

# NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

OCTOBER 2019

## 2019 Rail Camp East & Northwest - Success Stories

By *BECKY GERSTUNG, Niagara Frontier Chapter NRHS*

Two successful RailCamp sessions are now history, but not forgotten. Just ask any of the thirty six lucky young men who had the opportunity to attend. As campers say good-bye to their new friends this is what we hear most... "The best week of my life!"

I would like to say everything went as planned, but there is always something. To accommodate one of our East partners we had to change the date of our

visit. This happened after the date was published and applications were starting to arrive. After checking with the other partners, and very importantly the University to house and feed us, the new date was set. East Director Tony White made all the arrangements and found alternate eating places when needed. (Continued on p. 3)



*PHOTO COURTESY OF GREG GERSTUNG*  
**AT RAILCAMP EAST, THE TRIP TO WASHINGTON D.C. IS ALWAYS A TREAT – The twenty four attendees at Rail Camp East enjoyed a wide variety of train and railroad experiences.**

# NRHS NEWS - OCTOBER 2019

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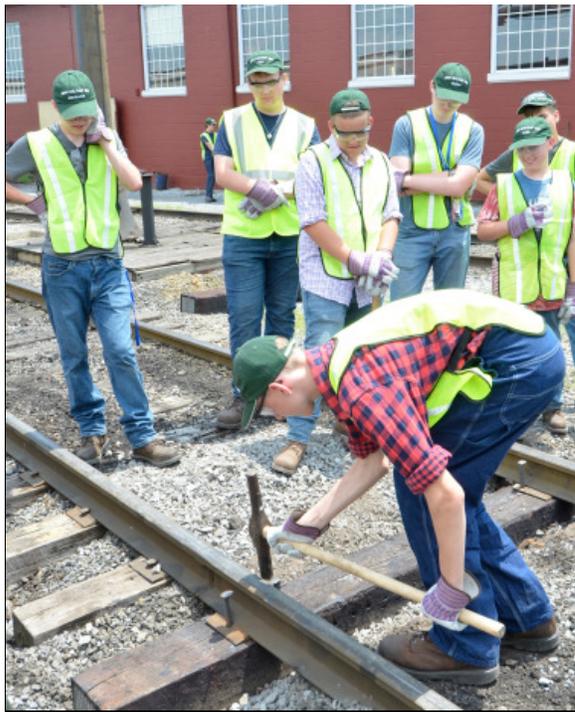
## *Deadlines*

### Deadlines for upcoming issues

<u>Month</u>	<u>Print or .pdf</u>	<u>Deadline</u>
November 2019	Print	October 15, 2019
December 2019	.pdf	November 10, 2019
January 2020	No issue	--
February 2020	.pdf	January 10, 2020

**NRHS 2019 Fall Conference registration and hotel news are at the back of this issue and available online at <https://admin.nrhs.com>.**

**Please make hotel reservations by Oct. 15, 2019.**



*PHOTO COURTESY OF GREG GERSTUNG  
WORKIN' ON THE RAILROAD –Teens  
get hands-on with real rails.*



*PHOTO COURTESY OF GREG GERSTUNG  
SIMULATOR SCREEN TIME – Campers use simulators at  
Amtrak's training center.*



*PHOTO COURTESY OF GREG GERSTUNG  
TELLING OUR RAIL STORY WITH FACTS AND FIGURES – At the Railroad Museum of Pennsylvania  
campers research a piece of equipment and give a presentation to the group.*

Not to be outdone, RailCamp Northwest had its own surprise. At the last minute the Mt. Rainier Railroad and Logging Museum could only have us one day, not the usual two. This left a big hole in the middle of the week. Northwest Director John Cox contacted the Oregon Rail Heritage Center in Portland, and off they went on a fabulous Amtrak ride to Portland. The Oregon Rail Heritage Center put out the red carpet for our visit. As you can see our Directors are very capable, flexible and can handle all the minor derailments along the way.



*PHOTO COURTESY OF TONY WHITE  
SOME SOUND TRANSIT IDEAS - Sound Transit welcomes campers to their facility.*



*PHOTO COURTESY OF MIKE BERGMAN  
WORKIN' ON THE TACOMA RAILS - There is a lot to do in a day with Tacoma Rail.*



*PHOTO COURTESY OF MIKE BERGMAN  
A STEAMING DAY AT MT. RAINIER RAILROAD – A unique opportunity to run the steam engine at the Mt. Rainier Railroad and Logging Museum.*



*PHOTO COURTESY OF TONY WHITE  
TAKING A CAB RIDE – Enjoying the view from the diesel engine cab at the Northwest Railway Museum.*



*PHOTO COURTESY OF MIKE BERGMAN*  
***FACE TO FACE WITH SP 4449 – Campers visit Portland (OR), the Oregon Rail Heritage Center and see Southern Pacific 4449 up close and in person.***

This year we had campers from 14 states. Of the 36 attendees 17 received full or partial scholarships. There were no girls in camp this year. We have a full scholarship available that must be awarded to a girl. Donations to RailCamp, Chapter sponsorships (6) and other groups (3) combined to make financial assistance possible. No applicant has ever been turned away because of the cost of tuition. Volunteer directors, staff and counselors keep tuition down.

Our partners provide the widest possible selection of activities. Their commitment to our program is outstanding. Nowhere can young people get the variety of rail experiences RailCamp offers in just one week. Sincere thanks go to Amtrak at Wilmington and Seattle, the Strasburg Rail Road, the Railroad Museum of Pennsylvania, Tacoma Rail, Sound Transit, Northwest Railway Museum, Mt. Rainier Railroad and Logging Museum and this year the Oregon Rail Heritage Center.

# 'Rail Immersion' at 2019 RailCamp Northwest

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By *MIKE BERGMAN, Tacoma Chapter NRHS*

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Rail Camp Northwest 2019 has come and gone, but the twelve teens who took part will likely have memories of it for years to come. I like to call the program "Rail Immersion." For six days, campers get up front and personal with every aspect of freight and passenger railroading, taking part in behind-the-scenes operations and maintenance activities that most people will never have an opportunity to experience. It is fun, but also highly educational and safety-driven.

I was one of the five senior citizens helping to look after this diverse group. Besides myself, there was John Cox, a retired BNSF engineer and lead organizer for Rail Camp Northwest; Chris Haaland, also retired from BNSF and a rail historian and storyteller extraordinaire; Tony White, NRHS board member and director of the national rail camp program; and Ellen Scott, a longtime veteran of rail camp on both coasts (the boys called her "Mom.")

Campers came from the Northeast, the South, the Midwest and California. Just two boys were from the Northwest. All shared an interest in trains to varying degrees. We were based at the Gamma Phi Beta sorority house at the University of Puget Sound, which is otherwise vacant this time of year. The accommodations were homey and comfortable. A tasty breakfast and dinner was delivered each day by UPS food services. For two nights, chapter members Gary Emmons and Ed Berntsen provided after-dinner presentations on the U.S. Air Force Rail Garrison program and Northwest rail history. Later in the week, Gary also delivered a great presentation on customer service.

On Monday morning, July 29, our group boarded Sounder Train #1514 at Tacoma Dome Station for a trip to Seattle. We rode in the upper level of the cab car and had a great view of the crowds of commuters getting on at all the intermediate stops. At King Street Station, we waited about an hour for Train #7, the Empire Builder, arriving from Chicago. We boarded the dining car and walked upstairs through the bump-your-head stairway to the upper level, then stayed on board as the train went through the wash rack, was turned on the wye, then moved back to the yard for servicing. About half of the group was then able to go for a tour of the Amtrak shops, while the rest of us gathered at the station for something really special- a walk to the top of the King Street Station clock tower. The final climb involves a circular staircase that takes you above the clock to an outside walkway that encircles the tower. From here, there are breathtaking views of downtown and Elliott Bay.

After climbing the clock tower, we took a ride on the First Hill streetcar from Pioneer Square to Capitol Hill and back. It was a slow but busy trip. We returned to King Street and toured the rest of the station, including the closed-off ladies lounge and the baggage handling area at the north end of the building. We travelled back to Tacoma on Amtrak #507.

Tuesday, July 30 was Tacoma Rail Day. We arrived at the railroad's headquarters building in the Tacoma tideflats about 8 AM. Following our safety briefing, Dale King, the superintendent, gave an overview of the railroad's history and the role it plays today in the regional economy. I was impressed with the fact that the railroad handles almost all of the rail traffic going through the Port of Tacoma, and that many new terminal facilities and connecting tracks have been built over the last 30 years. Tacoma Rail also provides service to several industries located in the tideflats.

For the Tacoma Rail program, the campers were divided into three groups: operations, maintenance and switching. It was an intensive, detailed look at what a freight railroad does and the range of disciplines and skills required to make it work.



*PHOTO COURTESY OF MIKE BERGMAN  
TACOMA RAIL DAY – Campers learn  
about the history, role and service provided  
by Tacoma Rail.*

Campers had three unique experiences at Tacoma Rail. One group learned about maintenance operations, including locomotive repair, preventive maintenance, and contracted maintenance of BNSF and UP locomotives. The boys got their hands dirty in helping to replace brake shoes on one UP unit. The second group experienced operations management: dispatching, yard management, and locomotive training with the simulator. The third group joined a switch crew making up and breaking down trains in the yard. The three groups traded places during the day.

At the end of the day, Tacoma Rail put on a BBQ dinner for us. They had assembled a stimulating, highly educational program, and were great hosts.

On Wednesday, July 31, we took Amtrak to Portland for a visit to the Oregon Rail Heritage Center (ORHC). Train #501 was late coming out of Seattle due to PTC problems, so our schedule had to be pushed ahead about an hour.

On arrival at Portland Union Station, we were greeted by Bruce Strange from the Pacific Northwest Chapter, who accompanied us on the light rail ride to ORHC. We paused for lunch at the Mt. Hood Brewing Company, a rail car restaurant located across the street.

Richard Samuels was at ORHC and gave us a quick overview of his railroad, the Oregon Pacific. The Oregon Pacific Railroad provides ORHC with a track connection to the outside world and hosts the annual Holiday Express steam trains. Doyle McCormack, who has done so much for rail history and preservation, was there to give us a tour of SP steam locomotive #4449 and provided the fascinating background story of how it not only was preserved, but put back into operating condition. For those seeing it for the first time, this locomotive is truly awe inspiring. Campers anxiously took turns posing for pictures in the cab of #4449.

Due to the late arrival of #501 that morning, we were unable to take the 3:02 PM Talgo home as originally planned, so John arranged for us to board Train #14, the Coast Starlight, instead. The campers were thus able to experience both kinds of passenger equipment, and spent much of the trip in the Sightseer Lounge car, where we had dinner.

On Thursday, August 1, we drove to Angle Lake Station just south of Sea-Tac, where the campers boarded a Sound Transit light rail train to Stadium Station in Seattle. Just around the corner is the light rail control center at 6th Avenue South and Atlantic Street, where they were able to see the control board and follow the progress of individual trains. Afterwards, the group went to Sound Transit's sprawling light rail maintenance base located at Airport Way and Forest Street. In the shop area, several light rail trucks had been removed from their car bodies. Our excellent tour guide described the various components of the trucks and their functions. Since these are low-floor cars, many mechanical components are on the roof rather than the undercarriage, so there is an elevated platform accessible by stairs so that technicians are able to access the top of the car. A special treat was being able to view and board Sound Transit's first Siemens-built car, part of an order of 120 to be delivered over the next three years.

We went through a short classroom session on how to stay safe while working on the rail right-of-way. This was extremely valuable as almost any employee may be called upon to work in the right-of-way at some point. After the session, we joined a signal technician who took us around the yard and demonstrated how the power

switches work. We were also able to explore the insides of a large signal house, where I was impressed at how well labeled the wiring and switchgear was, allowing technicians to troubleshoot a problem quickly.

Near the end of our session, we had the opportunity to ride around the yard in a light rail train (I debated on whether to consider this “rare mileage” in my passenger train tally). Campers took turns riding with the operator in the small cab to get a feel of what it is like to operate these trains.

After our session at Sound Transit, the campers boarded light rail for the return trip to Angle Lake Station. Chris and I met them at the station in our two rented vans. That worked fine, but then we got caught in severe traffic heading towards Tacoma during the PM rush. It took over two hours to drive from Angle Lake to Tacoma, and it looked like we were going to miss our UPS-provided dinner. John called ahead to let them know we were going to be late, but it was unclear whether the message got through. When we finally arrived at the sorority house, there was no sign of dinner, so we got back in the vans to get some fast food. Just before we left, our dinner arrived in a golf cart. We were saved!

On Friday, August 2, we drove from Tacoma to the Northwest Rail Museum in Snoqualmie. Following a tour of the historic cars and locomotives, including the very unique chapel car, we broke into two groups, one going to the restoration building and the other joining the locomotive crew for experience in operating an ancient Alco diesel switch engine. At the restoration building, campers were able to take part in refinishing a replacement wooden cab for Northern Pacific steam locomotive #924.



*PHOTO COURTESY OF MIKE BERGMAN*

**NORTHWEST RAIL MUSEUM VISIT** - *Campers learned about rail preservation projects, operations and toured historic cars and locomotives.*

Saturday, August 3 was our final day of activities. We drove to the Mt. Rainier Railroad in Elbe and met with Tom Paine, the train conductor. Tom gave us a safety briefing and demonstrated how the air brake hoses are connected between the cars. He also gave the campers a brief lesson on how to be a coach attendant, including checking tickets and the procedure for opening the platform steps and dutch doors.



*PHOTO COURTESY OF MIKE BERGMAN*

**MT. RAINIER RAILROAD OUTING** – *On the final day of activities, campers learned about train safety, air brakes, and the duties of a coach attendant.*

Our train consisted of several streamlined cars of Milwaukee Road and Pennsylvania RR heritage, including two of the stainless steel cars formerly owned by Tacoma Rail. The cars were well-maintained and the air conditioning worked perfectly. At the point was steam locomotive #70, a handsome 2-8-2 Baldwin from 1922. We rode two round trips to Mineral with the campers helping passengers on and off and doing other coach attendant duties.

Finally, the time came for us to say goodbye and head home. Starting at 4:30 AM Sunday morning, we made three van trips to SeaTac. The campers all knew each other now, and were already trading Facebook messages.

# UP 4014 Steams through the Midwest's Heartland

*By KEITH SCHMIDT, VP, Wisconsin Chapter NRHS*

In May 2019 the Union Pacific Big Boy #4014 completed a 5 year rebuilding and was steamed up and headed west to Utah for the 150th Anniversary of the Golden Spike. After that successful trip the #4014 returned to Cheyenne, Wyoming and readied for the next trip.

Much to the surprise of railfans in the Midwest the Big Boy was heading east to the heartland of the United States. This trip included a run through Wisconsin home of the Wisconsin Chapter of the NRHS. Several chapter members headed trackside to photograph this event. This would be first time that an operational 4-8-4 steam locomotive would be running in Wisconsin. The #4014 travelled into Wisconsin on the former Chicago and Northwestern tracks now Union Pacific on the Adams Subdivision.

On a bright sunny Tuesday July 23rd after a late departure from St Paul Union Depot in Minnesota #4014 entered Wisconsin crossing the St Croix River at Hudson, WI. These were the only chances to see the #4014 until it arrived in Altoona (WI) at the UP yard.



*PHOTO COURTESY OF KEITH SCHMIDT*

**BIG BOY ROLLS INTO WISCONSIN – After passing near Roberts (WI), the Big Boy steams by just outside of Baldwin WI.**

After arrival at Altoona, the Big Boy and train went on display. The crowd was estimated at 5,000 for the visit.



*PHOTO COURTESY OF KEITH SCHIMIDT*

**CROWDS FLOCK TO VIEW UP # 4014 –** *The wait in line to enter the UP Experience Car was two hours.*

The next morning again dawned sunny and the #4014 headed east from Altoona to Adams. After steaming past Fall Creek, the crowds kept growing. At the grade crossing, about seventy to eighty people waited for the Big Boy to pass by. Just outside of Merrillan, photo opportunities abounded.



*PHOTO COURTESY OF KEITH SCHIMIDT*

**BIG BOY JUST OUTSIDE MERILLAN AT ITS FIRST STOP OF THE DAY –** *Here the Northwestern crosses the Canadian National former Green Bay and Western at a diamond.*



*PHOTO COURTESY OF KEITH SCHIMIDT*

**BIG BOY OUTSIDE OF WARRENS** – *UP #4014 presents a pleasant scene, steaming through the Wisconsin countryside.*

Just south of Merillan, Keith caught the #4014 just outside of Warrens. That closed the day's photo chase.

On Thursday July 25, Dan Grudzielanek took over the chase. The #4014 was running from Adams to Butler (WI). After passing the Glen Oak, 10th Road bridge, #4014 steamed under a former CNW coaling tower.



*PHOTO COURTESY OF DAN GRUDZIELANEK*

**BIG BOY PASSES GLEN OAK** – *UP #4014 at the former CNW coaling tower.*

Dan was joined by 80-100 other railfans and spectators there. Dan followed the #4014 into Butler Yard. Dave Nelson, chapter member was also out that day and got the Big Boy passing over former Milwaukee Road tracks, now Wisconsin and Southern at Randolph.



*PHOTO COURTESY OF DAVE NELSON*

**BIG BOY AT RANDOLPH – UP #4014 steams over Wisconsin and Southern.**

After Clyman Junction, Dan caught the Big Boy near North Lake. Mike Yuhas, Chapter President had his drone out, and caught the #4014 at Lowell, WI The #4014 spent the night in Milwaukee at Butler Yard.

On Friday July 26, #4014 departed Butler Yard and headed south towards Chicago, IL. Again Dan and Mike were out to capture the event. Mike captured the crossing at Watertown Plank Road and the Canadian Pacific.



*PHOTO COURTESY OF MIKE YUHAS*

**SOUTHBOUND STEAM – Aerial view of UP #4014 steaming over Wisconsin.**

Dan caught #4014 further into Milwaukee as it passed under 13th street and then again at Bain.



*PHOTO COURTESY OF DAN GRUDZIELANEK*

**STEAMING TOWARDS MILWAUKEE – *Big Boy* passes under 13<sup>th</sup> Street.**



*PHOTO COURTESY OF DAN GRUDZIELANEK*

**ON THE ROAD AGAIN – *Big Boy* steaming at Bain (WI).**

The Big Boy's second trip out was quite a memorable event for Wisconsin. The Wisconsin Chapter NRHS members were out in force capturing the event for history. Enjoy this visual story of the Big Boy (UP #4014) and its visit to Wisconsin amidst much fanfare, happy greeters and many enthusiastic photo-documenters in the summer of 2019.

# Remember NRHS in Combined Federal Campaign

By WESLEY ROSS, Director – District 5, Central Kentucky Chapter NRHS

In the 2019-20 Combined Federal Campaign (CFC), the National Railway Historical Society is **number 10276**. The campaign runs from September 9 to January 12, 2020.

The CFC is one of the most successful workplace fundraising programs in the world. Federal employees, military personnel, Federal contractors, retired government employees and military retirees are encouraged to participate. You can participate through the on-line site at: <https://www.opm.gov/combined-federal-campaign> Once you reach this page, scroll down to the Donate Now button and click on it. This will send you to another page where you can register and make your pledge. Your pledge can be made to any number of participating charities at the same time. Your pledge will be deducted from your check during each pay period in 2020. The mission of the CFC is to promote and support philanthropy through a program that is employee-focused, cost-efficient and effective in providing all Federal employees the opportunity to improve the quality of life for all.

Those members who are government employees or who serve in our military know of the good work that is being done by the Combined Federal Campaign. This year government retirees and military retirees can participate directly in the Campaign through the website and the amount of their donation will be deducted automatically each month from their retirement check.

*If you are eligible to participate in the CFC, please consider making a generous donation to support the good work that our organization does during the year with such programs as Rail Camp and our Heritage Grants Program. Please encourage your friends who are Federal employees or members of the military or retired to participate in the CFC and to make a donation to the **National Railway Historical Society Number 10276**.*



**6** Great Reasons to Give through the CFC

- 1. The Hard Part is done!**  
Thousands of charities are already vetted and approved for you to choose from.
- 2. It's SO CONVENIENT**  
You can pledge via payroll deduction.
- 3. Choose your Favorites**  
You can support multiple charities in one pledge.
- 4. It's easy to RENEW**  
The secure online giving platform makes it easy to renew your gift each year.
- 5. You can even Volunteer**  
Don't limit your giving. Extend your impact by pledging volunteer hours.
- 6. We can have a BIG impact**  
Together we have a collective impact, supporting the thousands of charities that depend on our generosity.

# NRHS Heritage Grants - Apply by Jan. 31, 2020

By *CHARLES WEBB, Harrisburg Chapter NRHS*

The National Railway Historical Heritage Grant application phase is now open for the 2020 awards. Deadline for submission is January 31, 2020 for the 2020 program. This is a matching grant. The maximum grant is \$5000.00. The application form and description are available on the NRHS website <http://nrhs.com/programs/heritage-grants/>

Have questions about what a Heritage Grant is or what types of projects are eligible? The NRHS Railway Heritage Grants Program provides financial support to projects that contribute to preservation of, and education about, railway history. This includes grants for stabilization and restoration of railroad equipment, such as steam or diesel locomotives and other train equipment, railway buildings as well as the preservation and archiving of historical records and train pictures. Past grants have been made for preservation activities. We also encourage projects in research, education, and publications. See descriptions of previous recipients and projects at <http://nrhs.com/programs/heritage-grants/>.

## ARS Supports Twin Forks Chapter Cabooses

By *RICHARD GORDDARD, Twin Forks Chapter NRHS*

The Amherst Railway Association (ARS) awarded a grant for \$1500 to the Twin Forks Chapter. This grant is funding the exterior restoration of two of our ex-LIRR cabooses. At our work sessions, a large contingent of members accomplished quite a bit.



*PHOTO COURTESY OF MIKE BERGMAN*

***RESTORATION WORK UNDERWAY – Exterior painting done on two ex-Long Island Railroad cabooses by the Twin Forks Chapter NRHS.***

The ARS ([www.amherstrail.org/ARS/4](http://www.amherstrail.org/ARS/4)) grant has allowed us to accelerate restoration work before the cold Long Island winter sets in. We have also been lucky to have many of our dedicated members getting involved and helping out at our work sessions. The work continues on the two cabooses and we look forward to a successful completion.

# Moscow (PA) Passenger Station Repair Project

*By NORMAN BARRETT, Lackawanna & Wyoming Valley Railway Historical Society*

In September 2019, the Moscow Passenger Station underwent extensive repairs. Back in 2016, the station roof was showing signs of its age. The rain gutter system leaked at numerous locations; shingles had come loose and fallen off. Grant funding was pursued; three bids and a grant request were issued. The Moscow Borough submitted the LSA on our behalf. With support of State Representative, Mike Carroll, a grant was awarded to cover the full project cost, and the contract was signed on December 13, 2018.



***ROOF REPLACEMENT – Aluminum drip edge, ice and water shield, roofing paper and shingles, new aluminum gutters and down spouts were completed first.***

After many weather delays, the volunteer work team started work on September 16, 2019. In two long work days, the large crew removed the roof covering and gutter system. New roofing was installed by adding aluminum drip edge, followed by two rolls of ice and water shield. The rest of the roof was covered with rhino felt paper.



***NEARING COMPLETION – Signal support beams will be wrapped. Also, dormer will be painted.***

Lastly, the entire roof was covered with 30 year shingles. On the station's track side, a small dormer housed the original train signal. Copper was installed to protect the dormer's valleys. Gutters and downspouts were installed on the third day of the intensive work period.

## Visiting the Inland Northwest Rail Museum (WA)

By *TONY WHITE, Cape Cod Chapter NRHS*

After wrapping up RailCamp west in Tacoma, a trip to the Inland Northwest Rail Museum, Reardon, Washington was in order (<https://inlandnwrailmuseum.com/>). The Museum has over 30 rail cars full of railroad history and memorabilia. This includes Spokane's last streetcar that is fully restored. The Museum also offers a train ride on the Reardon Rocket, operating on 2-foot gauge for a quarter mile track.



PHOTO COURTESY OF DALE SWANT

***VISITING THE INLAND NORTHWEST RAIL MUSEUM – Doug Scott, Ellen Scott, Roberta Ballard, John Simington (INRM volunteer) and Tony White enjoy the restored rail cars, memorabilia and more that is available at the museum and the Lee Tillotson Restoration & Conservation Center.***

A visit to John Simington at the museum was also in order. The Lee Tillotson Restoration & Conservation Center and Museum includes a good collection of restored antique rail cars on display. It is a very nice museum with some dedicated volunteers including John. Future plans are to have an additional connecting complex built with the already owned turntable installed.

# Celebrating 60 Years of Membership in the NRHS

*By ALEX MAYES, Potomac Chapter NRHS*

At the joint Baltimore Chapter/Potomac Chapter NRHS Annual Picnic held at the Baltimore Streetcar Museum on August 17th, 2019 John Morris was awarded the NRHS 60 Year Membership Pin.



*PHOTO COURTESY OF ALEX MAYES*

***JOHN MORRIS CELEBRATES 60 YEARS WITH NRHS – Baltimore Chapter President Mark Hummel presents John with the NRHS 60 Year Membership Pin and Certificate.***

John joined the Baltimore Chapter in 1959 and is still a member. He later joined the Potomac Chapter in the early nineties and has also been a member since that time. John joined the Washington D.C. Chapter for a brief period during the 2003 NRHS Convention so he could serve as the official Bus Coordinator during the convention.

John has an intense interest in passenger railroading, mainly heavy rail commuter rail operations, and has ridden 28 of the 31 such commuter operations in the U.S. and Canada. John worked in the transit industry throughout his professional career.

# Cape Cod Chapter Obtains ex-NY NH & H Boxcar

*By FRED PEGNATO, Chapter Director, Cape Cod Chapter NRHS*

Cape Cod Chapter, NRHS, is happy to announce that former New York, New Haven & Hartford Railroad boxcar 33401 has been moved to its new home in West Barnstable, Massachusetts. The boxcar was built in October 1945 for the New York, New Haven & Hartford Railroad and was acquired by the Old Colony & Fall River Museum. It was located at the OC&FR Museum at Wharf Yard in Fall River, Massachusetts as part of its rolling stock display along with an ex-New Haven RDC-1, an ex-New York Central caboose and an ex-Pennsylvania Railroad P70 coach. The Old Colony & Fall River Museum closed and had to find new homes for its equipment, artifacts and rolling stock. The museum also donated its equipment and museum pieces to other railroad museums.



*PHOTO COURTESY OF RYAN BARRETTE*

***EX-NY NH & H RAILROAD BOXCAR 33401 – With former New Haven Railroad FL-9 locomotives on either end, Cape Cod Central Railroad's dinner train passes ex-NY NH & H Railroad boxcar 33401 at West Barnstable, MA as it heads towards Buzzards Bay.***

The acquisition process of the boxcar began in 2017 and after inspections and minor repairs the boxcar was able to move by rail. Over a three day series of moves, the boxcar was delivered to the Cape Cod Chapter headquarters at the West Barnstable Train Station on September 12, 2019 by Mass Coastal Railroad.

The 55 mile route from Fall River to West Barnstable was on former New Haven Railroad trackage that today is covered by segments of the Mass Coastal Fall River Subdivision, New Bedford Subdivision, Middleboro Subdivision, MBTA Middleboro Main Line, and Mass Coastal Cape Main Line. The boxcar is temporarily placed on the Stencil Siding at West Barnstable until it can be repositioned permanently for public display.

# PRR Steam Fires Up at Williams Grove (PA)

*By MARK EYER, Harrisburg Chapter NRHS*

The Williams Grove (PA) Historical Steam Engine Association fired up its venerable PRR 643 steam locomotive during its 61<sup>st</sup> Annual Steam Show. On days when the PRR 643 is not operating, a rare 65 ton Vulcan center cab locomotive powers the trains. The Vulcan engine was built in Wilkes-Barre, PA in 1953. The Association's Steam Show was held from August 25 to September 2, 2019.

On August 28, 2019, the Harrisburg Chapter NRHS enjoyed a 'members night out' at Williams Grove. Members rode behind the Vulcan engine, and several also enjoyed cab rides. Many members returned over the weekend to see and ride behind steam with PRR 643.



*PHOTO COURTESY OF MARK EYER*

***PRR 643 STEAM LOCOMOTIVE – August 31, 2019, the PRR 643 operating with 2 open coach cars and a PRR cabin car at Williams Grove, Pennsylvania.***

PRR 643 was built in 1901 by the Pennsylvania Railroad as a class B4a 0-6-0 switcher. It is the only currently operating PRR steam locomotive. Retired in 1917 by the PRR, 643 was purchased by The Central Iron and Steel Company in Harrisburg, PA working as a plant switcher until 1959. In 1961 The Williams Grove Historical Steam Engine Association purchased the engine and it has operated on their property since then.

Details on fares and schedules can be found at <http://wgrailroad.com/> site. Cab rides in the 118 year old locomotive can be purchased for \$10, based on the operating schedule.

# 2020 Rail Calendar Features ALCOs & MLWs

By *RICHARD GORDDARD, Twin Forks Chapter NRHS*

The Twin Forks Chapter announces its second annual calendar. Each year features a different railroad or railroad subject. Every purchase of our calendar helps to further the Chapter's restoration and preservation efforts.

The 2020 calendar highlights ALCOs and MLWs from Long Island to Alaska and points between. Photographs from the USA, Canada and Mexico are featured. We hope you will consider our 2020 edition for your calendar needs, Supplies are limited so please get your order in as soon as you can.

## Twin Forks Chapter Calendar Order Information

Calendars are \$10 plus \$2.75 for Shipping and Handling. NY State residents please add .85 cents for tax.

Please send your order and payment to

Twin Forks Chapter NRHS  
Attn Calendar  
PO Box 1620  
Ronkonkoma, NY 11779-1620

Please include the following with your order.

\* \* \* \* \*

Please send me \_\_\_\_\_ 2020 calendar(s)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email \_\_\_\_\_ Phone \_\_\_\_\_

Calendar(s) at \$10 each                      \$ \_\_\_\_\_

S/H \$2.75    \$ 2.75

NY state tax (residents only)                \$ .85

**Total**    \$ \_\_\_\_\_

The Twin Forks Chapter thanks you for your support !

# Harris Tower (PA) 40th Anniversary Coming Soon!

*By PATTI WEBB, Harrisburg Chapter NRHS*

The Harrisburg Chapter of the National Railway Historical Society will celebrate the 90th Anniversary of the opening of the historic Harris Tower! A banquet will be held on April 25, 2020 to commemorate and celebrate the Harris Tower and the Harrisburg Chapter. The location of the banquet will be at I. W. Abel Banquet Hall, 300 Gibson Street, Steelton, PA 17113. The featured guest speaker will be Steve Barry. There will be other special events centered on this anniversary celebration – stay tuned for further information.

Anyone who worked at Harris Tower or has ties to anyone who worked at Harris Tower is encouraged to contact Patti Webb, Publicist of the Harrisburg Chapter, at (717) 503-3811. We want to hear your stories!



*PHOTO COURTESY OF HARRISBURG CHAPTER NRHS*

***HARRISBURG TOWER – Built by the Pennsylvania Railroad and placed into service in April of 1930, Harris Tower has been completely restored to its 1940s appearance. The museum is owned, restored and operated by the Harrisburg Chapter of the National Railway Historical Society.***

The Harris Tower Railroad Museum (<http://harristower.org/>) is located at 637 Walnut Street, Harrisburg, PA (across from The Forum). Listed on the National Register of Historic Places, Harris Tower is a hands-on, interactive museum with rotating interpretive exhibits. The model board is fully-operational and the interlocking machine has been recently restored. You will see how the railroad moved trains through Harrisburg heading east and west. Also on display are Pennsylvania Railroad GG-1 Electric Locomotive Number 4859 and Pennsylvania Railroad N6b Cabin Car Number 980016. GG-1 Number 4859 pulled the first electric passenger train into Harrisburg Station on January 15, 1938.

# Skilled Video Editor Needed for NRHS Film Library

*By MARLIN R. TAYLOR, NRHS Film Archival Committee*

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This request is for all members. Your help is truly appreciated. Also, chapter presidents and newsletter editors please include this in your newsletters and discuss at meetings whenever possible. Everyone's help in getting the word out would be very useful!

Your NRHS Film Archival Committee is 1) over-resourced and 2) understaffed. Hence, if you are qualified and capable of helping ... we need you.

While the NRHS has a large collection of 16mm. sound films which were mostly produced by the railroads for promotional purposes in years past, your Society also has literally miles of rail-related film footage shot over the past three-quarters of a century by railfan photographers ... and continues to regularly receive the donation of both 8mm. and 16mm. footage. These reels of film are slowly being digitized as financial resources permit.

While you and your fellow Society members may have shot the film, most don't have the capability or experience working in the digital world.

However, if you ...

- Have professional-level video editing experience
- Have facilities for doing digital video editing
- Have a creative mind for taking raw footage and turning it into a finished, tightly edited presentation.
- Are willing and interested in donating some of your services to the benefit of the NRHS

... Please let us hear from you by e-mailing [marlin@NRHS.com](mailto:marlin@NRHS.com) and telling us a little about yourself and what you can offer.

Otherwise, there's another great possibility: You or another member of your chapter may have a child or grandchild who has the capabilities of working with digital video + the "smarts" and some experience ... maybe/possibly one who creates YouTube videos that are posted on the Internet. Or possibly he or she is a college or high school student who could use such a project as part of their thesis or internship commitment.

If that person with the skills also possesses a creative mind and perhaps a little interest in "trains" and would be willing to commit some of their time, we'd like to talk with them.

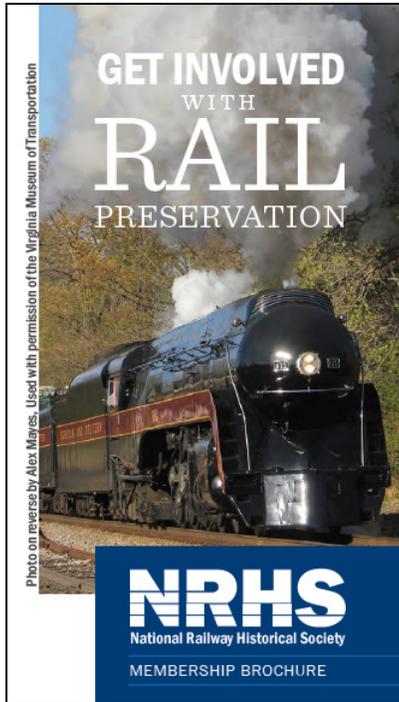
What's actually involved here? Taking raw footage which has been digitized, reviewing the contents to determine what's good enough subject-wise and of sufficient quality visually, and then create a finished production for either/or railfan/general public viewing.

If you are a person possessing the necessary skills and attributes and have a serious interest undertaking such a project . . . please let us hear from you by e-mailing Marlin R. Taylor <[marlin@NRHS.com](mailto:marlin@NRHS.com)>. Thank you.

# NRHS Publicity Tools for Chapters and Members

By Valli Hoski, Editor, *NRHS News*

Doing a train show for the holiday season or any time of the year? Putting up a display in your local library or museum? Need some colorful brochures to add a nice informative touch to your chapter meeting or event? The NRHS can help with free, colorful publicity materials. Most are available with a quick email to a volunteer contact. Here is a handy list of the available items and how to request them.



## RAILCAMP

A program for high school age youth to learn hands-on rail preservation techniques, study railroad history, and learn about current career opportunities in the railroad industry.

## CONVENTIONS

An annual event allowing our membership to experience a variety of railroad excursions and related programs.

## DISCOUNT PROGRAMS

Enjoy over 150 railroad attractions around the country that offer exclusive discounts to NRHS members.

## HERITAGE GRANTS

The Heritage Grants Program provides financial support to projects that contribute to preservation of, and education about, railway history. Since 1991, the NRHS has provided over \$500,000 to rail preservation efforts, through hundreds of grants to NRHS Chapters and other organizations not affiliated with the NRHS.

## About The

**NRHS**  
National Railway Historical Society

The National Railway Historical Society was founded in 1935 by a group of rail historians and has grown into a society of thousands that supports train, railway and station preservation projects through a variety of programs.

NRHS has over 100 Chapters around the world providing social opportunities for members as well as the opportunity to get involved with real world historical preservation projects.

The Heritage Grants program provides financial support for train, railway and station preservation projects. Other programs support education, photographic archives, events, publishing, standards definition and shared resources.

- *NRHS Membership brochure* – Full color trifold brochure is available for distribution at any meeting, event, museum or railroad attraction where those attending might be interested in joining the NRHS. In your email order, please include your name, the name of the chapter or organization, the quantity requested, and the mailing address. The brochures will be sent out postpaid. Please email Jon Baake <jbaake@outlook.com> to place the order.
- *NRHS RailCamp brochure* – Full color brochure describes the RailCamp program and experience. Very useful for distribution at any rail event, excursion, meeting or museum attended by families or teens. Please contact Becky Gerstung <railcampnrhs@yahoo.com> for brochures.
- *NRHS Bulletin* – Past issues are available to display or share at rail shows, events, or wherever your chapter meets the public. You may request a box of 50 or 100 past *Bulletin* issues. Each box includes an assortment of different issues. Please email Jeff Smith at <bulletin@nrhs.com>. Include your name, the name of the chapter or organization, the quantity requested, and the mailing address. National pays the shipping for your order.
- *NRHS Discount Directory* – Full list of rail attractions, museums, etc. that provide a discount to NRHS members. NRHS members can enjoy this annual benefit by showing their membership card upon arrival. Discounts vary by individual attraction but can include reduced tickets or admission, reduced gift shop pricing, or reduced fees for restaurant and lodging services. Published annually. For the 2019 edition, please see pp. 9-15 of the May 2019 *NRHS News*. Very useful at any rail event, excursion, meeting or museum attended by families or teens. Please contact <info@nrhs.com> with additions or suggestions.

Please keep this list in mind when planning your 2020 meetings, programs, and events. Thank you in advance for publicizing and getting the word out about the NRHS and these valuable programs.

# Holiday Rails and Renewal Season Almost Here

By AL WEBER, President, National Railway Historical Society

I have been reading chapter news letters about Fall activities that chapters are doing. In the Fall many chapters are having trips to local railroad historical sites, chapter annual dinners, either running or working on a local Christmas display.

These activities are a good way to get railroad history preservation out in front of the local area people. Have someone write up a paragraph or two, a photo and send it to the local media. If you need Bulletins or membership brochures ask and we will send them to you. Also this time of year local train shows are put

up. See if they will let you put out some literature and also offer to help.

The annual NRHS membership renewal cycle is about to start. I expect that you will see your renewal notice in the mail late October. You can save us much volunteer time and labor by renewing on-line. See the main NRHS.com web page and click on "Membership" "Renew Your Membership" or cut and paste this link. <http://nrhs.com/membership/renew/>

Please renew early. Al Weber <[aweber@nrhs.com](mailto:aweber@nrhs.com)>

## Editor's Notes

By VALLI HOSKI, Editor, NRHS News

Welcome to the October issue of the *NRHS News*. This is my second issue as editor. I hope you enjoy the exciting accounts of the 2019 RailCamp East and Northwest sessions as well as the accounts of rail events, programs and projects shared by chapters and individuals. I thank all who sent their compliments and congratulations on the August issue of the *NRHS News*. As a member of 25+ years, I feel like NRHS is part of my extended family. Thanks so much for your cheers, and I look forward to your exciting news, delightful photos, and lots of sharing of rail adventures to come.

With October already here, the autumn and winter holidays will arrive quickly. Many chapters and local organizations have special holiday train operations, model train shows and more. Please share stories and photos of your local holiday train, excursion ride, or festive train show for the December issue. Perhaps your chapter has an annual holiday dinner or special outing? Please share photos and personal accounts of those festive activities with your NRHS 'family' too. These holiday submissions are especially welcome for the December issue. Please see the Submission Guidelines below before sending your files.

Items may be submitted to <[news@nrhs.com](mailto:news@nrhs.com)> or mail to *NRHS News*, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372. For questions or more information, please call 717-398-0430.

Submission guidelines remain the same. Submissions to the *NRHS News* from chapters, rail historical societies and members are always welcomed. Please submit photos from chapter events such as trips, picnics, train shows, etc. We can also publicize future chapter events in the *News* and on the NRHS Facebook page.

Please submit only high resolution photos sent as attachments to an email, and not in the body of the email or Word document, to the *NRHS News*. Provide caption information, as well as the name and chapter affiliation of the photographer, in a separate Word document with a clear and precise link to the photo file number.

To reduce errors, please do not use caption information as the photo file's name. Send individual photo files rather than links to Internet 'dropboxes' which contain dozens (and sometimes hundreds) of photos, with no caption or article author information.

All the best, Valli

The *NRHS News* is published nine times a year by the National Railway Historical Society. Valli Hoski, North Texas Chapter NRHS, Editor. Alex Mayes, Potomac Chapter NRHS, editorial assistant.

Send items to: *NRHS News*, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372. E-mail: <[NEWS@NRHS.COM](mailto:NEWS@NRHS.COM)>. Phone 717-398-0430.

The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. All membership information changes should be sent to Hugh Harris <[hughrharris@aol.com](mailto:hughrharris@aol.com)>.

# Fall 2019 NRHS Conference - Registration & Hotel



## FALL 2019 NRHS CONFERENCE

November 7-10, 2019, Dallas, Texas

### REGISTRATION FORM

(Return by October 1, 2019 to guarantee tickets)



Name \_\_\_\_\_ NRHS Member Number \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Telephone (Home) \_\_\_\_\_ (Cell) \_\_\_\_\_ (Other) \_\_\_\_\_  
 Email Address \_\_\_\_\_

#### NAME TAG INFORMATION ( \_\_\_ Additional Names on Reverse)

Name (as preferred) \_\_\_\_\_  
 NRHS National or Chapter Office Title \_\_\_\_\_  
 Chapter Name & City/State \_\_\_\_\_

#### EMERGENCY CONTACT INFORMATION

Name \_\_\_\_\_ Telephone \_\_\_\_\_

#### CONFERENCE EVENTS

	Qty	x Cost	= Total
<b>Conference Registration</b> (1 per household)	_____	x \$50	_____
<b>Thursday, Nov 7</b> - SMU DeGolyer Library / NRHS National Archives	_____	x \$25	_____
<b>Friday, Nov 8</b> - (Part A) Tour DFW Transit/Commuter Rail / Lunch OYO	_____	x \$12	_____
(Part B-1) Visit Museum of the American Railroad & TrainTopia	_____	x \$49	_____
(Part B-2) Continue DFW Transit/Commuter Rail Tour	_____	x \$0	w/Part A
(Part B-3) Tour Downtown area venues, return on DART	_____	x \$0	w/Part A
<b>Saturday, Nov 9</b> - Banquet with Author/Speaker "Steve Allen Goen"	_____	x \$59	_____
Select meal: ___ Espresso-Rubbed Whole-Roasted Sirloin, ___ Lemon Basil Chicken Breast, ___ Grilled Coriander Salmon			
<b>Sunday, Nov 10</b> - Grapevine Vintage Railroad trip to FTW Stockyards	_____	x \$50	_____

Mail your completed form to:

**North Texas Chapter, NRHS**

**Attn: NRHS Fall 2019 Conference**

**P.O. Box 600304**

**Dallas, TX 75360**

PLEASE RETURN Conference Order by October 1st to guarantee tickets as some events are limited.

**Total Enclosed =** \_\_\_\_\_

Please make payments payable to:

**North Texas Chapter, NRHS**

# Fall 2019 NRHS Conference Hotel & Schedule

**MAKE RESERVATIONS directly with Hotel by October 1st to ensure the conference room rate!**

Host hotel is the **Magnolia Dallas Park Cities**

6070 N Central Expressway, Dallas, TX 75206

**Make reservation requests by calling (888) 915-1110**

Group room rate is \$149 per night, S/D. For 3 or 4 guests - add \$10 per person.

Mention the "**National Railway Historical Society**" when booking a room.

**Hotel Booking Website: <https://book.passkey.com/e/49897156>**

## - List of Scheduled Events -

### Thursday, November 7

Registration opens at 3pm. 6pm attend a reception at the DeGolyer Library on the SMU Campus. This library holds the NRHS National archives. Learn about the collection and a chance to purchase duplicate books from their collection. Light food and beverages to be served. Cost \$25.

### Friday, November 8

**(Part A)** Morning group tour of the DFW Transit/Commuter rail lines to include, DART, Trinity Railway Express, TEXRail, Dallas Streetcar. Lunch is OYO (on your own) in the historic Bishop Arts District via the Dallas Streetcar. **Afterwards, you will have 3 choices to enjoy your afternoon.**

**(Part B-1)** Tour the Museum of the American Railroad and TrainTopia Model Train Exhibit in Frisco, TX. Board a bus from Dallas Union Station (with a quick stop at Magnolia Hotel for extra passengers) and see BigBoy 4018 among other historic railroad passenger and freight equipment.

**(Part B-2)** Continue on the DFW Transit/Commuter rail tour via DART to ride Denton County Transit Authority's DMU cars, return via DART to hotel. Use Part A pass to continue tour.

**(Part B-3)** Stay downtown and see the local venues to include the PEROT Museum, JFK Sixth Floor Museum, Historic "OLD RED" Court House or ride the McKinney Avenue Trolley among other sights and sounds of downtown Dallas! Use Part A pass to return to hotel.

Upon return, we may have an evening program at the hotel and/or host the NRHS Fund meeting. Cost: \$12 for DFW Transit/Commuter Tour. Additional \$49 for trip to Museum of the American Railroad and TrainTopia. To stay downtown is free, ride DART back to hotel when ready.

### Saturday, November 9

Meeting Day for the Advisory Council and Board of Directors. Following the meetings will be a Banquet with an entertaining presentation by Author/Speaker "Steve Allen Goen" on Passenger Trains of Texas. You will not want to miss this! Cash Bar before meal. Banquet cost: \$59.

### Sunday, November 10

Optional Day - Ride the Grapevine Vintage Railroad. Diesel trip from the City of Grapevine to the Fort Worth Stockyards! Lunch OYO (on your own), bus back to Dallas after lunch. Cost: \$50

**Transportation to Dallas** - Dallas is served by two major airports, DFW International and Love Field, both have access to DART light rail to the hotel. Amtrak's Texas Eagle arrives daily and also can transfer to DART light rail to the hotel. We have Uber and Lyft among other cab services available on demand. See link for Love Field access via DART light rail <https://www.dart.org/riding/lovefield.asp>

**Need More info** - Contact Skip Waters, Chairman at 214-987-2888 (leave message) or email at: [northtexaschapternrhs@gmail.com](mailto:northtexaschapternrhs@gmail.com). We welcome you to Dallas for a fun and successful Conference!