



# NICKEL PLATE ROAD HISTORICAL & TECHNICAL SOCIETY

## *E-List Newsletter*

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Daniel Meckstroth, Editor

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## ***Cover Photo - NKP 901***

Nickel Plate GP30 #901 crosses the Great Miami River Bridge just north of the small hamlet of Quincy, Ohio. The former Detroit, Toledo & Ironton railroad is no stranger to the engine as it has operated excursions over the line. This photo, taken during a recent fall trip, shows Mother's Nature's effect on the foliage, almost matching the engine's pilot and stripes. The engine, owned by the Lebanon, Mason, & Monroe Railroad is kept busy with special excursions. Nickel Plate Road, 901, leads an excursion filled by many who want to experience and appreciate history. The president and licensed engineer/conductor Ray Kammerer Jr and engineer/conductor Matt Fruchey, are NKPHTS members.

## ***Why do we appreciate history?***

Members of historical societies have a passion for history as thirst for times and events of the past reveal how we face the future as well as remembrances of earlier times for which we can favorably identify. For us Nickel Platers, it may be past visions of a Berkshire racing through rural areas of Illinois, Ohio and Indiana or along the Great Lakes terrain. It might be as Tony Koester wrote in Kevin Holland's book, "Nickel Plate Road: Passenger Service: The Post War Years, recalling the "duck horns" and irregular pulsating of the prime movers in the Alco PA's, in his youth growing up in Cayuga, Indiana. For those not on this earth during Nickel Plate existence, it might be the challenge of modeling, making sure all the exterior appliances on the H-6 Mikado on their layout are positioned correctly requiring kit bashing. Some study carefully track diagrams and recreate a geographical simulation of a section of the Nickel Plate during a specific era. We railfan, but the cabooses less freight trains pulled by wide body GE locomotives do not appear to have the appeal as a Berkshire doing its' job with a wood 1000 series caboose bringing up the rear.

In this edition, the community of Edwardsville, Illinois is keeping the history of the Nickel Plate by relocating (for the second time) the ornate Nickel Plate station. The station will serve a different purpose as a community center, but the Nickel Plate will remain front and center for all to see as the physical structure reminds all of the cities' railroad era. In next month's E-List newsletter, we will learn about another community revitalizing its Nickel Plate depot. It appears we want to keep the past front and center, but realizing we culturally cannot return to those days. We can show our appreciation for past generations and their contributions for the lessons they taught us and how they helped make a better life for us. We learn from the past and that is why many of us appreciate history-especially the heritage of the New York, Chicago and St. Louis Railroad Company. We can identify with the success and heritage of the line. Great!

**Be sure to mark October 10-11-12 on your calendar for the NKPHTS Convention so you can share your appreciation of history with others!**

Daniel Meckstroth, Editor

## Edwardsville, Illinois



A member of the rear end crew awaits a signal from the Edwardsville station agent on the mechanical status of the train or perhaps ready to take orders on the fly. The Ford truck beside the station reveals the time frame of this picture sometime in the mid to late 40's. The Edwardsville station was a busy and important place during and after World War II. Computers were unheard of; the Ford truck did not have air conditioning or an automatic transmission. At the front of the consist was most likely a Nickel Plate steam engine.

(Below)The Edwardsville Station today getting ready for the second move in its history shows an ornate paint and architectural design common on many 19<sup>th</sup> century railroad stations. Some refer to this era of the Gilded Age when railroads were the main mover of goods and people as America transformed from a rural to an industrial nation. The Clover Leaf was an integral part of this movement.



Edwardsville industries served by the Nickel Plate in 1944:

Bignail and Keeler Manufacturing Company - Pipe threading machinery  
Edwardsville Brass Company - Plumbing Fixture  
Funck Wood Products - Wood specialty products  
Richards Brick Company - Bricks  
Kettle River Treating Company - Treating for ties  
United States Radiator - Company Radiators

EDWARDSVILLE — Edwardsville City Council recently approved the adoption of the Nickel Plate Depot with the intent to restore the historical building. The adoption is the latest chapter in this small, but prominent building's history. Built by the Toledo, Cincinnati and St. Louis Railroad and completed in August 1883, the depot has seen many important moments in Edwardsville history since completion. The Goshen Preservation Alliance used to maintain the building. On May 10, 1991, the alliance had the 1,000-square-foot depot moved from its original location at 508 S. Fillmore, alongside Madison County Transit's (MCT) Nickel Plate Trail, to its current location a few hundred feet away on the campus of Lewis and Clark Community College. "It's in a great location: near the Children's Museum, Lewis and Clark, the Nickel Plate Trail and the Col. Benjamin Stephenson House and the college," said SJ Morrison, director of marketing for Madison County Transit and the city's fourth ward alderman.

The building received a new roof in 1999 or 2000, Morrison said. He added that the chimney has also been replaced, an air handling system has been installed and the interior and exterior had been scraped and repainted. "It's a miracle that it's held up as well as it has for as long as it has," Morrison said. He described the building's historical significance. "At one time, that building was one of the most important buildings in Edwardsville," Morrison said. "And not just for people but for commerce. If your company needed a shipment of nails; it came on the train. "That's not all that came over on trains. In 1890, Nils Ollas (N.O.) Nelson relocated his company from St. Louis to a then-rural location here in Madison County. Nelson created the Village of LeClair as a company town in what's now the LeClaire Historic District. He offered affordable homes, free education and recreational opportunities for his employees and their families. Nelson implemented profit sharing and employee benefits. Edwardsville annexed the village in 1934. The company's former buildings are now the bones of Lewis and Clark Community College. Morrison said the depot and railroad provided residents with a direct connection to St. Louis for Nelson's employees, many of whom lived in St. Louis, and for those who traveled to St. Louis for entertainment purposes for either 10 or 25 cents. Morrison said in 1904, many citizens from the Metro East gathered in Edwardsville to attend the World's Fair in Forest Park. "It's such a part of Edwardsville's history; we would really be irresponsible to let this building go," Morrison said. "People's lives changed in trains. "He said on Sept. 20, 1917, 172 area soldiers departed from Nickel Plate and headed for Louisville, Kentucky for basic training before shipping out around the country or across the Atlantic Ocean to the battlefields of Europe for World War I. One of them was one of his great-grandfathers, Philip Schafer. Of those 172 soldiers, 16 did not return to Edwardsville, Morrison said. "We want to ensure that it's restored," Morrison said of the depot. "We want it to be a vital and active community asset, not just used once when you're in third grade." Reported by Charles Bolinger of the Edwardsville Intelligencer

The Google Earth picture below pin points the two existing and proposed location of the Edwardsville station. The new location is adjacent to the museum and will help to coordinate various community activities. The station remains as an important asset to the community, but in a different way than when it served the Clover Leaf and Nickel Plate.

The pin points were taken from a Google Earth design by Gary Forshaw.

I only know of one Nickel Plate station repositioned two times and that was the Minster depot which was moved south from its' original location, then turned end for end and relocated on the other side of the Minster branch, due to industrial expansion.



## **Readers Respond**

**Ray Breyer** - Elgin, IL

Actually, we've talked about this diner before, and I can't pinpoint the base car at all. It's **NOT** one of the NKP's steel coaches: they all had single windows, not paired, and were all still on the roster ca.1950. It could have been from anywhere really, and back in the good old days it was no big deal to buy & sell rolling stock for buildings (the Q single sheathed boxcars that are all over the place in my area went for about \$50, delivered to the closest rail head)

Hi, Dan.

I enjoyed the information-packed E-List Newsletter.

I'd appreciate a copy of the photo of the diner with the pickup trucks in the foreground, as I don't think I've seen that shot before. There may be some details that I can add to my model.

The diner was made from a steel paired-window coach. I've copied Ray Breyer, who may be able to narrow down the source of that car body, My guess would be ex-LE&W.

BTW, that photo looks northeast, not northwest. (thanks Tony)

**Tony Koester**

Daniel:

I fondly remember dining at the Frankfort eastbound diner - 1957, 58, 59. I worked in the EB yard office, next door (to the west). I believe the second shot is the camera looking to the N/E, not the N/W. Its oversee-era was an old coot who would hire waitresses who were down on their luck. One whom I remember, lasted only a very short time, (they all would). She was the most beautiful, and well- endowed sweet young thing I'd ever seen- until she opened her mouth to speak - no teeth.

Old coot would make fresh coffee every Sunday evening in those huge chrome coffee urns. By Friday, the bottom of your (everyone had their own mug) would be green mud.

**Warner Clark**

Hi Dan,

Here is some good news about a Nickel Plate Road caboose and two depots.

Caboose 1142 was donated to the Roann, Indiana Lions Club and is now on display at the Roann Library. It has had exterior wood work and painting completed, but the cupola and interior still needs some work. Lions Club members Rick Morris and Keith Ford were assisted by NKPHTS member Don Glass during the painting. Good work guys.

The town Veedersburg, Indiana is now owned by the town and renovation is being planned. The final use is still undecided, but commercial use, museum and community center are being considered. The architect wants to keep the building as original as practical. The architect is looking for the Clover Leaf paint scheme for both the exterior and interior of the depot. If you have any info please contact me at [albert@culcom.net](mailto:albert@culcom.net) and I will forward the info to him.

The city of Edwardsville, Illinois has accepted the ownership of the former Clover Leaf depot and is planning to use it as children's 'museum/educational facility. A city alderman requested some older depot pictures. Both Steve Grigg and I have sent pictures, but neither have received any further information from the city.

**Bob Albert 1095**

## Edwardsville Depot

This building brings back a lot of memories -my stepfather Charles Conard-(yes Conard) maintained the track from Edwardsville into Madison and St Louis from the early forties until early fifties -he was the foreman of a 9-10 man gang and the became the rep for the Brotherhood of Maintenance of Way employees from St Louis to Cleveland until his death in 1953

Joseph Primrose M.D.2292 R

## Modeling News



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# ***Interchange - HO Trains for Sale!***

1 – 3548 – B&O 40 foot AAR boxcar

Atheran all RTR except where noted

1 – 70161 – ATSF 40 foot double door boxcar; road # 5914  
1 - 70193 – Union Pacific 40 double door express boxcar  
1 – 70163 – CN 40 foot double door boxcar; road #589013  
1 – 70169 – MKT 40 foot double door express boxcar; road # 45051  
1 – 70167 – Great Northern 40 foot double door boxcar; road #3696  
1 – 93195 - Tractor & trailer; Mack 'B' lettered for "YALE"  
1 – 7145 – PFE refridgerator cars, 6 car set  
1 – 7553 – PFE 50 foot smooth side reefer; 1988 paint scheme  
1 - 70321 – Western Pacific 40 foot boxcar; road #19531  
1 - 70165 – GM&O 40 foot boxcar; road # 24584  
1 – 70313 - Maine Central 40 foot boxcar green paint w/large MEC; road # 5052  
1 – 92290 – Nickel Plate Road 40 foot boxcar, Silver paint; road # 8508  
1 – 5001 – Atlancit Coast Line 40 foor boxcar; road # 20707, USED  
1 – 5200 – Undec 40 foot wood reefer; KIT

Atlas RTR except as noted

1 – 6304-2 - NE-6, Caboose, Nickel Plate Raod; road #772  
1 – 1824-5 – L&NE - PS-2 covered hopper; road #18123  
1 – 1849-2 – CNJ –PS-2 covered hopper; road # 846  
1 – 6113-5 – NKP DL&W 36 foot reefer  
1 – 9367 – Erie Lackawanna C425; road number 2454  
1 – 7036 – Atlas/ROCO- GP40 relettered for Conrail, roa#3230, USED

Walthers

1 – 920-102005 – Nickel Plate Road – 2 door offset 50 foot boxcar; road # 87178  
1 – 932-5871-PRR B60B baggage car, pre-war paint scheme  
2 – 932-5886 – PRR R50B express reefer, 1954-1962 pait scheme, road #2787  
1 – 932-5462 – Dairymen's League milk reefer; road #887

MISC Items

1 – MDC/Roundhouse – PRR single door boxcar KIT  
1 – Atheran Wide Vision caboose, custom painted for D&H; road #35710

Please make offer for any item.

\$15.00 shipping charge will apply per order.

Barry Trogu  
Member #671  
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That's all for now. Until next month ....

Respectfully yours,

Daniel Meckstroth  
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