

East Broad Top Winter Spectacular 2021

By Alex Mayes, Potomac Chapter NRHS

After a 40-year absence, the East Broad Top Railroad reinstated its renowned Winter Spectacular on February 20, 2021. The first Winter Spectacular was held in 1966, and they continued until 1981.

These popular events were discontinued due to the harsh winter weather being too rough on the historic equipment. Fall Spectaculars, held over the Columbus Day weekend, replaced the Winter Spectaculars in 1982. (Continued on p. 3)



PHOTO COURTESY OF TERESA RENNER

WELCOME BACK TO WINTER AT EAST BROAD TOP! SPECTACULAR! – Activities included rides in EBT's vintage gas-electric motorcar M-1 and wooden caboose No. 28 which was coupled behind the M-1. Also, short rides were provided over yard trackage in EBT's Inspection Car M-3.

NRHS NEWS - APRIL 2021

Table of Contents

East Broad Top Winter Spectacular 2021	1
<i>Table of Contents</i>	2
<i>Upcoming Conferences and Conventions</i>	2
<i>Submission Deadlines</i>	2
East Broad Top Winter Spectacular 2021 (cont'd from p. 1)	3
John Emery Rail Heritage Trust Grants Announced	10
Looking Forward to the Return of RailCamp in 2022	11
For the Love of a Streetcar	15
NRHS Fund Report, April 2021	23
The K4 and the Bread Truck	24
What a Great Photo! But Who, Where, When, How?	26
Dining on the Rails – City of Portland 1953.....	27
President's Column – Returning to the Rails.....	32
Editor's Notes – 'See You' in DC? Punxsutawney?	32

Upcoming Conferences and Conventions

August 23-28, 2021
2021 NRHS Convention
 Milwaukee, Wisconsin

October 7-11, 2021
2021 NRHS Fall Conference
 Ronkonkoma, New York

Submission Deadlines

<u>Month</u>	<u>Print or online issue</u>	<u>Deadline</u>
April 2021	Online issue	March 20, 2021
May 2021	Mailed issue	April 15, 2021
June 2021	Online issue	May 10, 2021
July 2021	No issue	--
August 2021	Online issue	July 10, 2021



East Broad Top Winter Spectacular 2021 (cont'd from p. 1)

By Alex Mayes, Potomac Chapter NRHS

This year's Winter Spectacular was a much scaled down event compared to previous Winter Spectaculars as the major activity was rides in EBT's vintage gas-electric motorcar M-1 and wooden caboose No. 28 which was coupled behind the M-1. The 2.2 mile trips ran over newly reconditioned track to McMullen's Summit and back. This is where the only overpass on the line is located, which was a popular photo spot.

In past years multiple steam engines were fired up and powered passenger trains and "photo freights" comprised of vintage cars and a caboose to the end of serviceable track at Colgate Grove, about five miles. EBT staff and contractors are currently working on two of EBT's steam engines, Nos. 14 and 16, and it is expected they will be back in service during 2021.

The other event offered at this year's Winter Spectacular included short rides over yard trackage in EBT's Inspection Car M-3. The M-3 was built from scratch by EBT employees in the early 1920s and equipped with a Maxwell engine, transmission and rear axle. In 1928 it was rebuilt and reequipped with a Nash engine and drive train and numbered M-3. The M-3 was used for track inspections and maintenance of way work.

EBT's gas-electric motorcar M-1 was built by EBT employees in their shops in 1927 under license from the J.G. Brill Company. It is a scaled down version of Brill's model 250 motorcar. Its engine, air tanks, trucks, traction motors, generator, and Westinghouse electrical components were purchased from the Brill Company. Its engine is an in-line six-cylinder gasoline engine which develops about 250 HP.

The M-1 was used to provide passenger and mail service to small towns along the EBT's lines when the mines were not running and using trains powered by a steam locomotive was impractical. The M-1 was very successful and allowed the EBT to keep its lucrative mail contract.

Also participating in this year's Winter Spectacular was The Rockhill Trolley Museum, located across the street from the Orbisonia station. The museum had five vintage trolleys running on their ex-EBT Shade Gap Branch line to Blacklog Narrows, about four miles. Fresh snow and clear skies for most of the day provided outstanding photo opportunities for activities on the EBT and the trolley museum.

Tickets for rides in M-1 or in the trailing caboose went on sale on February 5th at noon and sold out in two hours. Five round trips were originally scheduled on the hour between 10:00 and 2:00, after the sellout additional trips were added and these also sold out quickly. A separate photographer's special event was provided by Lerro Photography which included photo runbys of the M-1 and caboose on the EBT main line starting at 3:00 and a night photo session in the Orbisonia yards that evening. Volunteers from the Sugarland Run Church of the Brother served sloppy Joe sandwiches, hot dogs, bean soup, homemade fudge, hot chocolate, coffee and other staples in the Orbisonia station as a fund raiser.

The East Broad Top Railroad was chartered in 1856 and began operation in 1873. Its main purpose was to haul coal from mines near Broad Top Mountain, located south of Orbisonia, to its connection with the Pennsylvania Railroad at Mount Union, PA.

The EBT was a three-foot gauge railroad, and was the last narrow gauge common carrier in the U.S. Owing to greatly reduced demand for coal in the 1950s, the EBT ceased operations in April 1956. The entire EBT operation was later sold for scrap to the Kovalchick Salvage Company of Indiana, PA. Recognizing the historical significance of the EBT, the president of the salvage company, Nick Kovalchick, decided to not proceed with its dismantling and instead decided to reopen the EBT as a steam-powered tourist operation in 1960.

Due to several factors the EBT ceased operation as a tourist operation in 2011. In January 2020 most of the EBT's trackage and buildings were purchased by a newly formed company, the EBT Foundation, Inc. which has made amazing progress in rehabilitating the EBT.

Additional special events are scheduled on the EBT this spring and later on. For details about these events and others scheduled for later this year check their website at

<https://eastbroadtop.com/events/>



PHOTO COURTESY OF TERESA RENNER

EBT LOCOMOTIVES AT WINTER SPECTACULARS – During the EBT's legendary Winter Spectaculars in the later years all four of the railroad's operable steam locomotives (12, 14, 15 and 17) and other equipment was placed in service. The narrow gauge 2-8-2s were used on both passenger runs and "photo freights" comprised of vintage freight cars. The highlights of the Winter Spectaculars were long "photo freights" which were powered by multiple steam engines. In this photo, taken during the 1979 Winter Spectacular, Mikados Nos. 12, 15 and 17 power a south bound "photo freight" a half mile north of the Orbisonia station.



PHOTO COURTESY OF TERESA RENNER

CARS NO. 6 AND NO. 355 – Former New Jersey Transit PCC No. 6 (on right) and former Johnstown Traction Company City & Suburban Car No. 355 at Blacklog Narrows, which is the end of the line of the Rockhill Trolley Museum's trackage. These are two of the five trolleys operated by the Rockhill Trolley Museum during EBT's Winter Spectacular.



PHOTO COURTESY OF ALEX MAYES

HEADNG NORTH – The 10:30 train northbound a half mile north of Orbisonia station.



PHOTO COURTESY OF ALEX MAYES

STOP AT MCMULLEN'S SUMMIT – The special trains ran 2.2 miles north to McMullen's Summit, which is about 50 feet south of the only overpass on the line. This Is the 10:30 train stopped at McMullen's Summit, preparing to reverse back to Orbisonia.



PHOTO COURTESY OF TERESA RENNER

BACK TO ORBISONIA – The 10:30 train heading back to Orbisonia.



PHOTO COURTESY OF ALEX MAYES
SOUTHBOUND NEXT – The 10:30 train south bound, just after crossing Enyeart Road.



PHOTO COURTESY OF TERESA RENNER
SIGN OF THE EBT –The 10:30 train south bound passing the iconic EBT sign a quarter mile north of Orbisonia.



PHOTO COURTESY OF TERESA RENNER

ARRIVING AT THE ROCKHILL TROLLEY MUSEUM – After each run to the end of serviceable track and back, the M-1 train backed into the Rockhill Trolley Museum's yard and discharged passengers who wanted to take a trolley ride. The M-1 is seen here passing trolley No. 311, which previously ran in Johnstown PA.



PHOTO COURTESY OF TERESA RENNER

GETTING READY TO BOARD CAR NO. 311 – Trolley No. 311, which previously ran in Johnstown PA, prepares to board passengers at the Rockville Trolley Museum's boarding platform. Car No. 311 is a double-truck Birney "safety car" built by Wason Company, 1922.



PHOTO COURTESY OF ALEX MAYES

HISTORY OF THE M-3 – EBT's inspection vehicle M-3 making one of many runs over Orbisonia yard trackage. M-3 was built from scratch by EBT employees in the early 1920s and initially equipped with a Maxwell engine, transmission and rear axle. In 1928 it was rebuilt and reequipped with a Nash engine and drive train and numbered M-3.

Have you seen our smiling faces?

Come to the NRHS Home (page) and visit!

Do you enjoy viewing historic rail photos? Have you been visiting the NRHS.com website regularly?

If so, you've likely noticed that the groups of photos on the Home Page change every couple of weeks. That's thanks to the work of the Society's Librarian, Mitch Dakelman, and his continued digitizing of slides and photos living in the NRHS Archives. All part of building a library which we hope will be accessible to all via our website in the not-to-distant future.

Haven't been lately? Ever? *Now* is the time to click on this link: <https://nrhs.com>

John Emery Rail Heritage Trust Grants Announced

On March 22, 2021, The John Emery Rail Heritage Trust announced the following grants for this year. John Emery was a long-time Chicago resident who was an avid rail enthusiast who loved to ride trains around the world, and wanted to help preserve rail equipment and infrastructure that will allow future generations to share his experiences during what he considered the "Golden Age" of railway travel, from 1920 to 1960.

Forty-one (41) applications were received requesting in excess of \$ 1,000,000.00. After extensive research and serious consideration by advisors of the Trust, twenty-two (22) grants were awarded grants totaling almost \$325,000. The John Emery Rail Heritage Trust is the largest trust in the US that makes 100% of its awards solely for railroad restoration purposes -- locomotives, rolling stock, and facilities.

For 2021, grants were approved for the following organizations/projects:

1. **Austin Steam Train:** \$ 10,000.00 for mechanical & electrical restoration of their ALCO RSD15.
2. **EBT Foundation:** \$ 15,000.00 for restoration work on their M-1 Gas Electric car.
3. **Friends of Georgia State Parks & Historic Sites:** \$ 12,000.00 for repair and upgrade work on two of their coaches.
4. **Friends of SP4449:** \$ 22,000.00 for repair and restoration of their passenger car fleet.
5. **Heart of Dixie Railroad Museum:** \$ 12,000.00 to continue the restoration of their L&N tavern lounge car.
6. **Kentucky Railway Museum:** \$ 12,000.00 for repair and refurbishment of coach #884.
7. **Kentucky Steam Heritage Corporation:** \$ 15,000.00 for continued work on C&O engine #2716.
8. **Lake Superior Railroad Museum:** \$ 15,000.00 for a steam powered air compressor for their DM&IR locomotive #332.
9. **Midwest Railway Preservation Society:** \$ 15,000.0 for mechanical and cosmetic restoration of their Pullman Mt. Baxter.
10. **Nashville Steam Preservation Society:** \$ 40,000.00 for rebuilding the cross-compound air compressor for the NC&StL locomotive #576.
11. **New York, Susquehanna & Western Technical & Historical Society:** \$ 12,000.00 for maintenance of passenger coach #531.
12. **New York Museum of Transportation:** \$ 5,000.00 to restore carbody heaters in former P&W interurban car #161.
13. **Pacific Southwest Railway Museum:** \$ 10,000.00 for work on their RSX-4 ALCO and their GP-9 locomotive.
14. **Rochester & Genesee Valley Railroad Museum:** \$ 10,000.00 for asbestos abatement on their Erie Stillwell coach.
15. **NRHS, Washington, D.C. Chapter:** \$ 12,000.00 for the ten-year inspection on the Dover Harbor, which is their sleeper-buffet-lounge car Pullman.
16. **Watauga Valley Railroad Historical Society & Museum:** \$ 10,000.00 for installation of an air-conditioning unit for the Clinchfield #100, which is being configured as a lounge car.
17. **West Chester Railroad Heritage Association:** \$ 10,000.00 for interior and exterior coach work.
18. **Oregon Rail Heritage Center:** \$ 1,000.00 towards installation of their turntable.
19. **East Troy Electric Museum:** \$ 1,000.00 towards overhead wire replacement.
20. **Smoky Hill Railway & Historical Society:** \$ 1,000.00 for track work.

Two earlier grants were made as part of the 2021 cycle, namely:

21. **Pacific Railroad Preservation Association:** \$ 35,000.00 for their SP&S locomotive #700.
22. **Western Maryland Scenic Railroad:** \$ 50,000.00 for their C&O locomotive #1309.

Congratulations to all the groups who received a grant and the best of luck as they continue to preserve our railroad heritage!

The Emery Rail Heritage Trust would like to express its heartfelt thanks to Naurine Lennox who is retiring from her role as an advisor to the trust. She has done an outstanding job of furthering the cause of railway restoration, and in particularly encouraging younger folks to get involved! She will be replaced by Jay Green, effective immediately. We will certainly miss Naurine, and are looking forward to working with Jay in the future.

First Option Bank, Trustee of the Emery Rail Heritage Trust, continues to provide ongoing support during the application/selection process and due to their investment management the Advisory committee is able to continually increase the effect this Trust has on the preservation of rail passenger travel. If you would like more information about how to set up a Foundation or are interested in donating to the Emery Rail Heritage Trust, please contact them directly at 913-294-9222.

Applications for the next round of grants will be due not later than February 1, 2022. Check for details at <http://emeryrailheritagetrust.org/WP/>.

Looking Forward to the Return of RailCamp in 2022

By BECKY GERSTUNG, Niagara Chapter NRHS

RailCamp 2022 is in the planning stages. All of our great partners are onboard to have us visit their facilities again. Unfortunately, they were reluctant to commit for this year due to ever changing pandemic restrictions and requirements.

The following photos are just a sample of the things we can do with Amtrak's cooperation. We have been very fortunate to visit many things not typically available to the general public.



PHOTOS COURTESY OF GREG GERSTUNG

AMTRAK CAREER OPPORTUNITIES – A former camper, now an Amtrak employee, presented a program on careers with Amtrak.



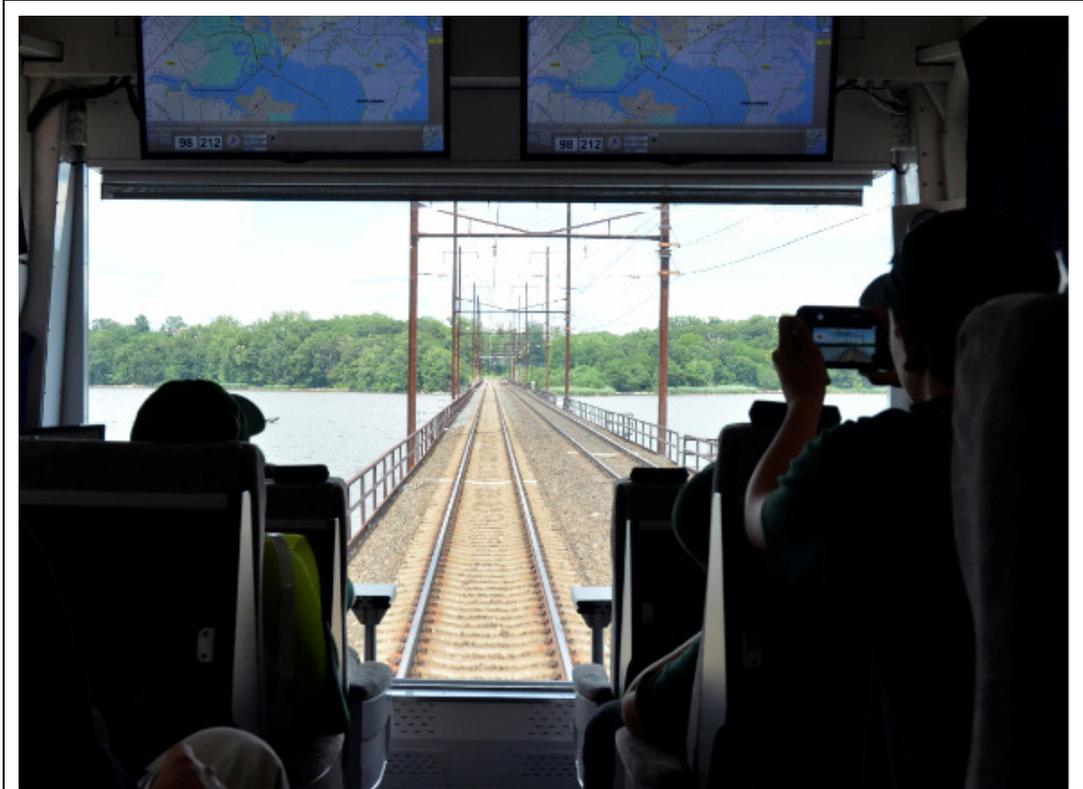
AMTRAK SIMULATORS – Trying out the simulators at the Amtrak training center.



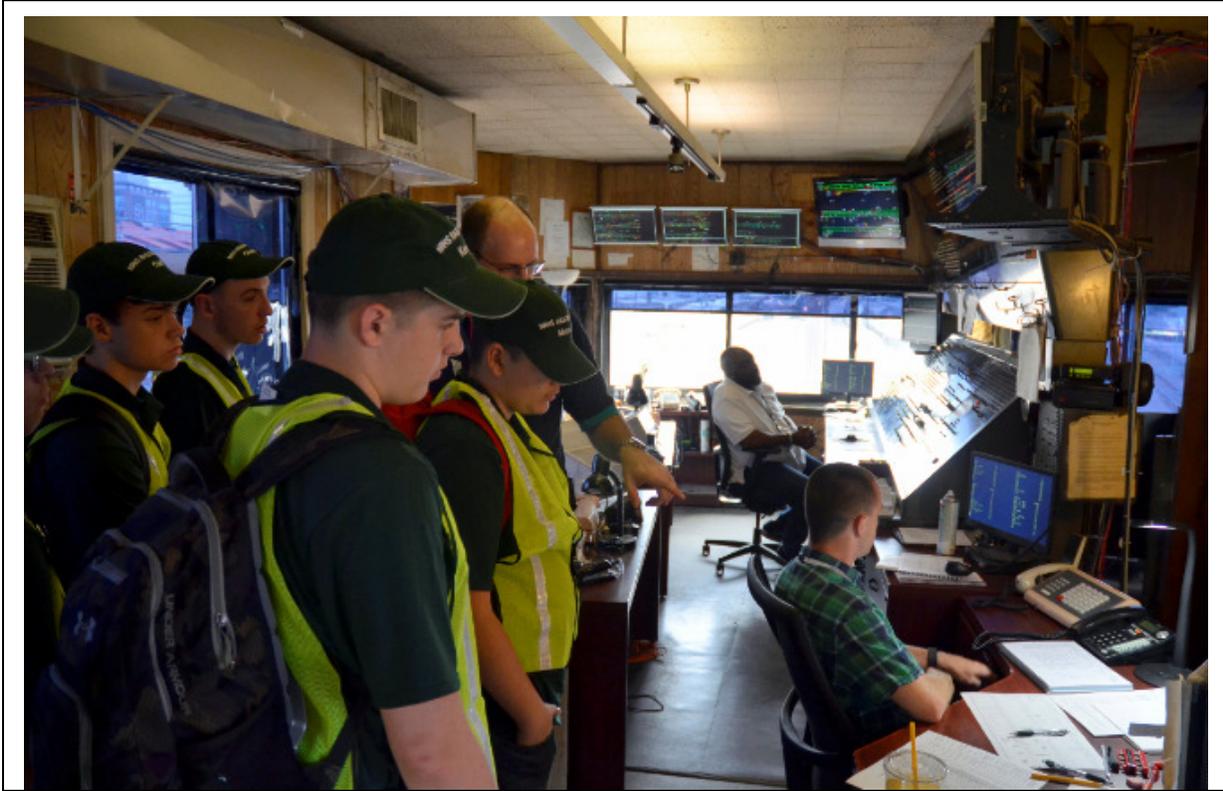
TRY OUT THE ENGINEER'S SEAT – An opportunity to see what it feels like to be in the engineer's seat. .



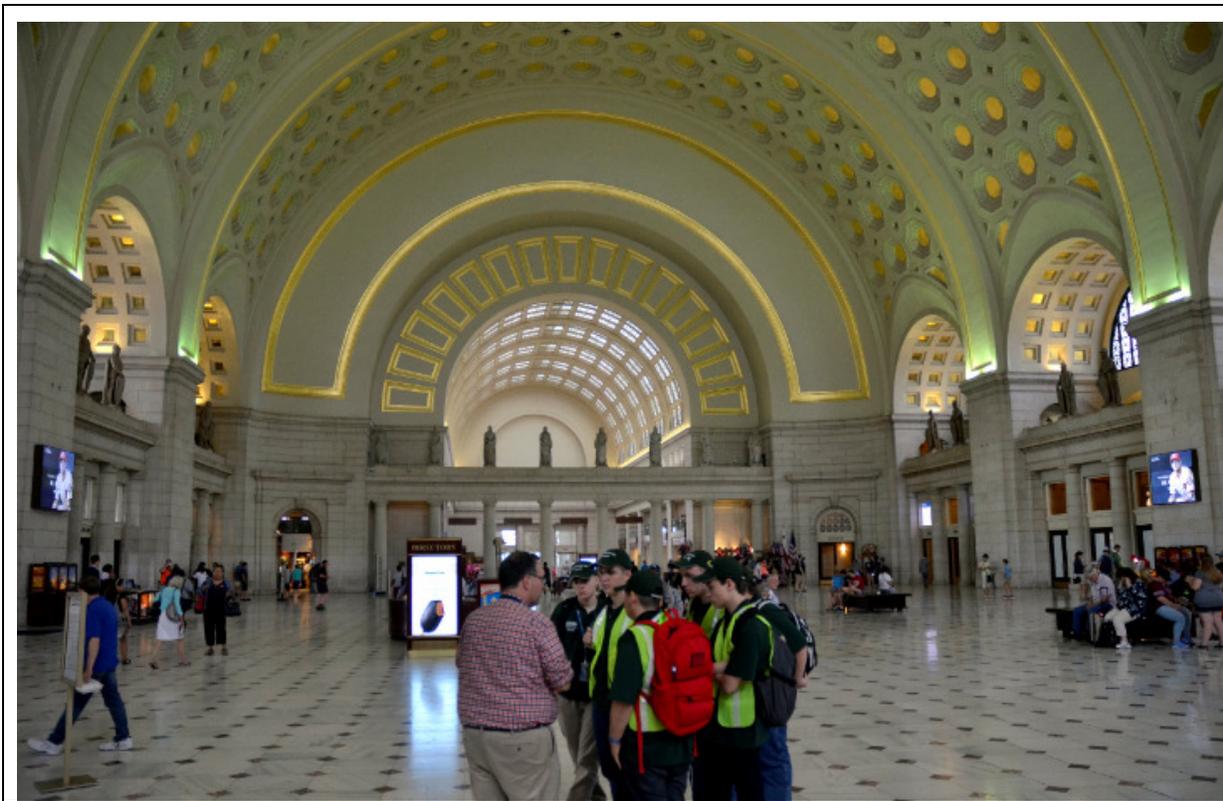
WORKING ON THE RAILROAD – You get a close-up view of work being done on the locomotives.



ALL ABOARD! – Take a trip to Washington D.C. using equipment specifically arranged just for the RailCamp staff and campers.



TOWER 'K' SPECIAL – The 'K' Tower controls all traffic at Washington Union Station. "No one gets inside there" we were told by a railroad employee as we walked to it.



WANT TO BE PART OF THE ACTION? YOU COULD BE IN THIS GROUP! - RailCamp is open to high school students. Scholarships are available. Apply for 2022!

For the Love of a Streetcar

By KEITH KIRBY, *Intermountain Chapter NRHS*

Denver is the start of this story

When I was three or four, I first became fascinated with buses and streetcars. I was amazed that by moving a lever on his left, the operator could open one or both doors. It seemed like magic! From then on streetcars and buses always interested me. Growing up in Denver, Colorado, I was fascinated with the Denver Tramway's big yellow streetcars. They were big, old, noisy, and rough riding. In the summer the wicker seats left a pattern on the backs of my legs when I rode them wearing shorts. Still I loved riding them and was sorry to see them go. In 1950 the Tramway replaced the Number 8 streetcars I usually rode with sleek, new Marmon-Harrington trolley buses.

I had seen pictures of PCC Streetcars, but Denver never had any. The sleek, new, fast, quiet Marmon-Herrington trolley buses were the next best thing as far as I could see. They were even styled in a manner similar to a PCC car with rounded lines, a slanted windshield and standee windows.



PHOTOS COURTESY OF KEITH KIRBY
San Francisco Muni's preserved Marmon-Herrington trolley bus #776. It entered service in 1950.



This PCC, which has been preserved and rebuilt for the Muni, was the very last PCC built for any American city. This PCC #1040 entered service in 1952. You can see the similarity between the trolley bus and this street car.

It wasn't until the middle 60s that I actually saw and rode on my first PCC streetcar. I was visiting a friend who was attending the University of Pennsylvania in Philadelphia. To get from his apartment to downtown I traveled on my first PCC streetcar. I was hooked.

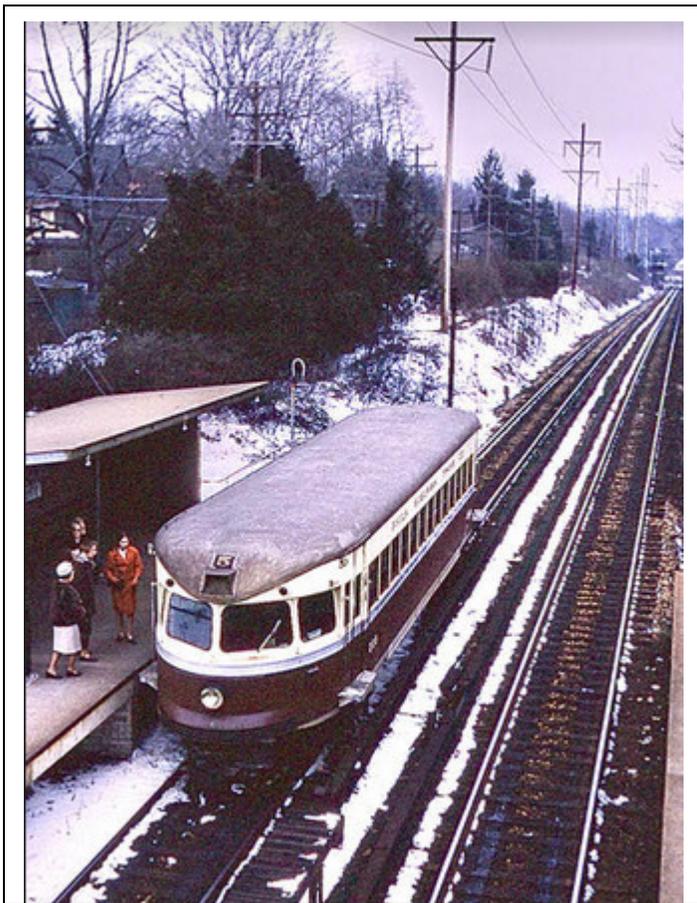
When I finally got my first camera in 1964 it became only natural that the subjects of many of my pictures would be the city transit vehicles I was so fond of. Philadelphia and San Francisco became favorite destinations for me because of the diversity their transit systems offer. To this day I never see a PCC or trolley bus that I don't take its picture.

Onto the PCC part of my story

Philadelphia was the first city where I rode PCC cars. My first experience was on the Subway-Surface lines which would take me downtown. The streetcars that rolled past Independence Hall fascinated me. I've made numerous trips to the Philadelphia area over the years. Like San Francisco, the diversity of mass transit in Philadelphia has made it a must-visit location.



Friends of mine lived in Norristown and as a result this led to several trips on the famous Brill Bullets on the Norristown High Speed line.



A classic Brill Bullet , March, 1967.

I even got to ride in one of the famous Liberty Liner/Electroliner trains where I was able to nail down the “Railfan Seat” next to the operator at the head of the train, behind the window on the right side of this picture.



Liberty Liner Independence Hall at the Rockhill Trolley Museum in June, 2017.

Perhaps my most memorable trip was taking a PCC on Route 23 from Chestnut Hill to the Italian Market area. At the time SEPTA billed it as the longest streetcar line in the world. It took forever, but it presented a look at a fascinating cross-section of Philadelphia and its inhabitants.



At the beginning of a long journey.

Ironically this exact car became part of the group that was sent to San Francisco. It became the Baltimore Tribute car.



When originally painted by the Muni, they didn't have the correct shade of yellow used in Baltimore

Purists complained that the car was not painted in the correct yellow to represent a Baltimore PCC. When the Brookville Equipment Company rebuilt the car recently, it was decided to paint the car in the as-delivered colors of Baltimore Transit. Sadly, shortly after the newly rebuilt car was put into service in San Francisco, it was involved in a wreck which sidelined it for a considerable period of time. Finally it was restored to service only to be sidelined again when the Muni ended all rail service during the Pandemic. Below is a car at the Baltimore Streetcar Museum which has been painted in the scheme used on the San Francisco tribute car.



This was the last streetcar to run in Baltimore.

Over the years the Philadelphia PCCs have worn a variety of paint schemes. The earliest ones were delivered in what some called the “Philly Cream Cheese” scheme. Below is a Muni PCC Tribute car in this scheme.



Palm trees! We're not in Philly anymore!



April 1970. SEPTA has taken control of the transit system.

The most famous scheme is the green, red and cream one. This scheme was brought back when SEPTA restored PCC service on *Route 15, Girard Avenue*, with what were called PCC IIs. These cars were rebuilt and modernized by the Brookville Equipment Company in 2003-4.



The bulge on the top houses air conditioning, a welcome addition in the Philadelphia summer. September 2010.

At this point the future of these cars on this route is uncertain. The route has been served with buses for some time. The cars need to be overhauled again. Only four of the 18 cars are said to be operable. Hopefully the benefits of continuing to run PCC cars will lead to their restoration and return to service. In an attempt to modernize the look of the PCC cars, SEPTA tried several new paint schemes on them. Beginning in 1973 the PCCs were very tired. SEPTA began rebuilding some of them. Several were painted in an attractive orange, white and blue paint scheme. Fans immediately dubbed this the "Gulf Oil" paint scheme as it used colors that were used on Gulf Oil products and gas stations at the time.



July 1985 color scheme.



This paint scheme is preserved by the Baltimore Streetcar Museum. This is their 'Gulf Oil' PCC.



These cars were painted in a red, white and blue scheme that eventually migrated to all of SEPTA'S transit vehicles.

Beginning in 1978, SEPTA got serious about rebuilding PCC cars, eventually rebuilding 100+ of them. In 1980 SEPTA started taking delivery of brand new streetcars built by Kawasaki. Streetcar service ended on all but the Subway-Surface lines and some suburban routes.



There are two types of Kawasaki streetcars. The ones above are used in suburban service.



The above San Francisco PCC car is a tribute to Philadelphia.

The PCCs became surplus. It was from the rebuilt cars that San Francisco selected 14 of the PCCs that were to make up the first cars in their “F Line” service on Market Street. It is fitting then that one of these cars was restored to its green, red and cream paint scheme as a tribute to Philadelphia.

Philadelphia holds a very special place in my heart. I love the city, and its diversity of transportation systems.

NRHS Fund Report, April 2021

By BOB ERNST, President NRHS Fund, NRHS

The good news is that, thanks to the grant from the Samuel Freeman Charitable Trust and support from you and your fellow Society members, the NRHS *Railway Heritage Grant Program* in this year of 2021 will award a whopping total of \$75,000.00 ... the largest amount given in a single year since its inception back in 1991!

That is something that I believe you can be proud of and proud to be supporting—especially considering your love of everything about trains, or you likely wouldn’t be a member of this organization.

Now, with those funds in place and ready to be awarded when the Grants Committee makes its final choices of those worthy of receiving your hard-earned dollars, once you have paid your taxes ... please think about what you can put aside and send to the NRHS Fund so that your Society can equal or surpass that record-setting \$75,000.00 in next year’s Heritage Grants Awards!

Thank you and thank you!

To donate online go to the NRHS website and proceed to the “Giving” tab. The site gives you the option to give an unrestricted donation or a restricted donation to one of the NRHS programs, Heritage Grants, Rail Camp or the Film Preservation Program.

If you prefer to send a check, note on the check which program you want to support and make it payable to the “NRHS Fund, Inc.”. Please mail it to:

NRHS Fund
505 South Leola Road
Suite 226
Moorestown, N.J. 08057

And, thank you for your continued membership and support of the NRHS.

The K4 and the Bread Truck

By BOB KRONE, At-Large Member NRHS

There was a Pennsylvania Railroad fan trip on April 7, 1956 that involved both a mechanical breakdown and a rather humorous encounter.



PHOTOS COURTESY OF BOB KRONE

*NYC TO ATLANTIC CITY, NJ - Pulled by K4s No. 830
with damp, rainy weather during the trip.*

The trip ran from New York to Atlantic City, N.J. and was pulled most of the way by K4s 4-6-2 number 830. The weather was miserable in the sense that it rained most of that day and into the night. I was a thirteen year-old railfan at the time and my father treated me, himself and my older sister to the excursion. We lived in Hackensack, N.J. and I can't recall whether we boarded at Pennsylvania Station in Manhattan or in Newark, N.J. I don't recall whether the K4s was put on before Newark or in South Amboy, N.J. but the Pacific and the enthusiasts were in for an unusual day.



*HISTORIC TRACK - Photo stop on historic C&A track on
stone sleepers.*

K4s 830 had been cleaned up and looked wonderful as the train proceeded down the former Camden and Amboy trackage. A photo stop was made next to a segment of historic C&A track on stone sleepers near Jamesburg under the wet, gray skies. The excursion ambled down the Camden and Amboy to join the Bridge Branch at Divide Interlocking, just east of the Delair Bridge.

I don't recall whether it was in joining the Bridge Branch on a curve or climbing the slight grade to the Pennsylvania-Reading Seashore Lines at West Haddonfield that caused the steam locomotive difficulty.



K4s NEAR WEST HADDONFIELD - Watching and waiting to see what's next.

The big Pacific slipped violently several times on wet rail. The 80-inch drivers spun wildly and the train was literally jerked onto the Atlantic City line but the K4s and crew won the battle.

We steamed along briefly but soon halted between stations just short of a road crossing. Word got around that one of the P70 coaches had suffered either axle or journal damage after all of that slipping and would have to be set out somewhere. We sat out there in rural New Jersey for some time before the crew and part of the train left to set out the cripple. At one point there was an eastbound passenger train headed by Baldwin AS16 diesel 6025 stuck behind our special.



READY TO GO - Baldwin AS 16 Diesel 6025 pulling a commuter train, stopped behind the Ks 830.

The plan had been to have the passengers in Atlantic City by lunchtime but it was soon clear that would not be the case. Everyone was getting quite hungry when a white-and-green Dugan's bakery truck came rolling along. Someone hailed the truck to stop near the stranded train and a bread line literally formed as the driver sold just about his entire inventory to the starving fans.



AFTER ALL THE ACTION - Ready to return home after setting out the bad coach.

I don't know how far behind schedule the train was but 830 was ready once again to hustle us back to Newark and New York. It was thrilling to be standing in the baggage car behind the tender as K4s 830 roared up Pennsy's four track, electrified main line from Trenton on that rainy night. That part of the trip was probably the most exciting train ride that I've had as a day of problems came to a thrilling conclusion.

What a Great Photo! But Who, Where, When, How?

By BECKY GERSTUNG, Niagara Chapter NRHS

My chapter, Niagara Frontier Chapter, is in the process of enlarging our moisture and temperature-controlled archive room at our station/museum. In preparation for the big move I am sorting and cleaning out files. I started with our photo collection. This is where I ran into some problems.

Even I can tell the difference between a New York Central streamlined Hudson and the Daylight. But, let's face it, most steam engines look like a lot of other steam engines. If I can't read the tender or even distinguish a number, what am I looking at?

Then there is the question of where. I recognize the Rockville Bridge, Horseshoe Curve and some other famous spots, but a train on rail in the middle of somewhere with a

signal or a station barely visible in the background isn't much to go on.

I know steam has been gone for a very long time. The Buffalo street cars ended service in 1950. New rail mergers (Penn Central, Conrail, etc.) give some hint to a date range if you can recognize the paint scheme or know your engine renumbering. As rail historians, we need to be accurate when dating our photos.

Who gets credit for the photo? When we use material out of our archives for our publications, we like to give credit to the photographer. The backs of most of the photos I have sorted are blank. I recognize the handwriting of some of our members and know what kind of photos they took. That

helps, but anyone else doing this would not have a clue.

Please, please, please. Take some time. Being quarantined during this whole Covid nightmare gives you some extra time. Start looking at your photo collections. All the time, travel and expense of processing deserve an attempt by you to write something on the photos. I know it isn't possible to remember when and where you took each and every shot, but maybe a location. At the very least put your name on your photos.

If you are planning to leave your collection to a railroad museum, historical group or a family member, they will appreciate your gift more with some information. It gives it some

importance and may save it from being thrown away. I can only imagine how much of our rail history has been lost because people don't know what they have been given or the value.

Back to my sorting.....we try to keep the material at our museum as local as possible. There are any number of museums and historical groups across the country. Material local to them should go there. Don't be surprised AC members and directors if you get a photo in the mail. If I find a large number of photos from your area I will send you an email asking if you would like to have them.

Dining on the Rails – City of Portland 1953

By DAVID LARSEN, *Pacific Northwest Chapter NRHS*

A Little Background

I have always had a thing for dining car menus. I feel like the menu reflects the level of service a train offered. There is a world of difference between the menu from the *Twentieth Century Limited* and a menu from a regular New York Central passenger train. One is aiming to be the best and the other to provide a service that is pleasant, but not too pricey. Eating in the dining car is still one of my favorite rail travel activities.

The Union Pacific's crack train between Chicago and the Pacific Northwest was the *City of Portland*. To travel from Portland to Chicago required an investment of 41 hours and 40 minutes. The competition either on the Northern Pacific or Great Northern required over 44 hours. What the Union Pacific lacked in scenery, on the Northern Pacific and Great Northern. A passenger's total time investment using this route was around 45 hours to Chicago, but it was also a practical method to access Salt Lake City, Denver or other cities closer to the overland route. Pullman travel was not cheap in 1953 dollars. The one way fare for you and a companion using the new Family Plan in a double bedroom to Chicago was \$158.74.

Why 1953? 1953 was a year in which American passenger railroads reached their zenith in optimism about the future of the passenger train. All of the previously mentioned trains had been

it made up for in speed. It wasn't until the *City of Portland* became a Domeliner that the UP adjusted its schedule to give the scenery in Oregon and Idaho its due.

The big market in the Pacific Northwest was Seattle. The big players there were the Milwaukee Road's *Olympian Hiawatha*, the Great Northern's *Empire Builder* and the Northern Pacific's *North Coast Limited*. The Union Pacific was not about to surrender uncontested. So, every day there was a 12 roomette, 4 bedroom sleeper that left Seattle in the early afternoon on a pool train and became a through sleeper on the *City of Portland* at 5:30 PM. Also, no extra fare was charged for the *City of Portland* unlike its high end competitors re-equipped with new cars from Budd, Pullman or American Car and Foundry. This massive investment didn't just include cars. It also included service. Sleeping car passengers were the crème de la crème of the traveling public and no expense was spared to make their trip enjoyable.

A word about food choices circa 1953. Some dishes that were popular in 1953 are not going to cut it in 2021. For instance, calf's liver for lunch is not going to get many votes today. However, the variety of choices is a good indicator of the level of service.

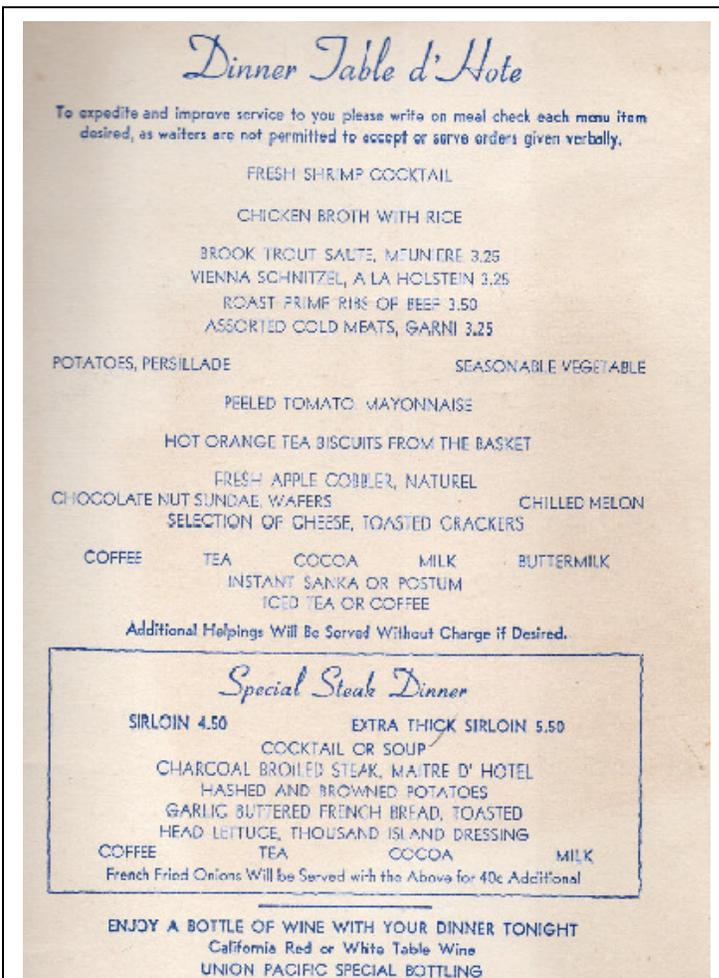
Come On Along For a Culinary Adventure.

It is dinner time and you head to the diner just forward of the club lounge. You are fortunate to get a table on the Columbia River side of the car with sweeping views of the gorge as the sun sets behind you. The waiter hands you your menu and it has a beautiful photo of Mt. Hood, taken from the west hills, on the cover.



PHOTOS COURTESY OF DAVE LARSEN

MOUNT HOOD - Scenic cover of the dining menu of the City of Portland.



DINNER ENTREES - Better be hungry! All dinners include shrimp cocktail, soup, entrée, vegetables, fresh biscuits, dessert and beverage.

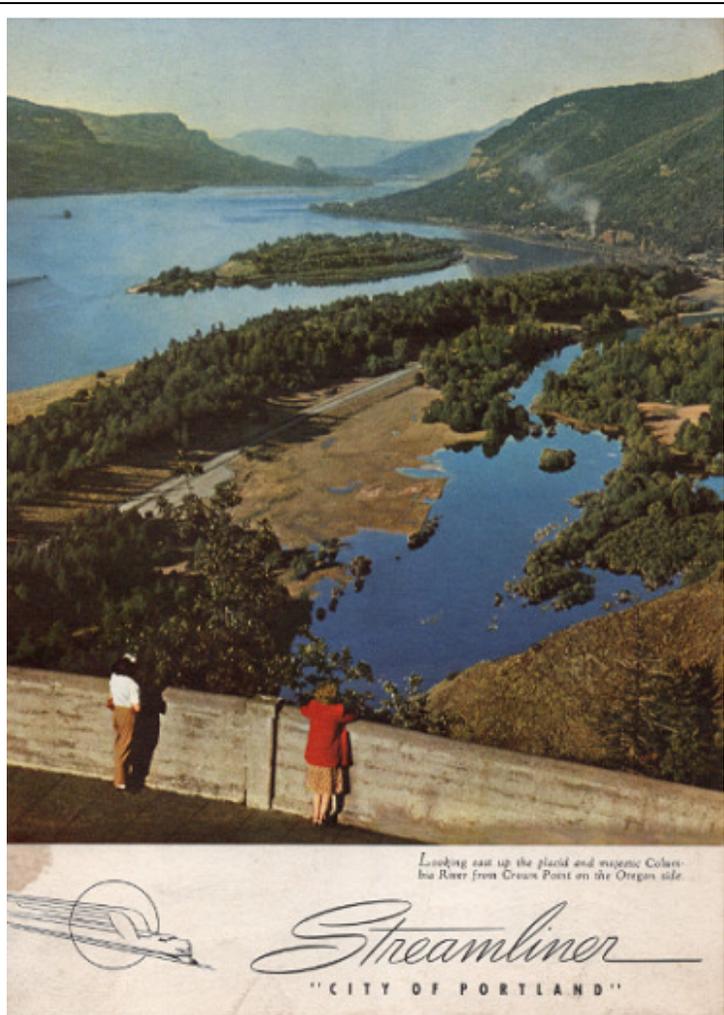
The left side of the menu is all beverages including about ten cocktails, Champagnes, red and white wines and beers/ales. All are available either imported or domestic. Your main entrees include Brook Trout, Vienna Schnitzel, Roast Prime Rib and the June special, Broiled Lamb Chops. All of these choices come with a shrimp cocktail, soup, vegetables, fresh biscuits, dessert and beverage. All of these complete meals came in under four dollars.

The other main choice is the Special Steak Dinner of a charcoal broiled extra thick sirloin. It comes with all the sides, but no dessert for \$5.50. It is a tough choice for me between the trout, prime rib and the steak. The message in the middle of the menu really catches my attention. "Additional Helpings Will Be Served Without Charge If Desired." That would be hard for me to ignore.

After dinner, the sun has probably set, so you would head to the club lounge for an after-dinner cocktail and a chance to catch the NBC Railroad Hour which is sure to be on the radio. Then, you would probably retire to your bedroom and peacefully sleep the night away.

attended fish boils in Wisconsin where the Lake Michigan white fish, potatoes and corn on the cob are drenched in melted butter and it was quite good.

Assuming you ate a normal breakfast and headed back to your bedroom. You might have booked a shower or a hair cut in the club lounge or just enjoyed the scenery as you rocketed along at close to 100 mph on the very fast UP main out of the northwest. Somewhere around Green River, Wyoming, after you had joined the main line between Council Bluffs and all point west, you are probably ready for lunch.

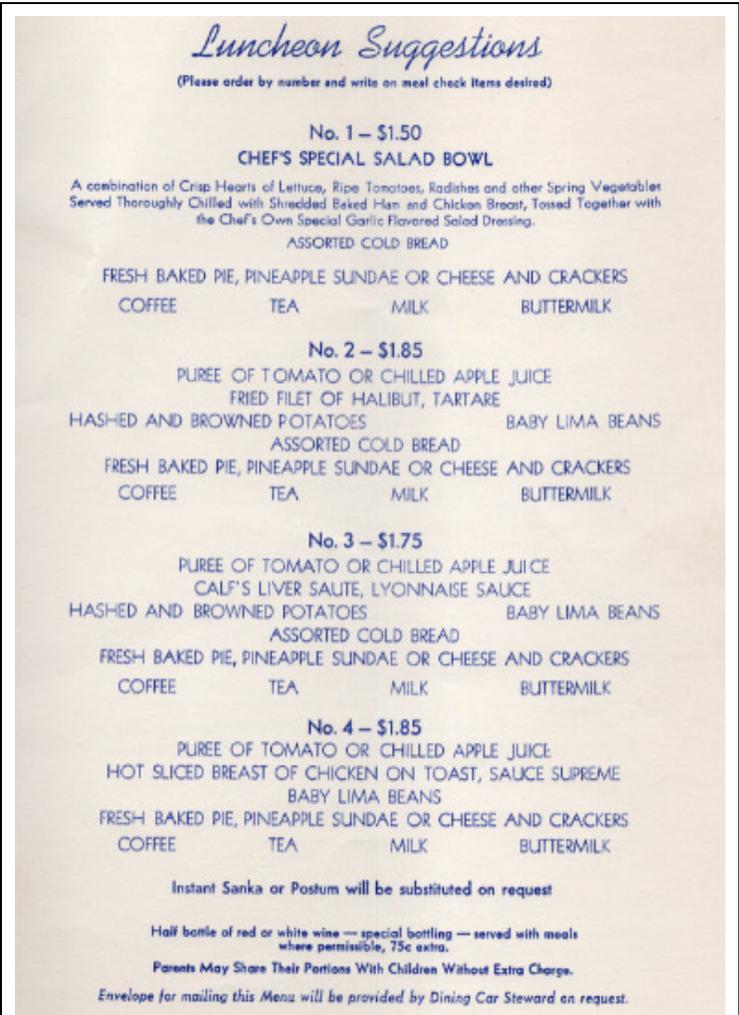


PRE-LUNCH VIEW - Enjoy the lovely scene overlooking the Columbia Gorge as you browse the lunch selections.

As you are seated in the diner, you notice that the menu has beautiful picture taken from Crown Point looking out over the Columbia Gorge. Inside, the complete meal suggestions only come to four. They also include dessert and beverage. The Chef's Special Salad Bowl contains many vegetables as well as ham and chicken with garlic dressing. You can also have fried filet of halibut, tartare or hot sliced chicken breast on toast with sauce supreme. Finally, the dreaded calf's liver and onions makes another appearance. Someone had to eat it. All of the complete lunches come in under two dollars.

On the A La Carte side it is more a mixture of dinner items such as seafood cocktail and lamb chops as well as some simple breakfast items such as eggs, any way you want, and more traditional sandwiches including peanut butter and jelly and up to a club sandwich. However, there was no hamburger or look alike on the menu yet. Although, they did have children's menus. Breakfast and dinner seem to have been the big high traffic meals.

This concludes our culinary tour of the *City of Portland*. It was a different time and customers had different tastes. However, I found the variety of choices available rather remarkable from fresh trout to

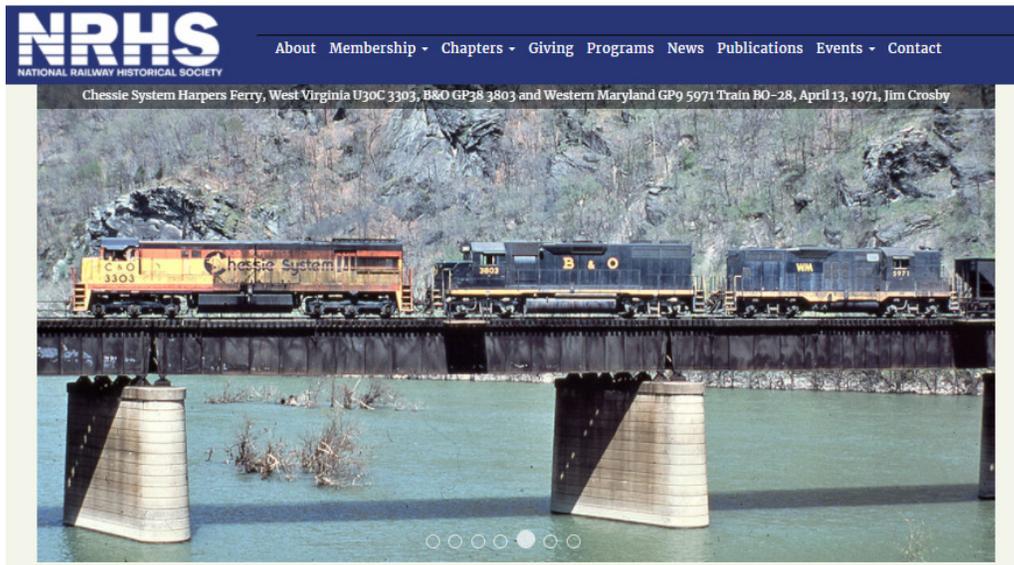


FOUR TASTY CHOICES – Fish, fowl, salad bowl, or perhaps calf's liver and onions? The decision is yours, all come with dessert and beverage.

halibut as well as prime rib and kippered herring. The dining car crew had its work cut out for it to provide quality and variety for a cross country trip lasting almost two full days. Riding Amtrak today cannot compare to dining car service in its prime. One final note on competition, the Northern Pacific advertised their big Idaho baked potato. It was an icon of their print ads. Nowhere in the 1953 menus of the Union Pacific's *City of Portland*, could you get a baked potato.



Browse, Visit the NRHS 'At Home' (www.nrhs.com)



<p>ALCO HISTORIC PHOTOS</p> <p>AHP is the custodian of a collection of almost 300,000 photographic negatives and about 10,000 drawings and documents relating to the ACO and its successor ALCO Products.</p>	<p>HERITAGE FILM COLLECTION</p> <p>The National Railway Historical Society maintains an extensive collection of train, railroad and railway related films, videos, and slides. Much of the material is historic and/or out of print.</p>	<p>HERITAGE GRANTS</p> <p>Since 1991, the National Railway Historical Society has been giving away annual matching grants for projects which preserve, research, educate, or publish railway history.</p>
--	---	--

President's Column – Returning to the Rails

By AL WEBER, President, National Railway Historical Society

In the Wednesday, April 7, 2021 "Heard on the Street" section of the *Wall Street Journal* there is an article titled "Railroads Gain Steam Again". It starts out "Trains were the Teslas of the 1800's"; the article goes on to talk about the proposed merger of KCS and CP. The NRHS is the group that preserves the information from 1800 to the present, and promotes the preservation of that history which is still being made. Through chapters and individuals we still document and save information for the future. I have attended many chapter meetings over the last year, and that is very apparent in their programs. You help also by donating to the Heritage Grants program. Keep it up!

Many museums are opening now that many states have lifted some of the Covid restrictions. Since our age group is mainly in the earlier groups eligible for the vaccine, many of us have been vaccinated. Visit and support your local museum and libraries; they need your support after being closed for a long time. Also consider volunteering, all need all the help they can find. I am also getting reports of private car trips

and encourage you to ride them while you can. Amtrak is interested in getting some of the long distance trains restored from their being cutback over the last year. If interested, contact your elected representatives and ask them to support train travel. One local group here in St Louis went to the state capital and lobbied for Amtrak here in Missouri. As of now I have not heard of a dedicated day to go to DC for (in past years) "Railroad Day on the Hill". But in past years I have gone to Washington DC to lobby for the NRHS. If it is held this year I will plan on going.

I am also getting flyers on model train shows. Get your chapter info to those to stir interest in the NRHS. The national can supply you with brochures and old NRHS Bulletins to have on your table. Since the first of the year we have gotten over 200 new members, many from chapters doing outreach. We also have maybe three new chapters joining in the next few months. Stay safe and thank you for supporting railroad history preservation.

Al Weber <aweber@nrhs.com>

Editor's Notes – 'See' You in DC or Punxsutawney?

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

The rail enthusiast's view can be extraordinarily global even in these pandemic times. From the *CRP&A's Virtual Conversations* (<https://railphoto-art.org>) to virtual rail meets or chapter programs, today's live streaming and meeting software allows railfans to connect from Washington DC or London (UK) to Punxsutawney (PA).

As I write this column, *Railfan Fest 2021* (<https://www.wearerailfans.com/c/article/railfanfest2021>) is live streaming now, April 10-11. From the comfort of my seat in the 'lounge car' (living room), I've toured 'Hidden London' and closed Tube stops with the London Transit Museum staff. Next came a conversation for Amtrak's 50th anniversary, followed by a railfan's tour of his Thomas collection. That perennial conversation of 'your favorite train' and 'why mine is better' closed out today's programs.

Couldn't fly to London today? Missed the local rail action in Edinburgh? Your chapter meets virtually, but you worked late? The magic of live streaming helps you participate live. Sit in your favorite 'club car' to view and enjoy a rail conference, international railfan fun fest, or chapter virtual program about your favorite short line.

Where and how can you find out about these virtual viewings? Go beyond your usual list of web cams, and search for railfan meets, railroading shows, local, and international. Facebook, Twitter, hobby journals, modeling clubs, chapter meetings – all are often listed and advertised online. This weekend's Railfan Fest 2021 Facebook ad nagged at me until I packed my lunch, got a front seat and tuned in. My trip to London, Germany and New Jersey (USA) was fabulous! Here, take my seat and enjoy!

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. 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>.