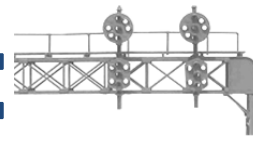


# THE SIGNAL BRIDGE



Volume 18

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB  
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## NORFOLK & WESTERN/SOUTHERN RAILWAY DEPOT BRISTOL TENNESSEE/VIRGINIA



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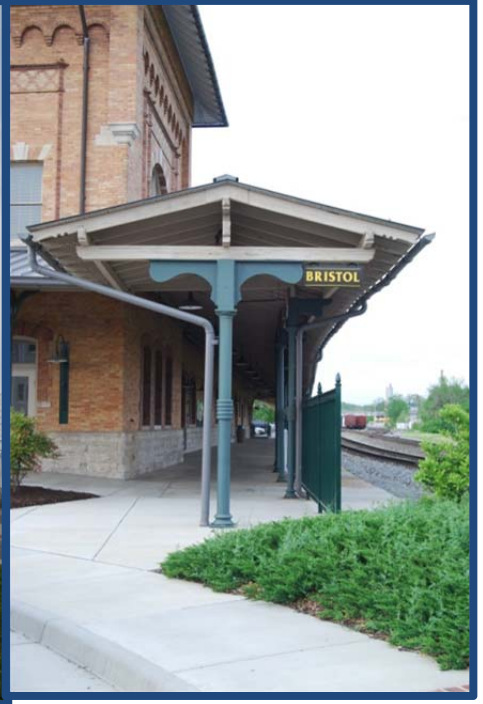
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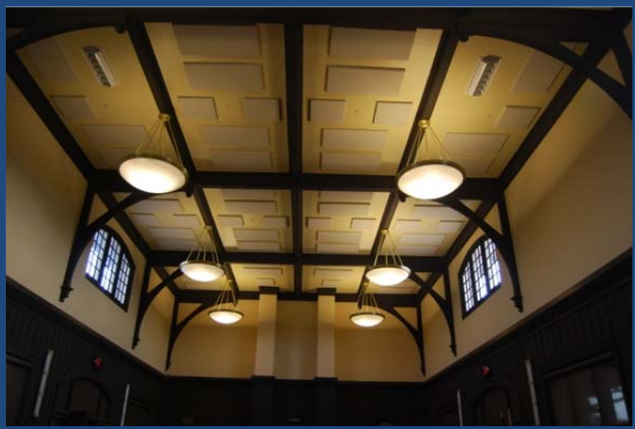
**LOCATION**  
ETSU Campus,  
George L. Carter  
Railroad Museum

**HOURS**  
Business Meetings are held the  
3<sup>rd</sup> Tuesday of each month.  
Meetings start at 7:00 PM at  
ETSU Campus, Johnson City, TN.  
Brown Hall Science Bldg, Room 312,

Open House for viewing every Saturday from 10:00 am until 3:00 pm. Work Nights each Thursday from 5:00 pm until ??











## AMTRAK PAINT SCHEMES

From Wikipedia, the free encyclopedia

**Amtrak paint schemes** or "**Phases**" (referred to by Amtrak), are a series of livery applied to the outside of their rolling stock in the United States. The livery phases appeared as different designs, with a majority using a red, white, and blue (the colors of the American flag) format, except for promotional trains, state partnership routes, and the Acela "splotches" phase. The first Amtrak Phases started to emerge around 1972, shortly after Amtrak's formation.

### Phase paint schemes

#### Phase I



An EMD FP7 #101 in Phase I Livery

Phase I was Amtrak's first standard paint scheme (a few locomotives had previously been painted in an experimental scheme or two). On locomotives, Phase I was a red nose and then the Amtrak "pointless arrow" logo on the side of the engine. On passenger cars, Phase I used the Amtrak logo on one end of the car and stripes along the side of the car, much like the later **Phase**

II scheme. The "stripe" style paint schemes would be used on Amtrak for many more years.

#### Phase II



F40PH in Phase II Livery

Phase II was one of the first paint schemes of Amtrak to use entirely the "stripe" style. Phase II stripes consisted of a fat red stripe over a fat blue stripe, with white pinstripes between them and on the outer edges as well. This paint scheme was used on the locomotives and passenger cars, even into the early years of the Superliners. Unlike Phase I, the Amtrak logo was removed from the locomotives and cars.

#### Phase III

Phase III was probably the most common and widely known paint scheme of Amtrak, introduced in 1979 and still lasting to this day on some equipment. This paint scheme used similar colors to those used on Phase II stripes, except that the outer white pinstripes were deleted and the red, white, and blue stripes were of approximately equal width. On some equipment, the white stripe remained the same width while the red and blue were expanded to cover a larger area. Another distinguishing feature of this paint scheme is the labeling of every passenger car with its

type and number in black lettering on the white stripe. This style of Phase III was used on Amtrak locomotives, passenger cars, and Material Handling Cars. Another name for the Phase III is the "tri-stripe" paint scheme.



A former EMD F40PH in Phase III livery.

Phase IV



GE Genesis locomotive in Phase IV livery

Phase IV, until recently, was the most common paint scheme on Amtrak's Superliner equipment, introduced in 1993 with the delivery of the Superliner II cars. It consisted of two thin red stripes over a white background, over a fat purplish-blue stripe. After its introduction, the paint scheme then spread to Amtrak engines, other passenger cars such as **Amfleet** and **Horizon Fleet**, along with some baggage cars, **RoadRailers**, and express boxcars. Other names for Phase IV are the "Northeast Corridor," "Northeast Direct" or "Intercity" paint schemes.

Some Phase IV equipment has recently been updated with red reflective stripes running along the skirts of the cars. This is rare, however, since most of the cars are being repainted into the newer paint scheme, Phase IVb.

Phase V

Phase V is currently the most common paint scheme on Amtrak's P42DC and P32AC-DM locomotives. However, Phase V was introduced with the arrival of the *Acela Express* high speed trainset. Then the new paint scheme was used on the "Genesis",

starting with units 123-207, and eventually spreading to all units in the class. The current Phase V consists of a red stripe that runs down the bottom of the locomotive/car, and then a blue nose which runs up the side of the locomotive/car in a "wave" form. This is the first paint scheme to use the current Amtrak logo, which is portrayed on the side of most Phase V engines. Originally on Genesis units Phase V had a wider red stripe with a blue stripe just below it.



A pair of P42DC Genesis locomotives in Phase V livery

The Phase V scheme is used on Amtrak Genesis locomotives, *Acela Express* power cars, HHP-8 & AEM7 electrics, and some Material Handling Cars (now out of service). More recently, the scheme has started to appear on Amtrak's GE Dash 8 locomotives, new switcher locomotives, as well as "Cabbage" NPCU (non-powered control unit) cab cars. It has not appeared on any passenger cars. Apparently, Amtrak has decided to keep the Phase IV stripes with the introduction of the Phase IVb paint scheme.

Phase IVb



Amfleet I coaches in Phase IVb livery

Phase IVb was the name given to Amtrak's newest paint scheme applied on passenger cars. It is now the most common paint scheme seen on Superliner equipment. Many people confuse Phase IVb with Phase V because they are, on passenger cars, the next livery after Phase IV. Others have called it Phase VI because it is clearly the next chronologically after Phase V.

There are a number of differences between Phase IV and Phase IVb. The Phase IVb stripes are the same size and arrangement as



Phase IV, but the blue is lighter and resembles the color of Phase III blue. The current Amtrak logo is displayed in white or blue depending on where it is located on the car. The car number and car type lettering are much smaller than on previous paint schemes with Frutiger replacing the previous Helvetica typeface. On the skirt of the car, there is usually a red reflective stripe, much like on Phase V. Although not used on any locomotives, Phase IVb has spread to just about every type of Amtrak car used today, including Superliner, Amfleet, Horizon, and the remaining Heritage equipment.

**Other current paint schemes**  
**Pacific Surfliner**



Superliners in Pacific Surfliner livery

The Pacific Surfliner paint scheme was created especially for Amtrak's Pacific Surfliner trains in California. The paint scheme consists of a blue-and-white stripe, running along the skirt of the locomotive and cars, and a very large blue streak, which "swooshes" up the sides of the locomotive and then runs horizontally across the cars. On the locomotives, white Amtrak lettering is in the large blue streaks on the sides, and blue Amtrak lettering is on the locomotives' nose. There is also a black mask, outlined with white stripes, which runs across the cab windows on the front & sides of the engine. On the Pacific Surfliner cars, large "Surfliner" letters, the same style letters as on Phase IV Superliners, go across the lower part of the large blue stripe, below the upper-level windows, along with the car type and number on each end of the car in white lettering.

**Amtrak California**

Amtrak California's color scheme and logo are different from the standard Amtrak colors. All state owned locomotives and passenger cars, with the exception of equipment used on the Pacific Surfliner, are painted in the "California Colors" of blue and yellow (gold). This scheme is also used on many of the connecting buses. All state-owned equipment is named for geographical features in California.

The Capitol Corridor and the San Joaquins are most identified with the Amtrak California image since they use "California Colored" equipment most of the time. The other state supported rail route, the Pacific Surfliner, uses a unique blue and silver paint scheme

that is different from the other Amtrak California-branded trains, since the state only provides about half of its operating and equipment costs.



FP40 PH-I #2001 in Amtrak California Livery

**Amtrak Cascades**



The Cascades paint scheme was created especially for Amtrak's Cascades trains, operated in Oregon, Washington, and British Columbia. On the locomotives, the Cascades scheme is very similar to the Pacific Surfliner paint scheme except the colors are changed. Instead of the large blue streaks on the side of the





engine, it is colored green. The black mask across the cab windows is colored brown. On the *Cascades* Talgo equipment, the green streak slides down the baggage car, and then runs down the bottom of the rest of the cars. Then the middle part of the cars are brown.

**Las Vegas Talgo**



The Las Vegas paint scheme is a derivative of the *Cascades* design originally applied to one set of Series VI Talgo units for use on a route between Los Angeles and Las Vegas. The train was designed to be able to use Pacific Surfliner engines and so has Pacific Surfliner colors in the *Cascades* design; The green became blue, the brown became dark grey, and the white top became light grey. The *Cascades* logo and car names do not appear on this set. After the closure of the Desert Wind route this set was moved into regular *Cascades* service; and has been repainted into standard *Cascades* paint.

**Maintenance Of Way**

Amtrak MoW equipment mainly receive the same scheme consisting of an orange base and black lettering. Newer Amtrak MoW are receiving a new scheme consisting of a yellow base with the current blue logo. Older equipment are slowly being repainted into this scheme.

**Special paint schemes**

**"Pepsi-Can"**



The "Pepsi Can" paint scheme was used on a series of Amtrak diesel locomotives called **Dash 8-32BWHs**. The Pepsi Can paint scheme is a spin-off from the standard Phase III. On the front of the engine, the red, white, and blue stripes run across the side of

the locomotive much like phase III, except they are much more spread apart. Close to the rear of the engine, the red and blue stripes make a "turn" and go up the side of the engine after crossing over each other. Because of the Dash 8-32BWH's shape and the paint scheme, the nickname "Pepsi-Can" was given to the engines. Even though the engines have been converted over to Phase IV and V paint, the nickname is still used by many in different variations, such as Diet Pepsi for Phase IV and Crystal Pepsi for Phase V

**Acela "Splotch"**



A HHP-8 locomotive leading Amfleet I coaches with Acela "Splotches".

This short lived paint scheme was introduced alongside Phase V with the debut of the Acela Express service in 2000. While the standard Phase V was used on the Acela Express locomotives, an unusual scheme was used on the passenger cars. A red reflective stripe was placed on the skirt of the car, and the rest of the car's sides were covered with a random combination of color "splotches". Depending on the type of car, the splotches differed in size and color.

The "Splotch" scheme was also applied to Amfleet cars during a rebuild project, in an effort to create a new image for the trains. This variation of the paint scheme featured many different splotch patterns. On the coach cars, dark turquoise splotches were covered on a light turquoise background. On business class cars, light turquoise splotches were covered on a navy blue background. Cafe cars were painted the same as business coaches, except a large green splotch was placed in the center of the car where there were no windows. The "Splotch" scheme is also called the Capstone Scheme and is sometimes incorrectly called Phase V.

**10th Anniversary Pacific Surfliner**

Amtrak wrapped EMD F59PHI #457 in a special scheme for the 10th anniversary of the *Pacific Surfliner*. The locomotive's new scheme was released on May 8, 2010 for National Train Day. The paint scheme also commemorated the Surfliner's ridership surpassing 25 million. For several weeks the engine's scheme contained a typographical error - "Millon" instead of "Million". This has since been corrected.



Operation Lifesaver Pacific Surfliner



In late 2009, Amtrak wrapped EMD F59PHI #455 in an Operation Lifesaver paint scheme. The wrap featured a surfer with a surfboard standing in the middle of railroad tracks during a sunset. The words "Stay off, stay away, stay alive" were printed on both sides. All non-surface parts of the locomotive remained in Surfliner livery and spaces were visible through the wrap. The front windshields 'mask' remained in black. In June 2010, the locomotive was restored to its original livery.

Operation Lifesaver – Amtrak California

Operation Lifesaver wrapped Amtrak California EMD F59PHI #2007 in a promotional paint scheme, consisting of a yellow background and the text "Stay off the tracks. I PACK A PUNCH." and the "Stay off, stay away, stay alive" slogan on the front of the engine.



Promotional E8



Chicago IL ex-PC 4616 ex-PRR 5716A an experimental paint scheme applied for press releases on day 1

Amtrak painted a single E8 shortly after its creation for the press. The unit's special scheme was a red and blue "pointless arrow" on a black field wrapping around the front, on the nose the stripes received angled warning stripes in alternating blue & white.

40th Anniversary

For Amtrak's 40th Anniversary a number of locomotives are receiving a special version of historic paint schemes. The engines will tour the country in regular service as well as serving on a special museum train Amtrak is putting together. From January through April of 2011, Amtrak's Beech Grove shops in Indianapolis released the units and sent them north on the Hoosier State (Train 851). The Anniversary locomotives were selected from units scheduled for repainting or recent wreck rebuilds.

Phase I - Amtrak #156

Debuted 3/16/11 - P42 #156 has been painted in a version of Phase I. It was first seen in its new paint scheme and photographed by railfans from the Purdue Railroad Club on March 16, 2011 in Chicago. It features Amtrak's classic "Pointless Arrow" logo on the silver flanks surrounded by the dates 1971 and 2011. Another trade mark of the Phase I scheme is the red "bloody nose" as seen on E-units and EMD SDP40Fs, the first locomotives designed specifically for Amtrak.







Debuted 1/30/11 - The 1st engine released in the special scheme is #145, which is in a special version of Phase III. This version is very similar to the original phase III scheme used on the EMD F40PHs. Consisting of the three stripes angling up from the center in front & curving around to be a straight line back to the rear of the engines, however these lines are much lower on the engine than on previous phase III striping on P42s. The top of the engine is black with the black field angling down to cover the windows on the cab & covering the whole of the front, minus the stripes. Amtrak elected to use the older logo typeface seen on phase III equipment having the bold "Amtrak" positioned above the stripes in the middle. On either side of the logo are the date Amtrak was founded (1971) and the year of their 40th (2011) in a smaller size. Another Anniversary unit snapped up by the PRRC railfans.

Phase IV - Amtrak #184

Phase II - Amtrak #66



Debuted 4/1/11 - Amtrak P42 #66 has been painted in a version of Phase II. Similar to the earlier release of #145, the Phase III unit, #66 features a silver carbody with a black roof and nose. Also known as the 'Cigar Band' paint scheme, Phase II includes thicker stripes of red and blue, bordered by white pinstripes. Additionally, the side logo is off center, closer towards the cab. Captured on film by Andrew Beckort as it returned that night.

Debuted 4/13/11 - Amtrak P42 #184 has been painted in a version of Phase IV. This locomotive shares the greatest resemblance to its original creation. Phase IV features a deeper blue in a broad band stripe with twin red pinstripes atop. The carbody, underframe, and even trucks are all painted silver while the upper third and upper nose area show a darker shade of gray. The "Amtrak" lettering is centered above the striping, printed in blue, and surrounded by the years of the anniversary.

Phase III - Amtrak #145



Museum Train - Amtrak #822 and Amtrak #406







Debuted 3/9/11 - Amtrak P40 #822 wears a Phase III scheme identical to that on #145, seen here leading the Hooiser State through Lowell, Indiana filmed by a local railfan. Debuted 4/10/11 - Amtrak F40PH #406 also sports the Phase III style, as they are often remembered for. It was first seen in this video shot by Kris Rumbut in Rensselaer, Indiana. Amtrak has said that a couple baggage cars and food service cars will be painted and refitted to form a museum train.

**Advertising  
History Channel Acela**



Amtrak and The History Channel teamed up in November, 2007 to produce the first all-train "wrap" of an Acela Express trainset. The purpose of this wrap was to promote The History Channel's "1968 With Tom Brokaw". The wrap remained on the train from November 12 through December 9. The revenue brought in from this advertisement has not been disclosed. Though wraps are often used on busses, this is the first time that all-train wraps have been used on the Acela Express. The scheme was criticized by passengers because the wrap acted as a sort of window tinting, thus deteriorating the view from inside, despite claims by Amtrak. This was particularly unwanted by Acela Express passengers, who are either business class or first class passengers.



**Cake Boss Acela**



Amtrak wrapped an Acela unit advertising the TLC show "Cake Boss". A number of complaints similar to the ones brought up by the History Channel wrap arose. The scheme got the nickname of the 'Rusty Acela' due to the roses looking like rust when viewed from a distance.

**Disney's A Christmas Carol**



Starting May 22, 2009, Amtrak and Disney launched a train tour to promote Disney's new movie, A Christmas Carol P42DC's #157



& #71 were wrapped in a special paint scheme along with several other private cars.

**Monopoly National Tournament**



This paint scheme was used on a special Monopoly National Tournament Amtrak train which operated in October, 2003. The paint scheme, featuring huge Monopoly game pieces and money, was applied on Amtrak Genesis locomotive #203 as well as some Amfleet cars. On the locomotive, the Monopoly game pieces were pasted right over the engine's Phase V livery, but the Amfleet coaches in the paint scheme were completely wrapped, with the game pieces and cards being over a light blue background. After the tournament was over, the Monopoly paint scheme was removed and the locomotive & cars returned to regular Amtrak colors.

**"Believe in America" Tour**

This paint scheme was used on Amtrak P42 locomotive #138, the lead unit on the John Kerry/John Edwards campaign train of 2004. The nose of the engine was standard Phase V but the sides of the locomotive were completely wrapped in blue with campaign slogans and large "BELIEVE IN AMERICA TOUR" lettering. After the campaign, the unit was returned to Phase V.

**"Celebrate the Century Express"**



This paint scheme adorned the outside an Amtrak P42DC locomotive #100, a baggage car, and a Amfleet car with a modified interior. This scheme consisted of a very elaborate collection of enlarged stamps and postmarks from the 1900s to the 1990s This was for the United States Postal Service's "Celebrate the Century Express Educational Train Tour" running from 1999 to fall 2000. This paint scheme has since been removed.

**Toyota Tundra**

Amtrak and Toyota began an advertising campaign in October 2004, with two P42 locomotives, #84 and #115, painted in a special paint scheme. The nose of the engine was standard Phase V but the sides of the locomotive had a giant photograph of a Toyota Tundra pickup truck on it, on a light blue background. On the corner of the side black letters spelled out, "THE POWERFUL TOYOTA TUNDRA". Both locomotives were repainted by March 2005, into standard Amtrak livery.



**Test Train Schemes**

Amtrak has tested a number of different trains. Some of these received their own special Schemes.



**Phase III Testing**





The Rohr Turbos & LRC cars received a variation of the phase III scheme; where the striping runs along the bottom of the train with the blue strip striping wraps around the bottom. The Turbos have recently been painted into a variation of the Acela scheme.

**Talgo**

The Talgo cars were painted in an experimental phase III scheme. A thin phase III striping ran below the windows; with a large blue field (closer to phase IV blue) covering the window area.



F69PHAC received the ICE colors as well as a baggage car. The two F69PHACs retained their ICE colors until retirement.

**IC3**

The Bombardier IC3 was painted in its own scheme. The cars received a black stripe across the windows with a blue stripe below it all on a white field. The end cars have a red triangle at the cab end and a yellow front.



**ICE**



HAPPY 40<sup>TH</sup> ANNIVERSARY  
1971-2011

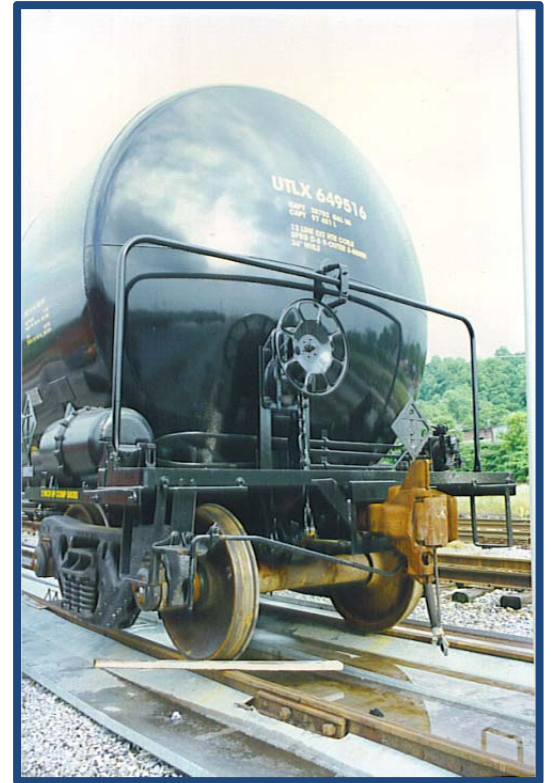
The Siemens ICE train kept its Deutsche Bahn two-tone red scheme with the DB logo replaced by "Amtrak". The train mainly stayed on the Northeast Corridor, however when it toured the US two





# FROM THE CAMERA OF PAUL HAYNES

## Details of a New UTLX Tank Car 649516





# STEAM LOCOMOTIVES of CASS

COMPILED BY THE MOUNTAIN STATE RAILROAD  
& LOGGING HISTORICAL ASSOCIATION

scenic railroad  
State Park

## Shay #2

The Shay #2, a Pacific Coast Shay was constructed in July of 1928 for the Mayo Lumber Company of Paldi, Vancouver Island, British Columbia.

### Past to Present

- Shay #2 is the only Pacific Shay located in the east.
- This is the only Shay known in its history to use three types of fuel, wood, oil and bituminous coal.
- This locomotive ended its career switching cars on Vancouver docks in 1970, making it one of the last commercially used Shays, it arrived at Cass that same year.

### Technically Speaking

Builder No.: 3320  
Date in Service: July 26, 1928  
Class: Pacific Coast-13  
Trucks: 3  
Bore: 13 inches  
Stroke: 15 inches  
Drivers: 36 inches  
Weight: 93 tons

## Shay #4

This Shay began service as Shay #5 at Birch Valley Lumber Company, Tioga, West Virginia, in 1922. It was acquired by Mower Lumber Company of Cass, in 1943 and renumbered to #4.

### Past to Present

- Typical Lima Class C-70 locomotive
- Built specifically for West Virginia logging industry
- Well proportioned diamond stack and arch-windowed cab
- 1965 axles were replaced by the Cass Shop using General Motors "CP-30"

### Technically Speaking

Builder No.: 3189  
Date in Service: December 9, 1922  
Class: C-70  
Trucks: 3  
Bore: 12 inches  
Stroke: 15 inches  
Drivers: 36 inches  
Weight: 80 tons

## Shay #5

The legendary #5 was built by Lima for West Virginia Spruce Lumber Company to run on Greenbrier, Cheat and Elk Railroad in November 1905. This turn of the century C-80 Shay has been toiling up Cheat Mountain for nearly 100 years, making it the second oldest engines in service on its original line. The Shay #5 will celebrate its 100th birthday in 2005, which has been designated the Year of the Shay.

### Past to Present

- Until 1980 Shay #5 was accompanied by Shay #1 another turn-of-the-century machine
- The second oldest Shay in existence
- Designated by the legislature and governor as the state locomotive

### Technically Speaking

Builder No.: 1503

Date in Service: November 1, 1905  
Class: C-80  
Trucks: 3  
Bore: 13-1/2 inches  
Stroke: 15 inches  
Driver: 36 inches  
Weight: 90 tons

## Shay #6

Built for the Western Maryland Railway Company, Shay #6 was shipped to Elkins, West Virginia, on May 14, 1945. The locomotive was to be used on the 9% grade on the Chaffee Branch. Shay #6 was the last Shay ever built.

### Past to Present

- Short commercial life, lasting only 4 years
- Stored and donated to the Baltimore & Ohio Museum in Baltimore, MD, where it remained for 26 years.
- In 1980 an exchange was arranged for Shay #1 and a Porter 0-4-0 owned by Cass Scenic Railroad
- The Shay was driven onto the turntable and out of the B&O Museum using air generated by a compressor.
- This locomotive is the largest surviving Shay in the world.

### Technically Speaking

Builder No.: 3354  
Date in Service: 1945  
Class: C-150  
Trucks: 3  
Bore: 17 inches  
Stroke: 18 inches  
Drivers: 48 inches  
Weight: 162 tons

## Shay #7

This Shay was originally numbered 3 and began service at Raine Lumber Company, Honeydew, West Virginia, in 1920. Meadow River Lumber Company in Rainelle acquired the engine in 1930 and re-numbered it #7.

### Past to Present

- Shay #7 arrived at Cass Scenic Railroad State Park in 1964
- Class C-70 typical locomotive built for West Virginia logging
- No longer operating — parts being used to repair other engines

### Technically Speaking

Builder No.: 3131  
Date in Service: October 23, 1920  
Class: C-70  
Trucks: 3  
Bore: 12 inches  
Stroke: 15 inches  
Drivers: 36 inches  
Weight: 80 tons

## Shay #11

This Shay, built in 1923, went originally to Hutchinson Lumber Company, Feather Falls, California, and is best known as the Feather River #3.

In 1997, Cass Scenic Railroad inspected the #11 in Campo, California, at the Pacific Railroad Museum. In 1999, the engine was

purchased and delivered to Cass from California by Herbert Jones, Inc. of Dunbar, West Virginia. It took three days to load the Shay. It arrived in Cass in October of 1998 and had its first run in September 1999.

### Past to Present

- At 103 tons, this is the second largest of the surviving Shays
- In 1967 Feather River #3 was sent to the Pacific Southwest Railway Museum
- Now serves as lead engine on the Bald Knob and Spruce runs

### Technically speaking

Builder No: 3221  
Date in Service: July 14, 1923  
Trucks: 3  
Bore: 14-1/2 inches  
Stroke: 15 inches  
Drivers: 36 inches  
Weight: 103 tons

## Climax #9

In the 1880s, Climax Manufacturing Company was already established in Correy, Pennsylvania, manufacturing agricultural and oil field machinery. On March 4, 1888, the company completed its first locomotive. George Gilbert of Climax applied for a patent on the not yet completed locomotive on February 10, 1888. He was awarded Patent No. 393,846. Ephraim Shay, father and patent holder of the Shay locomotive, became aware of this new patent. Several letters were exchanged between Shay and Climax Manufacturing regarding patent infringements. The outcome of the dispute is not known.

### Past to Present

- Moore-Kepple Lumber Company of Ellamore, West Virginia, used the Climax #9 on their subsidiary operation, the Middle Fork Railroad Company, as their #6
- Climax #9 was purchased from Robert Johnson of Rossville, Georgia

### Technically Speaking

Builder No: 1551

## Heisler #6

This geared locomotive was built in 1929 for the Bostonia Coal and Clay Products Company of New Bethlehem, Pennsylvania, as their #20. The Heisler was designed to compete with Lima's Shay.

### Past to Present

- Cass purchased Heisler #6 from the Meadow River Lumber Company of Rainelle, West Virginia, in 1966
- Built by Sterns Manufacturing Company

### Technically Speaking

Builder No: 1591  
Date in Service: 1929  
Class: Heisler C-90  
Trucks: 3  
Bore: 18 1/4 inches  
Stroke: 16 inches  
Drivers: 42 inches  
Weight: 100 tons