



EVRR 11 steam locomotive, a Prairie class 2-6-2 engine built by Baldwin in 1909, now stands next to the Everett Train Station Museum awaiting cosmetic restoration. (photo by Ed Albiker)

Historic steam locomotive returns to Everett

by Ed Albiker, *Western Maryland Chapter NRHS*

The steam engine that ran during the tourist train days of the old Everett Railroad was owned previously by two other railroad companies. This locomotive, which in time would become known as EVRR 11, began its existence at Philadelphia, Pennsylvania, in April 1909 as a product of the Baldwin Locomotive Works. Its original designation was a type 10-32 1/4 D2, which means that it was built as a 100-ton locomotive with a wheel arrangement of 2-6-2 (Prairie Class). It was assigned the builder's number of 33333.

This locomotive was equipped with 44 inch diameter driving wheels and cylinders measuring 19 by 24 inches. It operated with a boiler pressure of 180 psi. The engine was built for its first owner, the Kanawah, Glen Jean & Eastern Railroad, located in Glen Jean, Fayette County, West Virginia. This railroad was originally a logging railroad, then later a coal line, as were many of the early railroads in the Appalachian region. As the lumber was cut and the forest removed, other resources were found to provide a reason for the railroad's continued existence. The KGJ&E utilized this locomotive until late in 1940.

According to a letter from the Baldwin Locomotive Works to the Morehead & North Fork Railroad located in Clearfield, Rowan County, Kentucky, this engine had been purchased from the Railway Accessories Company prior to 19 November 1940. The KGJ&E engine number was changed from 200 to 11. However, during the next twenty years, it was used for the same purposes of hauling lumber, then coal, and passengers. The book, *Lost Kentucky Railroads*, contains an excellent photograph of M&NF 11 during its working days in eastern Kentucky.

According to the engine logbook materials, such as the annual locomotive inspection and repair report, M&NF 11 was maintained by its second owner until mid-year of 1959. The final inspection of this engine for the M&NF Railroad was accomplished in February 1960.

It was surmised that the fifty-year old steam engine was stored by the Railway Accessories Company until it was purchased in 1965 by Howard Hinich, general manager of the Everett Railroad Company, located in the town of Everett, Bedford County, Pennsylvania. This locomotive was then transported via the C&O and B&O railroads to West Salisbury, Pennsylvania, for extensive repairs which were accomplished at M. Knecht & Sons Foundry from February through May 1965. After completion of repairs and testing, the locomotive was then moved to the Everett Railroad as

EVRR 11, and began to run as the motive power for the famous Everett steam train.

Everett operation of EVRR 11 (BLW 33333) began on 2 June 1965. Since the engine was in service to move both freight and passenger trains, it was used to haul coal, sand, lumber, fuel oil, merchandise and farm materials, to name just a few items. On the weekends, it also performed as a passenger hauler on the railroad's tourist operation. EVRR 11 continued to work on the Everett Railroad in this manner for the next five years. Then in the early part of 1971, it was sold to the Williams Grove Amusement Park near Dillsburg, Pennsylvania. This transaction occurred after the final winter storage of this locomotive took place from October 1970 to 19 April 1971, when the last inspection report was filed by the EVRR.

The locomotive went to the Williams Grove Amusement Park under its own power. Park officials had been told that the engine was in poor repair and needed extensive work. The crew at the park proceeded to remove and repair various parts of the engine, but it became apparent that more work was needed than could be accomplished at the park. The locomotive and EVRR C17 caboose were then sidelined for storage. Unfortunately, the park was sold twice during the intervening thirty years, and the parts that were removed from the engine for repair were moved about the grounds and eventually lost.

It was a happy accident that Barbara Miller, curator for the Bloody Run Historical Society (BRHS), rediscovered the EVRR 11 locomotive parked in the brush surrounding the rail line at the edge of the park. In early 1999, the BRHS became interested in purchasing the locomotive for retrieval and display at the Everett Train Station Museum. Contact was initiated with the park owner and a sale was negotiated. Preparations for moving the engine to the museum were underway for over a year, with EVRR 11 finally arriving on the newly laid storage track next to the station buildings on 5 December 2000. Because the rail line to and from Everett had been removed long ago, the locomotive movement by truck over the Pennsylvania Turnpike was planned and accomplished by Earl Miller of Everett. The BRHS plans to perform a cosmetic restoration of the engine. EVRR 11 is now on continuous display at the Everett Train Station Museum on 5th Street, two blocks from PA Route 26 North.

Editor's Note: *The author is also president of the BRHS which manages the Everett Train Station Museum.*