



American Steam Railroad Preservation Association, Inc.
Preserving America's Railway Heritage

2015 In Review

February 7th, 2016

2015 marked the 10th anniversary of the founding of American Steam Railroad Preservation, Inc. (ASR) and what an anniversary year it was! 2015 saw a major shift in the focus of our near term activities from Frisco 2-8-2 No.1352 to the relocation of famed Reading T-1 4-8-4 No.2100 from Richland, WA to Cleveland, Ohio for a return to service. We intend to convert 2100 back to her original coal burning configuration which will require reinstallation of the stoker mechanism. We also intend to reinstall the original booster engine, currently in storage in eastern Pennsylvania. *(More on the 1352 later...)*



In March, ASR advisors Walt Stapleton and Rob Gardner, with assistance from Zach and Jason, completed submission of the High and Wide Clearance engineering calculations to BNSF. Permit and tariff in hand, ASR contractors Jason Sobczynski and Zach Hall prepped the 2100 in April for the move. On April 13th, rigging contractor Barnhart Crane and Rigging completed the unified jacking of the 2100 and both tenders onto three waiting heavy haul flatcars that had previously been prepped by Jason and Zach, now outfitted with temporary rails and securement points. Securement complete, on April 19th, BNSF inspected then picked up the special consist and the trip east commenced. The move of the 2100 covered more than 2,300 miles over BNSF and NS to bring the 2100 to Cleveland where it was interchanged to Arcelar Mittal Steel's Cleveland Works Railway (CROW). 2100 arrived at the ASR World Headquarters, Midwest Railroad Preservation Society's (MRPS) ex-B&O West 3rd St. roundhouse in the flats of Cleveland on May 21. On May 28th, Barnhart Crane and Rigging crews arrived in Cleveland and successfully unloaded 2100 and her two tenders effectively completing Phase 1 of the project. Since May, ASR has accomplished the following tasks:

- Over Mother's Day Weekend in May, ASR volunteers, in cooperation with our landlord MRPS, completed much needed track repairs to track No.3 in the roundhouse including replacement of 4 sticks of 80# rail and proper shimming and gauging of the rail to ensure 2100 had a solid foundation to rest on.

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- July 4th weekend marked the first official 2100 work session. Jacketing and lagging were removed. The gaudy red and yellow skirting was removed. Hallelujah!
- On August 25th, ARS released the initial mechanical report which concluded that there are no major mechanical defects standing in the way of a return to service.
- In September, ASR volunteers removed the “Rube Goldberg” oil burner system, oil burning firebrick and steel plate foundation that rested on the original coal burning grates.
- In September and October, all telltale holes in the firebox were drilled out, the interior of the firebox gridded off for precautionary UT exam and the exterior of the firebox cleaned and needle-scaled.
- On October 7, ASR officially kicked off the FireUp2100 fundraising campaign, inviting donors to join us in bringing 2100 back to life for a mere \$0.75 a day with a \$21.00 per month commitment for 12 months. To date, \$15,000.00 has been raised for this purpose.
- In November, all rods were removed and the trailing truck and pilot truck bearings were inspected revealing the need for more



Social Media

Much of our reach and success in 2015 can be credited to the extensive use of social media, including our website (www.americansteamrailroad.org), Facebook (www.facebook.com/americansteam) and Twitter. This allowed curious and interested followers around the world to follow our progress on a

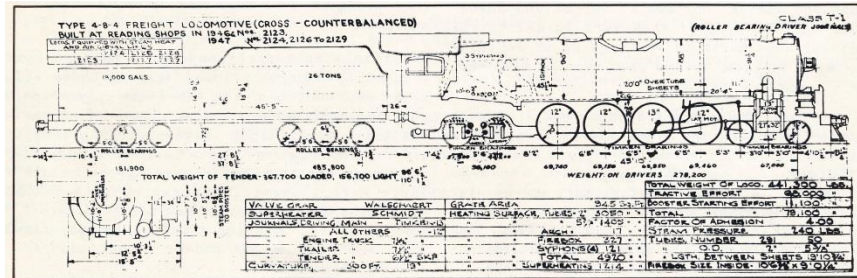
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daily basis. Kelly Lynch and Lynch Pin Productions produced a total of four professional video vignettes highlighting various aspects of the relocation of 2100.



By the numbers

In summary, a total of twelve (12) ASR volunteers logged a total of 3,500 man-hours on 2100 and approximately 150 man-hours on 1352 in 2016, representing an estimated contribution of in-kind labor worth \$127,750.00. ASR participated in eight (8) joint open houses with MRPS and one dedicated ASR open house. ASR also appeared at seven (7) train shows around Ohio. A total of \$225,000.00 was invested in the relocation of 2100 in 2015 and the early stages of this restoration. From October 7 to December 31, the fireup2100.org fundraising campaign has raised roughly \$15,000.00. To date, \$4,500.00 of that money has been spent on early stage materials, equipment, supplies and subcontractor expenses.

The following ASR members volunteered on 2100 in 2015:

- Matt Ash
- Stephanie Bierley
- Tim Botti
- Richard Cary
- Michael Connor
- Rob Gardner
- Brett Goertemoeller
- Gordon Hartschuh
- Steven Harvey
- Perry Krzyzaniak
- Rick Owing
- Brian Tusin
- Rachel Weibel

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Looking Forward in 2016...

Our first priority in 2016 will be to develop a more detailed restoration plan and budget based on the initial mechanical assessments conducted in 2015 in Washington and Cleveland. This will be necessary to kick off our corporate and non-profit fundraising campaigns which will commence in January. Our goal is to raise a total \$750,000.00 by the time 2100 goes back into service. This will not only cover the costs of the mechanical repairs and upgrades needed but also provide sufficient seed money for the next 1,472 FRA-mandated boiler inspection which will be required in 2021 when the locomotive's current FRA Form 4 boiler certificate expires. We wish to have 2100 in service by 2017 which will provide us with four (4) operation seasons for 2100 to tour throughout the eastern US in excursion service and raise the remaining funds needed to complete the next 1,472 day restoration. Work sessions will resume in January with our first safety training class headed by Operations Manager, Brett Goertemoeller. Further in 2016, we will complete a hydro test of the boiler in the 1st quarter. We will then turn our attention to addressing any deficiencies resulting from the hydro. The major task will be addressing running gear issues including converting the existing Hennessey lubricators on the driver journals to an SP-style force feed oil bath lubrication system. This will be an expensive proposition requiring de-wheeling the locomotive, and could prove to be the single largest expense in the restoration, but probably the most valuable long term improvement we make to the locomotive. We will also completely dismantle and repair as needed the bearings and bearing surfaces on the tender trucks, engine truck and trailing truck. We are aware of the bent main rod and will be pursuing a number of different options to repair or replace the damaged rod. All appliances will be thoroughly inspected and repaired as needed. We will also reunite the stoker mechanism with 2100 and reinstall it, completing the conversion of 2100 back to its original coal burning firing system. Lastly, to operate in today's Class I environment, we will equip 2100 with cab signal indicators and an MU control stand for controlling diesel protection power if required in mainline operation.

More on Frisco 1352...

Many of you have asked throughout 2015 about the status of the 1352 project. 1352 has not been forgotten. When the opportunity to take on the Reading 2100 became a reality, we knew it would be viewed as a disappointing setback to the followers and supporters of 1352. Rest assured, your contributions are being held in reserve until we resume active work on 1352. While work is focused on 2100 in 2016, fundraising efforts will be continue for 1352. Our goal is to have the needed funds for the move of 1352 to Ohio by 2018, after 2100 goes into service. Until that time, we will continue to monitor the condition of 1352, keep vegetation clear from the locomotive and stabilize the locomotive from further water intrusion.

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Why support Fireup2100.org?

As I mentioned previously, 2100 still has a valid FRA Form 4 boiler certificate. After her initial restoration in 1987, she operated less than 1,000 miles under steam. 2100 received her current FRA Form 4 certification in 2006 and since then has had only 37 days of service in steam. She is a low mileage 4-8-4 Northern and the climate for service with a locomotive like this has never been more favorable than it has in the last 20 years. We currently have six years left on the current ticket, and with proper planning and execution, we will be able to realize four, if not five years of service, before requiring the next 1,472 day inspection.

The T-1s are an iconic class of modern, coal burning, steam locomotive. Four were miraculously saved by the Reading. Two, 2101 and 2102, have had illustrious excursion careers. ASR is excited to have this opportunity to return the illustrious class engine, No.2100, to operating condition, and bring back the era of the Reading Rambles in the 21st Century. With your help, it *can* and *will* be a reality. In closing, we wish to thank all of our supporters and contributors who have joined with us in 2015. We have started down an ambitious path, but believe we have the best, most economical candidate for mainline steam operations currently under restoration. We look forward to partnering with you as a donor or a work session volunteer in 2016!

Sincerely,

Rob Gardner
ASR Fundraising Chairman

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