

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

AUGUST 2019

2019 NRHS Convention & Golden Spike Ceremony

By ALEX MAYES, Potomac Chapter NRHS

With two major railroading history events in Utah in May 2019, the NRHS Convention Planning Committee had an easy decision in choosing where and when the convention would be held. These events celebrated the 150th anniversary of the

completion of the first transcontinental railroad at Promontory Summit, Utah, May 10, 1869, and the restoration to service of Union Pacific Railroad's massive 4-8-8-4 "Big Boy" steam locomotive No. 4014.



PHOTO COURTESY OF ALEX MAYES

JOINING OF THE SPIKES AT GOLDEN SPIKE NATIONAL HISTORICAL PARK – On May 10, 2019, the actual joining of the rails that took place on May 10, 1869 was simulated with replica locomotives.

The Promontory Summit event, also known as the Golden Spike Ceremony, marked the completion of the first transcontinental railroad. Leland Stanford, Central Pacific Railroad co-founder, connected the eastern and western sections of the railroad with a golden spike. This "joining of the rails" was the culmination of work began in 1863

when the Central Pacific Railroad began laying track eastward from Sacramento, California, and the Union Pacific Railroad started laying track westward from Omaha, Nebraska, in July of 1865. With the main convention focus being the Golden Spike anniversary, the year's convention theme was "Golden Spike Rails".

NRHS 2019 Fall Conference registration and hotel details are in this issue.

Please reserve hotel rooms soon.

Convention planning started in 2017. The NRHS Convention Planning Committee was headed by John Goodman and with members Skip Waters, Steve Siegerist and Jim Pahrts.

Convention headquarters was located at the Radisson Hotel in downtown Salt Lake City, Utah. Located on the UTA TRAX Light Rail system's Blue and Green lines, convention attendees had convenient access to get around this vibrant city.

The first segment of TRAX opened on Dec. 4, 1999, and connected riders from Salt Lake City to Sandy, Utah. Today, TRAX features three lines: the Blue Line from Draper to Salt Lake City, the Red Line from South Jordan to the University of Utah and the Green Line from West Valley to the Salt Lake International Airport, totaling 42.5 miles of line and 50 stations. Monday through Saturday, trains stop every 10 to 30 minutes between 5:30am and 11:00pm. Sunday service is limited.

On May 8, the first day's events started with the "UTA Light Rail Fun Ride" excursion on the Red and Blue lines of the TRAX light rail system. The trip began at the Arena station on the Blue Line, went to the end of this line and then reversed direction to the Fashion Place West station, where riders boarded a Red Line train. The excursion went to the Red Line's end at University Medical center station, then went back to the Arena station. Photo stops were made along the way.

This event had no fee since participants used a UTA Five-Day Pass to ride the light rail trains. This pass was offered in the choices of convention options during the registration process for \$20.00. The UTA Five-Day Pass included unlimited rides on the light rail system, FrontRunner commuter trains, and local UTA buses.

Later that afternoon the NRHS Annual Membership Meeting was held and two video programs were shown featuring the historic completion of the transcontinental railroad at Promontory Summit at convention headquarters.

On May 9, the day's events kicked off with a trip to the Union Pacific Railroad's ceremonies in Ogden, Utah to celebrate the 150th anniversary of the joining of the rails 41 miles to the north at Promontory Summit on May 10, 1869. This event was a simulation of the actual Golden Spike Ceremony, created by the UP to emphasize the importance of the UP's involvement in the completion of the transcontinental railroad.

NRHS members rode a TRAX Light Rail train to the Salt Lake Central Front Runner commuter train station. After travelling north 37 miles to the Ogden Station, event participants walked a few blocks south to the former Ogden Union Station. This was the third station built on this site, completed in 1924, and currently houses the Utah State Railroad Museum. Built in the Spanish Colonial Revival style, this station served Union Pacific, Southern Pacific and Denver & Rio Grande Western passenger trains.



PHOTO COURTESY OF TERESA RNNER

UTA LIGHT RAIL FUN RIDE – The excursion covered the TRAX light rail system's Blue Line and Red Line .

The two steam locomotives which participated in this simulation of the historical event were recently restored Union Pacific 4-8-8-4 Big Boy No. 4014 and UP 4-8-4 No. 844. The 844 remained stationary during this event while the 4014 steamed slowly towards the 844 until they were about 20 feet apart face to face in front of a stage where UP senior executives, state and local officials addressed the huge crowd.

Following the ceremonies NRHS attendees stayed until the last FrontRunner train departed for Salt Lake City. They browsed through the numerous vendors, exhibits, listened to live music and watched amazing feats of horsemanship conducted by local residents.



PHOTO COURTESY OF ALEX MAYES

MAY 10, 1869 – Recently restored Union Pacific 4-8-8-4 Big Boy No. 4014 and UP 4-8-4 No. 844 at the symbolic depiction of the 1869 meet at Promontory Summit. This simulated event was held in Ogden, Utah.

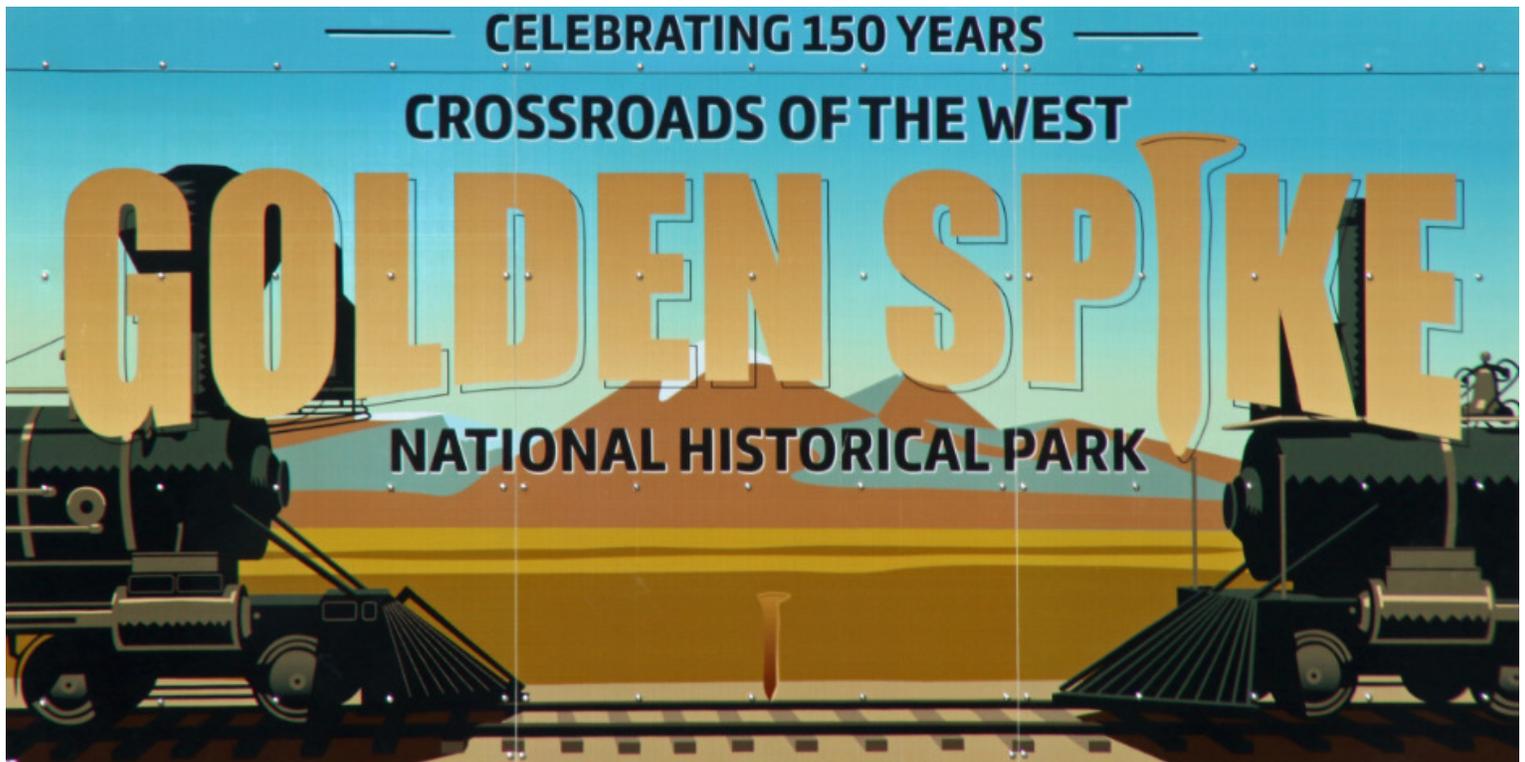


PHOTO COURTESY OF ALEX MAYES

DEPICTION OF THE HISTORIC RAIL CONNECTION MADE ON MAY 10, 1869 – An artistic celebration of the locomotives and rail that were connected 150 years ago at Promontory Summit.



PHOTO COURTESY OF ALEX MAYES

A SIGNIFICANT MOMENT IN THE HISTORY OF AMERICAN RAILROADING – On May 10, 2019, UP senior executives, state and local officials addressed the huge crowd at the celebration.

The third day's event, May 10, was a trip to the Golden Spike National Historical Park at Promontory Summit where the actual joining of the rails took place on May 10, 1869. Over 400 NRHS members rode in eight over-the road cruiser buses to the site where two seating sections were reserved for the NRHS. The National Park Service estimated there were over 10,000 attendees at this event. Replicas of the two locomotives which participated in the ceremonies held in 1869, Union Pacific No. 119 and Central Pacific No. 60, better known as the Jupiter, were situated face to face for the ceremony, just as they were 150 years ago. The locomotives remained stationary during this event.

At noon a long ceremony began, with several UP senior executives, state and local officials addressing the crowd. These officials included UP CEO Lance M. Fritz, U.S. Transportation secretary Elaine Chao, and Utah Governor Gary Herbert. A ceremonial wreath recognizing the thousands of Chinese, African American, Native American, Irish, Mormon and other ethnic groups who worked tirelessly, and those who died, working on this project was laid. A few moments later four military jets roared over the event, followed by three military helicopters.

Near the conclusion of the event two ceremonial golden spikes and a silver spike from Nevada were tapped into a tie made of polished California laurel.

Following the ceremonies NRHS attendees had time to peruse through the many interesting exhibits. The last day of the convention, May 11, offered the only rail excursion during the convention. This was a chartered trip on the Heber Valley Railroad in Heber City, Utah. This line was previously Denver & Rio Grande Western's Provo Canyon Branch, built in 1899 from Upper Falls, Utah to Heber City. Buses ferried riders to Heber City where the ten-car train comprised of nine vintage passenger cars and a caboose was waiting. Coupled onto the front end was ex-Great Western Railroad GP9 No. 296.

Our train departed on time at 10:00, went about 300 feet and then suddenly stopped. Officials announced our train had derailed. The train was traveling about five MPH, there were no injuries.

In talking with Heber Valley staff it was initially reported that the rear truck of the engine picked the derail device just south of the station, causing it and the two six-wheel trucks of trailing Heber Valley business car No. 100 to derail. The derail device reportedly may have been improperly set, slightly worn or out of adjustment.

The Heber City police arrived a few minutes after the incident to assess the situation and keep onlookers away from cleanup efforts. A few minutes later, two huge industrial front-end loaders arrived at the site and began assisting to get the rear truck of the GP9 back onto the rails. All twelve wheels of vintage heavyweight business car No. 100 had derailed. This caused significant damage to the tie plates and ties. Observing the damage, NRHS members knew from experience that this was a major problem. This car was not going back on the rails soon. Car hosts instructed passengers to detrain and board the buses. Most riders, being curious souls (as railfans are), headed to the derailment site before boarding the buses to get a good look and take photos. Just as our bus departed, ex-Maine Central GP9 No. 52 coupled onto the rear of the train and pulled three cars back into the yard.

That evening was the annual NRHS Banquet, which took a slight departure from other recent banquets.

This year's banquet was jointly shared with the Union Pacific Historical Society, The Railway and Locomotive Historical Society and the Southern Pacific Historical and Technical Society. The banquet was held in the Grand Ballroom of the Ogden Eccles Conference Center in Ogden. There were 801 attendees at the banquet, which included 160 NRHS members.

After preliminary greetings from UP Historical Society vice president Rob Leachman, the first of four speakers was NRHS president Al Weber, who emphasized the importance of rail preservation and getting more people involved. The keynote address was presented by Mr. John T. Gray, Senior Vice President of AAR, who spoke about the finances of the Southern Pacific Railroad in the 1990s and its subsequent merger with the Union Pacific Railroad in 1996. The banquet concluded the 2019 NRHS convention.

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NRHS News Deadlines

Month	Print or .pdf	Deadline
September 2019	No issue	--
October 2019	.pdf	September 10, 2019
November 2019	Print	October 5, 2019
December 2019	.pdf	November 10, 2019
January 2020	No issue	--
February 2020	.pdf	January 10, 2020

UP No. 4014 – from freight service to living history

By ALEX MAYES, Potomac Chapter NRHS

The 4-8-8-4 'Big Boy' No. 4014 steam locomotive of Union Pacific Railroad made a fine sight at Union Pacific's simulation of the Golden Spike Ceremony in Ogden, Utah at the Utah State Railroad Museum on May 9th. This event was a reproduction of the actual Golden Spike Ceremony, created by the UP to emphasize the importance of the UP's involvement in the completion of the transcontinental railroad which occurred at Promontory Summit, Utah 41 miles to the north on May 10, 1869. Over twenty years, the No. 4014 clocked in over one million miles in freight service. In 1959, revenue service ended. Come 1961, UP donated the 4014 to the Southern California Chapter of the Railway & Locomotive Historical Society. The locomotive resided at the RailGiants Train Museum in Pomona, California, and did not run for 52 years.

On July 23, 2013, the next chapter in No. 4014's story began. Union Pacific Railroad announced it had reacquired UP 4-8-8-4 "Big Boy" No. 4014, with the goal of restoring it to service.

Then November 14, 2013, UP 4014 was moved from temporary track, to the adjacent parking lot. The plan was to take it to Union Pacific's rail yard in Colton (CA) before its move to Cheyenne, Wyoming. On May 8, 2014, the locomotive arrived in Cheyenne; for the next two years, the locomotive sat idle outside. The UP steam crew focused their attention on finishing UP 4-8-4 No. 844. In July 2016, work began on No. 4014. By early May 2019, work was completed, and the May 2-3 shakedown runs were successful. With restoration work completed, the "Big Boy" was ready to roll.

The inaugural trip went west from Cheyenne, WY to Ogden, UT May 4-8, 2019. The 4-8-8-4 'Big Boy' No. 4014 locomotive double headed with the UP 4-8-4 No. 844 all the way to Ogden. The consist included nine vintage cars, with one dome car. No. 4014 was placed on display at the Utah State Railroad Museum's housed in the Ogden Union Station. Today, UP No. 4014 is the world's largest operating steam locomotive.



PHOTO COURTESY OF ALEX MAYES

FIRST RUN OF UP BIG BOY NO. 4014 SINCE ITS RESTORATION –This photo taken on the third day, May 6, 2019, which went from Rock Springs to Evanston, WY. This photo taken at 6:18 AM as the steam special passed through Granger, Wyoming. Temperature was 35 degrees, which produced huge plumes of steam from both engines.



PHOTO COURTESY
OF ALEX MAYES

**WESTBOUND
EVANSTON TO
OGDEN** – This photo
taken on the fourth and
final day of its
inaugural run, May 8,
2019, went from
Evanston, Wyoming to
Ogden, Utah. The steam
special passed through
Echo Canyon, Utah,
one of the most scenic
locations.



PHOTO COURTESY
OF ALEX MAYES

**RETURN TO
CHEYENNE** –The
steam special laid over
in Rock Springs May 14
- 15, then headed east
on May 16th. This trip
segment went from
Rock Springs to
Rawlins. This photo was
taken as the steam
special ducked under a
signal bridge at milepost
740, at a crossing off
exit 158 on parallel
Interstate route 80-
Tipton Road.

Heber Valley Railroad convention excursion derailed

By J.L. GATTIS, Arkansas-Boston Mountains Chapter NRHS

The Saturday Heber Valley Railroad excursion trip came to an abrupt and premature end when the locomotive and business car No. 100 derailed, before the rear of the train had left the yard area. Attempts to rerail the locomotive were unsuccessful.



PHOTO COURTESY OF J. L. GATTIS
MAY 11, 2019 EXCURSION DERAILED – Coming to rest at 650 South Street's north edge, the front and rear trucks of business car No. 100 went on the ground. Both the street and locomotive were damaged as No. 296 continued to the far side of the crossing.

The train was annulled and 2019 Convention riders reboarded buses to return north toward Salt Lake City. Alas, no excursion, no runbys. Fortunately, there were no initial reports of injuries to people.



PHOTO COURTESY OF J. L. GATTIS
ATTEMPTS TO GET BACK ON TRACK – A rerailing wedge was used to raise the engine back onto the rails. Strain as it might, initial attempts to get back on track were unsuccessful. Next, blocks were tried to get the locomotive ramp up to the rails.



PHOTO COURTESY OF J. L. GATTIS
TRYING AGAIN – A front-end loader tried to provide extra rerailing muscle, but to no avail. Rerailing was not to be, so the crew tied down the locomotive.



PHOTO COURTESY OF J. L. GATTIS
MOVING ON – A coupler chain allowed a front-end loader to move the last cars off a trailing switch. Other locomotives pulled most of the train back to the yard.

RailCamp East – 2019 RPCA Scholarship recipient

By ROY J. WILLICH, RPCA – NRHS RailCamp Chairman

RailCamp celebrated their 21st year in 2019. I also had the privilege of being asked to be a counselor for the Eastern Camp based in Newark, Delaware.

Each year the Railroad Passenger Car Alliance (RPCA), through the generosity of our members and our insurance vendors, strives to send at least two deserving youth to the NRHS RailCamps via the Caldwell-Luebke RailCamp Fund and the Stanlee E. Weller Fund. This year RPCA was pleased to send one well deserving youth. The scholarship includes all activities, transfers from to/from the airport or Amtrak, housing, meals, transportation during the week and a free one year membership in the NRHS.

The 2019 Caldwell-Luebke Scholarship Recipient is Casey Naton of Lewisburg, Pennsylvania. Casey attended the RailCamp East and is an energetic and enthusiastic young man who likes the North Shore Railroad, his local shortline. He applied as soon as he was old enough! The RailCamp “exceeded my expectations with the hands-on activities that everyone got to participate in and wasn’t all classroom stuff like I expected.” The 2019 Stanlee E. Weller Scholarship was not awarded due to the lack of female applicants for RailCamp. The scholarship funds rolled over for future scholarships.



PHOTO COURTESY OF TIM O'MALLEY
CASEY NATON, RPCA SCHOLARSHIP RECIPIENT –
Welcome aboard! Casey looked forward to RailCamp for some time. He first learned of the camp at age six, then started following up at age twelve.



PHOTO COURTESY OF TIM O'MALLEY

2019 RAILCAMP EAST PARTICIPANTS – *This year's twenty four campers from RailCamp East visited the Amtrak Diesel Shops in Wilmington, Delaware. Staff and counselors are not shown.*

RailCamp East partners with Amtrak, the Strasburg Railroad and the Railroad Museum of Pennsylvania. The base for the week is at the University of Delaware in Newark, DE. Our business partners go all out to arrange the best possible experiences with the students, with minimal disruption to normal business activity. This year the camp was a week later over the week of the 4th of July. Our partners worked overtime and came in on their vacation time to make the program a success with. We can't thank them enough! Please support them and pay them a visit if you are in the area. As always, we thank everyone for your continued support of RPCA's NRHS RailCamp Scholarship program.

Harrisburg Chapter receives E5s builder's plates

By FRED WERTZ, Historian, Harrisburg Chapter NRHS

At its regular monthly meeting on June 11, 2019, the Harrisburg Chapter was privileged with the presence of five national officers and a presentation. Definitely, the highlight of the meeting was the ceremony transferring ownership of a pair of original PRR E5s brass locomotive builder's plates from the NRHS national to the Chapter. NRHS Vice President Joseph Maloney, Jr., accompanied by his wife Patty, made

the presentation. Other national officers present were: Global Director (and Hag Chapter member) Roberta Ballard and District Directors Tony White (District 1), Harold Shaak (District 2) and our own Charlie Webb (District 2). The two plates were circulated at the meeting for members to view and will go on display in Harris Tower along with the original builder's plate for GG1 4859.



PHOTO COURTESY OF PATTI WEBB

NEW HOME FOR E5'S BUILDER PLATES – On June 11, 2019, NRHS Vice President Joseph Maloney discusses and presents a pair of PRR builder's plates to Harrisburg Chapter President John Smith.

Years ago, the two E5s builder's plates had been donated to the NRHS and stored in a former member's home. When the decision was made to disperse the NRHS collection, the person who was storing them decided it was time to get them back to the NRHS and did so. An NRHS selection committee determined that Harris Tower Railroad Museum (owned by Harrisburg Chapter) was the best recipient for the matched pair.

They were originally mounted on New York Philadelphia & Norfolk class E5 locomotive No. 6 built in 1911 by Juniata Shops in Altoona, one of just 12 of the E5 class built.

In 1916, a superheater was installed on the locomotive, and the letter "s" was added to the



PHOTO COURTESY OF PATTI WEBB

UTA LIGHT RAIL FUN RIDE – The excursion covered the TRAX light rail system's Blue Line and Red Line.

classification, prompting a recasting of the plates. Later, No.6 was renumbered to PRR 6506. The locomotive was scrapped in 1939, although three E5s's would survive until 1949.

Interestingly, a group of PRR original builder's photos recently donated to the Harrisburg Chapter included a shot of Northern Central Railroad 4150, which was an E5 constructed just prior in order from NYP&N No 6. Of the twelve E5 engines built by the PRR, five were built for the PRR, two for the Northern Central, three for the New York Philadelphia & Norfolk and two for the Cleveland Akron & Columbus. Information from William D. Edson all-time PRR steam roster via Dan Cupper.

During the superheater era, E5s locomotives were used on Northern Central Railroad trains to Harrisburg, and likely on PRR locals out of Harrisburg. The introduction of heavier steel passenger cars led the PRR to construct 80 E6s locomotives in 1914. E6s had bigger boilers with more tubes, thus greater steam volume.

The Harrisburg Chapter is very appreciative for the receipt of this donation by the NRHS. We feel it is a very appropriate addition to our museum and will be enjoyed by our visitors.

PRR Altoona Machine Shop publication for sale

By JEFF SMITH, Editor, NRHS Bulletin

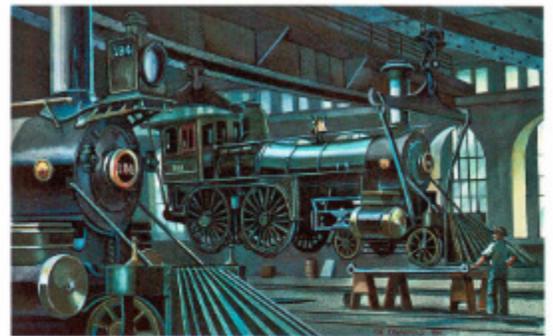
Last chance if anyone wants a copy of this publication. We will be reducing our inventory in January 2019 to a handful with the *NRHS Bulletin* back issue stock reduction. If you want one or more copies, now is the time to get them.

In the 1980s the NRHS published a 120 page soft cover book in the 6"x9" format titled Pennsylvania Railroad Altoona machine Shops – Construction Number List 1866 – 1904. It includes a listing of each locomotive built, the construction number, locomotive class, road number and remarks that often denote the final disposition of the locomotive. Additionally there is a cross Reference list of original road numbers mapped to construction number and of later road numbers to construction number. Each list includes locomotives built for railroads other than the Pennsylvania Railroad in the Altoona Shops. There are a few essays explaining where the data originated from and other details. There are a handful of images scattered throughout the layout.

The NRHS has over 50+ copies of this publication in storage and would like to get rid of them. We are selling them for \$6 each (including shipping). All copies have been kept in a protective envelop and are in excellent condition. If you are interested in purchasing a copy, please send a check made out to the NRHS to Jeff Smith, 2375 S. Whittmore Street, Furlong, PA 18925 or reach out to Jeff Smith at bulletin@nrhs.com for information on paying by credit card.

PENNSYLVANIA RAILROAD ALTOONA MACHINE SHOPS

**CONSTRUCTION NUMBER LIST
1866-1904**



JOSEPH D. LOVELL

With Additional Material by the NRHS BULLETIN Staff

**LIBRARY OF
AMERICAN TRANSPORTATION**

October proclaimed Chicago Railroad History Month

By DAVID DARUSZKA, Vice President, Blackhawk Chapter NRHS

Chicago Mayor Lori Lightfoot signed an official Proclamation declaring October to be "Chicago Railroad History Month".

his Proclamation, the second in the past two years, resulted from the advocacy work of the Blackhawk Chapter, National Railway Historical Society (www.crrhm.com) to increase public recognition of the history of railroads in the city.

The railroads have been an integral part of the city's economic and social life since the first inaugural train pulled out of the city in October of 1848.

The dignitaries who rode the first train believed that the railroad would bring prosperity and growth to the city. Little could they imagine how quickly that would happen, and how Chicago would become the nation's rail capital.



The goal of Chicago Railroad History Month is to celebrate both the past of railroading and to highlight the continued importance the railroads play in the city's modern economic life. We hope to bring the story of railroads, the men and women who worked on them, to as wide an audience as possible. The plan for 2019 is to continue our outreach efforts to community groups, museums, historical societies and the City of Chicago to help promote the idea. Our

eventual goal is for this to become a sustaining effort that will lead to exhibits and programs in 2023 to celebrate that anniversary. **Our effort is spearheaded by a group of historians, writers and railroad enthusiasts who serve on our advisory board. Planning work continues on various ideas for exhibits and programs, and we will be providing a speaker to interested community groups and local historical societies to promote the idea.**

Chapter picnic in the shadow of Rockville Bridge

By FRED WERTZ, Historian, Harrisburg Chapter NRHS

In the shadow of the Rockville Bridge across the Susquehanna River, the Harrisburg Chapter of the NRHS held its annual chapter picnic on July 9, 2019. The venue was the Bridgeview Bed & Breakfast and our gracious host was Keith Latimer. The food was catered from The Whistle Shop in Enola, Pennsylvania. Our entertainment, Norfolk Southern,

did not disappoint with an abundance of rail traffic across the Rockville Bridge.

On hand to enjoy the evening were members of the National Board of Directors – Joe and Patty Maloney, Doug and Ellen Scott, Roberta Ballard, Tony White and Smoke and Helen Shaak.



PHOTO COURTESY OF PATTI WEBB

GRIF TELLER PENNSYLVANIA RAILROAD 1950 IMAGE DONATED – Local restaurant owner donated railroad history image to Harrisburg Chapter which will be displayed in Harris Tower.

A brief meeting was held for a special presentation of an enlarged Grif Teller Pennsylvania Railroad 1950 framed calendar top. This beautiful piece of railroad history measuring 3.5 feet by 5.25 feet was donated by Brandon Soellner, Manager of Hoss's Steak & Steak House in Enola, PA.

On hand to accommodate the special presentation was our favorite waitress from Hoss's, Cindi Ward. Andrew Ottinger of the Harrisburg Chapter was also part of the special presentation. This treasure will be displayed in the historic Harris Tower in Harrisburg, PA. A big thank you to Brandon, Cindi and Andrew!

RFK funeral train – request for local photographs

By *TIM O'MALLEY, RailCamp Counselor NRHS*

In June 1968, after completing a campaign speech in the Ambassador Hotel in Los Angeles, New York Senator Robert F. Kennedy was assassinated. His casket lay in state in New York City. On June 8, he took one final train ride to Washington DC; then he was laid to rest at Arlington National Cemetery.

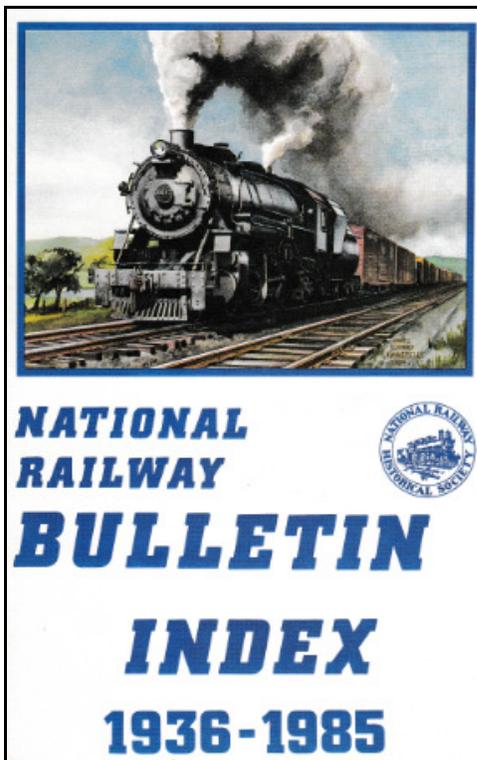
Photographers covering the funeral train were surprised at the outpouring of people who came to view the train passing through their towns. The grieving nation had also lost Dr. Martin Luther King Jr. in a similar way two months earlier. The train's passing was a way to bid farewell. The crowds in some locations were so thick that the Penn Central train, led by two GG1 electric locomotives, had to slow down until the people cleared the path. Sticking brakes on the car carrying the casket added to delays. The journey took around 8 hours to travel this rather short distance. Television news agencies filmed the Bystanders who flocked along the rail line.

Magazine photographers took still photos. Many of the people trackside also took their own snapshots. Viewing these photos taken from the train led Dutch artist Rein Jelle Terpstra to spend four years locating photos of the funeral train taken by the individuals who came to view it. The result is the book "Robert F. Kennedy Funeral Train: The People's View" published by FW Books. In October, Mr. Terpstra will present his work at the Newark Delaware Historical Society. Newark's train station, built by the Pennsylvania Railroad in 1877, was one of the many along the funeral train's route.

Members of the Newark Historical Society are seeking funeral train photos for an exhibit to accompany Mr. Terpstra's program. If you would like to get in touch with the Society, e-mail margie_masino@yahoo.com. Margie will work with you on how to participate in this event.

NRHS Bulletin Cumulative Index 1936-1985 for sale

By *JEFF SMITH, Editor, NRHS Bulletin*



In 1986 the NRHS published a 96 page soft cover book in the 6"x9" format containing a cumulative index of the National Railway *Bulletin* from 1936 through 1985. The publication is keyword based and lists the volume/number of the issue containing that topic. This is an excellent resource as a companion to the National Railway Bulletin magazine in your library. This is your only opportunity to obtain a printed index of the National Railway Bulletin. The index will not be updated or republished in the future.

The NRHS has several dozen copies of this publication in storage and would like to get rid of them. We are selling them for \$6 each (including shipping). All copies are in excellent condition. If you are interested in purchasing a copy, please send a check made out to the NRHS to Jeff Smith, 2375 S. Whittmore Street, Furlong, PA 18925 or reach out to Jeff Smith at bulletin@nrhs.com for information on paying by credit card

Hello to new members and hoorah for anniversaries

By AL WEBER, President, National Railway Historical Society

Welcome to all the new NRHS members. Many of you joined us in recent months to attend the NRHS Convention that celebrated the 150th anniversary of the "Joining of the Rails from the East and West at Promontory Summit". You are now a member of a friendly group of railroad historians, reservationists and modelers. We are a diverse group, but all share a keen interest in railroad history and its preservation.

The 2019 NRHS Convention was held in conjunction with the Union Pacific Railroad Historical Society, Southern Pacific Railroad Historical and Technical Society and the Railroad and Locomotive Historical Society. Why was the convention held exactly on May 10, 2019? Back in 1869, the eastern and western rails at Promontory Summit were joined together. Now, in 2019, that significant event was recreated, 150 years on.

The NRHS was at the 100th anniversary and many of our members attended the 150th with us again. I talked with many of you at the different events.

I want to challenge you to put your memory of the 100th in writing and send your pictures from 1969 so the *NRHS News* can share them.

For 2020, the convention committee is planning a West Coast convention in Southern California with events in the Los Angeles area. The NRHS has not had a LA convention in many years and we are glad to be going back. There are many things to see and do in that part of the country. This convention will have many events that are interesting with fun for the whole family so plan on bringing them.

I just returned from my summer vacation on a trip across Canada from Vancouver, British Columbia to Halifax, Nova Scotia on the VIA Train. What a ride, if you have not done this trip PLEASE put it on your to do list. Enjoy updated but still classic Budd cars, good food served in a Budd diner by waiters on china and what a view! Timely tip -- check with Via Rail on Tuesdays for sale prices. Al Weber <aweber@nrhs.com>

New addresses for *NRHS News* submissions

By VALLI HOSKI, Editor, *NRHS News*

Please note the new email and postal mail addresses below for your submissions. Chapter news, photos and articles are welcome and eagerly anticipated!

Items may be submitted to <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 name of the photo file. 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.

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

Send items to: *NRHS News*, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372. E-mail: <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>.

Fall 2019 NRHS Conference registration form



FALL 2019 NRHS CONFERENCE

November 7-10, 2019, Dallas, Texas

REGISTRATION FORM

(Return by October 1, 2019 to guarantee tickets)



NRHS
National Railway Historical Society

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
Conference Registration (1 per household)	_____	x \$50	_____
Thursday, Nov 7 - SMU DeGolyer Library / NRHS National Archives	_____	x \$25	_____
Friday, Nov 8 - (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
Saturday, Nov 9 - Banquet with Author/Speaker "Steve Allen Goen"	_____	x \$59	_____
Select meal: ___ Espresso-Rubbed Whole-Roasted Sirloin, ___ Lemon Basil Chicken Breast, ___ Grilled Coriander Salmon			
Sunday, Nov 10 - 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. We welcome you to Dallas for a fun and successful Conference!