



McFarland Waynesville & Western Railroad

Annual Report for 2014

MW&W RR 2014

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Highlights of the year:

- New landscaping, walks, & bridge
- New walkway lighting
- Lower loop expanded
- New 6' wooden truss bridge
- New Willoughby house track
- New refrigerator car: D&RGW #78



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The area around the railroad was landscaped early in the season this year. The wooden walks were replaced with pavers, the wooden foot bridge across Avogadro Creek was replaced with a stone bridge, a new walkway was added connecting the railroad property to the front, a meeting area for the Board of Directors (sometimes referred to as a patio) was added, and new path lighting was installed.

The railroad expanded into the area west of the old wooden walk to the new paver walk. This was done by expanding the lower loop to the west. The new trackage runs from just west of the Avogadro Falls depot (west of the main line bridge) extending the tangent track to the new walkway where it curves to a new six foot wooden truss bridge over “Gold Creek”, a normally dry creek bed, and then curves to join the old alignment at the base of the 4% grade near Kermit.

One piece of rolling stock was acquired in 2014: D&RGW refrigerator #78.

A short house track was added on the south side of the Willoughby Depot. It can accommodate two cars or one type K-27 locomotive.



The new refrigerator car: D&RGW #78, manufactured by Aristocraft



The new house track on the south side of the Willoughby Depot. The water tank was relocated slightly to accommodate the new track.





The new alignment of the lower loop running from just west of the main line bridge to the new walk, over the new truss bridge, and back to the 4% grade at Kermit. The former lower loop line between the main line bridge and Kermit was abandoned and removed. The new six foot wooden truss bridge over Gold Creek is based on the WVBI standard design.



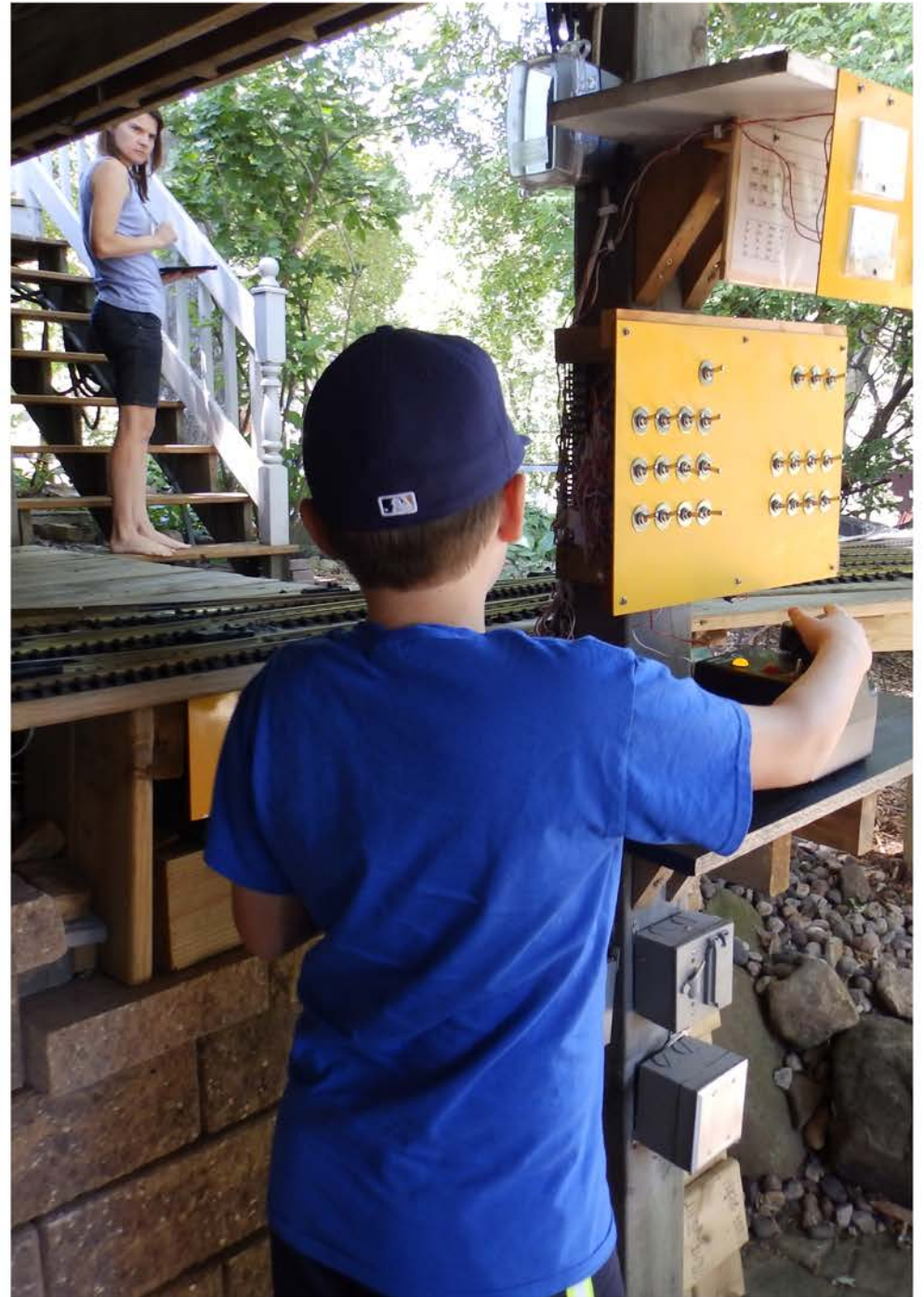


Waynesville Bridge & Iron CEO/Chief Engineer Chuck Richards visited the MW&W in June, just as the new wooden truss bridge was nearing completion but before it was placed in service.



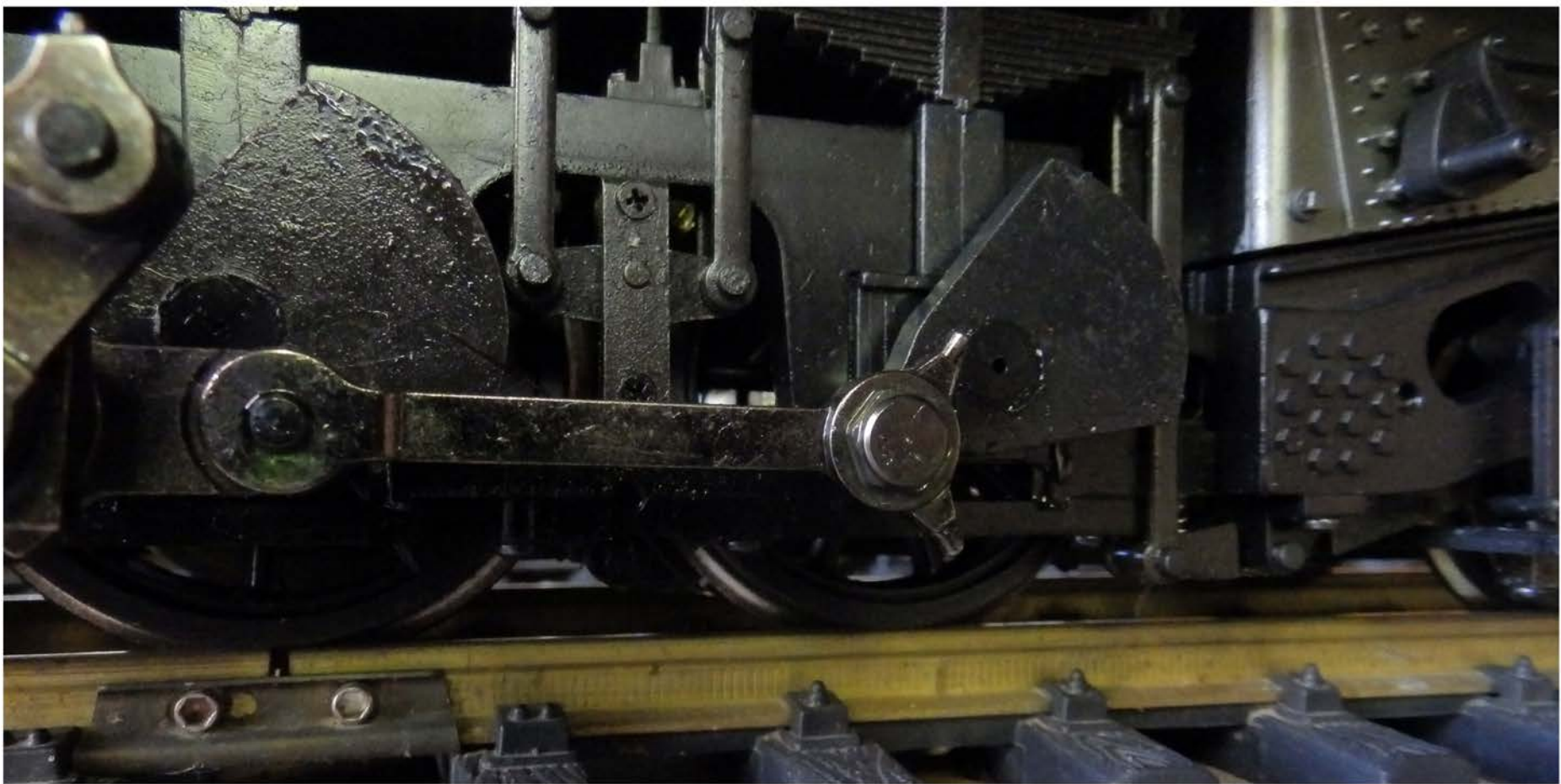


Katherine reviewing the plan for the lower loop extension and the new bridge.









K-27 drive wheels and counterweights. Photo: Owen Richards









Before the new Gold Creek truss bridge was placed in service, it was tested on the proposed Ostrander Falls extension. Right of way approval has not yet been granted by the authorities.







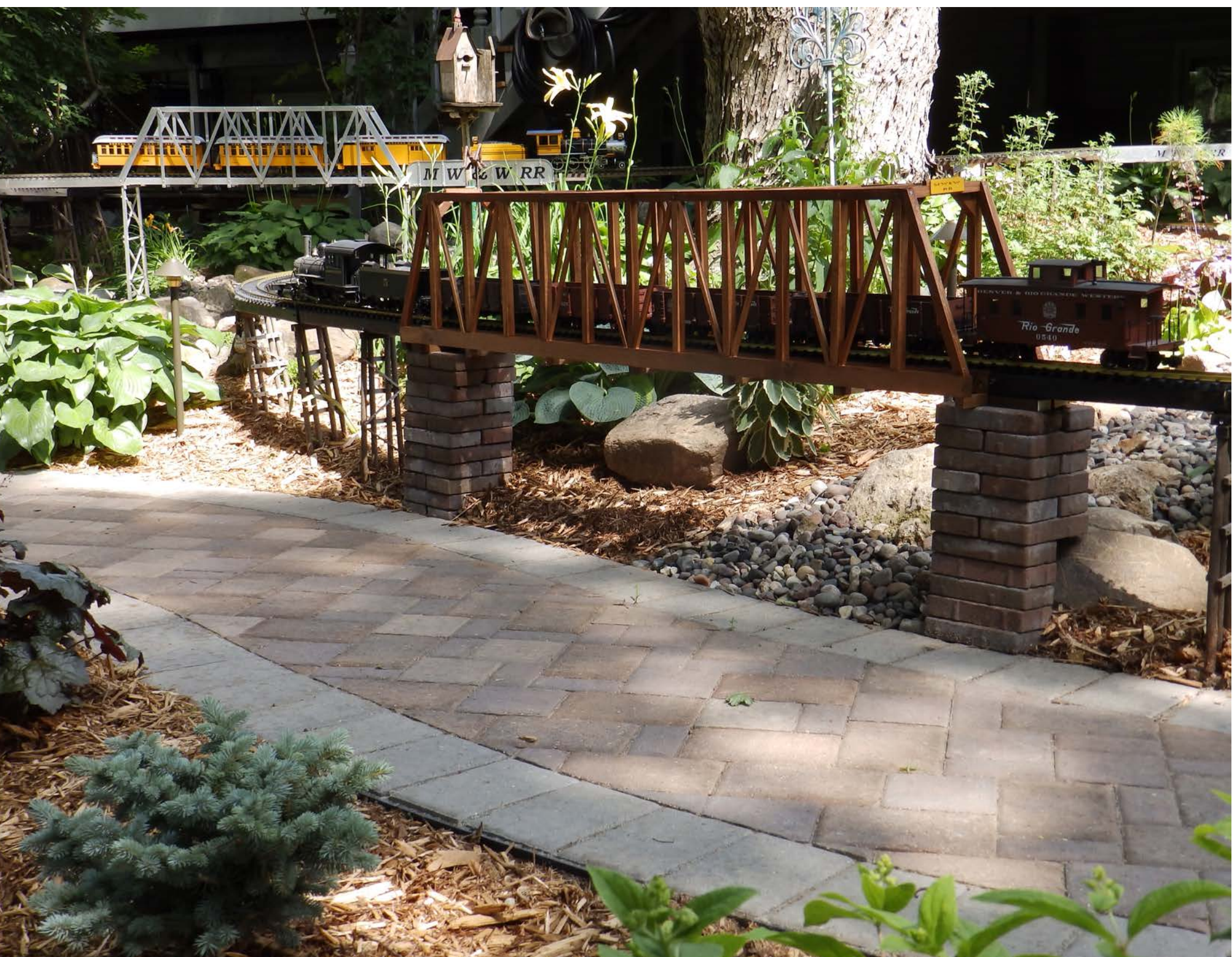


The lower loop before the Gold Creek extension















The McFarland, Waynesville & Western Railroad

The Scenic Line to Avogadro Falls

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