



MRHS MAINLINE

*The Official Newsletter of the
Muskegon Railroad Historical Society
Our 25th Year!
Volume 22, Issue 11: November 2007*



November Meeting

Meeting Program:
**Vintage Railroading in West
Michigan – A Slide Show**
Presented by:
Dave Stroebe

**Also, the NMRA group from
Grand Rapids will be talking
with us about the 2012
National Convention**

**Tuesday, November 6, 2007
7:00 PM
Don't Miss It!**

The Allegheny: C&O's Super Power Masterpiece **By Jon Truax**

The Allegheny type locomotive was the heaviest and most powerful steam locomotive to operate on the Chesapeake and Ohio railroad. Built by the Lima Locomotive Works to fill a 1941 order by C&O, the locomotive was the largest steam locomotive built by the company. Designed by Advisory Mechanical Committee's chief engineer Alonzo Trumbull, the design was a response to C&O's need for a new super power locomotive to pull coal trains over the Allegheny mountain range. The AMC had complete engineering control of the project. Lima would go on to build 68 of these fine machines; 60 of them for C&O and 8 for the Virginian. The Alleghenies were a 2-6-6-6 locomotive with a weight of 736,000 lbs. The length of the locomotive from pilot to the end coupler of the tender was over 125 feet. The boiler of the ALCO 4-8-8-4 Big Boy locomotive, built for the Union Pacific Railroad, fits inside the Allegheny with room to spare. With a tractive effort of 110,200 lbs, the locomotive could pull a heavy coal train of 160 cars. The C&O gave the locomotive a designation of H-8 as it represented the eighth articulated locomotive design purchased by the company. Road numbers were 1600 through 1659.

Although not the largest steam locomotive ever built, the Allegheny ranks high in the list of super power behemoths. Some other contemporary examples are the following: First the previously mentioned ALCO Big Boy, which weighed 772,000 lbs and had a tractive effort of 135,375 lbs. Baldwin works built the Yellowstone, a 2-8-8-4 locomotive for the Duluth, Missabe and Iron Range. These ore pulling locomotives had a weight of 699,700 lbs with a tractive effort of 140,000 lbs. The Norfolk and Western built in their own shops the class Y6b 2-8-8-2 locomotives weighing in at 582,900 lbs with a tractive effort of 152,206 lbs.

NOVEMBER 2007

The Allegheny: C&O's Super Power Masterpiece... Continued

The Alleghenies were used for more than hauling coal. During the war years, they were used to pull manifest trains and high speed troop trains. These locomotives could easily maintain a working speed of 70 mph.

The last fires fell cold in the C&O Alleghenies in July of 1956. By 1961, all but two of these wonderful machines had been scrapped. Railfans can find the 1601 preserved in the Henry Ford Museum in Dearborn, Michigan. The 1604 is on display at the B&O Museum in Baltimore. It is in poor shape due to outside storage. Its boiler jacket and pipes apparently are deteriorated past the point of restoration.

Modelers have three mass produced non-brass models of the Allegheny available to choose from today. Unfortunately, none of them are very cheap. Rivarossi currently has an HO scale model selling for around \$325.00. For O scale operators Lionel number 38081 sells for around \$1600 on E-bay, while MTH Rail King's version is selling for around \$500.00. The author is not aware of the availability of any non-brass N scale models.

References:

[The Allegheny Lima's Finest](#) by Huddleston and Dixon.

[Chesapeake & Ohio Super Power Steam Locomotives](#) by Huddleston
[Steam Locomotives Cyclopedia](#) by Westcott

Stopped the Train for Her Purse From the Grand Rapids Eagle, June 30, 1890 Page 5 Submitted by Carl Bajema

A woman who went to Boston from Lisbon one night had seated herself comfortably in the car and the train had started when she suddenly exclaimed: "I have lost my pocketbook." Conductor Blackden inquired and she thought that she had dropped it on the platform at the station. The train was backed up and the pocketbook was found on the platform where it had been dropped by her. Lewiston Journal.

Club Updates: Nominations, Budget, and Special Meetings

The Board has established a nominating committee for your 2008 leadership. It is already looking like there will be some openings on the board, and we NEED you to help the club. If you, or a member you know, would be willing to help lead the club, please see a committee member. The committee is chaired by Thomas Van Bruggen, and members include Andy Busard, Kent McFaden, Patrick Herman and Mark Kelley.

It is time to plan the budget for 2008. Your Board set up a budget committee at the last Board Meeting, with Andy Busard as the chair. If you have an interest in the finances of the club, please help out by letting Andy know you would like to volunteer for the Budget Committee.

The Board of Directors of the MRHS has called a Special Board Meeting for Tuesday, October 30, 2007 with the primary focus of the meeting dealing with the direction of the occupancy arrangements between the MRHS and the Muskegon Heritage Association. If you have any ideas or input regarding the future agreements between us, please attend the special meeting on October 30, 2007.



NOVEMBER 2007

August Outing on the Coopersville and Marne

By Thomas Anderson

Again this year the MRHS enjoyed their August outing with a charter ride on the Coopersville and Marne Railroad. We had 49 members and guests sign on, so we again used two cars: the premier car and a regular coach car. Those that rode know the premier car is the one with dining facilities and AIR CONDITIONING! The coach car has the ventilation of the 20's with open windows and movement. As always we are granted the privilege of moving around in the cars, which is not allowed during normal runs.

The bindle lunch was again superb and we hope everyone had enough to eat.

Our departure time was set for 6:30 pm, but if we were ready early the crew wanted to provide TWO photo run-bys for us, so at 6:20 we departed. The two run-bys were at St. Mary's Church and Titusville. We can't say anything official, but the crew may have had more fun than we did, as speed limits may have been exceeded for the particular sections of track! The two run-bys also gave us the opportunity to have drawings for four (4) members to enjoy cab rides. The four lucky riders were Chuck Tompkins, Andy DeBoer and his grandson, Charlie Case and Andy Busard.

Many riders took pictures of the event, so we hope to see them soon!

A special apology goes to George Korienek who missed the ride because of the early departure. He was enjoying the Coopersville Museum and did not hear the train whistle (against the Coopersville Noise Ordinance) and was missed in our head count. I am sorry George, we owe you for your costs.

Thanks to all that make this activity FUN! With 49 signing up this year, 54 last year and 83 the first year, do we need to consider other activities for our annual meeting in August? Let us know your thoughts!

Railroads Along the West Michigan Shore

A program to be presented at the Spring Lake Library.

The Spring Lake Library is hosting a program by Gradon Meintz about the Railroads along the West Michigan Shore. The presentation is scheduled for December 11, 2007. The library specifically coordinated with the MRHS to make sure they did not schedule the program in conflict with our meeting. Gradon Meintz puts together a wonderful program. Make sure to check it out.

Member News and Donations to the Club

Library News!

Jim Funnell recently donated another 12 books:

Alaska/Yukon Railroads
Gulf Mobil & Ohio Color Pictorial
Illinois Central Color Pictorial Vol. 1
Limiteds, Locals & Expresses in Indiana
Locomotive 2007
Metropolitan Railways
Michigan Rail Disasters – 1900-1940
NY&W- The Final Years
Regional Railroads of the Midwest
Spirit of Railroadng
Streamliner – New York to Florida
Wired for Success – Butte Anaconda & Pacific

Patrick Herman has recently donated a book and newsletters from the Milwaukee Road Historical Society

Thanks Jim and Pat for your donations!

Dates to Remember

Tuesday, October 30th, 2007

MRHS SPECIAL BOARD MEETING

7:00 PM at the MRHS

Topic: Agreements with the MHA

Tuesday, November 6, 2007

MRHS General Membership Meeting

Sunday, November 11, 2007

Holland Train Show

Holland Civic Center

10AM – 3PM

New Host This Year

Sunday, November 18, 2007

Lansing Model Railroad Club

Train Show & Sale

Michigan State University Pavilion

Tuesday, November 20, 2007

MRHS Board Meeting

MRHS Christmas Open Houses

Saturday's & Sunday's

From 12 PM to 4 PM

December 1 and 2

December 8 and 9

December 15 and 16



THE END OF THE LINE

Corrections From the Editor:

In the September 2007 newsletter, I mistakenly typed the date of the article "The Club Scheme Again" as March 31, 2886. It was supposed to be March 31, 1886. I apologize for the typographic error!

IT'S DUES TIME ONCE AGAIN!

Your Membership Dues account for the largest source of revenue for the MRHS! Without you, the club would not be able to keep the lights on, the library growing, and the layouts running. Remember also that your membership gives you the following benefits:

Discounts, Library Access, Layout Access to name a few...

If you have a check mark by your name on the envelope, your dues ***have not been*** paid for ***2008***, so ***send in the Membership Application/Renewal below!***

MUSKEGON RAILROAD HISTORICAL SOCIETY

561 W. Western Ave. – PO BOX 765
Muskegon MI, 49443



2008 MEMBERSHIP APPLICATION and RENEWAL APPLICATION

NAME: _____

AGE: _____

ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

PHONE: _____ E-MAIL: _____

MEMBERSHIP TYPE:

INDIVIDUAL (\$20/yr)

FAMILY (\$30/yr SPOUSE AND CHILDREN UNDER 18)

Modeling Interests

- N Scale Z Gauge
 HO Gauge O Gauge
 G Gauge S Gauge
 Modular Other _____

Historical and Prototype Interests

- Preservation Static Display
 Companies Routes
 Proto Operations Other _____

SPOUSE NAME: _____

CHILD _____ AGE _____ CHILD _____ AGE _____

CHILD _____ AGE _____ CHILD _____ AGE _____

THE MRHS ENCOURAGES THE PRESERVATION OF PROTOTYPE RAILROAD EQUIPMENT & STRUCTURES FOR THEIR HISTORICAL SIGNIFICANCE, PROVIDES A PLACE FOR MEMBERS TO CONSTRUCT A RAILROAD MUSEUM AND MODEL RAILROAD LAYOUTS, AND PARTICIPATES IN COMMUNITY FUNCTIONS WHEREBY THE INTEREST OF RAILROADING IS PROMOTED TO THE PUBLIC.

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