

NRHS Railway Heritage Grants Announced - Total of \$125,000

By CHARLIE WEBB, Chair, Heritage Grants Committee

For 2024 the NRHS is awarding this year's grant awards in the memory of Carl S. Jensen, a longtime member of the National Railway Historical Society and the Heritage Grants Committee, who passed away in March. His years of service to both the NRHS and the rail industry have proven invaluable in the analysis of grant applications for many years. The NRHS is grateful for the knowledge, experience and dedication that Carl shared with the NRHS and specifically the Heritage Grants Committee.

At its board conference on Sunday, May 5, 2024 in Cedar Rapids, Iowa, the National Railway Historical Society, Inc., (NRHS) announced the award of 28 National Railway Heritage Grants to applicant non-profit organizations located in 17 states. The NRHS grant program supports preservation and restoration of historic railroad structures, locomotives, railcars, photos and archival documents.

The Railway Heritage Grant awards in 2024 a total of \$125,000, specified as follows:

1. \$5,000. – to Lafayette County Historical and Genealogy Society, Darlington WI - to restore a 1937 Magor Car Corp. caboose, built as Missouri Pacific 11020, for exhibit at the former Milwaukee Road Darlington depot.
2. \$4,500. – to Iron Mountain Railway, Jackson MO, to repaint two 1926 Pullman-built electrified multiple-unit trailer commuter coaches IC 1345 and 1365, to original Illinois Central colors.
3. \$5,000. – to Hinsdale County Historical Society, Lake City CO, to restore floor of 1881 Jackson & Sharp 3-foot narrow-gauge wooden baggage-coach combination car D&RGW 211.
4. \$4,500. -- to South Park Rail Society, Longmont CO, for lighting and electrical system upgrade of stone roundhouse at Como, Colo., of 3-foot gauge Denver, South Park & Pacific Railroad.
5. \$2,500. -- to Western Museum of Mining and Industry, Colorado Springs CO, to restore two wooden D&RGW 3-foot narrow gauge freight cars – a gondola and a bottom dump car.

(Continued on page 3.)

The **2024 Directory of Rail Attractions for NRHS Members** is included with this issue. Wesley and Shirley Ross give their energy and efforts to compile the Guide each year. Many thanks and much appreciation are extended to them for their quality, useful Guide!

NRHS NEWS – MAY 2024

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Announcements

NRHS Convention & Conferences

NRHS Annual Convention - August 26 through August 31, 2024, in Harrisburg, Pennsylvania

- **Host hotel** — **Hilton Harrisburg Hotel** in downtown Harrisburg, PA. The Special NRHS member rate per night will be \$134.00 plus 11% state tax. To make a reservation with a hotel Agent, call 1-717-233-6000 and use **Group Code 900**. Or, make an online reservation at <https://www.hilton.com/en/hotels/mdthhhf-hilton-harrisburg/> Then, type in the convention dates, type “900” in the Group Code field and click the button to “check rooms and rates”.
- **Book by August 6, 2024**, to receive the discounted rate. Late booking may have a higher rate and is subject to availability.

NRHS Fall Conference – October 10 through 12, 2024, in Wilmington, Delaware

- **Host hotel** — DoubleTree Hotel

NRHS News Deadlines for Submissions

May 30th – June 2024 online issue.

July - no issue.

July 10th – August 2024 online issue.

NRHS Railway Heritage Grants Announced *(cont'd)*

By CHARLIE WEBB, Chair, Heritage Grants Committee

(Continued from page 1.)

6. \$4,200. – to Lackawanna & Wyoming Valley Chapter NRHS, Scranton, PA, to upgrade exterior lighting on DL&W passenger station platform and freight station at Moscow PA
7. \$1,500. – to Tri-States Railway Preservation Society, Port Jervis NY, to install HVAC system equipment in the “Big Red Boxcar” a 1973 FGE 70-ft. insulated boxcar, SCL 499025, to protect archived railroad documents on exhibit near the former ERIE Railroad, Port Jervis turntable.
8. \$2,000. – to Western Railway Preservation Society, Portland OR – to transport 1942 PC&F (Renton WA) WP&Y 664 narrow-gauge side dump car, from Sumpter Valley Railroad Restoration, McEwen OR to Antique Powerland Museum Assoc, at Brooks OR, for restoration.
9. \$5,000. – to West Gadsden Historical Society, Greensboro FL, to restore Clinchfield Railroad caboos CRR 1075 to Apalachicola Northern Railroad (AN) appearance for AN lineside exhibit.
10. \$5,000. – to Oregon Coast Scenic Railroad, Tillamook OR, for telegraph office restoration at replica Southern Pacific Garibaldi depot.
11. \$2,500. – to Southeastern Railway Museum, Duluth GA, for cosmetic and mechanical restoration of US Army Transportation Corps locomotive crane C-271, American Hoist & Derrick 1953.
12. \$4,550. – to Waldwick Historical Society, Waldwick NJ - for exterior spot repairs to 1890 ERIE Railroad “WC” wooden Interlocking Tower.
13. \$5,000. – to Corry Rail and Industrial Legacy Society and Museum, Corry PA – to improve shop building, housing reconstruction of 1903 narrow-gauge, wood-frame, T-boiler, box cab Climax geared locomotive, serial A-313, from Wild Goose gold mining Railroad, Nome, Alaska.
14. \$5,000. – to DuPont Historical Society, DuPont WA – to restore a narrow-gauge boxcar from the “dynamite train,” a powder plant railroad down to the Puget Sound ocean wharf.
15. \$5,000. – to Wiscasset, Waterville & Farmington Railway Museum, Alna ME; for materials to install Eames Automatic Continuous Vacuum Brake system on three 2-foot gauge cars, B&SR 34 flatcar (1881), WW&F 8 combine (1985), and WW&F 320 caboos (1901).
16. \$5,000. – to National Capital Trolley Museum, Colesville MD. Restore trucks under original Capital Transit PCC Streetcar 1101 (Washington DC).
17. \$3,750. – to Baltimore Streetcar Museum, Baltimore MD – to conduct feasibility study for long term lease of former Maryland & Pennsylvania Railroad 1910 stone roundhouse in Baltimore.

18. \$5,000. – to Lake States Railway Historical Association, Baraboo WI – to upgrade computer system to support C&NW, CB&Q, MILW and related railroad research.
19. \$2,000. – to Sacramento Valley Historical Railways, Woodland CA, for exterior repairs and painting of Southern Pacific cupola cabooses 1156 (Built SP Los Angeles 1942).
20. \$5,000. – to Central Vermont Railway Historical Society, St. Albans VT - prepare detailed professional inventory of over 300 linear feet of Society's railroad archives plus several dozen file cabinets, including entire CV corporate, engineering, operations, and related railroad records dating from 1840's to 1990's.
21. \$3,000. – to National Museum of Transportation, St. Louis MO. - Cosmetically restore WAB 2847 cupola caboose, built 1952, Wabash Railroad company shops, Decatur IL.
22. \$5,000. – to Branford Electric Railway Assoc. – East Haven CT – to restore 10 Rattan seats on Connecticut Co. street car 775 at Shore Line Trolley Museum.
23. \$5,000. – to Tri-State Chapter NRHS, Boonton NJ – Purchase high speed scanner to initially digitize some 60,000 slides and photos from extensive collection of the late Mike Del Vecchio collection, covering DL&W, New Jersey commuter railroads and multiple freight car file photos.
24. \$5,000. – to Maine Narrow Gauge Railroad Company and Museum, Portland ME – for structural lumber for operating restoration of 2-foot gauge Bridgton & Harrison coach "Mount Pleasant," built 1882 by Laconia Car Co. in New Hampshire.
25. \$10,000. – to Western Forest Industries Museum – Elbe WA – to complete running gear rebuild on 1924 Porter 2-8-2 steam locomotive MRSR No. 5 of Mt. Rainier Scenic Railroad.
26. \$5,000. – to Danbury Railway Museum, Danbury CT -- Initial cosmetic preservation of two New York Central electric locomotives, 1904 ALCO/GE model S-1, NYC 100; and 1926 ALCO/GE model T-3a, NYC 278, both built for Harmon-Grand Central service.
27. \$5,000. – United Railway Historical of New Jersey, Boonton NJ – contract labor to service and restart prime mover within 1971 GE model U34CH diesel locomotive Erie-Lackawanna 3372, for operational restoration. This locomotive model in New Jersey commuter service, inaugurated the 480 Volt AC Head End Power concept, replacing steam heat and axle generators for passenger trains in the United States.
28. \$5,000. – to Rushford Area Historical Society, Rushford MN, to refurbish visitors center and museum in former MILW/Southern Minnesota Railroad depot.

Total NRHS 2024 awards - \$125,000.

Since 1991, the 3900-member National Railway Historical Society has provided well over three quarters of a million dollars in funds to NRHS Chapters and other organizations in support of railroad historical preservation efforts. Awards are made annually with an application period usually closing in January each year. For more information, contact Grants@nrhs.com, or see the NRHS website at: <https://nrhs.com/programs/heritage-grants/>

NRHS 2024 Spring Conference - Smiling Faces in Iowa Places

By AL WEBER, St. Louis Chapter NRHS and Valli Hoski Harrisburg Chapter NRHS (Photo credit:Al Weber)

At the 2024 Spring Conference in Cedar Rapids, Iowa, members enjoyed friendly greetings, fruitful meetings and spirited debates. Monday's unique adventure on the Iowa Interstate Railroad was truly special. Here is a glimpse of the officers, chapter representatives and members participating in the discussions and decisions.



ADVISORY COUNCIL MEETING – Sharing success of new Fireside Chats with chapters, accomplishments completed since 2023 Fall Conference and new plans.



MEMBERS AND COUNCIL – Open floor and open discussions.



SHARING BEST PRACTICES AMONG CHAPTERS – Mike Yuhas and several chapters (virtual / face to face) share best practices on how to innovate / improve meetings, attract / grow new members and use virtual technology to extend outreach and flexibility of chapter meetings.



BOARD OF DIRECTORS MEETINGS - President Tony White and directors discuss relevant issues, hear requests, consider approvals and assign direction as needed.



MEMBERS BROUGHT THEIR POINTS OF VIEW, BOTH FACE-TO-FACE AND VIRTUAL – Members and visitors brought ideas and expectations to share as well as recommendations and improvements for the NRHS.

Winchester (VA) Chapter Celebrates 57th Anniversary

By VALLI HOSKI, Harrisburg Chapter NRHS (All photo credit: Alex Mayes)

After receiving a rather enthusiastic invitation to join the anniversary banquet at the Winchester Chapter, my husband Harry dusted off our fancy-dress attire and gleefully RSVPed for two. A rather special speaker and program were on the banquet's schedule – Mr. Scott Lindsay who is devoted to the restoration, operation, and preservation of steam locomotives and other historic railroad equipment. The NRHS membership was well represented by visitors from other chapters in the Mid-Atlantic region, including Bob Bitzer (DC Chapter), Alex Mayes and Teresa Renner (Potomac Chapter), Harry Fasick and Valli Hoski (Harrisburg Chapter). The Chapter President Van Welton greeted all at the door and welcomed us to the Winchester Chapter's celebration.

Tables were arranged by rail / train interest, such as modeling, specific railroad or line and more. The Junior Railroaders enjoyed their own special table with families and friends. The Junior Railroaders are a youth group supported by the local chapter with the purpose of reaching out and engaging young people who have an interest in trains. These activities encourage them to pursue railroading as a lifetime hobby (or career).

The banquet dinner was a very tasty barbeque dish with sides and dessert. All in all, a rather festive and bountiful meal. The banquet was a fine celebration of the Winchester Chapter, its members and friends and a great time was had by all.



GREETINGS, SALUTATIONS – (Left) President Van greets Scott Lindsay to the banquet. (Right) The evening’s speaker, Scott Lindsay, makes opening remarks at the start of his presentation about Norfolk and Western’s famed Class J 611.



OUTREACH ACTIVITIES - several new activities the Winchester Chapter has recently developed.



MEMBERS ENJOY TASTY BBQ AND EACH OTHER’S COMPANY – (Left) Val Hoski, NRHS News Editor, Harrisburg Chapter member and husband Harry Fasick peruse the tasty offerings. (Right) Clay Moritz, editor of the Potomac Chapter’s “Potomac Rail News”. Teresa Renner, Winchester Chapter and Potomac Chapter member look forward to a barbeque dinner.



Winchester Chapter
National Railway Historical Society

Trip Report: AMTRAK Northbound – April 2024

By *WALTER E. ZULLIG JR., New York Chapter NRHS*

My wife Suzanne and I had been in Southeast Florida for over three months. When April was near, we started making plans for the return trip to Westchester County, NY. Suzanne planned to return to La Guardia via Delta Airlines on April 13 where our daughter, Lisa, would meet her for the drive home to Ossining. I booked a roomette on the Auto Train for departure on the following day, Sunday April 14.

We loaded the car on Friday evening and Saturday morning then I drove Suzanne to the Ft. Lauderdale-Hollywood International Airport with arrival in ample time for her 3:55 pm departure. The place was quite busy and a lot of driving around the garage was necessary to find a parking space. Her flight went well but Lisa wasn't yet at LGA when the flight arrived because the "BQE" was closed and there was very slow traffic all over. They finally got together for the drive north.

Since I had wanted to stop at Stuart, FL, for photos on the way to the Auto Train terminal at Sanford, I departed from Hallandale Beach early at 7:38 am. The traffic was light on this Sunday morning so I reached Stuart at 9:15 after a 93-mile drive. I had calculated the times when north and southbound Brightline trains would pass the area as my main objective was to photograph trains on the single-track bridge over the St. Lucie River. Just as I was parking, I heard a train horn being sounded for a grade crossing across the river. Indeed, it was a southbound train coming at the exact time I had predicted and I got a shot of it passing by some palm trees.

I then moved to the east side of the tracks where there was a walkway over a bridge parallel to the railroad bridge. But I became concerned when the railroad drawbridge did not close for an expected northbound Brightline. A check with the Brightline app revealed it was canceled and that the following train, an hour later, would be 40 minutes late. Thus, there was no choice other than to wait for the next southbound route at 10:23 which arrived as expected and provided some good photos.

In addition to a good photo location, Stuart is an interesting town with nice walkways by the water as well as smart restaurants and shops. It will be a good place to visit on another trip.

My departure from Stuart was at 10:30 for the rather fast ride up I-95 to Mims, thence SR 46 to Sanford. After a brief restroom stop at an FDOT service area, I reached Mims at 12:27, departed there at 12:46 (need for gas and a bite to eat) at Mile 222 after Hallandale Beach. Arrival at the Sanford AutoTrain terminal was at 1:15 after a 253-mile drive.

Upon checking in, I was told that passengers would have to be served dinner in their rooms as the train was short of eight on-board service members. The choices would be salmon, chicken or a veggie item. Since the train would not start loading until around 3:15, I used much of the time to walk the train end-to-end to note the consist. Having accomplished that, I joined numerous other riders on benches on the outdoor platform and before very long the boarding process began. Once settled in, I reviewed my notes and noted the consist was two P40 locomotives pulling nine Superliner sleepers, a full dining car, full lounge car, four coaches and a cross country café car. The last five mentioned cars were for coach

passengers while the forward parts of the train were for sleeper (first class) travelers. I also noted that the windows were slightly dirty, suggesting that the train's exterior had not been washed at Sanford.

Soon the car attendant, Angela Frazier, came by to introduce herself and ask my dinner choice and time. I selected salmon with chardonnay and vanilla ice cream for dessert. Feeling a little thirsty, I walked to the lounge car and as expected, the attendant was not yet ready. After waiting for 15 minutes and noting that she still had much preparation work, I started walking back to my room only to see a friend from New Jersey, John Cannizzaro, coming toward me. He was in my car but neither of us knew the other was on the train. We then returned to the table and got drinks when the attendant was ready. A short time later, our car attendant came in to tell John that his "first seating" dinner had come from the kitchen—"Would you like me to serve it here?" When she realized we were together, she made an effort to retrieve mine as well so we both enjoyed a civilized meal at a table, the only drawback being its delivery in plastic as a takeout meal.

While all this was going on, the train crew was switching the five rear cars from the stub end track where they had been staged on to the rear of the train, followed by adding the auto carrier cars behind all the passenger cars. Departure came at 4:45 (5:00); we passed Palatka at 6:05, Jacksonville at 7:15 and Folkston, GA, at 8:03. During dinner I spotted one of the conductors and asked for some basic information about the train. He said that 420 passengers were on board, comprised of 197 coaches and 223 sleeper and that with the auto carrier cars, the train consisted of 47 cars. In view of my early start that morning, I started getting sleepy whereupon Angela told us she had made up the beds. Thus, I said goodnight to John and headed to my room and dropped off to sleep slightly before 10 PM.

I do not know much about what happened during the night as I slept soundly from 10 PM to 5 AM when I was awakened by the call of nature. Following nature's call, I went back to sleep and was awakened about 6:30 by an announcement that the train should arrive close to an hour early and that breakfast is available in the dining car on a "self-service" basis. After dressing I headed for the diner and helped myself to orange juice, coffee and numerous items which I ate at a table in the adjacent lounge car. Now in Virginia, we passed through Ashland at 7:10, Quantico at 8:36 and reached Lorton at 9:05 AM (9:59). Along the way I noticed that some of the new third track on the Richmond, Fredericksburg and Potomac is complete, while in other areas it is in the construction stage. A new island station platform is being built at Quantico.

Soon everyone had detrained and moved to the waiting room or outdoor plaza awaiting the call that their automobile had been unloaded. Since there were 420 people on the train, the unloading process was quite lengthy and my car did not come out until about 10:55. Well, that's the luck of the draw; on the southbound trip mine had shown up very early in the unloading.

Although I still had hoped to make one or two stops during the northbound drive, that proved to be impossible due to road conditions. Interstate 95 was not bad, I got through the "Mixing Bowl" OK and on to MD/DC 295 but encountered heavy traffic on the B-W Parkway. Two accidents, followed by work on a wall that closed one lane for about a mile. Then just beyond the Ft. McHenry Tunnel at Baltimore, I-95 stopped for yet another accident, followed

by road construction. I had departed the Lorton AT Terminal at 11:04, passed BAL at 12:30, stopped for lunch at the Delaware rest area 1:40 to 2:30 [123 miles at that point], PHL at 3:10, Lambertville, NJ, at 4:15 [203 miles] and arrived home in Ossining at 6:36 [308 miles], tired and thankful I do not have to drive that trip every day! The AutoTrain trip was quite good although we missed the ability to get served in the dining car. My car attendant was well rewarded for her excellent service.

WEZ 5.01.2024

AutoTrain Consist leaving Sanford on April 14, 2024:

Engines 815 & 821 [P40]

Cars:

- 32087 sleeper
- 32092 sleeper
- 32089 sleeper
- 32504 sleeper *Palm Harbor*
- 33101 lounge car
- 38052 dining car
- 32501 sleeper *Palm Beach*
- 32113 sleeper *Vermont*
- 32170 sleeper *Tennessee* (my car)
- 32101 sleeper
- 32118 sleeper
- 37006 Cross Country Café
- 34131 coach
- 34121 coach
- 34130 coach
- 34127 coach



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N&W 611 Returns to Service Hauling Passengers on the Main Line

By ALEX MAYES, Potomac Chapter NRHS (Photo credit: Alex Mayes)

One of the major steam excursion events that occurred in the fall of 2023 was a series of trips on the Buckingham Branch Railroad between Goshen and Staunton, Virginia powered by former Norfolk and Western Class J No. 611. The popular excursions, named the “Shenandoah Valley Limited”, ran every weekend in October and the first weekend in November.

Two trains ran each day, the first departing Goshen at 9:00 and the second at 2:30, for a total of 30 trips. The Buckingham Branch Railroad, reporting marks BB, was previously CSX’s North Mountain Subdivision, and prior to this it was Chesapeake and Ohio Railway’s Mountain Subdivision. The 611 led the east bound trips to Staunton, and a pair of Buckingham Branch diesels, GP40 No. 7 and GP40-3 No. 13, led on the return trips since there are no turning facilities on this line.

The trains were comprised of twelve vintage passenger cars, including one half-length dome car. These trips were jointly sponsored by The Virginia Museum of Transportation, Inc. (VMT) and the Virginia Scenic Railway. This series of excursions proved to be very popular, with most trips selling out early. Following these excursions the 611 went back to the VMT in Roanoke, where she currently resides.

Norfolk & Western No. 611 was built in 1950 by the N&W at its East End Shops in Roanoke, Virginia. After operating in regular service until 1959, the massive 4-8-4 was donated to the VMT in Roanoke for display. In 1982 Norfolk Southern restored it to operation for the railroad’s steam excursion program which ended in 1994. The 611 was again restored to service in 2015, and since then has been maintained and operated by the Steam Operations Corporation in partnership with the locomotive’s owner VMT.

Friday, October 6, 2023



AT THE LEAD ARE GP40 NO. 7 AND GP40-3 NO. 13, OCTOBER 6, 2023 – I arrived in Goshen around noon on Friday October 6th and found that the 9:00 “Shenandoah Valley Limited” had not returned from Staunton. I immediately headed east on Route 42, which closely parallels the Buckingham Branch main for several miles in this area, and set up at Knob Road, about four miles east of Goshen and got coming and going shots. Leading the train were Buckingham Branch GP40 No. 7 and GP40-3 No. 13. The 611 could not lead because there are no turning facilities on this line.



VRE COMMUTER CARS ON THE RAILS AGAIN - Three of the cars in the consist of these steam specials were former Virginia Railway Express bilevel commuter cars, now owned by The Virginia Museum of Transportation, located in Roanoke.



HEADING EAST TO PICKUP PASSENGERS - Shortly after the trains from Staunton arrived in Goshen they first continued west a mile on the main and then headed east on the Goshen Industrial Track to the passenger boarding area about two miles down this track. The BB main is on the right, this is Friday's 9:00 train on the industrial track heading to the boarding to discharge passengers.



PONTCHARTRAIN CLUB - Bringing up the markers on the east bound runs was round-end observation car Pontchartrain Club, which served as a first-class car on these trips.



GP40-3 NO. 13 AND GP40 NO.7 - The west bound runs were powered by Buckingham Branch GP40-3 No. 13 and GP40 No. 7. The 611 could not lead because there are no turning facilities on this line. Upon arrival in Goshen the pair of diesels was cut off and they ran light back to Staunton. This shot was taken as the diesels left the Goshen yard on the October 6th trip heading back to Staunton.



EAST BOUND CARDINAL - Amtrak's Cardinal also runs on this line on Fridays, Sundays and Wednesdays. This is the east bound Cardinal, train No. 50, on Friday October 6th which appeared at the Black Oak Lane crossing about six miles east of Goshen while I was waiting for the 2:30 PM 611 train to Staunton. This train was running on time. The steam special arrived about a half hour later.



WORKING THE UPGRADE - October 6th 2:30 eastbound run at Black Oak Lane crossing about six miles east of Goshen.

Saturday, October 7, 2023



CLEAR SKY, HIGH SMOKE ON OCTOBER 7 - No. 611 spews huge plumes of steam and coal smoke on the 9:00 run to Staunton as it approaches the Knob Road crossing four miles east of Goshen. There were a lot of chasers on this day.



FAVORITE PHOTO OPPORTUNITY AT HEWITT ROAD OVERPASS - One of the most popular photo locations on this line is the Hewitt Road overpass at Swoope. There were about 50 photographers here getting this shot of the October 7th 9:00 train. In the distance is the Blue Ridge Mountain Range.



CRAIGSVILLE – The 611 spewed a huge plume of coal smoke as it passed through Craigsville on the rear of Saturday's 9:00 train heading back to Goshen.



THE 2:30 TRAIN TO STAUNTON - Saturday's 2:30 PM train to Staunton crosses Hewitt Road two miles west of Hebron.



THE 9:00 HEADING TO GOSHEN - The wes-bound train returning to Goshen passing through the Shenandale Gun Club eight miles west of Staunton. Leading the train is Buckingham Branch GP40 No. 7 and GP40-3. Coupled behind the engines are round-end observation car "Pontchartrain Club", a half-length dome and ex-Southern Railway parlor car "Crescent Harbor". The 611 is coupled onto the rear of this train running in reverse.

Friday, November 3, 2023



LAST WEEKEND OF THE N&W 611 TRIPS BETWEEN GOSHEN AND STAUNTON, VA. - Friday, November 3, 2023, the 9:00 AM trip eastbound from Goshen to Staunton shortly after transferring from the Goshen Industrial Track onto the Buckingham Branch main in Goshen. In this scene, the excursion train is eastbound approaching the Virginia Avenue grade crossing in Goshen. Now on the BB main, the train will head east to Staunton.



SHOVING HARD TO DEPART THE YARD - Buckingham Branch GP40 No. 7 and GP40-3 No. 13 shove hard on the rear of the November 3rd 9:00 run as the train departs the Goshen yard. The 611 is on the opposite end of the train. On all the October trips, the 611 ran eastward with no assistance from diesels, however diesels ran on the rear on the November trips. Coupled ahead of the engines are round-end observation car "Pontchartrain Club", a half-length dome and ex-Southern Railway parlor car "Crescent Harbor".



WORKING HARD UP THE GRADE - The "Shenandoah Valley Limited" working hard upgrade through the Shenandale Gun Club 16 miles east of Goshen. (Shenandale is the correct spelling). Providing assistance, GP40-3 No. 13 and GP40 No. 7 were coupled to the back of the train.



EAST BOUND "SHENANDOAH VALLEY LIMITED" - Friday November 3rd, 9:00 AM east bound "Shenandoah Valley Limited" en route to Staunton passing through Hebron, VA about four miles west of Staunton. Coupled to the rear of the train were GP40-3 No. 13 and GP40 No. 7.



PUSHING HARD AT HEBRON - A small group of photographers watch the pair of diesels showing hard on the rear of November 3rd's east bound "Shenandoah Valley Limited" at Hebron, four miles west of Staunton. The diesels provided assistance climbing grades. Coupled ahead of the engines are round-end observation car "Pontchartrain Club", a half-length dome and ex-Southern Railway parlor car "Crescent Harbor"

CHAPTER ANNOUNCEMENTS / EVENTS

Joint Lackawanna Railroad History Symposium – Sept. 28, 2024

Note: Updated information for the Symposium.

Delaware Lackawanna & Western Railroad Historical Society

And

The Susquehanna Valley Railroad Historical Society

A joint Lackawanna Railroad History Symposium will be held on Saturday, September 28, 2024. The meeting will be at the American Legion Post #1645, located at 177 Robinson Street, Binghamton, New York 13904.

Registration will be from 8:00 to 9:00 AM. Following the opening remarks, the morning presentations will be from 9:15 and 12:30. A buffet lunch will be served from 12:30 to 1:15. The afternoon presentations will conclude by 3:45. The DLWRRHS will hold their annual members meeting immediately thereafter.

Following are the event presenters and their program in alphabetic order (presentation times to be determined)

Bob Bahrs – DL&W Stations A to Z

Douglas J. Ellison – A Fond Look at the Phoebe Snow's Utica Division

Bob Pastorkey – DL&W Ithaca Branch – The Zig-Zag Route

Josh Stull – The Indelible Mark of the Lackawanna on Nicholson, PA

Theodore Xakellis – Syracuse Branch from Binghamton to Oswego

Plus, a short talk on railroad history sourcing by Harry Nicholls – Research, Resources and Railroad Information

Additional Daytime Highlights Include:

- Continental Breakfast at registration
- Buffet Luncheon
- Exhibitors
- Vendors

A limited number of rooms have been set aside at the DoubleTree by Hilton Binghamton. The room rate for a Queen bed is \$185 plus tax. The hotel is located at 225 Water Street Binghamton, NY 13901. The hotel phone number is 607-722-7575 or on-line at Hilton.com. When making a reservation, make sure to use **group code DL4**. Reservations must be made by August 27 to receive the group rate.

Please note that no meeting activities are scheduled at the DoubleTree.

Other hotel options in the Binghamton area may be found at:

Visitbinghamton.org/where-to-stay/hotels-and-motels

Points of contact for the event are:

DLWRRHS: Jerry Bower phone: 716-907-0835 email: jpbower54@verizon.net

DLWRRHS Website: www.DLWRRHS.org

DLWRRHS Facebook page: <https://www.facebook.com/groups/dlwrrhs>

SVRHS: Robert Pastorkey phone: 607-427-5823 email: pastorkey@stny.rr.com

SVRHS Website: <http://trainweb.org/SVRHS>

SVRHS Facebook page: <https://www.facebook.com/people/Susquehanna-Valley-Historical-Society/100064763796405/>

Delaware Lackawanna & Western Railroad Historical Society
And
The Susquehanna Valley Railroad Historical Society

The Lackawanna Railroad history symposium will be held on Saturday, September 28, 2024. The meeting will be at the American Legion Post #1645, located at 177 Robinson Street, Binghamton, New York 13904.

Registration Form

The cutoff date for registration is September 16, 2024. Please register early.

Name: _____

Address: _____

City: _____ State: _____

Zip: _____

Phone: _____ Cell: _____

Email: _____

Saturday Events include Continental Breakfast and buffet lunch.

\$40.00 per person X Number of Attendees _____ \$ _____

Guest Names: _____

Vendor Table(s): Std 8 ft (Elect. Y/N) \$10.00 each X No. _____ \$ _____

Total amount enclosed: \$ _____

Please make check payable to: **Delaware Lackawanna & Western RR Historical Society.**

Mail registration and payment to:

DL&WRRHS Treasurer

121 Rocky Trail Ct.

Fort Mill, SC 29715

The American Legion Post is handicap accessible.

Other accommodations needed? _____

President's Report – Many Thanks to Society Officers, Members

By *TONY WHITE, President NRHS*

On behalf of all members, I want to thank the Heritage Grants Committee for relentlessly pouring over the many applications for a grant. This year the decisions were tough as usual and I applaud the members of the committee for their diligence in selecting the winners. The list is in another part of this News.

Meanwhile, each of the committees has been hard at work. Among these are the Convention, Historic Plaques, Film Preservation, RailCamp, Membership Awards, Fund, Photo Contest, Railroad Preservation, Membership, Bulletin, Website, Advisory and the News to name a few. Some of these committees consist of one or two people doing all the work. Many other individuals are unsung major participants in helping the NRHS be the fantastic society we are. I thank and praise every person who makes us shine. You too could become a participating member involved in your Society.

The NRHS election is coming up, so watch for a letter from the NRHS containing information of the candidates and a ballot for election to the Board of Directors. Please take this seriously, it is the board members that determine how the NRHS functions. When reading the bios, consider what the person has done for the NRHS, and what they can honestly do for the society. Electing members to the Board is not a popularity contest. It is for people who you feel will bring skills, programs, forward thinking and work to the NRHS. I know it will cost you a stamp, but you are voting on your future within the NRHS.

By the time you read this, a very successful spring conference was completed. It was in Cedar Rapids and you read about it in emails and in the News. This conference happened because a couple of members had the willingness to step outside the box and make something happen. YOU can all make great things happen! Just pass on your suggestions. The NRHS phone number is again functional. This is due to a month-long journey by Mike Yuhas. It is a great way to reach someone from the NRHS. Leave a message and someone will return your call. That number is 215-557-6066. The same goes for emails sent to info@nrhs.com.

I hope to see most of you at the Annual Convention in Harrisburg, PA August 26-31. I will be on all trips and meetings. Stop by and catch me up on what's been happening since the last convention or if you haven't met me yet, please introduce yourself and chat with me. Until next time, Tony

Editor's Notes – Trackside and Roadside Attractions for Spring

By *VALLI HOSKI, NRHS News Editor and member Harrisburg Chapter NRHS*

Welcome to springtime railroading, whether you find yourself onboard, in the car or just trackside viewing! Take along snacks or picnic makings, your camera, keep a keen eye out for the perfect photos and enjoy the show. The **2024 Directory of Rail Attractions for NRHS Members** is your friendly guide to rail museums and fun along way. Many thanks to Wesley and Shirley Ross who develop and produce this guide each year. Give a close look at the bolded entries in the guide – members get the NRHS discount at those places! As this issue wraps up, the Spring Conference in Cedar Rapids, Iowa ended. On the Back Page, get a glimpse of the Iowa Interstate Railroad. More action and adventures await in the June 2024 issue of the News. Travel safe, Val.

The Back Page – Iowa Interstate Railroad, May 6, 2024

By *JEFF VAN CLEVE*. Submitted by *Fred Wertz, Harrisburg Chapter*.

The Iowa Interstate Railroad rolls along the rails of the Midwest. This was an inspection trip during the NRHS Spring Conference in May 2024. Members were onboard for the ride. Location is Downey, Iowa just east of Iowa City. The building is the Supersweet Feeds abandoned elevator.



Photo courtesy of Jeff Van Cleve

IOWA INTERSTATE RAILROAD'S INSPECTION TRIP AT NRHS SPRING CONFERENCE, MAY 6, 2024 – Rolling along the rails of the Midwest near Downey, Iowa.

About the NRHS News

The *NRHS News* is published nine times a year by the National Railway Historical Society. Six full-color issues are published usually in even-numbered months. The three remaining issues are printed in black-and-white and mailed to members across the year. Issues are available (pdf file) online at <https://admin.nrhs.com/NRHSNews/>

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