

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

FEBRUARY 2020

Real Red Locomotives on the Rails ... Now & Then

By ALEX MAYES, Potomac Chapter NRHS

Here is a treat worthy of Valentine's Day month ... brilliant red locomotives on the rails.

Some are still operating strong, others are fallen flags. Their shining memories still tell their story.

(Continued on p.3)



PHOTOS COURTESY OF ALEX MAYES

ARKANSAS & MISSOURI'S MONETT TURN PASSES THROUGH PURDY, ARKANSAS ON JUNE 13, 2014
– This train is en route from Springdale, Arkansas to Monett, Missouri. The power on this day's run was EMD SD70ACes No. 70 and 71, which the A&M purchased in September 2012. The A&M operates 150 miles over a former Frisco secondary main, which was purchased from Burlington Northern Railroad in 1986.

**YOUR SOCIETY NEEDS YOU!
ELECTION NOMINATIONS CLOSE
MARCH 31, 2020.**

NRHS NEWS - FEBRUARY 2020

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Upcoming NRHS Conferences and Conventions

March 26 – 28, 2020
2020 NRHS Spring Conference
 Cincinnati, Ohio

June 8 - 13, 2020
2020 NRHS Convention
 Fullerton, California

June 21 - 27, 2020
RailCamp East
 Newark, Delaware

July 26 – August 2, 2020
RailCamp Northwest
 Tacoma, Washington

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

2020 NRHS Spring Conference -- Hotel Registration Closes Soon

By Phone: 1-800-MARRIOTT or 1-800-627-4688 - Use the code “NRHS at the Cincinnati North”

By internet: The link below will take you directly to the special NRHS booking information.

<https://www.marriott.com/event-reservations/reservation-link.mi?id=1570108672104&key=GRP&app=resvlink>

Submission Deadlines

<u>Month</u>	<u>Print or .pdf</u>	<u>Deadline</u>
March 2020	Print	March 5, 2020
April 2020	.pdf	March 15, 2020
May 2020	No issue	--
June 2020	.pdf	May 5, 2020

Real Red Locomotives on the Rails ... Now & Then (continued from p. 1)



MARC'S RED, WHITE AND BLUE – A MARC (Maryland Area Regional Commuter) train kicks up swirls of snow as it heads east on Amtrak's Northeast Corridor at Bowie, Maryland in February 2009. This train originated at Washington Union station and will terminate at Penn Station, Baltimore. MARC uses diesels on this electrified line due to the high costs that Amtrak charges for the use of their catenary.



SOO LINE AT DEVAL TOWER – A south-bound Soo Line train passes a lower quadrant semaphore as it crosses Algonquin Road in Des Plaines, Illinois in August 1978. The rear half of the train is crossing the Chicago and North Western's Northwest Line at Deval Tower. In a few minutes the train will enter Schiller Park yard, the southern terminus of the Soo Line.



GLOWING RED LEADS THE WAY – An afternoon MARC (Maryland Area Regional Commuter) train slows to stop at the former B&O station at Point of Rocks, MD on May 10, 2010. Designed by architect E. Francis Baldwin, the station was completed in 1873. Location is the junction of CSX's two former B&O lines: the left is Old Main Line Sub, which reached here from Baltimore in 1832; the right is Metropolitan Sub, completed from Washington D.C. to Point of Rocks in 1873. This train originated at Washington Union Station and terminated at Brunswick, MD.



DIESEL AND COGS – Two diesel-powered, cog driven Manitou and Pikes Peak Cog Railway trains prepare to depart the station at the 14,115-foot high Pikes Peak summit on May 21, 2017. As of March 15, 2018, the railway ceased operations; it is expected to be back in service in 2021. Most infrastructure is being replaced or upgraded; this includes rails, ties, and the passenger cars.

2020 NRHS Elections – Your Society Needs You!

By Joseph C. Maloney, Chair 2020 Electoral Committee and NRHS Vice President

This is our second reminder to you that the National Railway Historical Society, Incorporated (NRHS) is conducting its national elections under the procedures outlined in the NRHS Bylaws as revised and adopted January 13, 2013. Per the revised Bylaws of the NRHS, the NRHS Board of Directors consists of 25 members. Two (2) members hold the office of NRHS President and NRHS Vice President; five (5) members are Global Directors; and the remaining eighteen (18) members are District Directors. Currently, there are seven districts for the chapter members, and two districts for the At-Large members.

The upcoming 2020 election is the fifth election being conducted under the revised NRHS Bylaws. Nominations for candidates are open until March 31, 2020. In this election, affected officers and Board members will be elected to four year terms. We have provided you the details about the election process on the NRHS Admin web site at <<https://admin.nrhs.com>> .

The qualifications for candidates are contained in the NRHS Bylaws. Nominations must be made using the NRHS Nomination form. Both may be found on the NRHS Admin web site, as shown below

- NRHS Bylaws: https://admin.nrhs.com/public/general/NRHS_Bylaws_August2018.pdf
- NRHS Nomination form: <https://admin.nrhs.com/public/2020Election/2020NRHSNominationForm&Instructions200107.pdf>

Why are we sending out this second reminder? Well, our first announcement to all of you last month has drawn exactly **zero** response from any of you so far. Does that mean you aren't interested in the Society's operations and management? Doubtful, at least from the verbal feedback we hear from you all the time. So, here's your opportunity to step up and keep the Society rolling along for the future, and have your say about programs such as RailCamp, Heritage Grants, historic photos, film digitization and the like.

Please take a few minutes from your busy schedules and go the Administration Page on the NRHS web site. Seriously consider running for an open seat on the Board of Directors.

All NRHS members, in good standing, as of April 11, 2020, will elect a new Vice-President and two (2) Global Directors. Global Directors represent the entire NRHS membership. Members must be 12 years of age as of June 13, 2020 to be eligible to vote in this election.

As a member in good standing, you will also elect one (1) district board member based on the district you are assigned. Districts are determined if a member is a chapter member or an At-Large member. Chapter members are assigned to one of seven chapter districts, Districts 1 through District 7, based on the geographical location of your home chapter. For chapter members, this means that you may be assigned to a different district from your residential address because you live in another part of the country compared to your home chapter's location. For At-Large members, your assignment is based on your residential location to either District A or District B.

Your Electoral Committee is soliciting you to run for these offices. If you have any questions regarding qualifications for office, please contact me, Joe Maloney, at vp@nrhs.com. Please note that all nominations for any NRHS office must be in the possession of the NRHS no later than March 31, 2020.

The electoral committee for the 2020 election consists of Valli Hoski, Roberta Ballard, Bob Ernst and Joe Maloney, Jr., with legal support from John K. Fiorilla, NRHS General Counsel. The committee is responsible for the entire election process which includes the approval of qualifications of candidates, and oversight of the election process to assure that schedules and procedures adhere to the NRHS Bylaws and laws of the State of Maryland.

Your Society needs your active participation. Thank you. Joe Maloney.

RailCamp 2020 – Off to a Good Start !

By Becky Gerstung, Niagara Frontier Chapter NRHS

Applications are arriving and the 36 available spots will go fast. Do not delay in sending your application. We have a few new sponsors this year, so tuition scholarships are available.

RailCamp East – June 21 - 27, 2020

The University of Delaware at Newark will again be headquarters for RailCamp East. Amtrak, the Strasburg Rail Road and the Railroad Museum of Pennsylvania are all onboard for another great year.



PHOTO COURTESY OF GREG GERSTUNG

CAMPERS AT STRASBURG PA – Campers experienced two Strasburg steam engines this day, No. 90 and No. 89.



PHOTO COURTESY OF MIKE BERGMAN

CAMPERS AT OREGON RAIL HERITAGE CENTER – In the engineer's seat of SP4449 at the Oregon Rail Heritage Center.

RailCamp Northwest – July 26 - August 2, 2020

The University of Puget Sound in Tacoma will house campers for Northwest. A new addition to the program will be a day in Portland with the Oregon Heritage Rail Center. A last minute substitution last year led to their involvement with our program. If you ever wanted to sit in the engineer's seat of 4449, this could be your chance.

Please, don't delay. Don't miss "the best week of your life" as we have heard from past campers.

Barry O. Smith – Memories and Memorials

By VALLI HOSKI, North Texas Chapter NRHS and Editor, NRHS News

Barry O. Smith, a long-time NRHS member, passed away in 2019. Barry is remembered by many as a former Senior VP with the NRHS. He was very involved with RailCamp, provided a 'centering presence' during his service, and was fondly regarded as a coach and mentor. As an honor and tribute, various NRHS members have contributed their memories of friendship and working with Barry on NRHS projects.

"I love RailCamp". "I survived RailCamp and Barry". An educator, mentor, and leader. That was Barry Smith. For the 10+ years I worked closely with Barry on NRHS activities, and here are a few highlights of his energy and generosity:

- The 1st year he successfully coordinated scholarship funding for 100% of the campers thanks to many NRHS chapters and railroad orientated organizations.
- Directing both the Ely and Scranton camps, during the same week, in 2006. This was made possible by his great friend Gary Yanko leading the Ely program in its first year.
- Accepting a student whose parent signed him up for different camps every week throughout the summer who had no background in railroads but walked away with an entirely new interest in the hobby.
- Finally, finding out that as NRHS SVP he had the authority to waive individual member dues and doing so for RailCamp counselors.

(Submitted by Michael J. Muldowney.)



In years past, Barry Smith long held the no-longer-extant position of NRHS Senior Vice-President. In terms of programs, he took over and single-handedly became responsible for RailCamp when it was at Steamtown and he was also involved in RailCamp West. He was a regular important presence at the podium at board meetings. In that role, **he was a solid, centering presence** when such was much needed. He was a professional. **He was helpful to, and supportive of, NRHS Program Directors**, and I appreciated his assistance when I was a "newbie" to the organization. *(Submitted by Stephen L. Wasby, member and then Director, NRHS Heritage Grants Program. Eastham, Massachusetts.)*

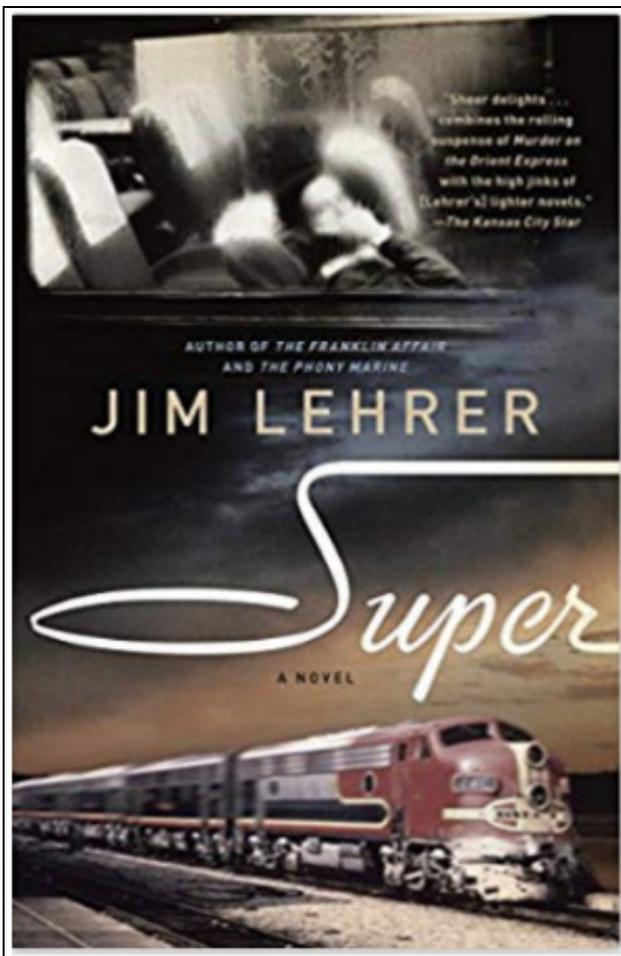
When I became involved with **National meeting (1995) Barry had an active role. He was the "go to" guy whenever there was a parliamentary procedure question.** Most of my knowledge about his work comes from RailCamp. Barry took over the program while it was still at Steamtown. According to Bill Chapman, who worked with him there, at Ely, NV, and was part of the team that made RailCamp Northwest a reality, Barry brought wisdom to the program. He had an educational background and knew kids. *(Submitted by Becky Gerstung, Niagara Frontier Chapter NRHS.)*

Shirley and I met Barry many years ago at a National convention. We sat together on one of the train excursions and became friends that day. We soon learned that **Barry was extremely devoted to his duties to the Society** and other organizations, whatever they might be. He was very enthusiastic about the National Railway Historical Society and to chapter, Cumberland Valley. He served his local Chapter, became a National Director and ultimately he's Senior Vice President. As an example, we were at a meeting in the Midwest and someone came to the meeting with a large number of file cases that needed to be taken to our Philadelphia office. Barry volunteered

to take them. He soon realized that they would not all fit into his car. Shirley and I would be in the general area in a couple of weeks, so we told Barry that we would take the excess and deliver it to Philadelphia. He said: "No" because it would have been further out of our way. Instead, he said he would meet us at a location outside of Philadelphia so that we would not have to be involved in all of the city traffic, when, in fact, his trip was out of the way. He was one of our partners at many of the banquets and was sometimes late to sit down because he had to have last minute copy ready for distribution at the next meeting. During his tenure with the local Chapter, he was involved in a number of railroad restoration projects and served as the Chair for a Board of Director's Meeting in Chambersburg, PA. We frequently witnessed his friendly approach to someone who would quickly become a member of the Society. One of the major tasks that Barry undertook was the RailCamp Program. *(Submitted by Wes Ross, Director Region 5 and Shirley Ross, National Representative, Kentucky Central Chapter.)*

Jim Lehrer – More Than a Newsmen

By JOHN BAAKE, Director, Potomac Chapter NRHS



Many of you have you seen the news that Jim Lehrer, a noted newsmen and journalist, died on January 23, 2020, at the age of 85. He was the co-host of the long running "PBS McNeil/Lehrer Report" and later the host of the "PBS Newshour."

What is less well known is Lehrer wrote 20 novels, one which should be of interest to all of us. The title is "Super: A Novel," published in 2011. The story, set in 1956, is about a rail journey from Chicago to Los Angeles aboard the Santa Fe Super Chief, one of the finest trains of its time. It's a fun yet intriguing read featuring celebrities of the era and there's even a murder on the train. Most of all, it gives readers a glimpse of overnight rail travel, as the golden age of passenger rail was coming to an end.

"Super: A Novel" should be of interest to all railfans, especially those considering taking Amtrak from Chicago to the NRHS Convention in Los Angeles in June 2020. The book is readily available on Amazon.

CA Visitor Tips – Knott’s Berry Farm Steam

By ALEX MAYES, Potomac Chapter NRHS

The steam trains and Galloping Goose at Knott’s Berry Farm are an especially unique attraction for visiting rail enthusiasts. These are a short walk from the Knott’s Berry Farm hotel.

One of the major attractions at Knott’s Berry Farm is their steam trains which operate over a 5/8-mile, three-foot gauge railroad. The Calico Railroad has been in operation at Knott’s Berry Farm since January 12, 1952 and the trains are comprised of former Denver and Rio Grande cars from the early 1900s.

Powering these vintage cars are two ex-Denver and Rio Grande 2-8-0s built by the Baldwin Locomotive Works in 1881 for the D&RG, No. 41 Red Cliff (renamed Walter K at the 60th anniversary ceremony on January 12, 2012) and No. 340 Green River.



PHOTOS COURTESY OF ALEX MAYES

EX-DENVER AND RIO GRANDE 2-8-0 NO. 41, THE RED CLIFF – No. 41 departs the Calico Square depot with a string of vintage passenger cars on the Calico Railroad at Knott’s Berry Farm on April 6, 2018.

During the off-season when there aren’t enough passengers to run steam-powered train, their ex-Rio Grande Southern Galloping Goose No. 3 is put into service. Trains depart from Calico Square depot inside the park. Their Galloping Goose is one of seven Galloping Geese built in the 1930s by the Rio Grande Southern at their shops in Ridgway, Colorado.

All seven were built on frames of automobiles and are gasoline powered. They were introduced as a way to reduce costs and keep its contract to run mail into towns in the Rocky Mountains in Colorado.

When there were not enough passengers or cargo income to justify running the expensive steam-powered trains, the Rio Grande Southern ran the Galloping Goose motor cars. Their Galloping Goose may not be running during the NRHS Convention, which will be held during the peak season, however it is easily photographed outside their shops from public viewing areas.



EX-RIO GRANDE SOUTHERN GALLOPING GOOSE NO. 3 – This Galloping Goose is a very unique artifact. It is one of seven built in the 1930s by the Rio Grande Southern at their shops in Ridgway, Colorado. If the Galloping Goose is not running during the NRHS Convention, it is easily viewed and photographed from public viewing areas.

CA Visitor Tips – Fillmore and Western Railway

By ALEX MAYES, Potomac Chapter NRHS

One of the events included in the 2020 NRHS convention is a visit to the Fillmore and Western Railway and a chartered excursion over their ex-Southern Pacific Santa Paula Branch. The Fillmore & Western Railway Company (Short Line Enterprises) was founded in 1967. Between 1967 & 1972, the company bought, sold and traded locomotives, passenger cars and freight cars, mostly of 19th century origin. The majority of the equipment was acquired from the property departments of three major movie studios: MGM, Paramount and 20th Century Fox.

In 1976, Short Line Enterprises moved to the Sierra Railroad in Jamestown, California, which provided an ideal location for film work. Short Line Enterprises became a prolific producer of films; between 1985 and 1990 Short Line was used in over seventy feature films, television series and commercials. No Hollywood railroad location had ever amassed that number of credits in such a brief period of time.

In 1990 the property owner decided to develop the surrounding area in a way that was incompatible with movie operations. A search began for a new home of Hollywood's "Movie Trains". All potential sites in Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties were explored.

The only line that met the specific needs of the film industry was Southern Pacific's Santa Paula Branch in rural Ventura County, now home of the Fillmore and Western Railway. Movies and commercials are still frequently filmed on the Fillmore and Western, as well as regularly scheduled excursions and special events .



PHOTOS COURTESY OF ALEX MAYES
FILLMORE AND WESTERN'S EX-DULUTH AND NORTHEASTERN 2-8-0 NO. 14. – This engine was built by Baldwin Locomotive Works in 1913 and purchased by Fillmore and Western in 1999. Photographed in their yard on April 15, 2018, the engine is currently operable.



FILLMORE AND WESTERN'S F7 NO. 100 – A regularly scheduled excursion train on the Fillmore and Western Railway boards passengers at the Fillmore station on April 15, 2018. This train is running in the “push” mode, with F7 No. 100 on the west end, and GP35 No. 3501 on the opposite end. F7 No. 100 was originally Chicago and North Western No. 4068A, built by EMD in March 1949. A chartered excursion on the Fillmore and Western is scheduled for the 2020 convention, and this train may be powered by this vintage diesel on one end.



FILLMORE AND WESTERN'S F7 NO. 101 - This engine was originally Chicago and North Western No. 4083A, built in December 1949. Photographed in their yard on August 15, 2018.

West Jersey Chapter 75th Anniversary Celebration

By JOHN BURLAGE, Chapter Historian, West Jersey Chapter NRHS

West Jersey Chapter celebrated its 75th anniversary in 2019. Aside from seven monthly membership meetings, four informal events, and participation at several shows, our Chapter held a shop tour, a banquet, and a fan trip. In addition, our Chapter debuted its new website.

West Jersey Chapter had its origin as a small group of ardent railfans who came together and organized as the West Jersey Railroad Club. On April 16, 1944, NRHS President Edward G. Hooper, of Baltimore, presented a charter to E. Lewis Pardee, our first National Director, which established the club as the West Jersey Chapter of the National Railway Historical Society. It was the eighteenth chapter to be affiliated with the NRHS. Currently, West Jersey Chapter is the eighth oldest NRHS chapter.

Monthly membership meetings were held from January through April, and from September through November, at the Haddon Heights Municipal Building on Station Avenue. Featured presentations covered a wide variety of rail-related topics. Details of all Chapter meetings, informal events, and other events, past and future, can be found on the Event Calendar page on our website, <https://www.westjersey-nrhs.org>. Guests are always welcome.

On Saturday, June 15, West Jersey Chapter members were given a tour of PATCO's shop complex in Lindenwold, N. J. Included in the tour were visits to the original shop building, where most maintenance takes place, and the new inspection building, built to service the recently rebuilt PATCO cars by Alstom at Hornell, N. Y. PATCO runs a high-speed rapid transit line between Lindenwold and center city Philadelphia, which operates 24/7 using high-performance cars built by Budd and Vickers.



PHOTO COURTESY OF KYLE PAYNE

75 YEARS OF RAIL MEMORIES AND FRIENDSHIPS - West Jersey Chapter members and guests post for a group photo at the Chapter's 75th Anniversary Banquet, held at The Tap Room and Grill in Haddon Township, New Jersey.

On Saturday, September 28, West Jersey Chapter held its 75th Anniversary Banquet at The Tap Room and Grill in Haddon Township, N. J. Bob Stanton, the sole remaining charter member, spoke of his long association with our Chapter, while Chapter Historian John Burlage spoke on the origin and early history of the Chapter. Our program for the afternoon was Railroading through the Pines by noted historian and Chapter member Paul W. Schopp. Paul's presentation covered the Pennsylvania Railroad's Kinkora Branch, the PRR "Back Road" between Camden and Bay Head Junction, and the Central Railroad Company of New Jersey's Jersey City-Atlantic City train, The Blue Comet.

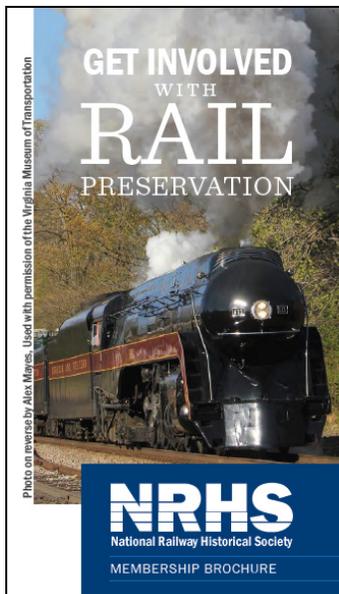
On Sunday, November 10, West Jersey Chapter sponsored a fan trip over West Philadelphia trolley trackage, using SEPTA PCC II car 2327, one of eighteen 1947-vintage PCC cars rebuilt by Brookville in 2003-2004 for use on Route 15. Our trip commenced at the Elmwood depot in West Philadelphia, and covered major portions of subway-surface trolley routes 11, 13, 34, and 36, with much non-revenue connecting trackage. Many photo stops were made, including the 40th Street Portal, the Woodland Shop, the Yeadon Loop, the Route 11 diamond crossing of CSX (formerly Baltimore & Ohio Railroad) in Darby, and the Eastwick Loop.

A major milestone, West Jersey Chapter's new website went live on Monday, October 7, which features an online store, where copies of our books, our journal West Jersey Rails Quarterly, and other items of interest may be purchased securely using a credit card. Since we are notified immediately of new sales, order fulfillment is now much faster. Our new website also features improved navigation and better coverage of Chapter activities on our *Chapter News* page.

NRHS Publicity – Free and Easy Tools

By Valli Hoski, Editor, NRHS News

Need some colorful publicity materials for your chapter meeting or event? The NRHS can help with free, colorful publicity materials. Most are available with a quick email to a volunteer contact. Here is a handy list of the available items and how to request them. Please keep this list in mind when planning your 2020 meetings, programs, and events. Thank you in advance for publicizing and getting the word out about the NRHS and these valuable programs.



RAILCAMP

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

CONVENTIONS

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

DISCOUNT PROGRAMS

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

HERITAGE GRANTS

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

About The

NRHS
National Railway Historical Society

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

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

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

- *NRHS Membership brochure* – In your email order, please include your name, the name of the chapter or organization, the quantity requested, and the mailing address. The brochures will be sent out postpaid. Please email Jon Baake <jbaake@outlook.com> to place the order.
- *NRHS RailCamp brochure* – Please contact Becky Gerstung <railcampnrhs@yahoo.com> for brochures. RailCamp application form is available online at <https://admin.nrhs.org>.
- *NRHS Bulletin* – Please email Jeff Smith at <bulletin@nrhs.com>. Include your name, the name of the chapter or organization, the quantity requested, and the mailing address. National pays the shipping for your order.

East Broad Top Railroad to Return and Reopen

By BOB BITZER, Washington DC Chapter NRHS

In the midst of the 21st century, it's a pleasure to read about the return of a longstanding rail line. The East Broad Top Railroad is back, as announced in their February 14, 2020 press release at eastbroadtop.com

Pennsylvania's storied East Broad Top Railroad has a new owner, a nonprofit foundation organized by a small group of prominent rail-industry figures and longtime EBT fans. The new organization will offer several EBT events in 2020 — the 60th anniversary of the start of tourist service on the railroad — and hopes to resume regular operation in 2021.

The organization, called the EBT Foundation Inc., will own approximately 27 miles of the line, from the south end of the concrete-arch bridge over the Aughwick River below Mount Union to the road crossing in Wood Township. The foundation will also own the narrow-gauge railroad's shops, rolling stock, and equipment. The East Broad Top is a National Historic Landmark and is listed on the National Register of Historic Places.

Built from 1872 to 1874 to haul coal to a new iron furnace in the center of the state, the 33-mile-long East Broad Top survived the collapse of the local iron industry in the early 20th century because the top-quality coal it carried had found other markets, through close cooperation with the Pennsylvania Railroad. When the last of the coal mines closed in 1956, the East Broad Top was purchased by the Kovalchick Salvage Company of Indiana, Pa. Despite being in the scrap business, the company left the railroad intact and in 1960 reopened a portion of the line for steam-powered tourist trains that proved widely popular.

With rails just three feet apart — 4' 8 1/2" is the industry standard — the EBT is the only original narrow-gauge railroad surviving east of the Rocky Mountains, and it is well known as one of the world's finest preserved railways. The railroad's shops complex, which dates to the 1880s and was greatly expanded from 1905 to 1907, is among the most complete early-20th-century industrial facilities anywhere in the U.S.

Still in the railroad's roundhouse in Rockhill Furnace are six narrow-gauge steam locomotives built for the EBT by Philadelphia's Baldwin Locomotive Works between 1911 and 1920. They share the building with the unique M-1 gas-electric, constructed at the railroad in 1927 with plans and parts from Philadelphia's J.G. Brill Company, a leading streetcar manufacturer, and Westinghouse Electric. Other EBT equipment includes several passenger cars believed to date to the 1890s and numerous steel freight cars built in the EBT shops. The East Broad Top was the only American narrow gauge to convert to an all-steel freight car fleet.

Remarkably, track remains in place over nearly the entire 33-mile main line, which connected the coal mines in Robertsdale to the Pennsylvania Railroad's Great Broad Way in Mount Union. The former PRR main line is now Norfolk Southern's core east-west route between Harrisburg and Pittsburgh.

Brad Esposito, a 20-year veteran of the Buffalo & Pittsburgh Railroad, a Genesee & Wyoming, Inc. company, led the effort to purchase the EBT, along with longtime EBT enthusiasts David Brightbill, Lawrence Biemiller, and Stephen Lane. Backers of the new organization include three rail-industry and rail-preservation heavyweights: Wick Moorman, former chairman and CEO of Norfolk Southern and former CEO of Amtrak; Henry Posner III, a former Conrail manager who is chairman of the Iowa Interstate Railroad and the Railroad Development Corporation, of Pittsburgh; and Bennett Levin, a retired mechanical and electrical engineer who owns the Juniata Terminal Company, which operates two Pennsylvania Railroad E8 diesel locomotives and three private cars.

"The East Broad Top Railroad is a unique historic asset that is a national treasure representing our area's rich railroad heritage," says Sen. Judy Ward, who represents southern Huntingdon County in the Pennsylvania Senate. "The sale of this railroad to this group of longtime EBT enthusiasts who are committed to preserving and operating it as a steam railroad is very exciting news for the region because it preserves this irreplaceable treasure for future generations while opening up significant tourism and economic development opportunities.

Says Posner: "August 13, 2020, will be the 60th anniversary of the East Broad Top's first reopening, which took place during the bicentennial of the founding of what became the 'twin boroughs' of Orbisonia and Rockhill Furnace. We are honored to follow in the footsteps of two generations of the family that has made this all possible." "This will be a monumental undertaking," says Esposito. "I encourage anyone interested in helping us to join the Friends of the East Broad Top, and to come work on buildings, track and equipment."

President's Column – NRHS is Best, East to West

By AL WEBER, President, National Railway Historical Society

Things are coming together for the NRHS 2020 Convention in Fullerton, California. This West Coast convention is meant for the whole family, not just for the NRHS rail fan member. Please plan on attending.

Many volunteers have given hours and hours of their time to get the convention put together. The convention registration process will be similar to that used in former years. Look for an email announcing the opening of convention registration in the next few weeks.

I hear from many other organizations for help in doing railroad history preservation projects. I usually refer them to the NRHS Grants committee and the local NRHS chapter. Many are worthy of preservation and the NRHS national tries to help them. We do write letters to cities and other government committees that seem to help. If your chapter needs a letter or recommendation, please contact me and I will see what we can do.

I will be going to Washington DC for Railroad Day on the Hill this year as in past years. I get scheduled meetings with select congressmen and representatives and present what the NRHS does. As in past years I present to them that the NRHS is in the railroad history preservation business. It has made a difference in several local preservation projects over the past few years. I also need you to write your Senators and Congressional Representatives on railroad preservation.

Written letters must be handled by a human and filed so they are much more effective than emails or phone calls. If possible go to a local event and meet the Senator or Representative and tell them in person. It does have an effect especially in an election year.

RailCamp is looking for high school candidates for this summer's camps. If you know of a camper contact the RailCamp committee.

Al Weber <aweber@nrhs.com>

Editor's Notes – Rail Reinvention in Your Backyard

By VALLI HOSKI, Editor, NRHS News

As we move into the 2020s, there is a surprising mix of optimistic growth along with the traditional gloom of expected cutbacks along the rails. The resurgence and reopening of historical rail lines and structures, along with expanded urban transit offer a hopeful contrast to shuttering of coal operations and lines.

Restoration of vintage railroad properties and continued growth in new urban systems are encouraging trends. The revitalization of city centers and urban living go hand in hand with increased demand for in-town transit options. Back in my home town of Detroit, the redevelopment of the Michigan Central train station demonstrates the value of restoration and reuse of legacy rail structures. Often hidden jewels, careful redevelopment of historical rail stations bring new life into the historical soul of an urban community.

The reemergence of the East Broad Top Railroad is a classic case study of rail success, decline and reinvention. With the support of a new foundation, EBT may be a new case study on how preservation and legacy industrial operations collaboration can bring mutual benefits and mutual successes.

In your community, neighborhood and state look for small or large renovation of urban railroad properties or railroad projects. Whether a fresh coat of paint on a long-retired commuter station, a new {or refurbished} train watching park, or new talk of exploring or expanding mass transit options, please share these local developments with the NRHS community. Your local news briefs, photographs with captions, press releases about transit development, preservation or restoration of properties – please share these with the *NRHS News*.

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

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

Spring 2020 NRHS Conference Information



SPRING 2020 NRHS CONFERENCE March 26, 27 & 28 in Cincinnati, OH Host Hotel: Cincinnati Marriott North

(Hotel information on p. 24)

REGISTRATION FORM

Name _____ NRHS Member Number _____

Address _____ City _____ State _____ Zip Code _____

Telephone (Home) (____) _____ (Cell) (____) _____ Email: _____

NAME TAG INFORMATION (Additional Names on back of this sheet)

Name (as preferred) _____

NRHS National or Chapter Office Title _____

Chapter Name & City/State _____

EMERGENCY CONTACT: Name _____ Telephone (____) _____

CONFERENCE EVENTS

REGISTRATION – Saturday Meetings (1 per household) ----- Registration: (1) \$ 5 0.00

THURSDAY, MARCH 26 - Registration Available 4 PM - 9 PM Marriott North

FRIDAY, MARCH 27 – Train Trip to White Water Valley all day trip - 8:00 am thru 5:30 pm

Friday Activities (including lunch and all gratuities) ----- Number of people (____) x \$ 95.00 = \$ _____ .00

- Trip to the White Water Valley Railroad Connorsville, IN: Train ride, tour of WVRR Shops and grounds

- Tour Rushville Station and Dearborn Tower

- Lunch Laurel Inn Laurel, IN (Meal Choice Form must to be turned in with registration Form)

- Time permitting a Run-By at the Whitewater River Crossing.

FRIDAY, MARCH 27 - Registration Available 5 PM - 9 PM Marriott North

SATURDAY, MARCH 28 – All Saturday meetings will be held at the Marriott North

SATURDAY EVENING Banquet - EnterTRAINment Junction –

BUFFET BANQUET at EnterTRAINment Junction ----- Number of People (____) x \$60.00 = \$ _____ .00

- Bus Transportation available starting 5:30 for trip to EnterTRAINment Junction and return included in Banquet Fee

Mail your completed Forms and payment by March 1, 2020

Mail To:

Cincinnati Chapter NRHS

PO Box 62023

Cincinnati, OH 45262-0023

TOTAL ENCLOSED = \$ _____ .00

Make check or MO payable to

Cincinnati Chapter NRHS

No Credit/Debit Cards



Cincinnati Chapter of the National Railway Historical Society

The Cincinnati Chapter of the National Railway Historical Society

Invites you to attend the

Spring 2020 Conference of the

NRHS Board of Directors and Advisory Council

March 26, 27, and 28, 2020

The Host hotel is the **Cincinnati Marriott North West Chester, OH**

6189 Muhlhauser Road, West Chester, OH 45069

Book your reservation directly with the hotel on or before March 1, 2020

Group room rate is \$115.00 (plus Tax) per night: You must contact the Marriott directly for the discount.

The NRHS Rate is effective starting Thursday March 26, 2020 thru Monday March 30, 2020.

By Phone: 1-800-MARRIOTT or 1-800-627-4688 - Use the code “NRHS at the Cincinnati North”

By internet: Paste the link below. It will take you directly to our special NRHS booking information.

<https://www.marriott.com/event-reservations/reservation-link.mi?id=1570108672104&key=GRP&app=resvlink>

List of Scheduled Events –

Thursday, March 26 – Welcome to Cincinnati, OH - Registration at the hotel 4 to 9 PM

Friday, March 27 Train Ride – Cost \$95.00 per person – All day event with food for lunch included

- Bus Trip to Connersville, Indiana to ride the Whitewater Valley RR to Metamora, IN
- We will stop at the yards of South Conn to view the new shop building and yards.
- We will then stop at the Restored Rushville Station and the Dearborn Tower
- The next stop will be at Laurel Inn for a lunch in the historic hotel restaurant – Advance Meal Choice
- Along the way to Metamora we will have a run by with weather and time permitting
- We will continue on to Metamora for boarding the bus back to the hotel

Friday, March 27 – Registration at the hotel 5 to 9 PM

Saturday, March 28

Meeting day for the Advisory Council and Board of Directors – all meetings at Marriott Hotel

Saturday, March 28 – Evening Banquet held at EnterTRAINment Junction - Cost is \$60.00 per person

Following the meeting in the evening will be a Banquet held at **EnterTRAINment Junction** the World’s Largest “G” gauge train layout with over 90 operating trains. We will have an entertaining speaker/presentation and a tour of the facilities on your own. The trains and gift shop will be open.

- Bus starts at the hotel at 5:30 PM to EnterTRAINment Junction
- Bus leaves EnterTRAINment Junction about 9:00 PM to return to the Marriott

Sunday, March 29 – Have a safe trip back home

Optional day, (On your own) suggestion would be to go to the Cincinnati Museum Center or the Dayton History at Carillion Park.

Caboose Trip on Whitewater see <http://queencityhiraillers.org/events/> scroll down to March 29, 2020 (Sign up before March 1, 2020)



The Menu must be filled out and mailed in along with your conference reservation.
 The meal will be served at the Laurel Inn in Laurel, IN during the train ride on Friday the 27th.
 Make as many copies as you need.
 Fill out One Menu per person. Food is included in the price of the Train Ride.

All menus are needed by March 1, Registration Deadline. The Inn needs the information to order the food.

Full Name: _____	Full Name: _____
Pick one item in each section <input type="checkbox"/> Pan Fried Chicken <input type="checkbox"/> 21 Piece Shrimp Dinner <input type="checkbox"/> Catfish Dinner <input type="checkbox"/> Icelandic Cod Dinner Baked Fried <input type="checkbox"/> Chopped Steak Dinner <input type="checkbox"/> Rare <input type="checkbox"/> Med <input type="checkbox"/> Med Well <input type="checkbox"/> Well	Pick one item in each section <input type="checkbox"/> Pan Fried Chicken <input type="checkbox"/> 21 Piece Shrimp Dinner <input type="checkbox"/> Catfish Dinner <input type="checkbox"/> Icelandic Cod Dinner Baked Fried <input type="checkbox"/> Chopped Steak Dinner <input type="checkbox"/> Rare <input type="checkbox"/> Med <input type="checkbox"/> Med Well <input type="checkbox"/> Well
<input type="checkbox"/> Slaw <input type="checkbox"/> Apple Sauce <input type="checkbox"/> Tossed Salad <input type="checkbox"/> Th/Is <input type="checkbox"/> Ranch <input type="checkbox"/> Blue Cheese <input type="checkbox"/> French <input type="checkbox"/> Italian	<input type="checkbox"/> Slaw <input type="checkbox"/> Apple Sauce <input type="checkbox"/> Tossed Salad <input type="checkbox"/> Th/Is <input type="checkbox"/> Ranch <input type="checkbox"/> Blue Cheese <input type="checkbox"/> French <input type="checkbox"/> Italian
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<input type="checkbox"/> Cobbler Only <input type="checkbox"/> Ice Cream Only <input type="checkbox"/> Cobbler with Ice Cream	<input type="checkbox"/> Cobbler Only <input type="checkbox"/> Ice Cream Only <input type="checkbox"/> Cobbler with Ice Cream

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