

Fall 2011

\$9.95

# NICKEL RATE ROAD

# Magazine™

THE  
NICKEL  
PLATE  
IN  
CHICAGO

NICKEL RATE ROAD  
CHESAPEAKE AND OHIO





# Along the Line

Information regarding former Nickel Plate routes and equipment

COMPILED BY DAVID BENDER

## Howard W. Ameling Exhibit Opens at Monroeville, Ohio



On Aug. 4, 2011, an exhibit of Nickel Plate Road photos from the collection of noted rail photographer and NKPHTS founding member Howard W. Ameling was unveiled in a ceremony at the ex-New York Central depot in Monroeville, Ohio. A former resident of nearby Fremont, Ohio, Howard's extensive collection of negatives, photos, slides, and movies is under the stewardship of the NKPHTS and is part of the society's Historical Collections at Cleveland State University. This exhibit, created with the cooperation of Howard and Dot Ameling, extends the society's public outreach in promoting the history and legacy of the Nickel Plate Road.

Longtime society member James A. Semon, and his wife Bonnie, represented the Amelings, who now reside in Florida, at the dedication ceremony. With Jim's assistance, Howard's photos of local Monroeville railroads will become part of a permanent exhibit at the 1863 Lake Shore & Michigan Southern Norwalk Branch depot at Donald E. Morrow Park. The depot, managed by Firelands Rails to Trails, Inc., is being revamped as a trailside visitor and activity center, railroad historical interpretive center, and trail headquarters.

Although the depot housing Howard's exhibits has its roots with the New York Central, Monroeville was also home to a joint Wheeling & Lake Erie/Baltimore & Ohio depot and the



ABOVE: Howard and Dot Ameling at the NKPHTS 2000 convention in Bedford, Ohio. RIGHT: Howard's work is now on display at Monroeville, Ohio. This is to be a permanent exhibit in the former New York Central (Lake Shore & Michigan Southern) depot there. As one can see, Howard documented the NKP at its best.

BOTH PHOTOS, JAMES SEMON





ABOVE: Bonnie and Jim Semon represented Howard and Dot Ameling at the dedication ceremony at the Monroeville depot on Aug. 4, 2011. JAMES SEMON COLLECTION



ABOVE: The new Rails to Trails bridge over the Huron River between Monroeville and Norwalk parallels the Wheeling & Lake Erie bridge. JAMES SEMON

trail between Monroeville and Norwalk parallels the old Wheeling main line. When completed, the exhibit will feature Ameling photos of the New York Central, Baltimore & Ohio, and Lake Shore Electric, along with the already installed photos of the Nickel Plate Road.

The North Coast Inland Trail stretches from Lorain, Ohio, to Walbridge, east of Toledo and the Firelands Rails to Trails organization has

completed almost 13 miles of trail in Huron County. The depot, which also contains numerous local railroad artifacts, is open to visitors on an intermittent basis and an open house is planned for this Fall.

For bicyclists and hikers interested in the Wheeling & Lake Erie, the trees open up west of Monroeville and provide a beautiful view of the adjacent countryside and the W&LE for

many miles. FRTTI President Joe Mantey has said it can be a lot of fun to pace SD40-3s and GP35s just a few feet away as you bike along. The organization has also reconstructed two NYC bridges at locations where the W&LE has similar bridges over Megginson Creek and Seymour Creek. Visitors can easily view the Megginson Creek bridge from Young Road, where the W&LE siding starts.

## NKP City of Lima rides again

Former NKP 10 roomette-6 double bedroom sleeper *City of Lima*, now owned and operated by the Erie Lackawanna Dining Car Preservation Society, has recently been returned to operating condition in its NKP livery minus the below-window fluting long ago removed because of corrosion issues. On Sunday, Oct. 2, 2011, the 1950-built, Pullman-Standard sleeper was the feature car on an Alco-powered Scranton-East Stroudsburg, Pa., fantrip sponsored by the Erie Lackawanna Historical Society and the ELDCPS at the annual ELHS convention that weekend.

NKP took delivery of the car in 1950 as part of its wholesale order to upgrade passenger services. The *City of Lima* was one of 13 10-6 sleepers in the order, all named for on-line NKP cities. The car operated principally in Chicago-Buffalo-Hoboken service, jointly with the Lackawanna Railroad east of Buffalo.

In 1965, the N&W sold the car to the Illinois Central, at which time the fluting was removed when the car was repainted in IC's celebrated Rust Brown and orange colors and renamed *Cynthia*. Circa 1969, the car was purchased by the Michigan Railroad Club, which operated it in charter service on the Grand Trunk Western between Detroit and Chicago until Amtrak started. MRRC continued to use the car in ex-

cursions until it was sold in the late 1970s to Hogtrain, Inc., which painted the car in Missouri Pacific blue/gray/white livery.

In 1985, the car was sold to the Chicago & North Western, repainted in that road's yellow and green colors, and assigned to business-train service as the *Lake Michigan*. After the

UP-C&NW merger, the car was sold to a private party who eventually donated it to the ELDCPS.

For more information on the ELDCPS, contact them at 201 South Blakely Street No. 333, Dunmore, PA 18512 or visit their website at [www.eldcps.org](http://www.eldcps.org).

BELOW: Lookin' good! The *City of Lima* is looking much like its old self again in this view of the car operating as part of an Erie Lackawanna Historical Society convention fantrip over the Delaware-Lackawanna Railroad on Oct. 2, 2011; the fluting was removed nearly 50 years ago because of corrosion issues between the stainless-steel fluting and the Cor-Ten steel side panels. MIKE SCHAFER

