

Early Amtrak Consists: “We’re Making the Trains Worth Traveling Again”

By JIM MIXTER, Potomac Chapter NRHS

Editor’s Note This article series about Amtrak consists was the brainchild of Jim Mixter. In late April 2021, Jim passed away at the age of 70. Written over a period of years, this series is shared with NRHS members as a tribute to Jim. Read and enjoy these. Jim would like that.

The “Rainbow Era” – Part 1 (Part 2 will be in the next issue.)

While I had a burst of passenger train consist-noting in 1966, high school and college kept me busy for the next few years. The coming of Amtrak, though, got me going again. Amtrak began operations in 1971 by acquiring initially about 1300 of the best-condition passenger cars from the railroads who joined it and were allowed to discontinue their own trains. For several years beginning in 1972, Robert J. Wayner published the Amtrak Car Spotter listing the acquired cars and their configurations (in many cases modified by Amtrak), with notes on their origins. At one time, I set myself the goal of actually seeing all of these cars, so this required writing down consists in the field, which I did using a series of 80-page steno notebooks (as of 2020 I am on my fifth one.) I also used a hand-held cassette recorder, so as a train passed, after taking photos of its approach, I could speak the numbers of the power and passenger cars into it for later transcribing of the consist.

Even before Amtrak owned any equipment, it had adopted the slogan, “We’re Making the Trains Worth Traveling Again.” Western travelers, whose remaining trains run by Santa Fe and Burlington Northern had been of good quality, probably wondered about the message. On the other hand, Southern Pacific riders, as well as those in the Penn Central-dominated East, who had suffered through vending machine dining, coach-only train remnants, trains not listed in timetables, trains terminated enroute when regulatory agencies approved train-off petitions, dirty windows, and surly train personnel could only hope for improvements. While Amtrak has had its ups and downs, and is still having them, when I look through my train listings, I conclude that, yes, in many cases, the trains were made worth riding (and photographing!) again.

After a few years, Amtrak began to buy new cars to supplement and replace its second-hand purchases, and as some of the early-purchased cars were scrapped or sold, I realized I would never achieve my goal of seeing all of them. I kept track in a Wayner Amtrak Car Spotter, and my tally was approaching 1200 cars before I gave up on it! Nonetheless, consist-writing had become ingrained, and now my five steno books provide a history of sorts of nearly 50 years of Amtrak’s equipment evolution. There were distinct stages which I will describe with the help of Elbert Simon and David C. Warner’s “Amtrak by the Numbers, A Comprehensive Passenger Car and Motive Power Roster 1971-2011.” This book is a must-have for American passenger train equipment nuts like me! In this second series of H&M articles on train consists, I’ll trace some of this Amtrak evolution.

Starting with this Part 1, I’ll go in chronological order through the Amtrak passenger car phases. The first phase began with the May 1, 1971, start of Amtrak operation. Initially, Amtrak bought and assigned better-condition cars to replace the worst-condition cars being operated by the railroads. Fairly soon, purchased cars began to get Amtrak colors, some cars were getting substantial interior refurbishing, and some cars were reconfigured. (Continued on p. 5.)

NRHS NEWS - SEPTEMBER 2021

Table of Contents

Early Amtrak Consists: “We’re Making the Trains Worth Traveling Again”	1
Table of Contents.....	2
Upcoming Conferences and Conventions.....	2
Submission Deadlines.....	2
Lewis L. Hoy Receives 75-Year Membership Pin	2
60 th Anniversary of the Combined Federal Campaign	3
Calling All Rail Historians, Fans, Train Chasers!	3
Chicago South Shore and South Bend Interurban.....	4
Membership Matters – September 2021	4
Early Amtrak Consists (Continued from p.1.).....	5
2021 Fall NRHS Conference, October 7-9, 2021.....	8
Preserving Rail History - 2021 Heritage Grants.....	10
President’s Column – Good to See You Again!.....	10

Upcoming Conferences and Conventions

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

Submission Deadlines

October 2021	Online issue	September 10, 2021
December 2021	Online issue	November 10, 2021
February 2022	Online issue	January 10, 2022

Lewis L. Hoy Receives 75-Year Membership Pin

By R.L. EASTWOOD, Philadelphia Chapter NRHS



Above: Marge and Lewis L. Hoy

Philadelphia Chapter, NRHS Member Lewis L Hoy has been awarded his 75-Year Membership Pin. Hoy is believed to be the first Society member to receive this distinguished honor.

Information for this article has been provided by Marge Hoy, his wife of nearly 60 years, Philadelphia Chapter Member Frank G. Tatnall, and Philadelphia Chapter Editor Emeritus R. L. Eastwood, Jr., both of whom will celebrate 60 years in 2022.

One tale of Hoy’s initiation into NRHS was a prized possession of a June, 1944 issue of *Railroad Magazine*. His entry in the Railroad Camera Club of this issue brought a note from Charlie Houser, longtime member of Lehigh Valley Chapter, NRHS. Houser wrote that he was a Lehigh Valley Transit motorman, and if Lew should get to Allentown, he was to ask the LVT supervisor at 8th & Hamilton Streets where Charlie was working. After that first meeting in Allentown and several other trips Houser suggested Hoy become an NRHS member. His response was that he was not quite 16, to which Houser responded “That doesn’t matter – NRHS needs members”; Lew was signed up as the youngest NRHS member, in the Lehigh Valley Chapter.

60th Anniversary of the Combined Federal Campaign

By *WESLEY ROSS, Board of Directors Emeritus NRHS*

The National Railway Historical Society is proud to be a part of this, the 60th Anniversary of the Combined Federal Campaign. This is the official workplace giving campaign for all Federal workers, Federal retirees, members of the Uniformed Services, and retirees. The Combined Federal Campaign has raised \$8.5 Billion dollars for member organizations during the past 60 years.

Here is the easiest way to contribute:

1. Log in to this site: <https://cfcgiving.opm.gov/welcome>
2. After signing in, you must designate what charities and how much money you wish to donate or pledge.



**The 2021 Campaign
begins on September 1,
2021.**

**The NRHS is Number
10276.**

3. The National Railway Historical Society is Number 10276. Remember, you can have your pledge divided up among the pay periods in 2022.

Pledges make a real and meaningful difference to the National Railway Historical Society. Everyone who makes a pledge or donation, is part of our movement forward, supporting the various aspects of railroad history. Thank you very much for your consideration of this opportunity.

Calling All Rail Historians, Fans, Train Chasers!

By *MARLIN R. TAYLOR, Film Archival Committee NRHS*

As your Archival Film & Slide Committee has reported previously, for the past few years we've been working on digitizing the Society's vast collection of film and slides as resources and time permit.

Now, finally, slowly we've begun sorting through the raw footage and assembling finished productions; however, these are visual-only presentations. To be meaningful, we need to add narration.

And that's where we need help, your help! Mostly, this is footage shot by railfans over the years in locations across the U. S. A., and even in Canada. Sadly, there's no documentation with much of what we have—that's where you come in.

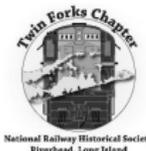
If you are knowledgeable regarding rail lines and locations along lines even for a small portion of North America . . . can look at a site and say "that's so and so," please let us hear from you! Even if we don't have something yet produced for your territory, when we do we'll know we have a person to reach out to.

If you fit what we're looking for, please E-mail Marlin Taylor at marlin@nrhs.com or write him at P. O. Box 111, Doylestown, PA 18901.

With help from members and friends, we'll be able to begin moving this whole process to a final level -- productions which members and rail historians can watch, enjoy and learn from! Thank you.



2021 Fall NRHS Conference



**2021 Fall Conference Hosted by The Twin Forks Chapter NRHS
October 7 – October 9, 2021**

Chicago South Shore and South Bend Interurban

By ALEX MAYES, Potomac Chapter NRHS

A Chicago South Shore and South Bend interurban train crosses Brunswick Street in Hammond, Indiana on September 21, 1982. Leading the electric MU train is coach-baggage car No. 102, built by Pullman Standard in 1926. These cars were retired shortly after this photo was taken. The South Shore Line is the last remaining of the once numerous electric interurban trains in the United States.

The South Shore began in 1901 as the Chicago and Indiana Air Line Railway, a streetcar line between Chicago and Indiana Harbor. Reorganized in 1904 as the Chicago, Lake Shore and South Bend Railway, by 1908 its route had reached South Bend via Michigan City.



*PHOTO COURTESY OF ALEX MAYES
HAMMOND, INDIANA, 1982. – Chicago South Shore and South Bend interurban train.*

Membership Matters – September 2021

By HUGH HARRIS, Membership Administrator NRHS

This has been a difficult renewal cycle because we seem to have had a serious problem with lost mail with the Post Office. Lost mail has always been a problem because we have no way of tracking it. We use a low-cost mail rate established by the Post Office for “Not-For-Profit” operations like ours. This rate means that the Post Office does not guarantee a delivery time, nor will they track any mail that is lost or does not arrive at the addressee.

We always get some items that are returned to us as ‘UNDELIVERABLE AS ADDRESSED’ or ‘UNKNOWN – RETURN TO SENDER’, but this year the volume of such returns has been much higher than usual. Part of this is, I am sure, due to the pandemic. The Post Office has had the same problems of people missing work as all other employers have experienced. With fewer experienced people available, new people who don’t know the delivery route have had to fill-in.

That might account for some increase in the delivery failure rate. We’ve seen rates up to 10% and that seems high even considering the problems caused by the pandemic. I didn’t order very many extra Cards. when the mailings are complete and extra cards are returned to me, there aren’t lot of extras to replace the lost ones. If I have your name and Membership Number I will try to get a card to you when I get the spares. I also must get started on the 2022 Renewal Cycle so I won’t have a lot of extra time.

Early Amtrak Consists *(Continued from p.1.)*

This first phase has come to be known as the "Rainbow Era," because many railroad paint schemes mixed in with new Amtrak livery. It was also known as the "steam-heated" period; all but 23 of the cars purchased from the railroads were steam-heated. In retrospect, this is my favorite period, because dome cars and observation cars began running where there had been none in recent years or maybe ever. The Rainbow Era came to an end by 1976 as by then most cars bore Amtrak livery.

So, let's begin with the "Rainbow Era." I was in college in western Massachusetts in fall, 1972; Amtrak's Washington-Montreal "Montrealer" (not in the original Amtrak system but added in October, 1972) passed nearby in the late evening; Lolly, whom I was dating at the time, and I would drive alongside the train on a state highway, me driving and dictating engine and car numbers while she scribed (it's amazing she later married me!) In all the following tables, if the railroad column has no entry, it means the unit/car was in Amtrak colors.

Here are two examples, one a larger ski season version:

Amtrak Train 60, the Washington-Montreal Montrealer, October 25, 1972, north of Springfield MA			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
E-unit	Penn Central	4044	
E-unit	Penn Central	4255	
4 section, 4 bedroom, 8 roomette sleeper	Canadian National	Elnora	Pullman-Standard (P-S) built
10 roomette, 6 bedroom sleeper	Southern Railway	Altamaha River	Pullman-Standard (P-S) built
Dining-lounge observation car (blunt end)		8301	Built for C&O Chessie
Coach		7000	ACF-built for RF&P Old Dominion
Coach	Seaboard Coast Line	5478	City of Miami paint scheme

Amtrak Train 60, the Washington-Montreal Montrealer, December 1, 1972, north of Springfield MA			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
E-unit	Penn Central	4036	In Amtrak paint
E-unit	Penn Central	4047	
Baggage	Santa Fe	3553	For baggage and skis
10 roomette, 6 bedroom sleeper	Union Pacific	Pacific Waters	
10 roomette, 6 bedroom sleeper	Southern Railway	Potomac River	Pullman-Standard (P-S) built
Dining-lounge observation car (blunt end)		8302	Built for C&O Chessie
Coach	Canadian National	5578	Canadian Car Foundry
Coach		5477	Built for Florida East Coast
Buffet-Lounge	Penn Central	4449	Built for Denver & Rio Grande
Coach		7003	ACF-built for RF&P Old Dominion
Coach	Penn Central	1576	Built for PRR
Coach	Penn Central	1574	Built for PRR

The Montrealer was popular with the New York area ski trade--passengers could leave the Big Apple after 9:00PM, eat and drink the night away, arriving at ski towns around dawn the next day. The same itinerary worked in the reverse direction as well. For a time, one sleeper even operated to/from Miami!

One of the first major Amtrak car reconfigurations were “Le Pub” cars converted from coaches built for C&O’s never-operated Chessie; replacing the Penn Central Buffet-Lounges, they provided Montrealer revelers with live electronic piano entertainment. The Montrealer thrived for a number of years before a budget cut resulted in its discontinuance north of St. Albans VT and renaming to today’s “Vermonteer.”

Besides Amtrak’s equipment improvements, new through car arrangements began (like Montreal-Miami). While the Southern Railway had stayed out of Amtrak, its New York-Birmingham or (tri -weekly) Los Angeles sleeping cars were extended to Boston. Here’s Amtrak train 173 at New Haven, serving as both a corridor train and transcontinental:

Amtrak Train 173, the Boston-Washington Southern Crescent, October 29, 1972, at New Haven			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
GG-1	Penn Central	4917	
Coach	Southern Railway	826	Through Boston-New Orleans car; built for the Southerner
10 roomette, six bedroom sleeper	Southern Railway	Shenandoah River	Pullman Standard (P-S) built; from Boston, it will overnight at New Orleans and join the Sunset Limited to LA
Coach	Penn Central	1525	Built for PRR as a 21 roomette car
Coach	Penn Central	4050	Built for PRR for ACL Florida trains
Coach	Penn Central	2922	Built for NYC
Coach	New York Central	3601	P-S built for NYC
Coach (rebuilt to coach by PRR)	Pennsylvania	1506	Built for PRR as 21 roomette car
Coach (rebuilt to coach by PC)	Penn Central	3193	P-S built for New Haven as parlor car
Dining car	Seaboard Coast Line	5950	P-S built former ACL “Atlanta”
Coach	Penn Central	1574	Built for PRR
Baggage-parlor-lounge car	Penn Central	7180	P-S built for NH, “Berkshire County”

Here are several examples of Amtrak trains in the Northeast Corridor. Before Amtrak, the New Haven and Penn Central had reduced costs by replacing dining cars and grill cars by installing snack bars in coaches and a galley for at-seat meals in parlor cars; Amtrak largely continued this practice.

Amtrak corridor train, October 25, 1972, at New Haven			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
GG-1	Penn Central	4919	
Galley-parlor car (meals at seats)	Penn Central	Paul Revere	Built for PRR for the Senator
Snack bar coach	Penn Central	3219	P-S built as coach for NYC, which added snack bar in 1967
Coach (rebuilt to coach by PRR)	Penn Central	1538	Built for PRR as 21 roomette car
Coach (rebuilt to coach by PC)	Penn Central	3195	P-S built for New Haven as parlor car

There were Springfield MA-New Haven connections to Northeast Corridor trains; here’s an example:

Amtrak Train 405, Springfield MA-New Haven connection for the Senator, October 26, 1972, at New Haven			
Non-Amtrak paint/lettering as noted; Budd-built unless noted			
RDC-1’s	Penn Central	66 and 38	Built for the New Haven

Let's move a bit west. Cincinnati did not fare well in Amtrak's new network—the only trains retained were Cincinnati-Chicago and Cincinnati-Washington/Newport News. But what was retained was improved with Rainbow Era car assignments and subsequent refurbishing.

On April 30, 1971, the day before Amtrak, the Penn Central James Whitcomb Riley to/from Chicago consisted of a diesel, baggage car, snack bar coach, and coach. The C&O George Washington to the east consisted of power, a baggage car, a food bar coach, coach, and sleeper. The two trains connected in Cincinnati westbound but not eastbound.

Amtrak revised the schedule so the trains became a through Riley westbound and a through George eastbound; some years later the train was renamed the Cardinal and has gone through route and schedule changes for a variety of reasons. The Riley/George was showing new signs of life by late 1972. Who could have guessed in the dark days of early 1971 that Cincinnati would have a train with both a dome and an observation car?

Amtrak Train 50, Cincinnati-Washington/Newport News George Washington, December 25, 1972

Non-Amtrak paint/lettering as noted; Budd-built unless noted

E-unit	C&O	1455	
GP-9	C&O	6697	
Dome Coach		9473	To Newport News; built for the Empire Builder
Coach	Penn Central (PRR)	1531	Budd-built for PRR as 21 roomette car
Coach	C&O	1643	P-S built
Coach	Seaboard Coast Line	5262	P-S built for the C&O
Coach (rebuilt by SF to coach)		4880	P-S built for Santa Fe as coach-observation
10 roomette, 6 bedroom sleeper	Seaboard Coast Line	Tampa	P-S built for Seaboard Air Line
Dormitory-diner-lounge-observation (blunt end)		8200	Blue Ridge Club, one of eight P-S built as 5 bedroom, lounge observation cars for the C&O

By June 1973, the power and three of its seven cars were in Amtrak colors, a notable exception being an ex-N&W/Wabash dome coach which N&W had run on the Powhattan Arrow and the Pocahontas; Blue Ridge Club was classily the tail car.

In early Amtrak years I made several pilgrimages with Denny Hamilton to Chicago to ride and photograph Amtrak, usually over the Christmas/New Year's holidays, when consists were larger than normal and great examples of Amtrak's Rainbow Era. Burlington Northern, Santa Fe, and Union Pacific had maintained their passenger cars even as their trains were shortened and many discontinued. It was only natural that Amtrak would make extensive use of them early on.

Amtrak Train 5/55, Chicago-Denver (daily) and Oakland (tri-weekly), December 27, 1972

Non-Amtrak paint/lettering as noted; Budd-built unless noted

E-unit		334	
E-units	Union Pacific	959 and 956B	
Baggage	Union Pacific	6007	
Coach		4558	St. Louis Car Co. built for Union Pacific
Coach	Burlington	Silver Sword	Built for KC and American Royal Zephyrs
Coach		4521	P-S, built for Santa Fe
Coach	Burlington	Silver Shield	Built for KC and American Royal Zephyrs
Coach	Santa Fe	2845	P-S

Full dome lounge (converted by SP)	Southern Pacific	3602	P-S built as counter-tavern for SP Daylight
Dining car	Burlington	Silver Cafe	Built for the California Zephyr
Dome-dorm-coffee shop car	Burlington	Silver Kettle	Built for the Denver Zephyr
Dome Coach	Burlington	Silver Rifle	Built for the California Zephyr
Slumbercoach	Burlington Northern	Loch Tay	Built for NYC Twentieth Century Limited
10 roomette, six bedroom sleeper	Burlington Northern	Silver Point	Built for the California Zephyr
10 roomette, six bedroom sleeper	Burlington	Silver Terrain	Built for the Denver Zephyr
10 roomette, six bedroom sleeper	Burlington	Silver Hollow	Built for the Denver Zephyr
6 bedroom, 5 compartment sleeper	Burlington	Silver Pelican	Built for the Denver Zephyr

2021 Fall NRHS Conference, October 7-9, 2021

By RALPH "BOB" BITZER, Treasurer NRHS

The Twin Forks Chapter would like to welcome you to Long Island for the 2021 Fall NRHS conference. Fall is a nice time to visit Long Island as the air becomes clean and crisp and the foliage starts to show its fall colors. This will be the first in-person meeting of the NRHS in quite a while and we will be observing all the proper safety protocols as directed by the government experts as well as the NRHS Council. We hope you will consider coming to the Fall NRHS conference and enjoy the weekend while doing the important work of the Society. This will include meetings of the Advisory Council, the Board of Directors and the NRHS Fund.

The Conference Hotel is conveniently located by highway from the Long Island Expressway I-495, by the Long Island Rail Road at the Ronkonkoma Railroad Station, and from Islip Mac Arthur Airport. The Airport here on Long Island is serviced by Southwest, American and Frontier Airlines. **The Hotel will provide free transportation** from the LIRR Rail station and Islip Mac Arthur airport. However, when you reserve your hotel room, **please let the Hotel know you will need to be picked up WHEN YOU MAKE YOUR RESERVATION!**

Schedule of Events

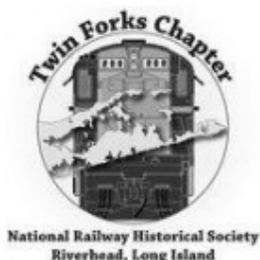
- **Thursday, October 7** - Registration opens at 3pm till 10pm, Holiday Inn Long Island. *Cost \$50.*
- **Friday, October 8** - All day trip, 9am - 4pm. We ride the LIRR from Ronkonkoma Station (transportation is provided to the station) to Hillside Support Facility for a tour of the Long Island Rail Road's maintenance shops and facilities. We leave Hillside Support Facility via rail, heading to the Oyster Bay Railroad Museum for a facility tour. We return via the Long Island Rail Road. *Cost \$55.*

All trip participants must wear steel-tipped shoes as a requirement of the Long Island Rail Road for their tour. Failure to wear proper shoes will result in potential restrictions on the tour, including but not limited to exclusion from the maintenance shop tour of Hillside Support Facility.

Also on Friday, the NRHS Fund Officers and Board of Trustees will meet at 8pm in the hotel.

- **Saturday, October 9** - Meeting Day for the Advisory Council and Board of Directors. Following the meetings, the Buffet Banquet includes a presentation by a guest speaker.

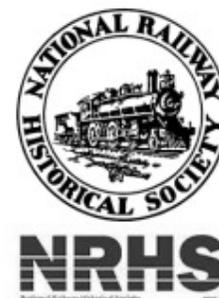
Registration Form for the *Fall 2021 NRHS Conference* follows on next page.



FALL 2021 NRHS CONFERENCE

October 7-9, 2021, Ronkonkoma, New York

REGISTRATION FORM



(Return by September 25, 2021 to guarantee tickets)

Name _____ NRHS Member Number _____

Address _____

City _____ State _____ Zip Code _____

Telephone (Home) _____ (Cell) _____ (Other) _____

Email Address _____

NAME TAG INFORMATION (____ Additional Names on Reverse)

Name (as preferred) _____

NRHS National or Chapter Office Title _____

Chapter Name & City/State _____

EMERGENCY CONTACT INFORMATION

Name _____ Telephone _____

CONFERENCE EVENTS

	Qty	x Cost	= Total
Conference Registration (1 per household)	_____	x \$50	_____
Friday, Oct 8 – Hillside Facility* / Oyster Bay Railroad Museum Trip	_____	x \$55	_____
Saturday, Oct 9 – Buffet Banquet with a Guest Speaker	_____	x \$50	_____

Mail your completed form to:
Twin Forks Chapter NRHS
Attn: NRHS Fall 2021 Conference
P.O. Box 1620
Ronkonkoma, NY 11779

Total Enclosed = _____

Please make payments payable to:
Twin Forks Chapter NRHS

PLEASE RETURN Conference Order by September 25th to guarantee tickets.

***Steel Tipped Shoes are required to participate in the tour of Hillside Maintenance Facilities.**

Please read and review the COVID information and waiver of liability that came with this registration packet. By registering for this event, you agree to be bound by the restrictions in the attached document. You must sign and return the waiver to be allowed to attend this event.

Preserving Rail History - 2021 Heritage Grants

By *ROBERT ERNST, Fund President NRHS*

The *NRHS Heritage Grants* Program broke a record again in 2021 by distributing \$75,000 to seventeen organizations. You made a huge difference with your generosity. See the complete list of Grants recipients on the NRHS website and in the *NRHS News* June 2021 issue.

As we begin gathering funds for 2022, the Heritage Grants program has a larger lead off. The NRHS Fund received a \$100,000 grant from the Samuel Freeman Trust Fund to be used exclusively for the Heritage Grants program over the next three years. That's a start of \$33,333 each year.

Now, it's time to turn to you and all NRHS members ... asking you to step up to the plate and begin "filling the tender" so the funds will be on hand as we go into 2022 and the Grants Committee begins their selection process. AND, for the second year in a row, an anonymous donor is ready to match every dollar sent for the 2022 Heritage Grants program up to \$5,000.00! So, every dollar you contribute to the cause will automatically become two dollars! (Maybe, just maybe, if everyone gives big time, we'll get all your dollars matched, even if the total goes beyond \$5,000.00.)

Every year the Grants Committee receives more applications than grant money available. With whatever amount you can afford ... I ask you to be part of this "preservation endeavor" with your tax-deductible donation. Will the Grants committee have an equal or greater amount in hand to fulfill next year's grant requests? That determination is in our hands, those of every member and officer!

To make an online donation by credit card, please go to the NRHS.com website, click on the GIVING button, then scroll down the right column to Heritage Grants." If you'd rather send a check, make it payable to "NRHS Fund Inc." and note "NRHS Heritage Grants". Then mail to:

NRHS Heritage Grants Challenge
505 South Lenola Road, Ste 216
Moorestown, NJ 08057

Thank you for helping preserve our nation's great rail history!

President's Column – Good to See You Again!

By *AL WEBER, President, National Railway Historical Society*

Many chapters are having in person meetings again. I've attended many meetings via computer but seeing people in person is much better. Virtual meetings make it possible to join chapter meetings that would be impossible due to the travel distance from my home. Programs of local interest or a larger view are both very informative. I learned quite a bit about areas that I have never visited.

I've seen that chapters are doing events, trips and shows. Many chapter trips sold out on the very first day. There's likely a pent-up demand for trips. If your group or chapter is thinking about doing a trip, either via railroad car behind Amtrak, or a trip to a local event or museum, try it. You might be surprised with how quickly the seats are sold.

Here in St. Louis, events and shows have restarted. If your group needs brochures, please send an email to info@nrhs.com and we will send a stack out to you. Spread the word that the NRHS helps to preserve railroad history. Brochures help create interest and get new people into the group.

At the NRHS convention in Milwaukee, I will present the results of two surveys of present and former members. I got good results from the current members but very few responses from former members. In the next *NRHS News* I will give a summary. All, thanks for helping preserve railroad history and stay safe.

Al Weber <aweber@nrhs.com>

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>.