

## NHRS Steams at Metamora

This past Fall a group of Fifty Cincinnati NHRS Members ventured to Metamora, IN to participate in a very special railfan event arranged exclusively for us in conjunction with the Whitewater Valley Railroad, Connersville, IN and the Steam Railroading Institute of Owosso, MI home of the Flagg Coal Company Engine Number 75. It was Engine Number 75 that would be the motive power for our Railfan Outing on this Fall Day in Southeast Indiana. The day was not perfect, it was overcast and threatening rain for most of the day and there was a slight chill in the air. But never-the-less the anticipation of a real smoke breathing, smoke belching steam engine was more than enough to provide the spirit necessary to cut through the weather and provide all present with good cheer and high spirits. And in fact, the first glimpse of Engine 75 coming down the track did not disappoint. It was as fine a sight as one can imagine!





Flagg Coal #75

Builder: Vulcan Iron Works  
Built: December 1930  
Construction No.: 3972  
Empty Weight: 82,000lbs  
Weight on Drivers: 82,000lbs  
Tractive Effort: 18,325lbs  
Driver Diameter: 38in  
Boiler Pressure: 150psi  
Cylinders: 14x22"

Fuel: Coal FCC 75 went into service in December of 1930 as #2 for the Flagg Coal Company of Avoca, PA where it was used as a switch engine. In 1935 it was sold to the Solvay Process Co. in Jamesville, NY and renumbered 75. There, it was used to push 4-wheel hopper cars from the steam shovel to the crusher at the rock quarry. In the early 1950s the Solvay Process Co. disbanded their railroad operation in favor of trucking and in 1953, #75 and twelve other locomotives were sold to Dr. Groman and his planned Rail City Museum in Sandy Pond, NY. There, the locomotive sat untouched until 1991 when John and Byron Gramling purchased it with the intent to restore it to operating condition. The father son duo painstakingly disassembled the locomotive, moved it to their shop in Ashley, Indiana and over the course of the following ten years returned it to service. In 2002 John and Byron loaned the locomotive to the Steam Railroading Institute where it is used for demonstrations and to power steam excursions.

Our Trip this day started at the Grist Mill in Metamora, IN from here we ventured down the tracks for a photo opportunity by the first canal lock. We did a run-by here with a proper photo line which turned out to be the first of many.





From here we went on our way to the Laurel Inn to have our tasty Chicken Dinner with all the fixing's! After we were all fed and sufficiently satisfied we made the return trip to Metamora and the day went down in the Chapter History Books as one great trip! Following are some additional pictures from this trip. The Chapter schedules trips from time-to-time – Join Us!









Water and Coal servicing at Laurel Inn