

Riding and Chasing the Durango & Silverton

by ALEX MAYES, Potomac Chapter NRHS and TERESA RENNER

A week after participating in the Cumbres & Toltec Scenic's line-clearing event with their steam-powered snowblower, February 29 through March 1, 2020, Teresa and I rode the Durango & Silverton's train to Cascade Wye and chased it to Rockwood the following day.

Since this was early March and spring break was starting at some schools, we booked the trip in January and also booked three nights at historic Strater Hotel in Durango. These turned out to be good decisions.

The power for our ride and the next day's chase was ex-Denver and Rio Grande K-28 No. 476, one of ten such engines built in 1923 for the D&RG by Alco at its Schenectady NY works. The photos below are the highlights of our visit to the D&S.

We are very fortunate to have ridden and chased this train to Cascade Wye, as three weeks later the D&S announced it was cancelling all trains to Cascade Wye for this season due to the COVID-19 outbreak. (Continued on p. 3)



ALL PHOTOS COURTESY OF ALEX MAYES (UNLESS NOTED)

FORMER D&RG K-28 NO. 476 AT DURANGO STATION – We got to the Durango station early to check in and do some socializing. A few minutes after arrival, the power for our train to Cascade Wye, former D&RG K-28 No. 476, came out of the yard to couple onto the consist.

NRHS NEWS – APRIL/MAY 2020

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Upcoming NRHS Conferences and Conventions

August 29 – September 5, 2020

2020 NRHS Convention

Fullerton, California

October 15 - 18, 2020

2020 NRHS Fall Conference

Johnson City, Tennessee

April 16 - 18, 2021

2021 NRHS Spring Conference

Raleigh, North Carolina

2021

2021 NRHS Convention

(date, location to be confirmed)

October, 2021

2021 NRHS Fall Conference

Ronkonkoma, New York

Submission Deadlines

Month

June 2020

July 2020

August 2020

Print or .pdf

.pdf

Print / mail

.pdf

Deadline

May 20, 2020

June 10, 2020

July 10, 2020



WAITING TO LEAVE— This is our train at Durango just before departure.



GRAND VIEW - When booking our trip, I selected seating in the glass-ceilinged Knight Sky observation car built by D&S employees at their Durango shop.



HIGH LINE CURVES – Rounding the sharp curves on the High Line north of Rockwood. The partially frozen Animas River is seen 400 feet below.



RAINBOWS AND RAILS – The D&S trains usually stop on the short bridge over the Animas River three miles north of Rockwood. Steam cocks are opened and rainbows are seen.



CAR STORAGE ON SIDING – Several old D&RG freight cars are stored on a siding north of the Animas River beyond the reach of vandals. This cattle car has been here a while.



RIVERSIDE RUNNING– North of the Animas River bridge, the line follows the river for several miles on a ledge above the river.



HIGHER ELEVATIONS WITH SNOW— As the line continues north, the elevation increases, with colder temps, which creates deep snow.



BACKING DOWN THE CASCADE WYE –The train will pull further north beyond the switch and then back down the wye a half mile to Cascade Canyon.



CASCADE CANYON - A 45-minute lunch break was held. Pick a picnic table and enjoy your lunch among Ponderosa pines and abundant wildlife .



PHOTO COURTESY OF TERESARENNER

NOT A MODEL TRAIN – A close-up view of the south-bound train on the High Line.



CHASING THE HIGH LINE – The next day, March 7, we chased the train to the High Line north of Rockwood, and along Route 550 north of Durango.



PASSING HERMOSA TANK – A rather scenic look, not like a typical tank or elevator shot.



RAILS AMIDST CANYONS - North- bound train passing through a small canyon 500 feet south of Rockwood. Many thanks to Kevin Gilliam for providing details on how to get to this location.



WATCH OUT FOR SPEEDER! – A few minutes after the train to Cascade Wye passed through the canyon, the D&S Fire Brigade speeder appeared. This Fairmont speeder is equipped with a 200-gallon water tank and a long fire hose to knock down any fires the steam locomotive may have started.



PHOTO COURTESY OF TERESA RENNER

GRAB YOUR CAMERA! – This High Line location is the most photogenic place on the entire line between Durango and Silverton, and has been used for publicity photos for 100+ years.



PHOTO COURTESY OF TERESA RENNER

THE LONG AND WINDING RAILS - A long look back at the High Line.

2020 Convention Dates - Aug. 31 through Sept. 5

By JOHN GOODMAN, National Convention Chairman NRHS

The National Convention Committee wishes to announce that the new dates for our upcoming convention are August 31 thru September 5, 2020.

The June 8-13 Convention has been affected by the Covid-19 virus sweeping the nation and the world.

Due to this situation, we have decided to move the dates forward. This is a Monday thru Saturday time frame as were the previous dates.

Please be aware that due to the Corona-virus situation in the state of California at this time, the Knott's Berry Farm Hotel is closed. They expect to reopen on Monday, June 1.

The Convention Committee Chairman and the Senior Officers of NRHS are planning to have a Conference Call on Monday, June 1, to again review the Covid-19 situation. If anything changes in this plan, we will put out an immediate notice to all members. Thank you for your understanding. Stay well.

It's Time to Vote in the NRHS 2020 Election!

By JOSEPH C. MALONEY JR. Vice President NRHS

The 2020 NRHS Election is now open. Each member in good standing will receive a paper ballot and a return envelope. The ballot will be in your hands on or about June 1, 2020.

The National Railway Historical Society, Incorporated is conducting its national elections under the procedures outlined in the NRHS Bylaws as revised and adopted January 13, 2013. The ballot is in three parts, and you should vote for the candidates or write-ins listed in each part.

The first part of the ballot covers the vacancy for NRHS Vice-President. There is one candidate, and the provision for a write-in candidate, if you prefer. Vote for one person in this part of the ballot.

The second part of the ballot covers three (3) vacancies for the NRHS Global Directors on the Board of Directors, and a provision for write-in candidates, if you prefer. Vote for as many as three persons in this part of the ballot.

The last part of the ballot covers the Board Director running from the District to which you are affiliated, as well as a provision for a write-in candidate, if you prefer. Vote for one person in this part of the ballot.

You will notice a lot of names running for various NRHS offices that may be new to you. Several of us old hands have reached our term limits and are no longer eligible to run for our offices again. That provision comes from the Bylaws that were approved in 2012, and that is a benefit for the Society and its future to infuse new thought and apply new experience in handling the society's business operations. You may find all the candidates' biographical information within the Administrative Site of the NRHS web page (<https://admin.nrhs.com>)

Once you decide on how you wish to vote, please complete your ballot, fold it, insert it into the pre-addressed envelope we have provided, and mail it back to NRHS. NRHS will only accept and count ballots returned in the pre-addressed envelope. Do not include any other papers in the envelope beyond your completed ballot.

Your ballot must be returned to NRHS no later than **August 1, 2020** in order for your votes to count.

Thank you for your votes.

**Mark your calendar!
2020 NRHS Election ballots
must be returned
by August 1, 2020**

Membership Matters

By HUGH HARRIS, Potomac Chapter NRHS

We are progressing with the membership renewal process, which is really continuous as we allow renewals right up to the end of the year. However, the main volume of renewals is made in the first three months of the year, so we hope and expect that things will quiet down fairly soon. As of March 24, 2020, we have 5,250 Members and are continuing to process renewals. The on-line process has been very much simplified and made easy by our Webmaster and Designer and interfaces easily with PayPal to process the payments.

In our first renewal announcement, we did not state very clearly that the Family Membership was a \$7.00 addition to the Regular Membership, and we've had a number of Members send in \$100.00 for a husband/wife combined membership.

We've always had a number of those, but we seem to have had more this year. If there any Members out there who paid the \$100.00 but now want to go back to the \$57.00 payment for a Regular/Family Membership combination, we can either convert the \$43.00 to a Donation or we can issue a refund if that's what you want. I'm the one who wrote the letter so everyone can blame me for not making the situation completely clear. I'll try to do better for 2021.

We have not identified a new database operator at this time and may well stay with NeonCRM. While it certainly isn't perfect, the cost is reasonable and our new web renewal and sign-up system is working extremely well.

If you have account updates, please send those to me at membership@nrhs.com. I'm glad to make the changes.

Notice of Important Change for At-Large Members

By HUGH HARRIS, Potomac Chapter NRHS

I have to apologize to the 'At-Large' Members for an error that I made back in 2015 when we started to handle the Membership 'in-house'.

Part of the data entry that I did was inputting the District data for every member – as you will remember everybody is assigned to a 'District' that defines the Director who is responsible for them through their Chapter. I did this from a list and Map that I was provided. Apparently, somehow, I got hold of an "unapproved" Map that I should not have used.

As I entered the information I put a number of the 'At-Large' Members into District A instead of District B. I have just spent many hours correcting this error – the problem was that Members in the States of **Ohio, Michigan, Indiana, Kentucky, Tennessee, Mississippi, Illinois, Wisconsin and Minnesota** were all placed into District A while they SHOULD have been in District B.

Please note that regardless of what it says on your Membership Card, if you are resident in any of the states listed above you are now in District B and will be voting for that Director in the upcoming election for Directors.

Again, I apologize for my error. If you have any questions or concerns, please email me at membership@nrhs.com. I'm always glad to assist members.

NP 1762 Comes Home

Text and photos by ARLEN L. SHELDRAKE, Pacific Northwest Chapter, NRHS

Editor note: The article and photos below originally appeared in the April issue of *The Trainmaster*, newsletter of the Pacific Northwest Chapter. Full acknowledgment and thanks to Arlen L. Sheldrake and the Chapter for approving its use in the *NRHS News*.

On March 18, 2020 the steam locomotive SP&S 539 / NP 1762 was placed inside the Interpretive Center of the Port of Kalama offices in the city of Kalama, Washington. In recognition of the Port's 100th anniversary, the Port Commission authorized the purchase of this locomotive from the Grand Canyon Railway. The history of the city of Kalama is steeped in railroading as it was developed as the terminus of the Northern Pacific Railroad.

The Northern Pacific 1762 / Spokane Portland & Seattle Railway 539 was built in 1917 by ALCO for the Northern Pacific Railway and then sold to SP&S on October 1, 1944. The locomotive is a 2-8-2 Mikado. It served Northern Pacific for 27 years and SP&S for 13 and was retired in 1957. Following retirement, the locomotive was donated to the City of Vancouver in 1957 and went on display in Esther Short Park; Vancouver then donated it in 1997 to the City of Battleground, where it was displayed at Fairgrounds Park; and the Grand Canyon Railway bought it in 2007. All three locations were static outside displays. Then came its move to Kalama.



The boiler for SP&S 539 / NP 1762 is lifted from the trailer.



Drivers and Frame lift.

As Bob Slover and I were watching the choreographed operation, he commented, "90% preparation, 10% execution." How true....from the two security guards blocking the public street, with no parking in the Port or Harbor Lodge parking lots, to curbs being filled with gravel, to steel plates on the side walk in front of McMenamin's Kalama Harbor Lodge, to the perfectly staged heavy-duty hauling rigs coming in with their loads on cue; to the Cowlitz County EMTs on standby.

As the locomotive boiler/cab was being lowered onto the driving wheels/frame, a front loader was brought up to push the locomotive into the building. The “orchestra” was playing a perfect tune; this was not the first rodeo for these crews.



Boiler being placed on frame with “pusher in place”.



Port of Kalama office building with rails in place.

During an earlier conversation with Steve Lee, retired head of the Union Pacific Steam Program and Wasatch Railroad Contractors operations director, I asked him if the 1762 would fit in the Port's allocated space. His response: “We'll make it fit.”

While the locomotive fits nicely in the building, the tender will reside outside. Wasatch was the general contractor for the 1762's move from Arizona. The *Daily News* article notes that it just barely fit by a half-inch after some drywall was removed.



Interpretive Center interior.
(Photo provided by the Port of Kalama)

While none of us are enjoying this virus, the timing was great for this major disruption of the Port's and Kalama Harbor Lodge's parking lots, as both facilities were closed. The weather was absolutely gorgeous with a perfect day for a walk on the riverside paved path or a swing in the park or just a view of the calm Columbia River, including a ship loaded with wind turbine blades

gliding by or trains speeding by behind you on the double-track main.

It certainly appears that this 103 year-old locomotive has finally found a permanent home at the end of the line of its original owners. My thanks to the Port of Kalama for bringing her home!

Sources acknowledged in original article:

Northern Pacific Railway Historical Association(www.nprha.org).

The Daily News 3/18/2020 (<https://tdn.com>).

The Trainmaster February 2020 and Bob Slover.

Historic Steam-Powered Rotary Snowplow Returns to Service

Text and photos by ALEX MAYES, Potomac Chapter NRHS

Since the earliest days of railroading one of the primary concerns of most railroads was keeping their lines open and free of obstructions. Such obstructions included a variety of impediments such as fallen trees, rock slides, cattle on the track and other blockages.



For railroads in colder regions snow and ice on the tracks posed real problems, and snow accumulations over two feet could shut down a line. When railroads first began in the U.S. there were no devices available to clear snow from the lines, but inventive employees built wooden wedges which were attached to the front of locomotives. These worked fairly well but could not stand up to heavy accumulations of snow and ice, so they were replaced with wedges made of metal.

Plows removed snow and ice above the railheads but left several inches between the rails. Next came the flangers, a specially designed railway car fitted with blades which are lowered below the railheads to scoop up snow and throw it off to the side. Flangers had to be manned by an operator who raised the blades when approaching switches or grade crossings. They were not self-propelled, they had to be pushed by a locomotive. After World War I flangers were equipped with wings which plowed snow a few feet on each side of the track in addition to between the rails. One of the most popular models was built by Russell Car and Snow Plow Company of Ridgeway, PA. These flangers also could not propel themselves.

Railroads in mountainous regions which had to cope with significant snowfall each winter looked for more efficient ways to keep their lines opened throughout the winter. One such railroad was the Denver & Rio Grande which operated narrow gauge and standard gauge lines throughout Colorado and New Mexico. During the 1880's several designs of steam powered rotary snowplows were developed with some success, especially the *Leslie* type steam rotary snowplow, equipped with a large snow-cutting wheel mounted on an horizontal shaft at the front of the plow and able to throw snow several feet to either side.

In 1889 the Denver & Rio Grande ordered two *Leslie* type snowplows built by The Cooke Locomotive Company of New Jersey. In 1923 the D&RGW bought its last steam rotary snowplow, OY, from American Locomotive Company (Alco), which took over the patent to build *Leslie* type snowplows from Cooke. OY was last used by the D&RGW in 1962 but was later sold to the Cumbres & Toltec Scenic Railroad which used it a few times to clear their ex-D&RGW three-foot gauge line east of Chama, NM. It was last used in 1997.

The Cumbres & Toltec Scenic RR purchased 64 miles of the former D&RGW line between Chama, NM and Antonito, CO in 1970 and has run steam-powered excursions over this line. This line was the D&RGW's San Juan extension, designed to connect silver mining towns in the San Juan Mountains with Denver. It was traveled by Wyatt Earp, Doc Holliday and nearly every famous outlaw and gunman in the Old West. Today, the Cumbres & Toltec Scenic Railroad is the nation's longest, highest and most authentic railroad.



To celebrate the 50th anniversary of this remarkable event the C&TS decided to restore the **OY** to service and clear the line of snow with it between Chama and Cumbres Summit on February 29 and March 1, 2020. The **OY** was towed to the shops in Antonito for inspection and minor work a few weeks before the event. After this work was completed the C&TS announced they would be accepting reservations for this special occasion.

The event was limited to 150 persons, however the initial response grew to about 500, so they set up a lottery. I quickly signed up. I was assigned No. 295, and Teresa was No. 296. I figured it was very unlikely we would be chosen, but we received a phone call from C&TS advising us we were selected! After I purchased the tickets we made airline, rental car and motel reservations. We flew into Albuquerque, picked up our rental AWD Jeep Compass and headed north to Chama, New Mexico where the two-day event was headquartered. After checking into our motel we headed to the parish hall at St. Patrick's church where all 150 of us were served a superb buffet dinner.



Following dinner we were treated to an outstanding one hour and 20 minute program presented by noted author and photographer Jerry Day who spoke about the early days of clearing snow from D&RGW lines with wooden plows and the transition to the steam-powered rotary snowplows.

The following morning we boarded four chartered large, highway cruiser buses and were taken to the first runby location, which was just east of the first crossing of Route 17. The participants were given green safety vests to identify paying customers and provide high visibility to any oncoming traffic when we were on Route 17 which parallels the track all the way to the summit at Cumbres Pass. The C&TS contracted with the New Mexico and Colorado Highway Patrol to block off Route 17 during photo stops.

The **OY**, pushed by ex-D&RGW class K-36 2-8-2s No. 487 and 484, then passed in front of the photo line spewing a huge plume of snow and steam. The rest of the photo stops were like this, all held in scenic locations with brilliant sunlight.



The first day we went east as far as the east end of the big S curve, about six miles east of Chama near the Colorado state line. There were fourteen photo locations on the first day, all with cloud-free skies and well-chosen photo locations.

The second day our buses took us to Perry Pond, milepost 333 (measured from Denver) and we walked to Coxo Crossing, 9,500 feet in elevation for the first shot. The snow was about four feet deep here, snowshoes proved to be very useful to the ones who brought them. There were half-dozen outstanding photo locations on the second day. The last shot was of the OY plowing through five-foot deep snow at Cumbres Summit, 10,022 feet. The first scene was the OY passing by the Cumbres Pass section house, the last scene was the OY breaking through a five foot snowbank at the Route 17 crossing. After these shots we got back into the buses and headed back to Chama.



Cumbres & Toltec employees and volunteers spent a lot of time and effort planning this event, and their efforts paid off very well. This was a well thought out and run event with no major issues. This was one of the best organized photo shoots I've been on.

Rail Action at Chuckey Depot Railroad Museum TN

by VALLI HOSKI, North Texas Chapter, NRHS

Editor's note: The webcam screen shots below originally appeared in the May 2020 issue of *Whistlestop*, the newsletter of the Watauga Valley Railroad Historical Society & Museum. Full acknowledgment and thanks to the Watauga Valley Railroad Historical Society & Museum for approving its use in the *NRHS News*.

Quite an interesting array of rail action passes the Chuckey Depot in Jonesborough, Tennessee. With thanks to the Watauga Valley Railroad Historical Society & Museum, enjoy these recent views of assorted Norfolk Southern action from their rail fan cam at the Chuckey Depot.



NS Heritage locomotive in PRR livery.



NS Heritage unit, this time in Wabash livery, pulling intermodal traffic.



Amtrak baggage car on the way to somewhere.



MOW equipment on the move.



NS 5261 is a GP38-2

Virtual Rail Fan Cam at the Chuckey Depot TN

Editor's note: The article and frequency lists below originally appeared in the May 2020 issue of *Whistlestop*, the newsletter of the Watauga Valley Railroad Historical Society & Museum. Full acknowledgment and thanks to the Watauga Valley Railroad Historical Society & Museum for approving its use in the *NRHS News*.

Please enjoy the rail fan cam at the Chuckey Depot, Jonesborough, Tennessee. The Depot is located at 210 S 2nd Ave, Jonesborough, TN 37659, phone (423) 753-5797. Due to COVID-19 and the directive from the Town of Jonesborough, the Chuckey Depot Railroad Museum is currently closed.

Sheltering at home doesn't mean you can't enjoy railfanning.

You can virtually enjoy rail action on the Norfolk Southern Railroad (NS) A Line by visiting either (1) www.wataugavalleynrhs.org or (2) going to [https://www.youtube.com/](https://www.youtube.com) and entering "Jonesborough Rail Cam." There are also two live Norfolk Southern (NS) radios operating at www.wataugavalleynrhs.org or at <http://broadcastify.com>.

To assist in your viewing, trains on the A line between Bristol and Bulls Gap are listed below:

- T23 Limits Greeneville to Bulls Gap local switching 7am to 4pm
- T24 Limits Greeneville to Johnson City local switching 8pm to 6pm
- 15T Allentown PA to Birmingham AL morning train 7am to 11am
- 16T Birmingham AL to Allentown PA morning train 7am to 11am
- 22A Intermodal Norfolk VA to Louisville KY afternoon 4pm to 7pm
- 23G Intermodal Louisville, KY to Norfolk VA morning train 6am to 12noon
- 201 Intermodal New Jersey to Rossville AL Morning train 7am to 11am
- 202 Intermodal Rossville AL to New Jersey afternoon train 3pm to 8pm
- 125 Roanoke VA to Chattanooga TN sets off at Radford VA, Bristol, Jonesborough.
- 126 Chattanooga TN to Roanoke VA sets off at Radford VA, Bristol, Jonesborough.
- 800 series train are coal trains

Many listeners have requested a list of the signals that the trains call between Bristol and Greeneville, TN. This list includes station mile post, signal mile post, detector milepost including stations and radio transmitters. Hope you enjoy.

Please note Centralized Train Control and Track Warrants (CTC) are at the following locations.

- Bristol to Piney Flats CTC
- Piney Flats to Sand Valley Track Warrant
- Sand Valley to Telford CTC
- Telford to Jones Track Warrant
- Jones to Radar CTC
- Radar to Justice Track Warrant

Radio towers between Bristol and Bulls Gap. 160.56 Channel 1 and 161.040 Channel 2

- Bristol Yard Office
- Buffalo Mtn
- Washington College
- Greeneville Station
- Bulls Gap.

Justice to Knoxville MP 130 CTC

SIGNALS ON NORFOLK SOUTHERN A – LINE BRISTOL TO GREENEVILLE

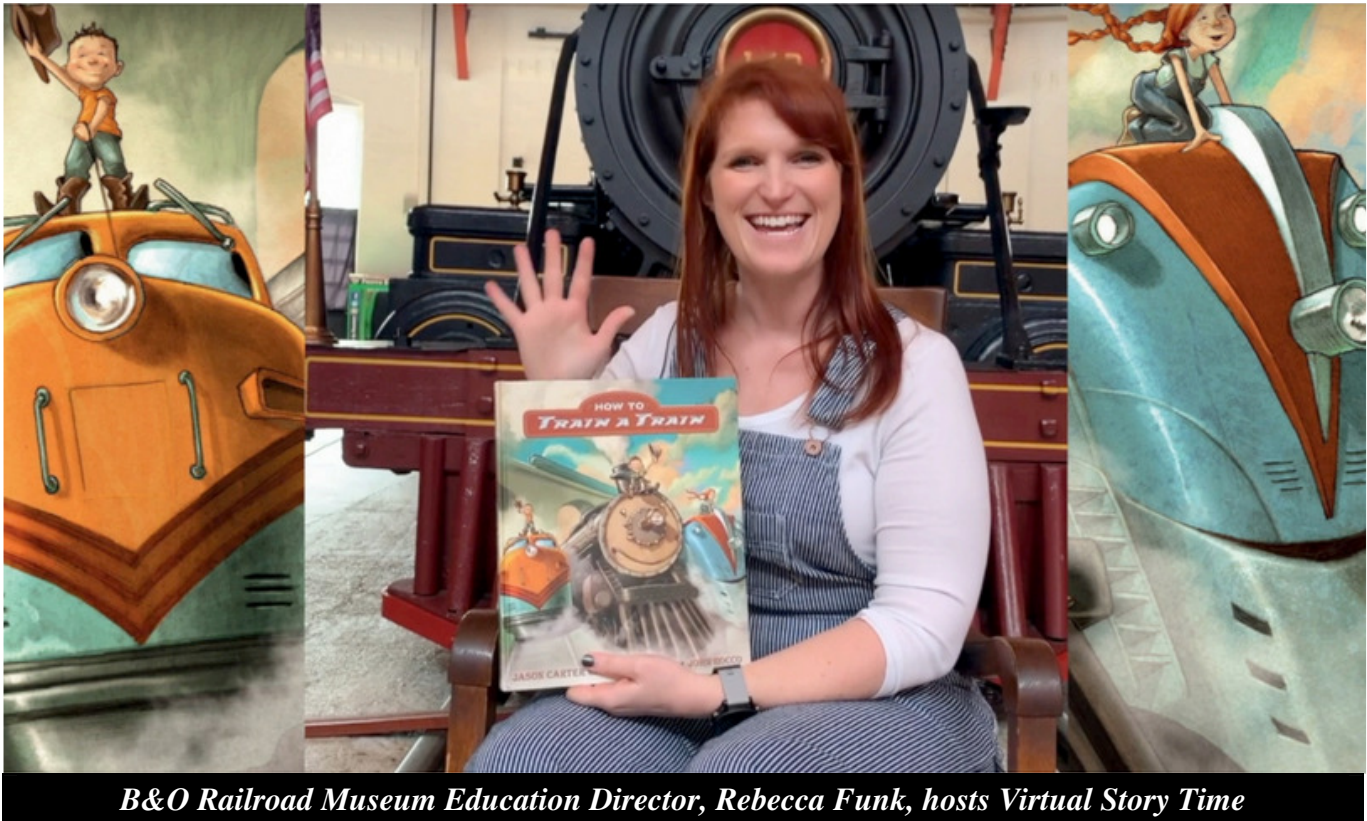
MP 0 A-LINE STARTS at STATE STREET (CTC TO PINEY FLATS)
 MP 0.3 FORD
 M P 3.4 UNIVERSAL
 MP 6.0 VANCE
 MP 8.8 UNNAMED
 MP 11.8 BLUFF CITY
 MP 12.9 DETECTOR
 MP 13.7 CURTIS
 MP 15.7 PINEY FLATS (TRACK WARRANT PINEY FLATS TO SAND VALLEY)
 MP 18.5 WATAUGA
 MP 20.9 UNNAMED
 MP 23,3 JOHNSON CITY CHEMICAL
 MP 24.0 CARNIGIE YARD
 MP 26.3 WEST SIDING (BEHIND CARNIGIE HOTEL)
 MP 27.2 DETECTOR (BELOW JC MEDICAL CENTER)
 MP 29.6 JOHNSON CITY IRON AND METAL
 MP 31.7 JONESBOROUGH (1.2 MILES EAST OF WATV COACH YARD) APPROACH TO SAND VALLEY

 MP 32.5 WATAUGA VALLEY COACH YARD
 MP 33.1 CHUCKEY DEPOT AT JONESBOROUGH
 MP 35.9 SAND VALEY SIDING CTC (SIDING 2 MILES LONG) EAST END
 MP 37.9 TELFORD SIDING CTC (SIDING 2 MILES LONG) WEST END TRACK
 WARRANT TELFORD TO JONES SIDING.
 MP 40.3 WASHINGTON COLLEGE (ALSO DETECTOR LOCATED AT SIGNAL)
 APPROACH TO TELFORD
 MP 43.7 LIMESTONE
 MP 46.5 CHUCKEY
 MP 49.5 AFTON SIDING EAST END
 MP 50.6 AFTRON SIDING WEST END
 MP 52.3 GREENEVILLE IRON METAL
 MP 52.9 DETECTOR
 MP 54.3 OLE PIGGY BACK TRACK
 MP 56.5 GREENEVILLE DEPOT

Editor note: Many thanks to the Watauga Valley Railroad Historical Society & Museum for collecting and sharing

Enjoy B&O's *Junior Junction* With the Family!

In April, the B&O Museum announced its new virtual *Junior Junction* story time. Parents, grandparents, kids and those who are kids-at-heart will enjoy these entertaining and free resources that help to serve children, caregivers, and teachers impacted by school closures. New railroad-themed virtual story times, each with a corresponding activity, are posted. Story times are recorded, and activities are downloadable for fun at any time and place!



B&O Railroad Museum Education Director, Rebecca Funk, hosts Virtual Story Time

A sampling of the story and activity fun is below. See the B&O Junior Junction for more adventures and games at <http://www.borail.org/jrjunction.aspx>.

Story title: “*How to Train a Train*” by Jason Carter Eaton

- Suggested grade range: PreK-2
- Activity: Take charge of your own train and look the part with this fun engineer’s hat craft.

Story title: “*Rosie Revere, Engineer*” by Andrea Beaty

- Suggested grade range: 1-4
- Activity: Take charge of your own train and look the part with this fun engineer’s hat craft.

More virtual exhibits and activities are available for free at BORail-Education.org.

- *The B&O Lives On: How The Founders Shaped Our Lives Today* Virtual Exhibit (<https://www.boliveson.org/>) – Complete the webquest at the end of the exhibit to test your knowledge.
- *Kids Track: Lines of Sight* (http://www.borail.org/KidsTrack_RRSigns.pdf) – Railroad Signs and Signals Activity Book
- *Kids Track: First to Fight* (http://www.borail.org/KidsTrack_FirstToFight.pdf) – WWI Activity Book
- *Railroad Word Search* (http://www.borail.org/BORRMJJ_activity_wordsearch.pdf) – Railroad-related word search.

One can visit the B&O Junior Junction at <http://www.borail.org/jrjunction.aspx> ! Parents, grandparents, kids and kids-at-heart will find fun railroad stories, facts, hats, and crafts.

Six Rail Films to ‘While Away’ Your Social Distancing Time

By ANN M. MASON, DC Chapter, National Railway Historical Society

Editor note: The article below originally appeared in the May 2020 issue of *The Timetable*, newsletter of the DC Chapter. Full acknowledgement is given to the chapter, DCNRHS, and to Ann M. Mason as author. DCNRHS retains the copyright for this article and grants NRHS a license for reproduction.

You have cleaned the closets, tidied the garage, and weeded the garden, what's left to do? Read the books on your, "I'll get to it list." Yep. What's a rail fan to do? Watch a bunch of great movies filmed in, on, or about trains! Perhaps the one that comes to my mind immediately is, "**Murder on the Orient Express**," based on Agatha Christie's 1934 novel, "Murder in the Calais Coach," later published as "Murder on the Orient Express." There are three film versions in which Christie's Hercule Poirot, the brilliant Belgian detective, is aboard the train Orient Express from Istanbul to Calais when it is stuck in a heavy snowstorm in Yugoslavia. In the first-class coach, Poirot encounters thirteen people one of whom, businessman, Samuel Ratchett, has received death threats and asks Poirot to protect him. Poirot declines. The next morning Ratchett is found murdered with 12 stab wounds. Poirot's friend, a railroad company director traveling in the next coach, asks Poirot to solve the murder. Stuck in deep snow, Poirot proceeds to interview the other passengers to deduce two possible solutions.

The 1974 movie [available on Amazon] starred Albert Finney as Poirot with an all-star cast of movie greats including Lauren Bacall, Ingrid Bergman, and Sean Connery. Ingrid Bergman won an Academy Award. The 2011 made for television version [available on Amazon] starred David Suchet as a "near perfect" Poirot, as reviewed by USA Today [and your editor's personal favorite]. The 2017 movie [available on Amazon] starred Keith Branagh as Poirot. The exterior shots of the 1974 movie were filmed in: a railroad workshop in Paris, which was used for the Istanbul station; the Jura Mountains on the closed rail line between Pontarlier to Gilley; and in a cutting near Montbenoit where the snow bound train was filmed.

Here are five more rail-oriented films to get you started, listed in chronological order starting with the oldest.

The Great Train Robbery (1903)

"The Great Train Robbery" is a classic western, action film in black and white with hand coloring in some sections. Only 12 minutes long, this silent film was inspired by the 1896 stage play, "The Great Train Robbery," by Scott Marble and the 1900 train robbery by Butch Cassidy. It was filmed in the Edison studios in New York City; at the South Mountain Reservation in New Jersey; and along the Delaware, Lackawanna and Western Railroad.

The short story starts with two bandits accosting the telegraph clerk to issue orders for the train to stop at the station's water tank, which allows the four bandits to board the train. Once on the train, they enter the baggage car; kill the messenger; steal valuables from a box; take control of the engineer; halt the train; rob the passengers; uncouple the locomotive from the train; and steal the locomotive to reach the valley where the horses were left. There is a bit of period comedy when the telegraph clerk bounds into a square dance to get help. A posse pursues the bandits with a final shoot out.

This film encompasses the state-of-the-art techniques and changed how future films were shot and edited. For example, cameraman Edwin S. Porter took the camera on top of the train and panned the forest offering a fluid and dynamic action to the viewer. This was a significant deviation from the eye-level, static shots of the time. The locomotive coming directly toward the camera and the outlaw shooting the gun directly at the camera inspired other film makers to alter their perspective to engage the viewer directly. Techniques used in this film inspired later cinematographers and directors including scenes in "Breaking Bad," "Goodfellas," and the James Bond movies.

"The Great Train Robbery" was the popular blockbuster of the day. The National Library of Congress (NLC) selected this film for preservation in its National Film Registry for its collection. One can view "The Great Train Robbery" on the NLC website at <http://www.loc.gov/item/00694220/>

The General (1926)

"The General" is another silent film comedy co-directed by and starring Buster Keaton. Adapted from the memoir of William Pittenger's, "The Great Locomotive Chase," this film depicts the true story that occurred in 1862 during the Civil War.

Keaton altered Pittenger's story to tell it from a Confederate perspective. This movie focuses on Western & Atlantic Railroad (W&ARR) engineer Johnnie Gray at the start of the Civil War. He is rejected by the Confederate

army, which causes his love interest, Annabelle, to spurn him. The action picks up when Annabelle travels by train to meet her injured Confederate father but is kidnapped by the Union Army, who steals Johnnie's locomotive, The General, pulling its train. Johnnie gives chase by handcar and bicycle to reach the train station to alert a Confederate detachment. Johnnie takes chase using the locomotive, The Texas, whose flatcars with the detachment are not connected. Alone, Johnnie manages to overhear plans, save Annabelle, recapture The General and head off to alert the Confederates. The Union army gives chase sending The Texas onto a burning bridge which collapses.

Of note: after filming, the remains of The Texas rested in the water and became a local tourist attraction until salvaged for the 2nd World War effort.

Filmed in central Oregon near Cottage Grove, Keaton worked with the Oregon, Pacific and Eastern Railway to purchase three vintage trains: two were used for the chase scenes and the third was used for the wreck of the locomotive The Texas into the river from a burning bridge.

This was the biggest budget silent movie ever and ruined Keaton financially. However, Keaton was reported to say that this movie was the proudest of his career. Keaton did the dangerous stunt work himself, which including sitting on the cow-catcher of a moving train; running across the roofs and jumping from engine to tender to boxcar; and sitting on the coupling rods to disconnect the locomotive in a moving train. Any of these stunts (and others) could have easily killed Keaton if there was a miss-timed step.

While critics generally panned the film when it was released, modern viewers rank "The General" among the greatest American films ever made. The National Library of Congress listed it in 1989 on the first National Film Registry. View the 75-min film on YouTube's Timeless Classic Movies, <https://www.youtube.com/watch?v=PPjwmp5qgm8>. Pittenger's book is available at the National Library of Congress at <https://www.loc.gov/item/02020072/>

The Lady Vanishes (1938)

Directed by Alfred Hitchcock, this mystery thriller is based on the 1936 novel, "The Wheel Spins," by Ethel Lina White. This movie tells the story of an English tourist traveling by train and befriends an elderly travelling companion, who mysteriously disappears. All fellow passengers deny ever seeing her. The tourist and a young ethnomusicologist search to determine what happened to the elderly companion.

Directed by Hitchcock after several film flops, this who-done-it movie redeemed his career as a director. As in all Hitchcock films, look for the director in one of the scenes [hint: near the end of the film at Victoria Station].

The highly acclaimed movie was filmed in London with the young, yet to be famous, Margaret Lockwood and Michael Redgrave playing the leads. This film has been remade several times: in 1979; in 2013 as a TV adaptation; and as a 2019 stage version. Still ranked as one of the must-see films and among the best British films, you can judge for yourself. See the 97-minute 1938 movie on Amazon.

Union Pacific (1939)

"Union Pacific," a dramatic western directed by Cecil B Demille, tells the story of building the Union Pacific Railroad across the west from Omaha, Nebraska, to Promontory Summit, Utah. Based upon the experiences of engineer Charles H. Sharman as depicted in the novel "Trouble Shooter" by Ernest Haycox, the film starts with the signing of the 1862 Pacific Railroad Act. It follows the laying of the track and the conflicting personalities pushing for and forestalling rail construction. And of course, there is a love interest, played by Barbara Stanwyck.

For authenticity, Paramount hired 100 Navajo Indians for the Indian attack on the train, rented Pinto ponies and cowboys to manage the ponies, and negotiated with Stanford University for use of the actual golden spike used to mark the end of construction on May 10, 1869.

Along with John Ford's film, "Stagecoach" (1939), "Union Pacific" raised the yardstick for future western movies and won numerous awards, including the Palme d'Or. In addition, the opening title sequence set a new standard for rolling titles—a technique repeated on the introductory titles to Star Wars. View the 135-minute "Union Pacific" movie at: <https://archive.org/details/UnionPacific>

Denver & Rio Grande (1952)

This film depicts a fictional account, based on factual right-of-way struggles between the D&RG and Cañon City & San Juan Railroad (ATSF). Crews from these two railroads struggled as each competed to gain control of a single right-of-way across the Colorado pass. Royal Gorge is the location where the actual armed confrontation took place. This film includes a spectacular head-on collision between two D&RG locomotives that were slated for retirement and scrap. Note that this head on collision was made more spectacular by a triggered explosion behind and just ahead of locomotive contact. View the 98-minute movie on Amazon.

Unstoppable (2010)

“Unstoppable” is based loosely on the 2001 incident of the runaway CSX 8888 that ran 68 miles through Northeastern Ohio. The movie casts Denzel Washington (as engineer) and Chris Pine (as young conductor) as the leads in locomotive 1206 to slow down the runaway train called the Allegheny and West Virginia Railroad (AWVR) locomotive 777. After a series of possible tries to slow down the train, rail managers devolve to using AWVR 1206 to catch up, slow and stop the train. A thriller for sure!

For the equipment, Canadian Pacific Railway provided two GE AC4400CW locomotives to play the AWVR 777 and 767. The Wheeling and Lake Erie loaned two EMD SD40-2 locomotives to play the AWVR 1206 and AWVR 5624. Filming locations included Martins Ferry, Mingo Junction, Stubenville, and Brewster, Ohio; over a dozen locations in Pennsylvania; and two locations in New York. The Buffalo line on the Western New York and Pennsylvania Railroad was used for two months during daylight to allow normal freight traffic to travel the route by night. Bridge and curve locations include the B&O Railroad Viaduct between Bellaire, OH, and Benwood, WV. To see this 98-minute film, check out <http://amazon.com>.

America on the Move – Streetcars, Trolleys & Trains

By VALLI HOSKI, North Texas Chapter, National Railway Historical Society

Yearning for entertaining, virtual journeys? Take a streetcar, take a train, take a bus or drive your car down memory lane with *America on the Move* (<https://americanhistory.si.edu/america-on-the-move>).

Sponsored by Smithsonian Museum and the National Museum of American History, explore the many transportation modes and roads that Americans have come to ride, drive, and love over the years. Virtual interactive exhibits guide you through the years and history of how Americans have transported themselves locally and across the nation. Explore how we’ve moved from pioneer trails, horse-drawn wagons, and canals and waterways to iron roads, steam-powered trains, electric trolleys, and subways and urban transit, followed by the beloved invention of modern personal transportation, the automobile and the expressway.

America on the Move - Streetcars, Trolleys and Trains Virtual Stories

Try out the online tours and explore some communities and their individual stories:

- *Community Dreams* – A Railroad Comes to Town, Santa Cruz, CA
- *Delivering the Goods* – Growing for the Wider Market, Watsonville, CA
- *A Streetcar City* – The Trolley and Daily Life, Washington, DC
- *The Connected City* – Water, Water Everywhere & Immigrant City, New York, NY
- *Lives on the Railroad* – Riding and Working on the Railroad, Salisbury, NC
- *The People’s Highway* – Life on the Open Road, US Route 66
- *Suburban Strip* – Hot Rods and Hangouts, Sandy Blvd. Portland, OR
- And many more.

The story behind these virtual journeys is best expressed by the National Museum of American History (<https://americanhistory.si.edu/america-on-the-move>):

America on the Move explores the role of transportation in American history. Visit communities wrestling with the changes that new transportation networks brought. See cities change, suburbs expand, and farms and factories become part of regional, national, and international economies. Meet people as they travel for work and pleasure, and as they move to new homes. Come along on a journey through America’s past.

Pack your snacks, invite a travelling companion, take a comfortable seat, and start your journey wherever you wish ... along horse and wagon roads, the early train routes, Route 66, or anywhere in between. Take the first step, click on any story and let’s go!

Joint Lackawanna Railroad History Symposium on September 25 – 27, 2020

The Susquehanna Valley Railroad Historical Society and the Delaware Lackawanna and Western Railroad Historical Society will hold a **Joint Lackawanna Railroad History Symposium** in Binghamton NY in September 2020. Registration form and information packet are available at <http://www.trainweb.org/SVRHS/>. Symposium schedule is below.

On *Friday, September 25*, from 10:00am-5:00pm, there will be a motorcoach tour of railroad related sites in the southern tier of New York State. The tentative itinerary includes visits to:

- The Susquehanna Valley Railroad Historical Society museum and archives in Binghamton;
- The Tioga County Historical Society and Museum in Owego, NY;
- The Newark Valley Depot Museum in Newark Valley, NY;
- The John H. Murray Coal Co (a former Lackawanna coal dock) in Waverly, NY; and
- The Sayre Museum in the restored Lehigh Valley depot in Sayre, PA.

Bus excursion itinerary may be found at: <http://trainweb.org/SVRHS/DLWRRHSBusTourSites-2-27-20R4.pdf> Bus tour cost will be \$40.00 per person, including lunch and bus driver gratuity. At least 35 participants must sign up by August 26, 2020, to provide this trip.

Saturday, September 26 will have daytime and evening packages. There will be a series of presentations, morning and afternoon, a lunch buffet, and, at day's end, a social hour and buffet dinner, with Rob McGonigal, editor of CLASSIC TRAINS Magazine, as speaker. The daytime presentations are planned to be Bob Bahr's historical overview of

the DL&W Sussex Branch, with photos assembled by Dave Rutan; Mike Caloroso, on the DL&W Ithaca Branch: Ken Geary, Jr., on historic photos by his father, Kermit Geary, Sr., of DL&W and the Anthracite Railroads; David Monte Verde (topic TBA); Bob Pastorkey, on a DL&W cab ride from Buffalo to Scranton, along with photos on the Binghamton area during steam and early diesel operations; and representatives of the New York, Susquehanna & Western, on current operations of the DL&W Syracuse and Utica branches. There will also be an exhibit by Randy Bushart of railroad memorabilia; Bob Frey from Centerpiece Rolling Stock will show weathering techniques for model railroading; and his wife, Mary Frey, in period costume, will be "Phoebe Snow."

Vendor tables are available on Saturday. Please email svrhsarchives@yahoo.com or call Bob Pastorkey at 607-427-5823 for more information and availability.

On *Sunday, September 27*, there will be a self-guided tour down Penn. Rt. 11, which follows the Old Road of the Lackawanna. The route will include the Martins Creek Viaduct, the Tunkhannock Viaduct, the Nicholson Freight House, a view of the Nicholson Tunnel and Clark's Summit.

Those attending must make their own hotel reservations. The principal hotel is the Doubletree by Hilton in Binghamton (607-722-7575), where the rate (if you mention DLWRRHS) is \$139/night plus taxes for a queen bed. The rate is valid through August 25, 2020.

Registration form and detailed information packet are available at <http://www.trainweb.org/SVRHS/>

LACKAWANNA RAILROAD HISTORY SYMPOSIUM

PRESENTED BY

Delaware, Lackawanna, & Western Railroad Historical Society, Inc.
&
Susquehanna Valley Railway Historical Society

Friday - Saturday - Sunday
September 25 thru 27, 2020

Planned Events
Bus Excursion : Programs : Dinner Banquet : Self-Guided Tours

For More Information and Registration Packet
Please [Click](http://www.trainweb.org/SVRHS/) on link below

Stay Healthy, Stay Safe, Hobbies Can Wait

By AL WEBER, President, National Railway Historical Society

I hope you are safe and in good health at this difficult time. Many of our NRHS members are in the high risk category. I have received a note that only one of our members has the Covaid19 virus. I expect that many more will get or have already had the virus. Hopefully they will have a full recovery but only time will tell.

Many NRHS chapters and members volunteer at museums. Most if not all of those museums have been closed and unable to generate any income. This situation will be resolved some day and we can all get back to our hobby. The museum at which I volunteer is also closed and we are just planning on what we will need to do to get the place reopened. We have lost our spring customers and events and are hoping that we can re-open sometime in the near future. Please support your local museums when they reopen as that

is where we show the general population the history of the railroads.

My local chapter, as in all the chapters that I hear from, has suspended all chapter meetings and events. We are looking into holding an on-line meeting just as other organizations and schools are doing. I will try to get all of you an update on that in the next NRHS News.

This is a hobby and needs to take a back seat to the current situation. So stay safe and healthy to the best of your ability. And take the necessary steps to ensure the safety of your families and friends. We will get through this, hopefully all safely.

Al Weber <aweber@nrhs.com>

Editor's Notes – Thanks to our Creative Members!

By VALLI HOSKI, Editor, NRHS News

Being an editor in these challenging times can be tough, but it's also enlightening and rewarding. This issue of the *NRHS News* is in your hands thanks to NRHS chapters and their newsletter editors. The creativity and variety in this month's articles are a result of the entertaining and informative articles shared by chapters and our core team of submitters.

Let me start by thanking the individuals who consistently submit quality articles and photographs or share their excellent proofing and review talents to each issue. Alex Mayes provides many of the excellent cover photos and feature articles for this publication and gives a keen eye for issue review. Stephen L. Wasby provides professional copy editing of submissions.

NRHS officers submit informative briefings for members, from convention updates to member information and election matters. Hugh Harris, Joe Maloney, Jon Baake, and many others help to ensure the *NRHS News* has timely updates on the society and its programs. (Any name omitted is the

faulty memory of the editor, not a lack of gratitude.) Last, certainly not least, I thank Al Weber for his unique perspective in his column, which makes an issue complete. I look forward to the continuing support of these individuals as well as chapter editors and members who graciously share their content treasures.

As a professional librarian, I honor and apply the requirements for intellectual property and copyright protection. Please be assured that any submission to the *NRHS News* is acknowledged and protected in compliance with international copyright guidelines. Whether they engage in this as a professional, hobby or informal publication, the creators of content are due full protection of their intellectual and creative works.

Stay healthy, stay wise, stay safe. See you down the rails and in the vast virtual spaces. Val

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, content and editorial assistant. Stephen L. Wasby, copy editing services.

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