

Cape FLYER Crew Makes Qualifying Run, May 22

By *DOUG SCOTT, Director, District 1 NRHS*

Yes, the Cape FLYER summer weekend service from South Station, Boston, to Hyannis was supposed to start on May 22, 2020. Ever since the service began, it has started on the Friday night of Memorial Day Weekend. Such was not the case this year. Due to the Covid-19 virus, service was rescheduled to begin on Friday night, June 26. The crews have to be qualified to run to the Cape every year, and must refresh that if they have run this route in previous years. On May 22, KEOLIS made up a bit for not running the Cape FLYER by running a crew-qualifying extra train led by

[recently rebuilt at MPI] F40PH-3C #1032 from Middleboro MA to Hyannis, MA.

The Cape Cod Chapter operates the West Barnstable Train Station & Museum. Some of us were at the station on May 22, practicing social distancing and cleaning in preparation for opening when Cape Cod Central Railroad begins its Coastal Excursion trains for the season. Then, a KEOLIS Cape FLYER crew qualifying extra ran past us. Although our baggage cart was ready, the train did not stop.



PHOTO COURTESY OF DOUG SCOTT

CAPE FLYER, June 22, 2020 – KEOLIS runs the Cape FLYER, and the Cape Cod Central Railroad provides the Coastal Excursion trains. While making a crew qualifying run, the KEOLIS Cape FLYER passed the West Barnstable Train Station & Museum. Looks like some baggage missed its connection. The Cape Cod Chapter NRHS operates the Museum.

NRHS NEWS – AUGUST 2020

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Important Notices

The 2020 NRHS Convention is cancelled due to the health pandemic. Our convention partners are uncertain if they will be open and/or available to attendees. The NRHS has issued refunds to members who had registered for the 2020 Convention.

The 2020 NRHS Fall Conference (Johnson City TN) and 2021 NRHS Spring Conference (Raleigh NC) are cancelled. Be in good health and keep your eye down the line until we meet again.

Upcoming Conferences and Conventions

| | |
|--|--|
| 2021 2021 NRHS Convention (date, location to be confirmed) | October, 2021 2021 NRHS Fall Conference Ronkonkoma, New York |
|--|--|

Submission Deadlines

| <i>Month</i> | <i>Print or .pdf</i> | <i>Deadline</i> |
|----------------|----------------------|-----------------|
| September 2020 | Print / mail | August 31, 2020 |
| October 2020 | .pdf | September 25 |

NRHS Bulletin Double Issue Coming in September

By *JEFF SMITH, Editor NRHS Bulletin*

NRHS 2020 members will receive a double issue of the *NRHS Bulletin* next month. This one-time double issue consists of Volume 83 Numbers 1 & 2 and will total 80 pages. In 2020, members will receive a total of four magazines: Volume 82 Number 4 (already published); Volume 83 Numbers 1& 2; Volume 83 Number 3; and Volume 83 number 4.

NRHS members typically receive four issues of the *NRHS Bulletin* per year, consisting of numbers one through four in a single volume. When the NRHS experienced financial difficulties a few years ago, we published magazines irregularly. This caused issue numbers to be off when we returned to publishing four issues per year. This one-time double issue will fix the numbering problem. Going forward, all *NRHS Bulletin* issues will comprise a single volume within a single calendar year. If you have any questions, please contact the *NRHS Bulletin* Editor Jeff Smith at bulletin@nrhs.com.

2020 Annual NRHS Meeting to be held Saturday, September 26, 2020

By *ROBERT ERNST, Secretary NRHS*

The Annual Meeting of the National Railway Historical Society, Incorporated, for 2020 will be held via GoToMeeting on Saturday, September 26, 2020. The call will commence at 1:00PM EDT/10:00AM PDT.

- To join the webinar meeting from your computer, tablet or smartphone, the login information is: <https://global.gotomeeting.com/join/816364413>
- You can also dial in using your phone. U.S.: +1 (669) 224-3412 Access Code: 816-364-413.
- New to GoToMeeting? Get the app now <https://global.gotomeeting.com/install/816364413>

NRHS members will vote on several proposed changes to the Bylaws and act on any society business as may come before the members for the Annual Meeting. Chapter Members, At Large Members, and Family Members in good standing with the National Railway Historical Society may vote only by proxy for the 2020 Annual meeting. Each member should complete an individual proxy which has been mailed to all members. A copy of the proxy form is included after this article. You may obtain additional copies of the proxy by mail from the Secretary (Mr. Robert J. Ernst, Secretary NRHS, 5245 S. Newland Avenue, Chicago IL 60638-1125) or send a request by email to secretary@nrhs.com. To be effective, your proxy must be in the Secretary's hands by September 1, 2020. If you received your proxy by mail and returned it to the Secretary you do not need to complete the proxy printed in this issue. The proxy results will be given on the webinar.

During the call, President Al Weber will give his report to the Membership. Members will be able to listen during the call and submit a question or comment in the chat room; however, questions and comments are best handled if submitted prior to the webinar. All questions and comments from the membership must be submitted to the President or Secretary by September 1, 2020 via email at info@nrhs.com or via mail to the address listed above. President Weber will respond to the questions and comments as part of his report on September 26.

Two important items follow at the end of this article

- A copy of the **NRHS Bylaws Changes - 2020**
- A copy of the **proxy form**.

Reminder - All questions and comments from the membership must be submitted to the President or Secretary by September 1, 2020 at the email info@nrhs.com or secretary@nrhs.com.

NRHS Bylaws Changes – 2020

At its meeting on November 9, 2019, the NRHS Board of Directors voted on and passed eight (8) changes to the Bylaws. Per Article XV of the Bylaws, dated June 2011. We are forwarding those changes to the NRHS members in good standing for approval. Those eight recommended changes are as follows:

1. Replace the text of Article VII, Section 3, to read as follows:

“All of the seats on the Board of Directors shall be elected directly by the voting members in good standing of the Society. Of the eleven (11) seats on the Board of Directors, two (2) shall be held by the President and Vice President, who shall be elected by all voting members.

The remaining nine (9) seats shall be elected by all voting members.”

2. Delete all of the text to Article VII, Section 5, and all of its subparagraphs.

3. Replace the text of Article VII, Section 6, to read as follows:

“Each individual who serves as a member of the Board of Directors may not exceed eight consecutive years of service on the Board. Members of the Board of Directors shall serve for a maximum of four (4) two year terms. “

4. Replace the text of Article VII, Section 9, to read as follows:

“Upon ratification of these Bylaws, these Bylaws will take effect on January 1, 2021. The Board of Directors seated on January 1, 2021 will retain their seats until new elections can be held and the members elect a new Board of Directors as follows:

- a) ***The President shall be elected to a new four-year term that ends in the next even-numbered year that is not a Leap Year, i.e. 2022.***
- b) ***The Vice-President shall be elected to a new four-year term that ends in the following Leap Year, i.e. 2024.***
- c) ***The remaining Board of Directors members shall be elected to two-year terms that end in the next even numbered year. “***

5. Replace the text of Article VII, Section 13, to read as follows:

“Subsequent to the adoption of these Bylaws, the newly elected Board of Directors shall convene for organization on a weekend date in October or November of the year in which the society election occurs. The date of the meeting shall be fixed by the President or a vote of the Board of Directors at a previous meeting. The first business of this organizational meeting shall be the election of a Secretary and Treasurer, and when deemed necessary by the President, an Assistant Treasurer. In each subsequent year, the meeting held in October or November shall be deemed the organizational meeting.”

6. Replace the last sentence of Article IX, Section 15, with the following.

“The Secretary must call a special meeting of the Board of Directors upon receipt of a written request from three Directors, with the exception of the President.”

7. Replace the first sentence of Article IX, Section 2, with the following:

“At its organizational meeting, the Board of Directors shall elect a Secretary and a Treasurer, and, as recommended by the President, may elect an Assistant Treasurer.”

8. Replace the text of Article IX, Section 3, with the following:

“The Secretary, Treasurer and Assistant Treasurer, upon their assuming office, shall not automatically be members of the Board of Directors, unless otherwise elected thereto, but shall have the right to attend meetings of the Board.”

Instructions for return of proxy form:

Complete proxy form below by **September 1, 2020**. Place inside the return envelope provided in this mailing, and mail to:

Mr. Robert J. Ernst
Secretary, NRHS
5246 S. Newland Avenue
Chicago, IL 60638-1125

.....
(Complete the information, and mail it in the envelope provided.)

The National Railway Historical Society, Inc.
Member Proxy

KNOW ALL PEOPLE BY THESE PRESENTS, that I, the undersigned member of the National Railway Historical Society, Inc., do hereby appoint Al Weber, Joseph C. Maloney, Jr., Robert J. Ernst, or any one of them, my true and lawful attorney and agent, with the power of substitution, for me and in my name to vote at the Annual Meeting of the members of said Society, to be held on Saturday, September 26, 2020 or at any adjournment or adjournments thereof, for the following:

- I. For the proposed Bylaws changes adopted by the Board of Directors on November 9, 2019, as follows:
 - a. Reduce the size of the Board of Directors from 25 to 11 Board Members by changing salient portions of Article VII, Sections 2 and 3, and deleting Article VII, Section 5 altogether.

Agree.....
(Check One)
Withhold.....

- b. Reduce the terms of Board Members from 4 years to 2 years by changing salient portions of Article VII, Sections 6 and 9.

Agree.....
(Check One)
Withhold.....

- c. Eliminate voting districts and provide for members to directly vote for all Board of Directors Members by changing salient portions of Article VII, Section 6, and deleting Article VII, Section 5.

Agree.....
(Check One)
Withhold.....

- d. Confirming previous Board of Directors' actions that created the position of Assistant Treasurer.

Agree.....
(Check One)
Withhold.....

- 2. For any society business which may come before the membership:

Agree.....
(Check One)
Withhold.....

If you sign the proxy without checking any of the boxes, you authorize management to vote "For" the items listed.

| | | |
|--------------------|---------------------------|---|
| <i>Signature</i> | <i>Print name</i> | |
| <i>Date Signed</i> | <i>NRHS Member Number</i> | <i>Home Chapter Name or At-Large Member</i> |

Conrail Museum Planned for Shippensburg PA

By RUDY GARBELY, President, The Conrail Historical Society

On July 20, 2020, the Conrail Historical Society (The CRHS) proudly announced its acquisition of a new piece of railroad equipment for use as a Conrail museum. An 86-foot-long Conrail boxcar has been graciously donated to The CRHS by CSX Transportation. The X67- class boxcar, formerly Conrail No. 295633, was built in 1970 for the transportation of automobile parts between assembly plants.



CONRAIL 295633 GETS NEW LIFE AS MUSEUM – The former boxcar will eventually be stripped and repainted in authentic Conrail colors, while the interior of the car will be transformed into a 10,467 cubic foot climate-controlled Conrail Museum & Archive that will be accessible to families and researchers alike.

Nearly 75 percent of the funding for this \$134,000 project is being provided by a \$100,000 tourism grant from the Cumberland Valley Visitors Bureau (CVVB), while the remaining \$34,000 is being covered by a combination of direct CRHS funding and in-kind donations from local contractors for material and labor.

“The Cumberland Valley Visitors Bureau has played a crucial role in making The CRHS’s long-term museum goal a reality,” says Jim Stanton, Vice President of The Conrail Historical Society. “Our museum will grow regional tourism, and we wouldn’t be able to undertake this project without their generous assistance.”

The new Conrail Museum & Archive boxcar will be placed near the Cumberland Valley Railroad Museum (CVRM), which is housed in a restored Penn Central boxcar at the Shippensburg trailhead of the Cumberland Valley Rail Trail. In 2019, The CRHS provided a former Pennsylvania Railroad signal from its collection for restoration, display, and operation at the CVRM. The CRHS’s resulting partnership with the CVRM and the Cumberland Valley Rails-to-Trails Council (CVRTC) has led to this exciting expansion of the site.

The CRHS’s boxcar is being temporarily stored on the local Pennsylvania & Southern Railway in nearby Chambersburg, Pennsylvania, until preparations are made at the trailhead to accommodate it. Once a piece of track has been laid in Shippensburg, the boxcar will travel by road for the last 11 miles of its journey. This will be the largest railroad boxcar ever transported by road, and it should be quite a spectacle as it navigates the streets of Shippensburg.

The Conrail Museum & Archive will display the history of the Consolidated Rail Corporation (Conrail), which was a federally-created railroad that rescued the northeast’s financially troubled rail system in 1976. From then until Conrail was acquired by CSX Transportation and Norfolk Southern in 1999, its success was one of the most significant developments in the American railroad industry. The CRHS was founded in 1995 to take custody of important Conrail artifacts, documents, and history to ensure their preservation.

The Cumberland Valley Rail Trail, where the museum will be located, was originally owned and operated by Conrail as its Shippensburg Secondary from 1976 to 1995, when Conrail donated the 11-mile right-of-way from Shippensburg to Newville to the CVRTC.

“The new Conrail Museum & Archive will be a great asset to Shippensburg, and we are extremely appreciative of the local support we’re receiving,” said CRHS President Rudy Garbely. “We can’t wait to build further strategic partnerships with the community as we take one of our largest steps forward in the preservation of Conrail history. We are especially grateful for the donation from CSX Transportation and the grant from the Cumberland Valley Visitors Bureau that make this whole project possible.”

It is anticipated that the Conrail Museum & Archive will open to the public in the summer of 2021. To learn more about the boxcar or to donate to The CRHS for future projects like this one, please visit www.TheCRHS.org/museum.

The Conrail Historical Society is a 501(c) (3) non-profit organization that preserves the history of the Consolidated Rail Corporation through education and publication, recognizing the creation of Conrail as one of the most significant developments in the American railroad industry. The Society’s robust membership magazine and extensive archival and artifact collections are complemented by several restored pieces of railroad equipment. Support and consultation regarding Conrail operations and equipment are provided to railroad museums, model manufacturers, and researchers. For further information on The Conrail Historical Society, or to join, please visit www.TheCRHS.org.

Lackawanna Railroad Symposium Rescheduled to 2021

As announced in a July 20, 2020, Press Release from The Conrail History Society, the 2020 Lackawanna Railroad Symposium is rescheduled to 2021.

“At the June 16th 2020 DLWRRHS Board of Directors Meeting it was voted to cancel our joint 2020 Symposium with the Susquehanna Valley Railroad Historical Society on Sept 26 & 27th, 2020 due to the Corona Virus currently impacting the venue locations. It was decided to have the Symposium rescheduled to Sept 25 & 26th, 2021 with the same program as close as possible. We will keep you posted on developments. Stay Safe.” For more information: <http://www.trainweb.org/SVRHS>

Oregon Rail History Center Masks Up

By ARLEN L. SHELDRAKE, Pacific Northwest Chapter NRHS

On June 27, 2020, as part of the quiet reopening process of the Oregon Rail Heritage Center in Portland, Oregon, the Marketing Committee of ORHF developed and installed this locomotive mask banner at the entry. Visible in the background, the PNWC-NRHS-owned SPS Mt. Hood Sleeper is parked in the area destined for turntable installation.



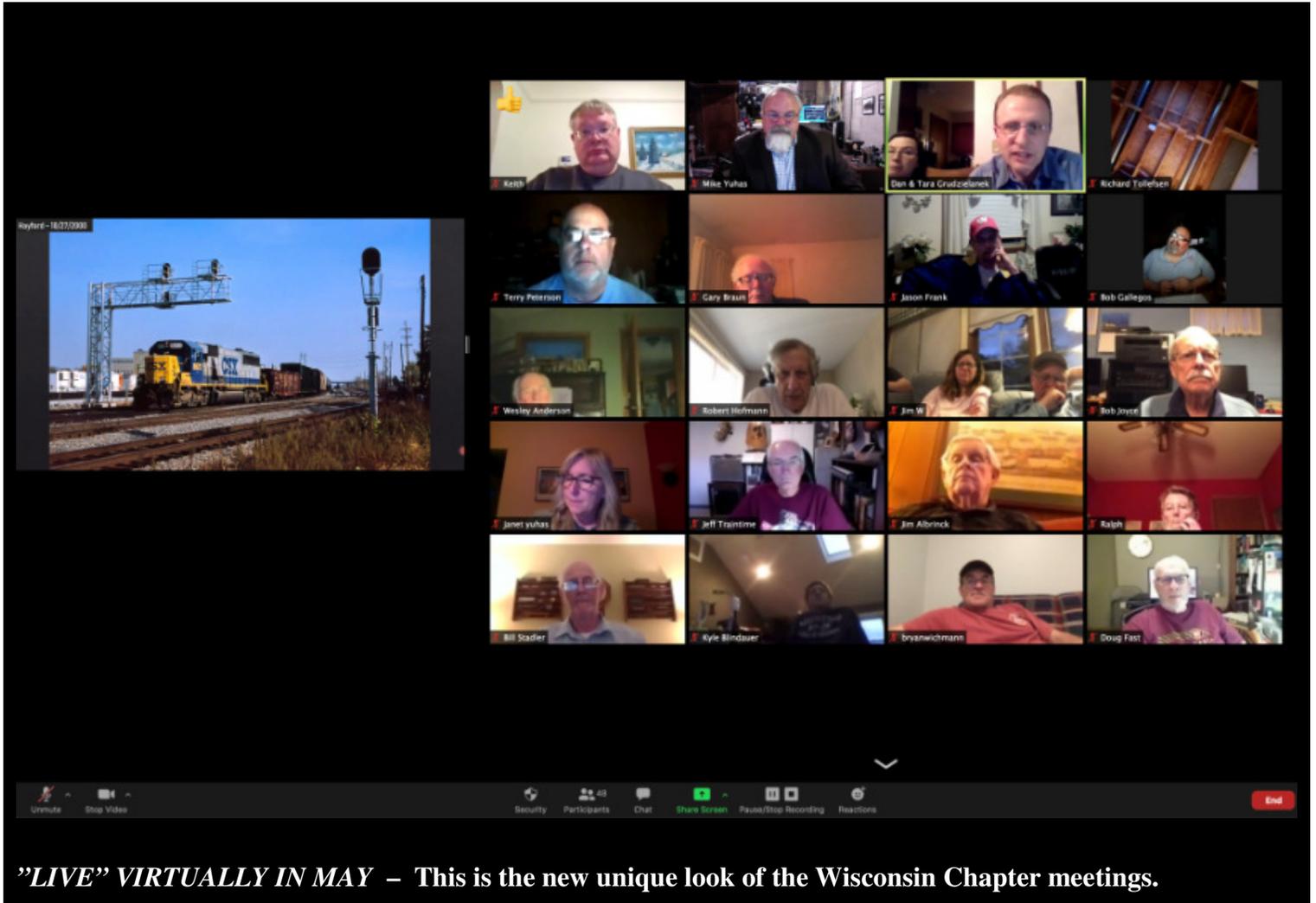
MASKING UP – Among other required changes, visitors and volunteers are required to wear face masks in order to reduce the spread of the COVID-19 virus.

Wisconsin Chapter Connects & Meets Virtually

By *MIKE YUHAS, Wisconsin Chapter NRHS*

On March 6, 2020, the traditional in-person Wisconsin Chapter meeting took place. Fred Hyde presented his Milwaukee Road program to an enthusiastic audience of about 46 people. Then the novel Coronavirus pandemic hit, and the April meeting was canceled.

The Wisconsin Chapter values the connections with its members. We take our dedication to “Society” seriously. This means finding a way to remain connected to one another during an unprecedented period of sheltering at home and social distancing.



The chapter’s first virtual membership meeting was held on May 1 using the Zoom platform. It was a rousing success, with 47 participants checking in, which compares favorably to in-person meeting attendance. The meeting was planned quickly. Five members assembled slide shows on a moment’s notice and presented them using the Zoom screen- sharing feature. They were:

- Keith Schmidt: “What if in 2020,” including steam, diesel and excursions from the past 12 years
- Dan Grudzielanek: “Chicago,” photographs of various locations around Chicagoland
- Jerry Krug: “Sights on the Iowa Interstate 2003-2010”
- Bob Gallegos: “Following 47,” a look at where cars on CP train 471 go when it heads west toward Rapid City
- Mike Yuhas: “BNSF along Route 66 in California and Arizona, January 2020” (with some oldies, too!).



CELEBRATING IN JUNE - Our June 5th meeting had its own unique focus with “A Night at the Museum.”

Our June 5th meeting was also held via Zoom and 48 people ‘attended’. The program topic was “A Night at the Museum,” a celebration of railroad preservation in Wisconsin. Evan Richards and Steve Thomas appeared on behalf of the East Troy Railroad Museum; Bob Lettenberger represented the National Railroad Museum; and Jeffrey Lentz, Bill Buhmaster, and Pete Deets spoke for the Mid-Continent Railway Museum. Each group discussed its history, normal operations (not necessarily today’s pandemic-reduced operations), collections, and future projects.

Of particular importance was the appearance at both virtual meetings of several members whose location makes in-person attendance impractical. We also welcomed many guests, from around Wisconsin and elsewhere!

We’ll take July and August off, as per our usual habit, and will return in September for our annual Members’ Favorite Slide Night. We’ll be meeting virtually as long as necessary.

Persons interested in attending Wisconsin Chapter meetings, whether in-person or via Zoom, should consult www.nrswis.org or email president@nrswis.org.

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 assistance. 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>.

Champlain Valley Chapter's Virtual Train Ride

By *THOMAS GALLAGHER, Secretary, Champlain Valley Chapter NRHS*

With the outbreak of the COVID-19 pandemic, most of the country has shut down meetings of large groups. In Vermont, the Governor's stay-at-home order prevented the Champlain Valley Chapter from holding activities beginning with the April meeting. Thus far, the April, May, and June meetings have been cancelled.

The Chapter decided to make some online presentations for our members to view while at home. Two of our members have created an online presentation which members could access and view on our newly-renovated website. It started with creating a completely new website. The previous site had developed problems because the older platform being used was getting more difficult to update and upgrade. Once the new website was up and running, these members created a presentation based on a 1954 Rutland Railroad Board of Directors special train which was to cover the entire route from Bellows Falls, Vermont, through Rutland and Burlington, Vermont, and ending in Ogdensburg, New York.

One of the presenters had obtained an original packet which was given to each of the BOD members on the train. It contained a wealth of information about all the businesses on the line, as well as figures of amounts of freight and types of products that originated and was received at each location along the route. A substantial number of photographs were added to the presentation, along with track plan diagrams at each of the locations. The presentation is set up so that the viewers can proceed at their own pace and spend as much time as they wish on each slide.

VIRTUAL RIDE FROM BELLOWS FALLS TO OGDENSBURG, NY – The presentation is divided into three parts: Part 1, added to the website on April 8, 2020, covered the route from Bellows Falls to Rutland, Vermont. Part 2, which covered Rutland to Burlington, made its debut on May 13, 2020. It followed a similar format that was used on Part 1. Part 3, Burlington, Vermont to Ogdensburg, New York, is to be added to the website on June 10, 2020.



Our Chapter has over 100 members, and so far over 70 have accessed these presentations. We hope additional members will sign up to access these shows. This could be a method that other chapters might use to bring enjoyment and interesting information to its members during these difficult times.

The time and effort that has been put into these presentations has been extensive, and we all owe a huge THANK YOU to the members who contributed to the shows. Anyone is welcome to access the general sections of our website by going to www.cvcnrhs.org. The website includes a Members section, and members must register for this section with an email address and password. The presentation has become a permanent part of the website and members may access this at any time.

We hope that everyone remains safe and healthy, and we look forward to again having face-to-face Chapter meetings and activities.

Twilight Zone Train-Fix: Syracuse/Albany & Return

By PAUL J. SHINAL, *Central NY Chapter, NRHS*

As Easter approached, the quarantine began to wear very thin on me. I had been reading how especially bad things were for Amtrak, as they were for many businesses in America. I also read that Amtrak was probably operating the cleanest trains it has ever run: train cars were being regularly washed outside, restrooms were clean & working, and coaches were sanitized and well vacuumed. Knowing that ridership was poor, I decided around Easter that maybe it was safe enough now to get my annual "train-fix," which typically is a one-day round-trip ride between Syracuse and Albany.

I awoke on Thursday morning, April 16, to a white covering of snow glistening in the bright sunshine. The sun and the rapidly rising temperature brought my "train-fix" idea quickly to mind. Since to catch a train for my "fix" I had to drive from my home in Seneca Falls to Syracuse, I preferred the late morning departure of the "Lake Shore Limited." I quickly checked on its present progress. It was only five minutes late, which at that moment gave me about 70 minutes to get from my home to the Syracuse Regional Transportation Center. I still had to arrange care for my dog and to purchase e-tickets. Within minutes it all came together and I was off for what would become a "Twilight Zone Train-Fix".

Without school in session, traffic wasn't bad, but it wasn't that light either. My drive to Syracuse didn't make me think much about the pandemic, until I swung off of I-81 into the exit roadway of Destiny USA. Shock #1: I saw this huge mall and entertainment complex surrounded by nothing but a vast and empty parking lot! That startling view literally sent a shock wave through my body, but within minutes I was at the Regional Transportation Center and hit with shock #2. The Center's typically crowded parking lot had only 4 cars in it! When I returned home, the same lot also led to the last shock of my journey. The lot's exit gates were open; parking was free!

Still thinking in my normal mode, I quickly jolted to the station for no apparent reason. The "Lake Shore" (Train 48/448) was still about five minutes late and I had ten minutes to spare. A multitude of three people were awaiting its arrival. Needing to assure myself that I really was at the train station, I had to immediately proceed up the ramp to the platform area. Within several minutes, I could see the train. As I had read earlier, the engines and the cars were sparkling clean. The three people I had seen inside all boarded with me. I'm not sure how many departed, but onboard I saw only a few people leaving the platform. Today's "Lake Shore" consisted of two P42 locomotives (Nos. 145 & 105), two sleeping cars, one diner (serving prepared meals to sleeping car passengers only), two coaches, a Business Class/Café car, and a baggage car. As always, the cars were arranged between those going to Boston and those continuing to New York. At the Albany-Rensselaer Station, the two sections would be split. The Boston section was up front with a sleeper, the Business Class/Café car and a coach.

When I boarded, I found the scent of Lysol or something similar to be heavy and, yes, I never saw the "Lake Shore" restrooms look so CLEAN with plenty of wipes and paper towels. Normally, by the time this Chicago-based train gets to Syracuse, you can smell a restroom about twenty feet away! For the first time I had purchased a seat in Business Class, thinking that because of the pandemic it might be a bit safer there. Boy was I right! All of Business Class was mine, but soon I discovered I had almost the whole train to myself! Since Business Class was part of the café car, I was not only near coffee but also many of the crew, who typically travel in the café lounge between stations. No worry, we were definitely socially distanced!

My next shock came as we passed CSX's DeWitt Yard. The yard usually has many tracks full of cars, so that little of it can be easily seen from a passing Amtrak train, but not today. DeWitt Yard was so empty, I could actually see from one side of it to the other. If I hadn't known better, I would have thought the yard was being cleared for abandonment. As my journey continued, only a few westbound freight trains passed us. It was very obvious that not only was passenger travel way off, but so was freight traffic. That being said, the opposite seemed to be occurring on the nearby NYS Thruway (I-90), which frequently parallels the railroad. While rail freight traffic was apparently falling, truck traffic seemed heavier than I had ever seen it. Every time I looked, tractor-trailers were filling the highway in both directions. It appeared the slack created by fewer cars on this interstate was being replaced by more trucks.

Our stops in Utica and Schenectady involved few passengers. The only red signal encountered was after Amsterdam at CP 169, when we had to wait for No. 281 to leave Amtrak's single-track mainline west of Schenectady. All along the route I could see closed schools and empty playgrounds. Parking lots at what were normally active industries and businesses, along with those around shopping centers, had few or no cars. The main streets of the many towns and villages neighboring the railroad tracks looked like those of ghost towns out West. Traversing above the city streets of Schenectady, traffic was scant and people were few. All this vividly exemplified both rural and city life today with COVID-19.

As our train came into our state's capital city, the surrounding expressways and highways showed signs of a more normal weekday in April. More cars were traveling, and people were seen around businesses and along the avenues near the Hudson River. After the train crossed the Hudson River into Rensselaer, the Amtrak Maintenance Facility was soon on my right. This sizable complex was active but was not overly busy. On many previous trips, this facility was usually filled with many locomotives and cars, but like most everywhere else today, work appeared slower. The real story was told when we arrived on time at the nearby Albany-Rensselaer Station. Upon arrival, I knew I would not be fighting any passenger crowd off the train. What I really wasn't prepared for waited for me upstairs in the concourse over the tracks. Aside from one employee, no one was there! Yes, it was only 2:30 in the afternoon, but in past "fixes" at this same time, passengers were plentiful. Within the station's lobby, only the restrooms, ticket counter, and the newspaper/gift shop were open.

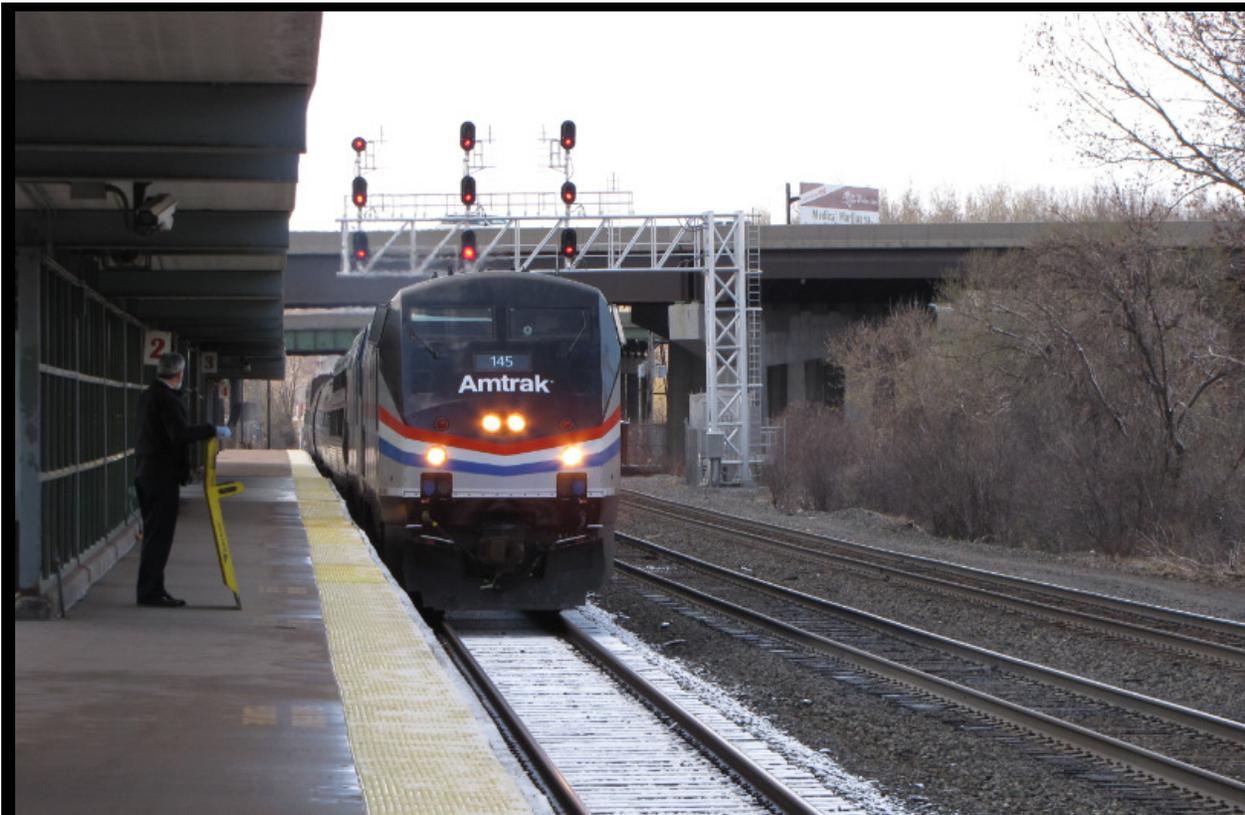
As I had arranged to return on Train 283, my layover gave me about 90 minutes to observe and photograph station activity. The one station attendant who was in the concourse to monitor and assist passengers was most pleasant. The station's nearly all-window waiting room sits out over the station platforms, making it a perfect place to watch and photograph trains. It was truly an opportunity of a lifetime to be able to do this unhindered by passengers or security personnel. I literally had the place all to myself.

During my layover, I observed and photographed the separation of the Boston and New York sections of the "Lake Shore." Once they were separated, I photographed the departure of the Boston train, No. 448, which exited the station tracks and entered Amtrak's Post Road Branch for its twelve-mile trip up to CSX's Berkshire Division. I then photographed the connection of No. 716, an Amtrak P42, to the cars of the New York section. The 700 series of Amtrak locomotives denotes an engine capable of operating off the electrified third rail south of Croton-Harmon. No. 716 moved from a siding at the Post Road Branch turnout onto Station Track 3, where it connected with Train 48 and eventually departed with it. In the meantime, Train 242 to New York boarded and departed. I only saw three people going down to the platform to board it.

As I was so busy and had the station all to myself, my 90-minute layover flew. Train 283 arrived on time from New York and within fifteen minutes I was on my way back to Syracuse. On this trip, an off-duty conductor friend joined me. We had a whole coach to ourselves and oh yes, we observed social distancing. He had the seats on the right-side of the aisle and mine were on the left.

On my return trip, I had time to contemplate my unusual "train-fix" during COVID-19. What I thought of and felt is difficult to place in words. I had now been out in the world, yet the world had isolated itself from me. The isolation I had at home basically followed me. This rail journey experience was eerie and unfamiliar to me. The uncertainty this worldwide pandemic brings makes me wonder if we will ever live the way we did. In many ways, that could be good. Many of the "things" we smothered our lives with before did not make us better human beings. For some, this pandemic has led to the loss of loved ones, great fear, and financial distress. Many others have been given the opportunity to share true quality time with our families and those around us. Without many of our common entertainment addictions, like this train-fix of mine, available, our vulnerability has been revealed. With all that this great nation provides us, we can choose to be better human beings or we can slip backwards, when or if our perceived normal returns.

All in all for this retired accountant and teacher, my "Twilight Zone Train-Fix" aboard Amtrak has taught me a valuable lesson. I'll leave you to determine what that lesson might be.



ARRIVING AT SYRACUSE, APRIL 16, 2020 – Train 48/448, the Lake Shore Limited, led by P42 No. 145 with No. 105 behind it arrives at Syracuse at 114:20 am on April 16, 2020.



BOSTON SECTION LEADS THE TRAIN – Boston section (448) with a sleeper, Business Class/Café car & a coach. P42s, No. 145 & No. 105, show Phase V & III paint schemes.



EASTBOUND LAKE SHORT LIMITED – Departing & boarding passengers are few, for the Eastbound Lake Shore Limited



TRAIN 448 DEPARTS – After separation from the NY section, Train 448 departs from the Albany-Rensselaer Station for Boston. Original P42s lead the train from Station Track 3 onto Amtrak's Post Road Branch, a 12-mile connection with CSX's Berkshire Subdivision. At the train's rear, P42 No. 716 awaits clearance to connect to NY section.



CONNECTING TO NYC – No. 716 completes its run from Amtrak's nearby maintenance facility to a siding off the Post Road Branch junction and south of the A-R Station. Next is the backup move onto Station Track 3 to connect with Train 48 to NYC.



MEET UP WITH TRAIN 48'S CONSIST – No. 716 on Station Track 3 backing toward Train 48's consist.



WELL-CONNECTED AND DEPARTING ON TIME! – No. 716 being guided toward Train 48, normally filled with southbound passengers. Today the train crew might outnumber the passengers. Connection completed, Train 48 leaves on time at its 3:45p departure time from Albany-Rensselaer Station on Station Track 3.



CONSISTENT CONSIST - Train 48's consist: P42 No. 716, one coach, one diner (used for sleeping car passengers—pre-packaged meals only), one sleeper & a baggage car.



HEADING DOWN HUDSON WAY – Train 48 heads south toward CSX's Hudson Line, leased by Amtrak. Signal lights change, and let's get on the go.

Members & Meetings Adapt to New Conditions

By AL WEBER, *President NRHS*

As this pandemic progresses, we must acknowledge that we will not return to the conditions that existed in January 2020. Then, we had in-person face-to-face events and meetings. We never heard of the phrase "please stay a social distance apart" or "please wear a mask" other than in a medical setting or other countries.

We were planning on running both East and West RailCamps and a big West Coast NRHS convention in Southern California but had to cancel all in-person events for the year. How things change seemingly overnight. For those of you that do train watching, we are seeing fewer and fewer trains. Here in St. Louis, I have seen a drastic reduction in rail traffic and the number of trains running. In the past, when out at a site that had several trains a hour, we now have only several trains a day. I still take many photos (in a safe location, on the public right of way), but have fewer opportunities to get those photos.

Many chapters and railway organizations have not had any public meetings or events and are now working on new plans. NRHS chapters have started having meetings on-line via GoToMeeting, Zoom, Microsoft Meeting, or other computer programs. We here have started using GoToMeeting and many are getting to know its "ins and outs". All these types of programs take some practice to get working smoothly and I have seen our members getting the hang of doing them successfully. We all need to understand to protect the vulnerable (that is, many of us), we will need to do more get-togethers via one of these software programs on computers.

The NRHS Annual Membership Meeting will be held Saturday, September 26, starting at 1:00 p.m. Eastern Time (10:00 a.m. Pacific Time). Under current conditions, it is impossible to hold a large meeting in person. We will meet online using the GoToMeeting software. Please become familiar with GoToMeeting before our meeting. Start at <https://www.gotomeeting.com/> and review the computer requirements as well as how to join the meeting from your smartphone, tablet, or computer.

On September 26, at least 15 minutes before start time, please login to the session through this link: <https://global.gotomeeting.com/join/816364413>. You may also dial in to the meeting by calling U.S.: +1 (669) 224-3412 and using the access code: 816-364-413. This information is in the proxy mailing also. When in the meeting, PLEASE use mute on your phone or computer and use a headset if you have one. These tips make it much better for everyone in the virtual meeting.

Editor's Notes – Recognizing Writers & Submitters

By VALLI HOSKI, *Editor NRHS News*

Thanks, thank you, and again many thanks. As editor, I can state from the heart that the *NRHS News* has received many blessings in these trying times. Members continue to submit their stories and chapter activity reports. All authors and submitters have my gratitude for sharing their insights, news of the rail hobby, photographs of current and upcoming rail activities. Every article, story and photo image is worthwhile and allows us all to enjoy, share and appreciate our common interests and hobby of rail history and preservation.

The volunteer "staff" deserve their own round of well-earned thanks, including Alex Mayes for his kind reviews and outstanding contribution of quality photography for the *News*. Another keen-eyed individual who prefers to be "anonymous" has my gratitude for making the *News* look good. Thanks are also due to Stephen L. Wasby who applied his skilled copy edit services on an interim basis. All of these individuals have helped the *News* to read better, look nicer, and be a quality publication.

Writers and submitters are always welcome to share their content with the *News*. I try to acknowledge submissions and let authors see their edited copy before publication. Every issue is a balancing act, but recent issues were a particular juggle. Issue content was in constant flux, changing to best match the format (color or black and white; print or online PDF) and distribution method (or NRHS site posting or USPS mailing.) If I overlooked someone or my thanks came a bit late recently, I sincerely apologize. Every author is very much appreciated.

That's a wrap for this issue. I wish everyone well, even as we are still "at home" and "Zoom" around online. We remain connected in our hobby whether we view our favorite rail webcam spots, join the virtual chapter meeting, watch an old-time favorite railroad movie, or browse our favorite railroading books. Take care out there, Val.