing her photographs.



“Spring into Trains” Show Update

The Club will again offer members the opportunity to divest themselves of unwanted trains and paraphernalia at the Spring show. There will be a table available for members to display for sale items. Please contact George Lasley for details at gwlasley52@gmail.com.

Don't forget the upcoming OPEN HOUSE on April 22nd at the Clubhouse and the train ride to the North Carolina Transportation Museum on April 28th.

In Memorium

The members of the Club wish to offer their condolences to George Sawyer and the family of Barbara Pearle Sawyer who passed away in March 2023. A Memorial Mass will be held at Saint Andrew the Apostle Catholic Church on April 28th at 11:00 am. The church is located at 3008 Old Raleigh Road, Apex, NC 27502.

The Car Repair Workshop

On Saturday March 18th, John Spach organized and led a workshop for Club members to learn how to perform basic car repairs including: fixing couplers, trucks, missing parts, doors, etc. As preparation for the session, John boxed about 125 cars in various states of disarray, along with spare parts. Cars were a mix of Club rolling stock and donated items destined for sale at the Spring into Trains Show in May. John Spach, Ken Howard, Tom Garren, Wayne Aiken, Peter Donofrio, Bob Witwer, Richard Calfee, Ted Kunstling, Ken Wesp, and Randy Foulke participated in the repairs and liberal consumption of brats and chips. The overflow crowd spilled into the Shop and the Library.



John Spach introduces the members to the repair task in front of them. (photo by Ken Howard)



The Clubhouse was a busy place. (photo by Denee Johnson)

A good time was had by all, and a total of about 100 cars were rehabilitated.

The Real Story of the Beaufort and Morehead Railway

By Randy Foulke

In the alternate universe of the Neuse River Valley Railroad (NRV), the Beaufort and Morehead Railway (BMH) was purchased by the NRV and has operated as a wholly owned subsidiary to the present day. The following article tells the “real” history of BMH based on the best information available. If anyone has information that would alter or amend this article, please contact the author.



BMH No. 7

The first rail line reached Morehead City in 1858 and was constructed by the state-sponsored Atlantic and North Carolina Railroad. Beginning in 1904 the railroad was operated under lease by the original [Norfolk Southern Railway](#) (NS). NS dropped the lease on the segment from Morehead City to [Beaufort](#) in 1937. BMH was created on May 31, 1937 to operate the vacated line. BMH interchanged in Morehead City with the Atlantic and East Carolina (successor to the NS), then the Southern (who purchased the Atlantic and East Carolina), and then the

NS (merger of N&W and Southern).

On January 12, 1981 the North Carolina Ports Railway Commission (NCPRC) acquired BMH and began independent operations. In 1986, NCPRC transferred operations of BMH to Carolina Rail Services (CRS). BMH was merged with the state owned [North Carolina Railroad \(NCR\) in 1998](#). The following year, control of the franchise was transferred back to NCPRC and the franchise operator, CRS. During this time, BMH continued to operate as an independent entity within CRS, NCR, and NCPRC.



75-Tonner BMH No. 75

In 2002, the State of North Carolina abolished NCPRC and merged its assets with the [North Carolina State Ports Authority](#). Further change came in 2005 as Gulf & Ohio (G&O) created a new subsidiary, Morehead & South Fork Railroad (MHSF), to replace BMH and take control of the lease from CRS. Ownership remained with the State Ports Authority. G&O is a holding company for short line railroads. In North Carolina, the G&O operates the Yadkin Valley Railroad and the Laurinburg and Southern Railroad.

In February 2010, the [Carolina Coastal Railway \(CCR\)](#) took control of the lease and began operating the MHSF. CCR is a holding company that operates several railroads in North Carolina and one in South Carolina. CCR is a wholly owned subsidiary of Genesee & Wyoming (GNWR). GNWR is a holding company that owns 122 railroads in the USA and seven other countries. MHSF is a more accurate description of the geographic location than BMH, as the line to and in Beaufort was abandoned many years ago.

BMH included a yard just south of Arendell Street on the east side of Morehead City, trackage into the North Carolina Ports Authority, trackage into the US Navy Port Authority, trackage into the Marine Corps Port Authority, trackage into an asphalt emulsion production plant, a trestle with a drawbridge over the inlet between Morehead City and Radio Island, a small yard on Radio Island, trackage to a large tank farm for off-loading from sea-going tankers and Intracoastal Waterway bulk fuel barges, another trestle from Radio Island to Beaufort across a small inlet, lines in Beaufort serving small industries, trackage to and into a medium sized, veneer board factory on the east side of Beaufort, and Michael J. Smith Airport on the north side of Beaufort.

The trestle between Radio Island and Beaufort, along with all tracks in and around Beaufort, was abandoned some years ago. The track on the east side of Radio Island goes up to the water's edge, so you can see where the trestle used to be. If you look closely, you can still see evidence of the railroad right-of-way in Beaufort along Broad Street and along Lennoxville Road down to the veneer factory. You can also still see track embedded in some of the paved areas of Atlantic Veneer Corporation. Abandonment was reportedly due to deterioration to the trestle. The amount of traffic did not warrant the cost of repair.



The BMH motto was “*The Route of the Jets*” as a result of the huge quantities of aviation fuel switched and transferred by BMH. Aviation fuel was off-loaded from tankers and barges to tank farms, and then transloaded to tank cars to be hauled to Cherry Point Marine Corps Air Station at Havelock, NC and Seymour Johnson Air Force Base at Goldsboro, NC. Both bases were vital to the country's defense during the cold war. Cherry Point was the east coast home base to a number of Marine Corps attack aircraft, including the A-6 and the AV-8B, and the KC-130 air

refueling tanker aircraft that refueled both Marine Corps and Navy airplanes. Cherry Point also was home base for an Air Force early warning group. Initially, this group used EC-121 aircraft then later the Boeing E-3 early warning airplane.

Seymour Johnson was a Strategic Air Command (SAC) base for the 68th Bombardment Wing. Initially, the Wing flew B-47 aircraft, then later the B-52. KC-97 and later KC-135 air refueling tankers were also based at Seymour Johnson. Aviation fuel may have also been transported from Morehead City to Pope Air Force Base, Simmons Army Airfield at Fort Bragg, and New River Marine Corps Air Station at Camp LeJeune. Fuel may have also been shipped to the US Coast Guard Base at Elizabeth City, which includes a number of aircraft headquarter commands and flies both helicopters and HC-130 search aircraft. Michael J. Smith Airport in Beaufort also received aviation fuel via tank cars from BMH. Other airports could have received aviation fuel from Morehead City, but this could not be confirmed.



BMH rostered one steam engine and six diesel electrics. BMH may have rostered or leased additional steam engines, but this could not be confirmed. BMH began operation in 1937 with a diminutive Baldwin 2-6-2 steam engine built in 1911 (No. 7). In the 1940's it acquired two new and one used Whitcomb 75-tonners (Nos. 75, 85, and 95). These were retired in the 1980's or early 1990's. At least one, and maybe two of the Whitcomb are privately owned and stored at Bonsal. The third Whitcomb is also believed to still exist.

BMH later acquired three used locomotives, a GE 80-tonner (No. 1686), a Fairbanks-Morse H12-44 from the US Air Force (No. 1860), and an EMD SW1200 (No. 1203) from the Illinois Terminal Railroad (Norfolk Southern). These were purchased to replace the Whitcomb 75-tonners. The H12-44 was donated to the North Carolina Transportation Museum. The current status of the 80-tonner and the SW1200 are unknown. One other center cab (No. 65) may have been on the roster, but no information could be found on this locomotive. Today, Carolina Coastal uses a mix of rebuilt EMD GP9's, GP38's, and GP38-2's. All BMH locomotives required a minimum two-man operating crew to comply with Federal Railroad Administration (FRA) regulations because of their weight.



Note that there are some who claim the motto for BMH was "*The Old Mullet Line*", but that is actually the motto for the Atlantic and East Carolina Railroad.

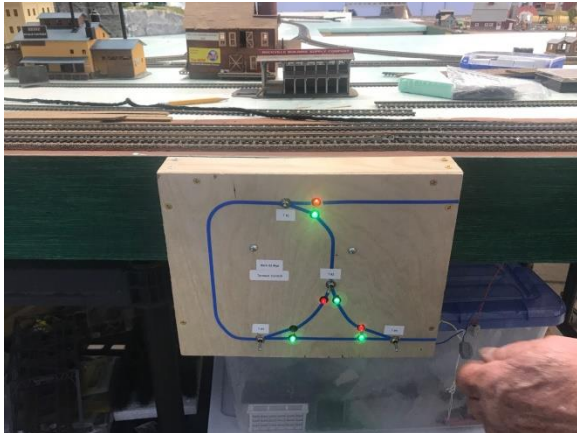
In the near future, the author hopes to issue the next chapter in the continuing history of the NRV, which will be titled *The Beaufort & Morehead City Railway, 1990's and Beyond*.

HO Layout Committee Activities in March/April

Wye operation no longer requires two people to throw switches. All the turnouts now have Tortoise switch machines that are operated from a control panel that Bob Witwer built for the Club. The red/green LED lights show which track is powered so you can operate the wye and reversing loop from that location. One word of caution: analog (DC) locomotives cannot be operated through the wye because of polarity issues. Your analog engines can use the main without issue, but will not reverse.

Installation of switches and track has commenced and the two stall engine house has been planted. The engine house operates on switch thrown power only, so you can park an engine as long as the switch from Main #1 is not thrown. The photos that follow show the progress on the first buildings and scenery to be installed on the extension. Planning of the industrial area,

sidings, team track, caboose track, passenger depot and other features is slated to wrap up in mid-May with final plans. Construction will commence immediately after adoption of the final plan. Keep an eye on our progress (photos by Ken Howard).



The new control panel for operation of the wye.



Overview of the new engine service area and supporting infrastructure under construction.



Preliminary layout of the first town on the extension to support engine and industrial areas



Norfolk Southern GP38 5256, the first locomotive serviced in the new engine house.

Future Events

Company Shops RR Club (CSRRC) will hold its April 24th membership meeting at the Southbound Sandwich Shop in Burlington. The April meeting will include the following live presentation:

“The Birth of the Piedmonts” – Bob Grabarek

5:00 – 5:45 – dinner and set up

5:45 – 6:00 – CSRRC business meeting

6:00 – 7:00/7:15 – Presentation: ‘The Birth of the ‘Piedmonts’.

7:00/7:15 – 7:30 – Socialization & close-up shop

Southeastern Train Collectors Association

Toy Train Show and Sale

Saturday, May 13, 2023

9:00 am to 3:00 pm

St. Stephen's Church

200 North James Street

Goldsboro, NC 27530

Adult admission \$4 - TCA \$3

Children under 12 free with adult admission

Neat Links

Bob Witwer forwarded the following video "1000 MODEL RR IDEAS- The Industrial Zone" on YouTube for those interested in designing model railroad industrial areas.

<https://youtu.be/cDfk6VVOO60>

For those who missed the live session on March 30th, **Tom Magnani** forwarded the link to the New Tracks podcast that featured Charlie Rausch.

<https://www.youtube.com/live/Cv6zCLBz4n8?feature=share>

Tom Magnani forwarded this link about Southern Pines Studying Commuter Rail:

https://www.thepilot.com/news/southern-pines-studying-commuter-rail-idea/article_6057e330-ca57-11ed-b665-a3eb91f6dc99.html?utm_medium=social&utm_source=email&utm_campaign=user-share

Tom Magnani also forwarded this link about New England Rail Excursions (NEREX) to a documentary of the NEREX 2022 Adirondack Excursion made by one of the participants, Angela Virsinger.

<https://www.youtube.com/watch?v=XCwDnirGz3Q&t=569s>

Member Layouts

If you liked **George Lasley's** JD Mullen Store in the March issue of the Whistle Post, you'll love this set of photos showing the interior detail.



Upcoming Club Meetings and Activities

April Membership Meeting: The next meeting is on Thursday, April 20th at 7:00 pm at the Clubhouse. Ken Howard will present a program titled “Tourist Railroads in the Northeast” following the meeting. Attendance via Zoom is optional.

Train Trip to Spencer Transportation Museum: Don’t forget to arrive at the Cary Amtrak station at O Dark 30 on April 28th to catch the train. If you haven’t already paid for your reservation, contact Randy Foulke for possible alternatives at randy.railfan@gmail.com.

Club Open House: The Club will open to the public on Saturday, April 22nd between 10:00 am and 4:00 pm. Please plan on attending to help show off our Club to our guests. Carpooling for members to preserve parking spaces will be scheduled at the April 20th membership meeting.

May Board of Governors Meeting: The next meeting will be held on Monday, May 1st at 7:00 pm at the Clubhouse. Attendance via Zoom is optional.

Spring into Trains Show: May 6th and May 7th. Be sure to mark your calendars and plan to come to the show and work to support our major fundraising activity. We will discuss times and requirements for manning the event at the April 20th membership meeting.

May HO Committee Meeting: The next meeting is scheduled for May 21st at 1 pm in the Clubhouse.

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, so he can maintain and update our website. Also, don’t forget to send your material to Ted Kunstling at trkunstling@aol.com so that he can keep our Facebook site current.

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.

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://nrvcclub.net/meeting-minutes/>

NRV Whistle Post
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First Class

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