



# The Beltline

**On the Web at [www.nattrackers.org](http://www.nattrackers.org)**

**Official Newsletter of the National Capital Trackers**

**2022, no. 5, issued May 2022**

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## **NCT Club News**

Monthly Membership Meetings are every month on the Third Thursday.

May 19, 2022 07:00 PM

Jun 16, 2022 07:00 PM

Jul 21, 2022 07:00 PM

Aug 18, 2022 07:00 PM

Sep 15, 2022 07:00 PM

Oct 20, 2022 07:00 PM

Nov 17, 2022 07:00 PM

### **Upcoming Shows:**

Manassas Railway Festival, June 4, under the pavilion

Greenberg Train Show, Dulles Expo Center, Aug 20-21

### **2020 COVID-19 Project, by Regis Harkins**

This past year has been a challenge in many ways to say the least. Lack of personal involvement with family members, close friends and the comradery that is big part of our hobby. If there is an upside to all of angst and trauma it is ample time to think about projects put off for way too long. Mine was improving and upgrading different areas of my layout. The first thing on my list was a coal mine complex where I had converted a Lionel Grain elevator into a coal tipple. Initially I leaned towards purchasing a kit but I soon found out most kits I liked were in the \$700-800 range, (Sticker Shock).

After reviewing many pictures, I decided I could design my own incorporating ideas from the real thing. My first challenge was space. The area is limited to 11x16 inches because of the existing layout and need to access a breaker panel directly behind the proposed tipple. My solution was making it removable. The buildings are glued to a base of Luan plywood that was cut to accommodate the track staying in place on the layout.

Lessons learned: Basswood is plywood and tends to separate when drilled or sawed. Carpenters glue is amazing. Cutting holes for windows is a very slow process especially with a utility knife. Amazon Prime is the only way to shop these days. My same rule of thumb still applies. If it looks real and adds to the overall

scene and doesn't distract from it, it must be ok. The created scene should tell a recognizable story. Always get an unbiased opinion which usually involves worthwhile suggestions. When gluing ballast make sure the switch controller directly below the track (lower level) is protected. Glue renders the Z1000 controller inoperative big time.

Total cost less than \$100 which included a new GarGraves manual switch. The final touch was extending the mural on the wall behind the new coal tipple, of course an excellent suggestion from my in-house artistic critic. Total time for the project about 3 months.



New real estate on layout





Coal tippie ready for installation



Finished project!

## Lead-Lined Loco Moved Nuclear Reactors, from “The Drive”

<https://www.thedrive.com/news/this-lead-lined-locomotive-hauled-experimental-nuclear-reactors>





## Southern Heritage at Spencer, NC



**Railroading Heritage of Midwest America, Union Pacific agree to donation of Challenger, other locomotives, cars, by Steve Glischinski, Trains magazine | April 28, 2022**



**UP Challenger No. 3985**

Union Pacific Railroad and the non-profit Railroading Heritage of Midwest America today announced an agreement that will see Challenger No. 3985, 2-10-2 No. 5511, DDA40X No. 6936, and other equipment from UP's Heritage Fleet donated to RRHMA, which plans to restore both steam locomotives to operating condition.

Also being donated are an unrestored former E9B locomotive, four coaches, a diner-lounge car, ex-Western Pacific business car *Selma*, former Southern Pacific business car *Stanford*, a baggage car, and a caboose. The equipment will be moved by UP to RRHMA's recently acquired shop complex in Silvis, Ill. later this year.

RRHMA plans to return the steam locomotives to service in a multi-year, multi-million-dollar restoration project at Silvis, which has the space for the work and the large overhead cranes needed to lift the locomotive boilers off their frames for restoration. No. 3985 will be restored first to UP's specifications, similar to how the company rebuilt Big Boy steam locomotive No. 4014. No. 5511, which last ran in the mid-1950s, will be restored after 3985 is complete. With Iowa Interstate's

two Chinese-built QJ 2-10-2s now out of service, No. 5511 will be the only the only operating 2-10-2 in the United States when completed.

Union Pacific determined the equipment was surplus, but sought a way to preserve it as part of the railroad's history. UP emphasized in a press release that is not ending heritage steam operations and will continue to operate Big Boy No. 4014 and 4-8-4 No. 844. With RRHMA's long experience as owners and operators of Milwaukee Road steam locomotive No. 261 and a fleet of historic passenger cars, transferring them to the non-profit is a win-win for UP and RRHMA.

"UP was seeking the best way possible to preserve this equipment so it could still be enjoyed by the public, and find a way to return No. 3985 to operation. Working with RRHMA allows us to restore and preserve these locomotives, have them available for the public, and recognize the long history of Union Pacific," Steve Sandberg, RRHMA president and chief operating officer, told *Trains News Wire*.

Scott Moore, UP senior vice president, corporate relations, and chief administrative officer, emphasized that the railroad will continue its own heritage operations.

"Union Pacific is proud to be the only Class I railroad with steam locomotives on its roster, part of the finest heritage fleet in the world," Moore said in an email to the UP Steam Club. "We are pleased with RRHMA's plans to restore the donated equipment for the public to enjoy. Union Pacific remains dedicated to the maintenance and operation of our remaining heritage fleet, including hosting future tours and sharing UP 4014 and UP 844 with the rail community."

Financial commitments in place for steam projects

RRHMA has already lined up significant financial commitments for the rebuilding of the two steam locomotives, with a founding grant from John J. Gray, who established his "UP in Smoke Foundation" to fund historic preservation of UP steam locomotives. It will be setting up a two-for-one matching donation program, with every dollar pledged matched with two dollars by other donors.

Challenger No. 3985 was constructed by American Locomotive Co. in 1943. It made its last revenue run for UP in 1957, then was held in the Cheyenne, Wyo. roundhouse. In 1975 it was moved for display next to UP's Cheyenne passenger depot. With the approval of the railroad, in 1979 a group of UP employees organized to restore it and it was moved back to the Cheyenne roundhouse. It was returned to service in 1981. In addition to 4-8-4 No. 844, No. 3985 was part of UP's steam program until 2010. After the railroad returned Big Boy No. 4014 to



service in 2019, No. 3985 was again retired in 2020. One other UP Challenger was preserved, No. 3977 in North Platte, Neb.



**UP 2-10-2, in storage in 1972.**

**The locomotive has not operated since the 1950s. (Steve Glischinski)**

UP No. 5511 was built by Baldwin in 1923 and leased to UP subsidiary Los Angeles & Salt Lake until the early 1940s. It is the last remaining UP 2-10-2 of a fleet of over 150 locomotives. In 1958 it was used in the UP film “Last of the Giants,” but was not steamed — tires were burned in the firebox, and was it pushed by a diesel at the back of the train. After the film work it was stored in the Green River, Wyo., roundhouse and formally retired in 1962; it was moved to Cheyenne in the 1970s. It will need new piston rods as they were cut when the engine was moved from Green River to Cheyenne. The locomotive uses Young Valve Gear, employed on UP’s 2-10-2s and 4-8-2s (no UP 4-8-2s survive). Young Valve Gear eliminated the need for an eccentric crank. It took advantage of the quartering of the drivers by using piston rod motion on one side of the locomotive to control the steam valves on the other side of the locomotive.

“The RRHMA is a wonderful home for this historic equipment,” said Ed Dickens, steam locomotive engineer and UP Steam Program manager. “Railfans will look forward to seeing UP 3985 and UP 5511 return to the rails, as well as enjoy the opportunity to experience the various cars being donated.”



UP 6936 powers an engineering special at Humbird, Wis, on April 17, 2008. The DDA40X is part of the donation agreement between UP and RRHMA. (Steve Glischinski)

Donation includes the only operable Centennial unit DDA40X No. 6936, which was constructed by EMD in 1971, one of 47 examples of this UP-only model. The first was delivered in 1969 in time to mark the 100th Anniversary of the completion of the first transcontinental railroad. At 6,600 horsepower it is one of the most powerful diesels ever built on a single frame, using two 16-645E3A prime movers. When the last of the Centennials was retired in 1986, UP retained No. 6936 for special movements. Thirteen Centennials survive but 6936 is the only operating example of the type.

Also being donated is former UP E9B No. 966B, built by EMD in 1955. It was sold to Amtrak in September 1972 as number 466, and retired in May 1974. The following year it was rebuilt by Illinois Central Gulf's Paducah, Ky. shops into an unpowered steam generator car. In May 1983 it was sold to Heart of Dixie Chapter, NRHS. UP reacquired it in February 1995 with plans to restore it to powered operation, but those plans were never implemented, and it has been stored at Cheyenne ever since.

Sandberg said RRHMA will initially be talking to regional and short line railroads to explore opportunities to operate the steam locomotives after restoration. RRHMA plans to repaint and redecorate the business cars into their WP and SP liveries and offer them for charter on Amtrak and private trips. Most of the remaining cars will be repainted in RRHMA's Milwaukee Road orange and maroon colors. Open houses at Silvis to see the equipment will be scheduled in the future.

## **Cornerfield Model Railroad Museum**

Follow this link to see the largest family-owned O gauge layout in the country:

<https://www.youtube.com/watch?v=7vIg05Bgedg>

**Reading & Northern 2102 Hits the Rails**, submitted by Tom Hargis

<https://www.youtube.com/watch?v=bO7HJls-y7U>

**Endless BiDirectional Loop**, better than a helix!

<https://www.youtube.com/watch?v=qUZVv0nr2rc>

## **Train Movie Update**

Shanghai Express, starring Marlene Dietrick & Anna Mae Wong.

The **Beltline** needs your articles **in MS Word format**, photos **as JPEG image files**, and links about trains and railroading, prototypical or scale, new or old. Send them to [GilBaldwin3@gmail.com](mailto:GilBaldwin3@gmail.com)