

# The Midwest Railway Preservation Society



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**Photos by the authors, Joe Stuber,  
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## Information Sources

**This work primarily includes original photos from both authors and Joe Stuber. Some photos and other images from 3<sup>rd</sup> parties are also used here under fair use doctrines for educational and research purposes. 3<sup>rd</sup> party sources include –**

- **Wikipedia**
- **MRPS Website & YouTube Channel**
- **National Park Service Website**
- **Cleveland Publix Library Website**
- **Other Internet Sources**

## Handouts

**PDF versions of all the slides  
are on the “How to Articles” tab  
of the Cincinnati Division 7  
website at [www.cincy-div7.org](http://www.cincy-div7.org)**

## Agenda

- **History/Background**
- **Cleveland Flats**
- **B&O Roundhouse**
- **Steam Locomotives**
- **Diesel Locomotives**
- **Passenger Cars**
- **Freight Cars and Cabooses**
- **Other Projects**
- **Further Information**



# Midwest Ry Preservation Society

## MRPS Mission

- Preserve heritage railroading for NE Ohio thru restoration, education & interactive experiences



## History

- Midwest Railway Historical Foundation incorp'd Dec 8th, 1955, as non-profit 501 (c) (3) corp.
- Later changed name to Midwest Railway Preservation Society



## Property

- Originally Cleveland Terminal & Valley Railway
- Roundhouse and rail yard later acquired by B&O

# Midwest Ry Preservation Society

## Rich Area Railroad History

- Railroads played an important role in the growth and development of industry in Northeast Ohio
- MRPS promotes Northeast Ohio's rich railroad history through many projects and activities



## MRPS Activities

- Collection, restoration, preservation of vintage rail equipment, facilities and memorabilia
- Public display in a working, museum-like setting
- Giving present and future generations of visitors access to equipment and facilities that are part of railroad history

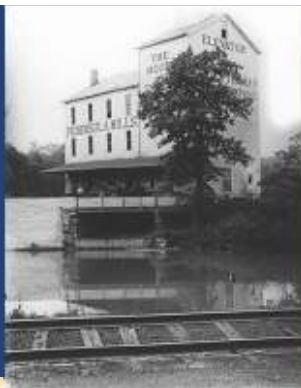
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## Cleveland Flats

- Located along winding Cuyahoga River within Cleveland thru a half mile wide valley
- Early settlers lived in these lowlands, swamp illnesses caused them to migrate higher, leaving the Flats to commerce and industry
- 1827 Ohio & Erie Canal spurred lake shipping and many docks and warehouses
- 1850's railroads began building many yards and freight houses
- Much industry followed – iron furnaces, rolling mills, foundries, lumberyards, shipyards, flour mills, oil refineries, paint and chemical factories

# Ohio & Erie Canal



## Other Canals

Illinois & Michigan

Miami & Erie

Wabash & Erie

# Cleveland Flats

- Flats hindered east-west travel in Cleveland until 1878 when Superior Viaduct built
- Other high-level bridges followed
- Industries waned in 20<sup>th</sup> century, with Flats attracting nightclubs and restaurants in 1970's and 1980's
- Condos followed in mid 1980's
- Today Flats are mix of commerce, industries, nightlife, residences



**1835 vs. 2015 maps show changes at Cleveland Centre to its radial street plan and its reduced and reshaped land mass due to river channel projects**

Cleveland Public Library, Digital Map Collection and Google Maps

# Cleveland Flats





## Cleveland Flats



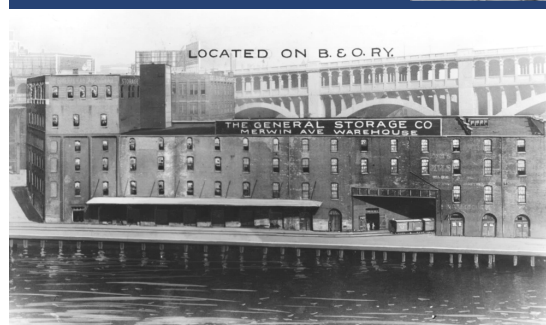
## Cleveland Flats



## Cleveland Flats



## Cleveland Flats







## Cleveland Flats Today



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### B&O Roundhouse





# The B&O Roundhouse



**Originally 15 Stalls (10 remain today)  
Using 5 Stalls + Repairing Stalls 6-10  
and adding Heavy Cranes & GE Paint Booth**

# B&O Roundhouse



## Repairing Stalls 6-10



## Repairing Stalls 6-10





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## Reading T-1 2100



## Reading T-1 2100

**Reading Class I-10sa 2-8-0 Consolidation #2045 built May 1923 at Baldwin Locomotive Works**

**Starting in 1945, 30 Reading I-10sa 2-8-0's rebuilt into 4-8-4 T-1's per WWII board authorization, with each retaining original serial numbers – 2045 was converted first and became T-1 2100**

**All T-1's retired or stored by 1954 – 2100 and some sisters reactivated in 1956 due to traffic surge**

**Reading T-1's 2100, 2102 & 2124 led 51 Iron Horse Rambles excursions from Oct 1959 to Oct 1964**

**Ross Rowland bought 2100 & 2101 in 1975 for 1976 American Freedom Train tour (due to NE clearances) – 2101 restored using 2100's rods and other parts**

## Iron Horse Rambles





# Reading T-1 2100

1979 roundhouse fire damaged 2101 resulting in 2100 & 2101 swapping tenders, 2101 being retired, and C&O 614 replacing 2101 in excursions

2100 sold to Lionel Trains CEO in 1986 – \$800,000 rebuild done by March 1989 using some 2101 parts

2100 sold again in 1998 and moved to Ontario, Canada for repairs and 1999 conversion to oil – ran 2006 excursions in Washington, USA – sold again in 2009 and re-converted to run coal

2101 is now displayed in B&O museum with fake rods

Since April 2015 Reading 2100 is owned by American Steam Railroad Preservation Association (ASR)

# Reading T-1 2100

2100 moved to Midwest Railway Preservation Society former B&O roundhouse in June 2015 for \$700,000 “Fire Up 2100” restoration project

Boiler hydrostatic and ultrasound tests done in 2024, and new oil pan installed – in 2025 FMW Solutions converted firebox to run recycled vegetable oil (for improved economics, logistics, emissions)

2100 having rods straightened, due to an engineer refusing helper loco then making abrupt full throttle power application with heavy train on a grade

On Sat, Oct 11, 2025 Reading 2100 is to be unveiled as AFT 250 – marking America’s Semiquincentennial (250 year) Anniversary – public hours will be 10 am to 5 pm – GTW 4070 will also be on display



## T-1 2100





## Reading T-1 as AFT 250



## Grand Trunk Western 4070



## Grand Trunk Western 4070

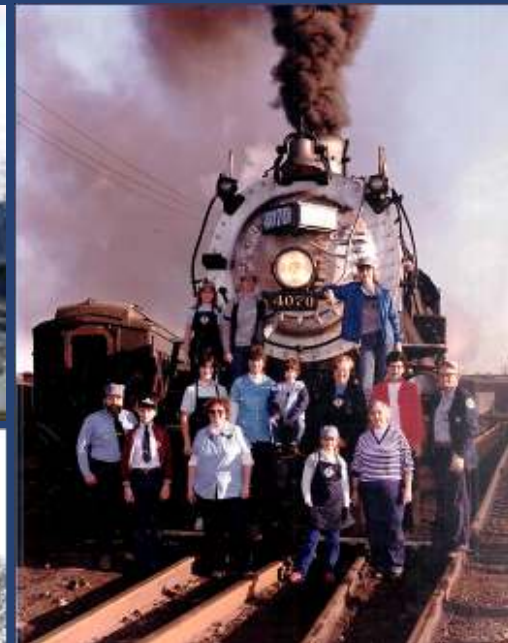
**Grand Truck Western 1918 USRA light Mikado (2-8-2) featured in "The Natural" starring Robert Redford**

**Built by USRA in Dec 1918 by ALCO – assigned to GT Ry as class S-3-a #474 – Became GT Western #3734 in 1925 w/ extended smokebox & coffin feedwater heater – 1958 became #4070 to make room for RS-18 diesels**

**Long excursion history stopped in 1990 due to major mechanical issues – MRPS undergoing \$1,290,000 restoration to rebuild smokebox, firebox, flues, dry pipe, tube sheets, running gear, frame, tender, etc.**

**Boiler and tender shells underwent ultrasonic thickness testing – repaired the loco frame crack from 1955 turntable pit incident (due to failed air pump) – driver alignment (tram) also being checked**

## Grand Trunk Western 4070



## Grand Trunk Western 4070

Built as #474 in Dec 1918 by ALCO in Schenectady, NY by USRA – one of 40 light Mikado 2-8-2's assigned to Grand Truck Railway as class S-3-a

Became #3734 in 1925 with GTR reorg. as GTW following acquisition by CN – also rebuilt w/ extended smokebox & enclosed coffin feedwater heater

In 1948 served as backup loco for Pres. Truman's re-election train through Michigan – Rebuilt in 1958 with larger tender from retired S-3-c 2-8-2 & renumbered as #4070 to make room for RS-18 diesels

Retired from revenue service on March 29, 1960 – Bought by Louis Keller of Iowa NRHS in 1961 – Midwest Railway Historical Foundation leased in May 1966, then fully bought in 1971

## Grand Trunk Western 4070

Ran excursions between Chicago & South Bend on GTW in 1968 & 1969 – then on B&LE in 1969 and 1971 to 1973 – then secured trackage rights with Chessie and relocated to B&O Roundhouse in Cleveland – ran Cuyahoga Valley Line's 1975 summer excursions

Moved to Pittsburgh in 1975, pulling Steam Tours, Inc. trains on P&LE and in 1977 on Conrail, including double-heading on horseshoe curve with T-1 #2102

In 1982 ran excursion on CVL wearing "The American Flyer" letterboard – masqueraded as CB&Q loco in 1983 – ferried on NY&LE RR to Dayton, NY in 1984 for filming of "The Natural" starring Robert Redford

Runs stopped in 1990 due to major mechanical issues – disassembly began but sparse funds & stall collapse halted work – MRPS resumed overhaul in 2011

## Grand Trunk Western 4070



November 1968

## "The Natural" Movie Train

Loco 4070 pulled 6 vintage passenger cars for 19.5 hours from Cleveland, OH to South Dayton, NY (via Youngstown, OH) – the string of cars included a mail car, 3 day coaches, 2 Pullmans

Travelled over B&O and Conrail tracks, stopping 3 times for water – movie company painted exteriors of all the cars and refurbished some interiors

For the movie, the train was filmed coming into the New York & Lake Erie depot with Robert Redford on board – the local press reported 4070 was "getting as much attention from the railroad enthusiasts here as Redford is from his many female fans"



# "The Natural" Movie Train



A week of  
filming took  
place in  
September  
1983

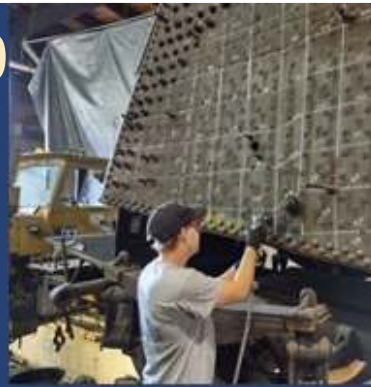
Robert Redford sat  
on the bench seat  
in the right-hand  
corner during  
filming of "The  
Natural"



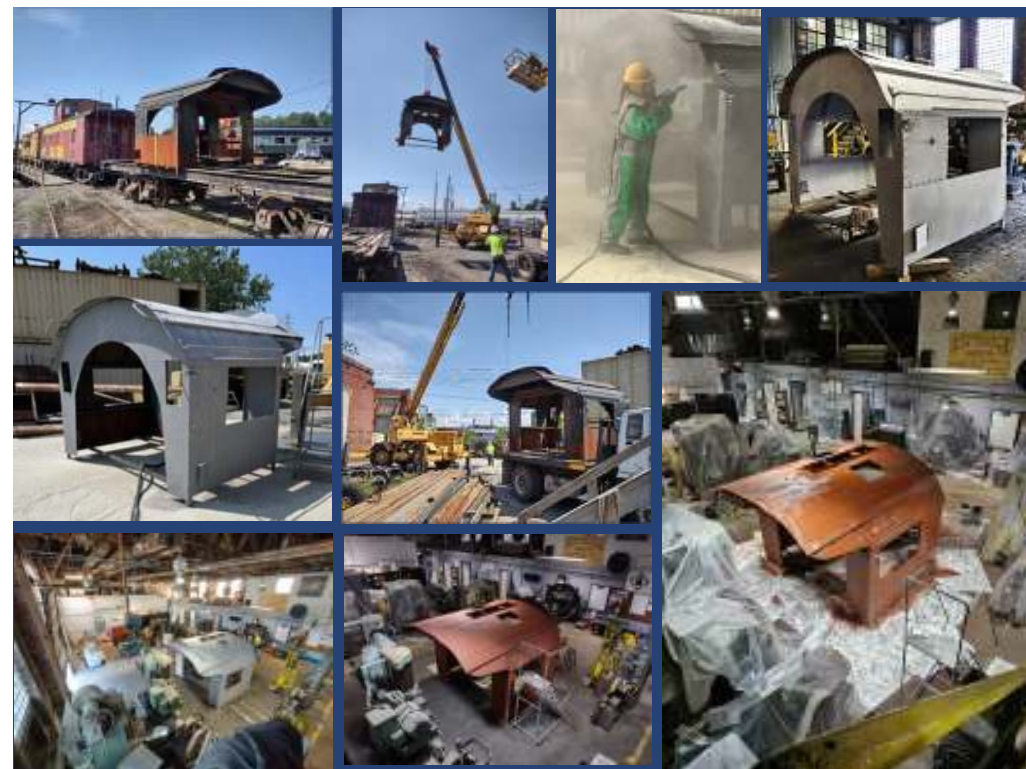
# GTW 4070 Restoration



## GTW 4070







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## Diesel Locos

**Alco  
RS-3**





# Graffiti Boneyard

Out of service cowl unit diesels used as art projects for students with MRPS permission – good for community relations and free paint protects body panels from rust and corrosion



# Graffiti Boneyard



# Graffiti Boneyard



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## Pass. Car Restorations



**Nickel Plate 62 ("Death" Car) and 90  
Mt. Baxter (Pullman 10 section Obs. Buffet Lounge)  
NYC 4 Business Car "America"  
President Jimmy Carter's 2 "Peanut Special" Cars  
Private Owner cars**

## Nickel Plate Coach 62



**"The Death Car"**

## Nickel Plate 62 Accident Background

**Hot summer day Aug 30, 1943 – WB Lackawanna Ltd #3 going from NYC to Buffalo with >500 passengers – NKP 62 was 6th car in 11-car train led by DL&W 1151: mail-baggage car, 2 Pullman sleepers, 4 coaches, diner, 3 more coaches – 62 was built in 1934, w/ AC added in 1937, but cooling this day was via wide open windows – LL running 20 min. late, at 80 mph**

**At 4:30 pm, a WB freight with DL&W 1248, 13 cars and caboose initially stopped clear of main at Wayland, NY, then switching left loco fouling main – at 5:10 pm LL passed Cohocton, NY 10 miles from Wayland – all signals displayed proceed but LL engineer noticed the moving switcher and set emergency brakes – at 5:23 pm 1151 collided with 1248, having slowed to 50 mph**

## Nickel Plate 62 The Accident

**1248 derailed to the north, stopped upright next to the track – badly damaged with steam & water pipes broken – 1151 and its' tender derailed and badly damaged, stopping across main on left side 400 ft west of collision point – first 6 cars of LL derailed and heavily damaged – 6th car (No. 62) stopped against 1248 with escaping pressurized steam and hot water entering 62 thru open windows, causing most of the fatalities – a supervisor of loco ops riding in cab of 1151 was killed – the engineer, fireman, baggageman and brakeman were injured – 18 passengers died at the scene and 11 more afterwards at hospitals – youngest was 5-year-old girl from Cleveland – oldest was 86-year-old woman from Painted Post, NY.**



# Nickel Plate 62 Accident

**DL&W  
1248**



**NKP  
62**

**DL&W  
1248**



**NKP  
62**

**DL&W  
1151**



# Nickel Plate 62 Aftermath Investigation

**Interstate Commerce Commission investigation determined “the accident was caused by failure of operating officers of the Delaware, Lackawanna & Western Railroad Company to adhere to and enforce operating rules which are essential to safety.”**

**Although negligence to provide adequate safety facilities was the cause, the coroner concluded no useful purpose would be served by recommending criminal action**

# Nickel Plate 62 Supernatural Incidents

**Since the accident, numerous incidents having no explanation have occurred over the years by volunteers at work in and around the car – open windows suddenly slamming shut, momentary rushes of cold air and the feeling of a hand on someone’s shoulder even though no one else is around – people have seen other people in period “costumes” on board even though there was nobody else present**

**Visiting paranormal societies have reported “talking to the dead” through vast arrays of specialized instruments, some having television hook-ups – real, or imagined, many visitors to the “death car” have changed their opinions of supernatural phenomenon**

# Nickel Plate 62



## Nickel Plate 62

### Current Repairs



**NKP 62 suffered some broken windows and exterior paint damage on location in Mississippi in 2021 for filming ABC mini-series "Women of the Movement"**

**MRPS replacing broken windows and a few rotted window frames and sills made from mahogany**

## Nickel Plate 90 Restoration



## Nickel Plate 90



**Returned from 5 years of excursion service needing complete interior rebuild - including replacement of window shades and damaged curved ceiling panels, seat repairs and deep cleaning, new fiberglass insulation in roof to replace horsehair, fixing peeled paint, rebuilding rest room with new plumbing and electrical, commodes, water tank and holding tank, plus inspecting, cleaning and repainting both trucks**

## Nickel Plate 90





## NKP 90



## Mt. Baxter Pullman Car CVTX 1



**Restoration grants from Frohring Foundation, John Emery Rail Heritage Trust & National Ry Hist. Society**  
**Repairing rusted side panels & window columns, re-install wood windows, sandblast and paint exterior**

## Mt. Baxter Car



## B&O Hartville Car



**70-ton 1924 Pullman passenger car – leased during service life to and painted for the B&O Railroad – MRPS refurbished for use as office, then moved 50 miles from Cleveland to Hartville, OH in 2012 for public display next to the ex-Wheeling & Lake Erie depot – preserves history of B&O RR in the area**



## GN RPCX 1292



## “Peanut Special”



These two cars were used in President Carter's inauguration train – other 14 cars in train were part of Amtrak's Heritage Fleet – these two MRPS “Peanut Special” cars are ex-PRR twin diners

## NYC America CTVX 5

Owner Dan Reeves of Rams NFL team purchased car during WWII for his wife Mary Corroon to travel since she disliked airplanes – she continued to use after his death – both deceased now – car now owned by MRPS

Rams (1936-1945) moved to LA (1946-1994), then St. Louis (1995-2015), now back in LA (2016-present)



## NYC America CTVX 5





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# Fruit Growers Express



Found at old Northern Ohio Food terminal in the flats  
Houses Midwest's operating model train exhibits  
(layouts being planned for improvement)  
Used in popular night photo shoots along with Gulf  
Oil tank car, vintage box car, caboose

# Other Freight Carriers



# Cabooses



## Cabooses



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## Tracks & Turntable Maint.



**Repairing Turntable + Expanding Tracks**

## Tracks & Turntable Maint.

**Large on-hand stock of rail and reclaimed ties enabled much needed track repair and expansion in yard – siding along building extended north to yard limit, portion removed earlier to replace clogged drain tiles – installed track between turntable and stalls 9&10, enabling use of all tracks in both roundhouse sections**

**Turntable pit had extensive flood damage from the flats – replaced turntable rotted ring ties with concrete, and rotted ring ties in pit with continuous concrete pad – repaired roller assemblies – lifted bridge to inspect, repair, replace deck and paint**



## Turntable Rollers & Tiles



## Added Tracks



## Glenwillow Depot



## Glenwillow Depot



**Built in 1883 by Connotton Valley Ry as their Falls Junction Depot – Wheeling & Lake Erie RR donated to Midwest years ago – Refurbished and used as station for excursion trains – Fell into disrepair and given to Village of Glenwillow – To be focal point of new Pettibone Park across tracks for community functions and future MRPS excursions**



## Glenwillow Depot



## Gift Shop & Welcome Center



**Front room of warehouse being restored into a gift shop and welcome center for tours check-in**  
**Remove drop ceiling, install floor, add heat and A/C, tuck point brick, fix glass block windows, fix roof**

## Machine Shop



**Assembling full function machine shop with smaller tools in old tool room, larger tools in original B&O machine shop. Originally steam powered machines running via leather belts. Being wired for all electric machines. Plasma table donated by Lincoln Electric.**

## Plasma Table





## Machine Shop



## Cranes & Track Mobiles

**MRPS has a large number and variety of interesting industrial vehicles to enable their restoration work, and to provide revenue opportunities –**

- portable cranes
- track mobiles
- speeders
- small road vehicles

## Portable Cranes



## Fixing the Drott Crane



**Installing rebuilt motor and transmission – Important piece of equipment – Key to 4070 restoration project**



# What's a Drott Crane?



**A hydraulic crane made by Drott Manufacturing Company – Drott was known for making construction equipment, including excavators and rough terrain cranes for off-road environments – Drott also developed innovative attachments for construction vehicles, such as buckets, including the 4 in 1**

# Trackmobiles TM3 & TM9



**Two important pieces of equipment undergoing extensive repairs are trackmobiles TM3 and TM9. Once completed, they can be leased out on revenue service to make money for the organization.**

# Trackmobiles TM3 & TM9





## Railcar & Loco Service



Another service MRPS provides to generate revenue

## Runs and Photo Shoots



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## More MRPS Information

- <https://midwestrailway.org/>
- Annual Membership
  - \$40 Senior (ages 55 and up)
  - \$45 Regular (ages 54 and below)
  - \$60 Family
  - \$100 Benefactor
  - \$500+ Platinum level
- Also have on-line gift shop



## Site Access

- **Currently no general access**
- **Private guided tours**
  - Most Saturdays between 10 am & 3 pm
  - Requires advance reservation
  - ~ \$7-10 per person, in groups of 2-4
- **Special events (check website)**
  - Day & Twilight tours of GN observation lounge car “Going-to-the-Sun Mountain”
  - Night Photo Shoots
  - Occasional excursions led by RS-3

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## Questions?





# B&O Roundhouse

