



# McFarland Waynesville & Western Railroad

Annual Report - 2012





## 2012 - A year of progress

The year was devoted to improving the existing railroad rather than expansion. The roadbed was almost entirely rebuilt, new decks were built at Willoughby, Willoughby South, and West Junction, and new control system was installed. These projects resulted in greatly improved operational reliability, independent operation of two trains, and significantly enhanced aesthetics.





The new Willoughby depot area deck. Construction completed in February 2012





New aluminum support towers completed the tower support between the Willoughby deck and the Avogadro Creek truss bridge. The resulting track support is now stable and strong as well as visually appealing.





New wooden trestle bents and roadbed deck replaced 2x4 vertical supports and deck planks on the UpperLoop. This improves the appearance as well as making a stronger and stable track support.





K-27 #455 with the San Juan on the curve heading into Willoughby on the new tower supports



The significantly deteriorated wooden trestle bents supporting the flat girder bridge west of the Avogadro Falls Depot were replaced by new aluminum bents. The adjacent trestle bents and track supports were rebuilt and leveled.







The new West Junction deck and new roadbed support girders on all trackage on the south end of the railroad





The new control panel and meter panel. Behind the panel: the new Willoughby South deck.





K-27s #450 & #456 and C-19 #346 joined the motive power roster





In a test of the upgraded track structure, the longest freight ever run on the MW&W was pulled by double-headed K-27s, 15 cars plus caboose, supervised by Board of Directors member Owen.





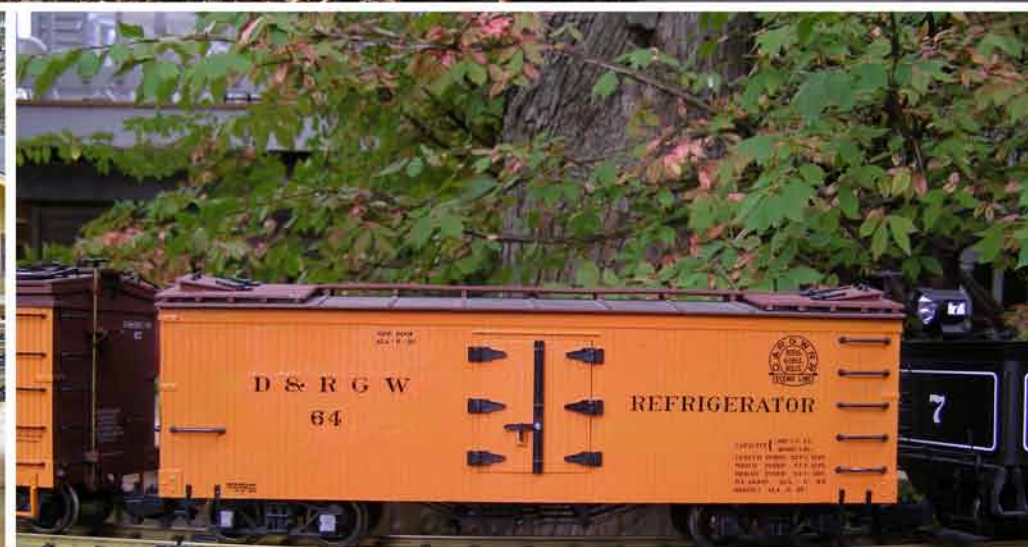
The main line wooden trestle bents on the main line west end were all rebuilt to carry double and triple headed K-27s





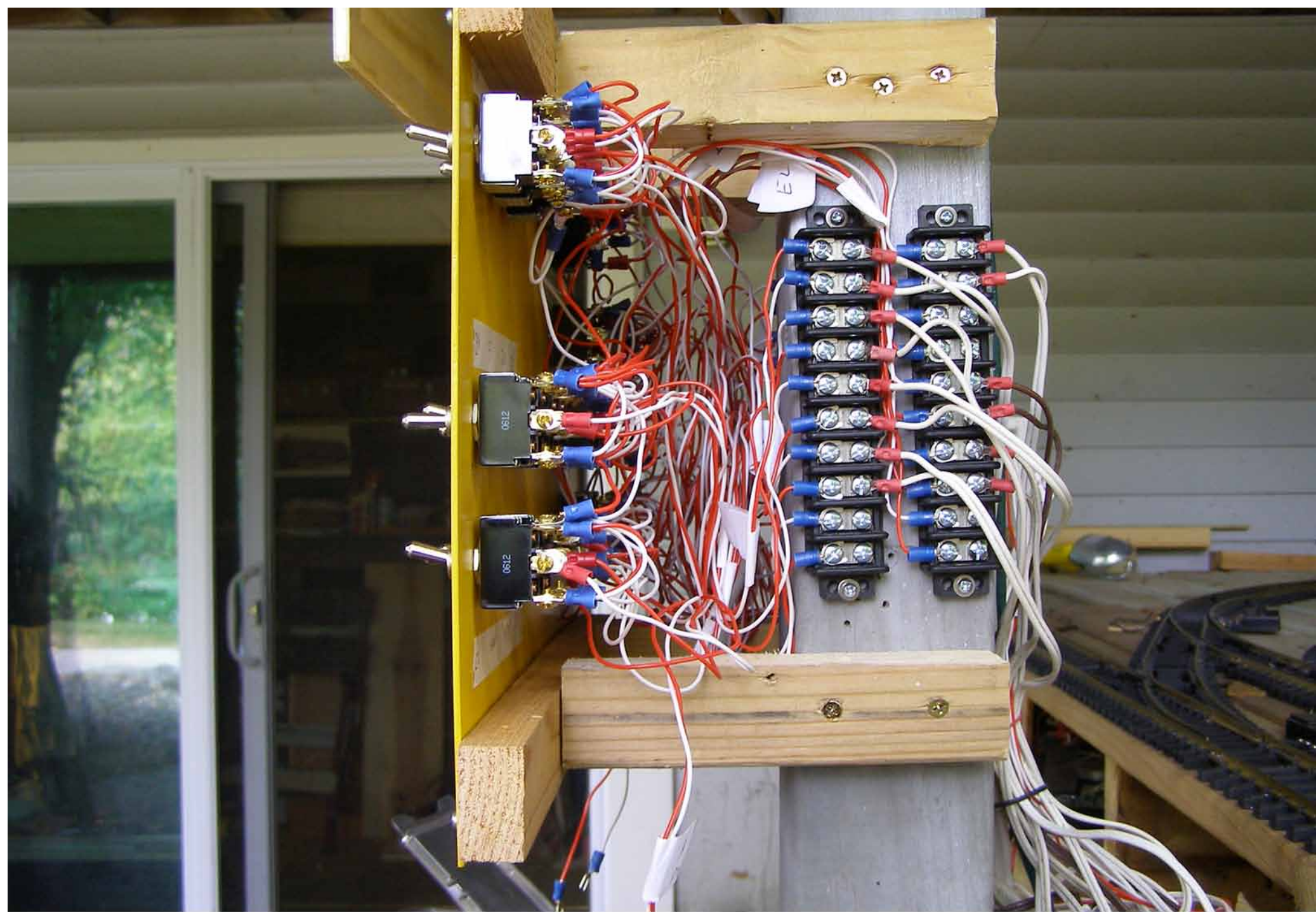
Two new tank cars were lettered and added to the roster and paper lettering replaced by decals on another





New business car B-4 on the Directors' Special, new box 3586, re-lettered refer 64 (was MWW 34)





The "intermediate frame" connecting the new control panel to the track circuits





Distinguished visitors to the MW&W in July - "Three Muskateers Special" chartered for the day





# Board of Director Inspections

The new baggage wagon for the Willoughby Depot and some LCL freight are inspected by Owen who also railed stock 5678 after a minor derailment during switching operations.







A typical summer night at Willoughby: Passenger about to depart followed by a local freight





Easing K-27 #455 into Willoughby Track 1







## Operational Reliability

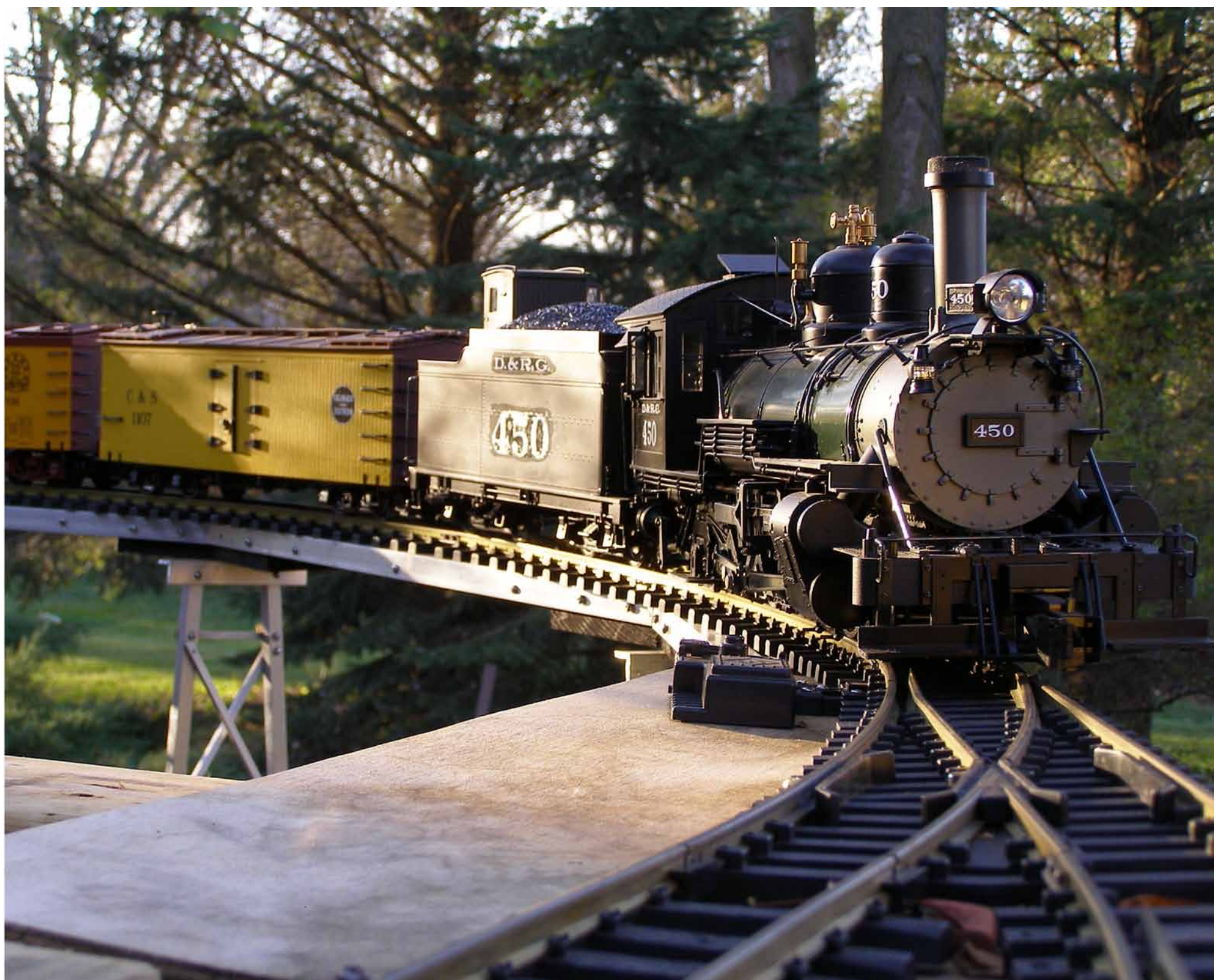
The major goal of the year was to upgrade the track supporting structure to increase strength and stability and thereby improve operational reliability. That was accomplished with the help of an unusually long and accommodating season of mild weather.

With the entire railroad now rebuilt to higher standards and with greater visual appeal, operations proceed with fewer difficulties.

Future seasons will see additional structures and track refinements for improved operations.















## The McFarland Waynesville & Western RR

The scenic line to Avogadro Falls - 2012 Annual Report