

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

OCTOBER / NOVEMBER 2021

Autumn Vibrancy Along the Hills and Rails

By ALEX MAYES, Potomac Chapter NRHS (Text and photo credit)

Bennett Levin's pair of immaculately restored Pennsylvania Railroad E8s casts a nice reflection in a pond near Andover, New York as they power a passenger special west bound on the former Erie main on November 4, 2007. This excursion, which was named the *Susquehanna Limited*, was part of a three-day trip over mostly freight-only trackage operated in conjunction with Lackawanna Railfest 2007.



The trip was sponsored by High Iron Travel and Amtrak in conjunction with Juniata Terminal Company. The power for most of this trip was the pair of ex-Pennsylvania Railroad E8s, No. 5711 and 5809, which are painted in the Pennsy's striking Tuscan Red and gold passenger scheme.

Twelve private cars were included in the consist, which were the Dover Harbor, Frisco's Cimarron River, the Caritas, L&N's Oliver Hazard Perry, C&O's Chapel Hill, the Mount Vernon, the Kitchi Gammi Club, L&N's Ohio River, Missouri-Kansas-Texas' No. 403, Juniata Terminal's Little Juniata Rapids, the Warrior Ridge and the Pennsylvania. In addition to this equipment, Amtrak P42 No. 91, an Amfleet Business Class car, an Amfleet Café Car, and Viewliner Sleeper Evening View were included in the consist.

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Upcoming Conferences and Conventions

<p align="center">February 26 , 2022 2021 NRHS Spring Board of Directors Meeting (Officers and Board of Directors)</p>	<p align="center">May 16-21, 2022 2021 NRHS National Convention Knott's Berry Farm Hotel (Buena Park CA)</p>
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Submission Deadlines

December 2021	Online issue	November 29, 2021
February 2022	Online issue	January 15, 2022
March 2022	Print, mailed	February 15, 2022

CFC Continues Through January 15, 2022

<p>The <i>National Railway Historical Society</i> is proud to be a part of this, the 60th Anniversary of the Combined Federal Campaign.</p> <p>The <i>National Railway Historical Society</i> is Number 10276. Remember, you can have your pledge divided up among the pay periods in 2022.</p>	 <p>The NRHS is Number 10276.</p>	<p>Pledges make a real and meaningful difference to the <i>National Railway Historical Society</i>. 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.</p>
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NRHS & *Trains* Collaborate for 2022 Photo Contest

By JEFF SMITH, Editor NRHS Bulletin

The National Railway Historical Society is collaborating with *Trains* on their 2022 Photo Contest. The NRHS identified a committee of Jeff Smith, Mike Yuhas, Walter Zullig and Tony White who will be working with *Trains* staff in running the contest. NRHS will be collecting submissions, organizing and participating in the judging along with *Trains* staff and working with winners to obtain high resolution files and image information for publication. We encourage members to participate, however, judging will be anonymous and no preference will be given to those affiliated with NRHS.

Below is the announcement from *Trains*, containing the details of the contest.

Trains is happy to announce its partnership with the National Railway Historical Society for the 2022 photo contest. The NRHS is a nonprofit that promotes the interest and study of the railroad industry, a mission the Trains brand shares. The NRHS, which was established in 1935, is a perfect match for a magazine that's been around since 1940. Both groups celebrate railroad history and present-day operations. The two organizations believe that supporting and encouraging photography is beneficial to the individuals who practice and enjoy images of railroading.

The 2022 contest theme is "Still Soldiering On." "We see this as relevant to nearly any type of railroading — steam, diesel, tourist operations, transit," says Jeff Smith, NRHS Bulletin editor and head of the photo contest committee. "Still Soldiering On doesn't have to be about old locomotives still in operation, it could be a line, station, or intercity passenger service that has been around for a hundred years."

As always, you can illustrate the theme however you like, but be ready to provide an explanation.

Please submit no more than three low-resolution images (1200 pixels on longest edge). Do not alter your images beyond minor color corrections, burning, dodging, and levels adjustments. Send JPGs to TrainsContest@nrhs.com no later than June 1, 2022. Include your full name and phone number. If your image is selected, we'll request the high-resolution format as well as a 100 word description of the photo and how it relates to the "Still Soldiering On" theme. We do not accept mailed submissions.

*We are excited that the NRHS will be awarding the Grand Prize winner \$1,000 in cash. As we've done in the past, there will be eight winners: grand, first, second, and five runners up. From *Trains* magazine, the first prize winner will receive \$500, second will receive \$250, and five runners up receive a three-year subscription to *Trains* or equivalent *Trains* products. All winners will also receive a complimentary one year membership in the NRHS.*

Here are all the rules for [Trains Photo Contest 2022](https://www.trains.com/trn/railroads/photography-tips/trains-photo-contest-2022-still-soldiering-on/) or at <https://www.trains.com/trn/railroads/photography-tips/trains-photo-contest-2022-still-soldiering-on/>.

Winners will be announced in the November 2022 issue.

Welcome to Milwaukee – NRHS 2021 Convention

By ALEX MAYES, Potomac Chapter NRHS

This is the first part of a two-part story about this year's convention.

After last year's convention was cancelled due to the COVID-19 pandemic, NRHS members were elated when it was announced in late winter there would be a convention this year. Before making this announcement, much work behind the scenes had to be done to ensure compliance with federal and state COVID-19 requirements.

Once this decision was reached, the NRHS Convention Planning Committee began the arduous task of planning the complex logistics of trips and other events of the convention. The committee is comprised of John Goodman, Convention Committee Chairman, and committee members Skip Waters, Dawn Holmberg, Steve Miller, Elizabeth Guenzler, Walter Zullig, Victor Varney, Dan Meyer and Carol Ann Cornelius. Additional help in planning was provided by NRHS President Al Weber and his wife Eileen (members of the St. Louis Chapter NRHS), and Mike Yuhas, former advertising agent for TRAINS Magazine and President of the Wisconsin Chapter NRHS. Eileen also handles the entire operations of the Registration Room at the hotel and does an outstanding job. The Executive Committee of the Board of Directors assisted the committee in many decisions, including agreeing that the 2021 convention should be in Milwaukee and its dates.

After the cancelled 2020 convention in Southern California, the Executive Committee and the Convention Committee had to monitor the COVID-19 situation continually to be sure that it was safe to proceed with the go-ahead decision. Legal assistance in overseeing the COVID-19 situation was provided by NRHS General Counsel John Fiorilla. Milwaukee was chosen as the convention site because of its central U.S. location and very good Amtrak, airline and bus service to the area. The Committee finally obtained a very good nightly rate at the Milwaukee Double Tree Hotel for our members at \$119.00 per night, and after this task was completed, convention details were made public.



The convention was held August 23-28, with convention headquarters at the Double Tree Hotel in downtown Milwaukee. The first day was devoted mainly to registration, a purchase of a "Behind the Scenes" tour the following day at Green Bay, WI and a silent auction.

In the evening two seminars were presented, the first one was presented by Paul Swanson about the Lake States Railway Historical Preservation Association and was followed by Robert Taberna's "Wisconsin Great Northern/Mark Twain Zephyr" program. Robert discussed the design of the Burlington Zephyrs, particularly the Mark Twain Zephyr, which is undergoing restoration at the Wisconsin Great Northern Railroad.

The first event of the convention was a trip to the National Railroad Museum in Green Bay, WI on August 24th. The National Railroad Museum has an large variety of locomotives, freight and passenger cars which span more than a century of railroading. The museum also has a large collection of vintage signals and signs.



PHOTO COURTESY OF ALEX MAYES

FORMER UP 4-8-8-4 “BIG BOY” NO. 4017, ONE OF THE NATIONAL RAILROAD MUSEUM’S MOST SIGNIFICANT LOCOMOTIVES. - Weighing in at 1.1 million pounds and measuring nearly half a football field in length, the Big Boy locomotives were designed to haul heavy freight for the Union Pacific Railroad over mountainous regions of Utah and Wyoming. Originally 25 of these giants were constructed from 1941-1944. They roamed the rails until 1959. Union Pacific donated eight of them to museums across the U.S. The Big Boy preserved at the National Railroad Museum is the only one housed inside a climate-controlled facility.



PHOTO COURTESY OF ALEX MAYES

FORMER ROCK ISLAND AEROTRAIN NO. 2 IS A VERY RARE AND INTRIGUING TRAINSET - Designed by General Motors’ Styling Section in 1955, the Aerotrain was intended to lure passengers back to riding trains. They were spectacular looking but failures owing to technical deficiencies and servicing difficulties caused the Rock Island to withdraw their two Aerotrains from service in 1965.



PHOTO COURTESY OF TERESA RENNER

FORMER MILWAUKEE ELECTRIC RAILWAY & LIGHT COMPANY LINE CAR NO. D23. – The car poses for photos in front of one of the museum’s repair facilities. This special car was built by the Milwaukee Electric Railway & Light Company in 1907. It was used to maintain the overhead catenary on their 200+ miles of electrified lines.

Three highway motor coaches began departing the Double Tree Hotel at 7:45 AM and headed north to Green Bay. The National Railroad Museum opened in 1956 and received a Congressional designation as a national museum two years later, making it the only nationally-designated railroad museum in the Mid-West. What began as an effort to bring a steam locomotive to a city park has grown into one of the most distinguished rail museums in the country.

Train rides are provided on a one-mile standard gauge loop track which runs along the perimeter of the museum grounds. Our group had a five hour visit which provided ample time to view the vintage equipment, ride the museum’s train, and enjoy the videos shown in auditorium.

In the evening, two seminars were presented at the Double Tree, the first explaining the mission, procedures and photographic collections of The Center for Railroad Photography & Art, presented by the center’s Executive Director Scott Lothes and Archives Director Adriene Evans. This presentation was followed by a photographic show “Riding the North Shore Line” presented by Russ Isbrandt.

A visit to the East Troy Electric Railroad in East Troy, WI was the featured event on the second day of the convention, August 25th. The museum operates vintage electric streetcars, interurban cars and other equipment over seven miles of the former The Milwaukee Electric Railway & Light Company (TMER&L) interurban main line between East Troy and its connection with the Canadian National Railway (former Soo Line) connection at Mukwonago, Wisconsin.

This line is the last remnant of the TMER&L’s interurban rail system, which once operated over 200 miles of track in southeastern Wisconsin. Convention attendees rode in several historic cars over the seven-mile line during the visit



PHOTO COURTESY OF TERESA RENNER

SIGN OF THE DAY. – Welcome to the East Troy Electric Railroad in East Troy, Wisconsin.



PHOTO COURTESY OF TERESA RENNER

READY FOR BOARDING. - Former Milwaukee Electric Railway & Light Company car No. 846 is at the

East Troy Electric Railroad.

PHOTO COURTESY OF TERESA RENNER
THREE OF THE FIVE CARS IN SERVICE DURING OUR VISIT TO THE EAST TROY ELECTRIC RAILROAD ON AUGUST 25TH. From front to rear are: Chicago Elevated (CTA) Rapid Transit Car No. 4420, built by the Cincinnati Car Company in 1924, Milwaukee Electric Railway & Light Company double truck streetcar No. 846, built in 1920 by the St. Louis Car Company, and Chicago North Shore and Milwaukee Railroad steel interurban car No. 761, built by Standard Steel Car Company in 1930.

There were two options for lunch: participants who purchased tickets in advance for a chartered lunch train aboard two vintage Chicago South Shore & South Bend Railroad cars or they could purchase lunch on their own at “The Elegant Farmer Deli”. This train was comprised of former Chicago South Shore & South Bend Railroad cars Nos. 24 and 25, named “Beverly Shores” and “Ravenswood”.



PHOTO COURTESY OF ALEX MAYES
NRHS MEMBERS ENJOY LUNCH ABOARD A CHARTERED TRAIN DURING THE VISIT. - These cars were built in 1927 as 60-foot coaches then cut and lengthened to 80 feet and fitted with additional seats during World War II to transport troops. The East Troy Electric Railroad museum converted them into dining cars.



PHOTO COURTESY OF TERESA RENNER
FORMER CHICAGO ELEVATED (CTA) RAPID TRANSIT CAR NO. 4420. - NRHS visitors board No. 4420 at the Elegant Farmer station during the visit to East Troy Electric Railroad on August 25th. This car will head east three miles to the end of the line at Mukwonago, WI.



PHOTO COURTESY OF ALEX MAYES
HOW TRACTION MOTORS WORK.. - Volunteers explain to NRHS visitors how to replace a traction motor on former Chicago South Shore and South Bend Railroad Interurban car No. 30 at the East Troy Electric Railroad museum's main maintenance facility.

Later that evening the annual NRHS Banquet was held in the Wisconsin and Milwaukee banquet rooms at the Double Tree Hotel. John Goodman, Convention Committee Chairman, made the opening remarks, thanking the many NRHS members, volunteers and three NRHS Chapters for their help, which were the Wisconsin Chapter, Northstar Chapter and St. Louis Chapter. He also thanked the venues where the convention events took place, and the Chicago-area METRA commuter rail system.

Following John's remarks, dinner was served, which consisted of three choices: Chicken Victoria, London Broil, or Vegetable Wellington. Following dinner, John took to the podium again and recognized the guests in attendance who played important roles in planning and running the convention. He then discussed the *NRHS Heritage Grants Program*, to which the NRHS has provided matching grants for projects which preserve, research, educate or publish railway history. Since 1991 the NRHS has provided half a million dollars to rail preservation efforts through hundreds of grants to NRHS chapters and other organizations not affiliated with NRHS. Baskets were then passed among banquet attendees for contributions to this important program.

NRHS President Al Weber then addressed the audience, also thanking the many NRHS members, volunteers and others for their hard work planning and operating the convention. Al closed with acknowledging the passing of several NRHS members over the past two years from the Covid pandemic and other reasons.

The keynote banquet speaker was Kevin P. Keefe, former editor of TRAINS Magazine and vice president-editorial for Kalmbach Media. Kevin presented a most interesting program he created entitled "Milwaukee at High Tide". This program showcased the history of railroading in Milwaukee beginning in the post-war era and included amazing color and black-and-white images of freight and passenger trains from that period. The images were from the Kalmbach library, selected by Classic Trains editor Rob McGonigal. Kevin's presentation was dedicated to J. David Ingles, editor and senior editor of TRAINS Magazine for over 40 years who passed away in 2020. The banquet was a most enjoyable event, with a pleasant ambiance, socializing with friends who had not seen each other in two years due to the pandemic, the food and the presentations. This concludes Part One of this year's convention story. Part Two will cover the final three events of the convention.



PHOTOS COURTESY OF ALEX MAYES

FORMER CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD STEEL INTERURBAN CAR NO. 761. – NRHS conventioners enjoy a ride in interurban car No. 761 during the visit to East Troy Electric Railroad. Seated in the front row are four National NRHS officers, from left to right are Doug Scott, Director, District No. 1; his wife Ellen Scott, Secretary, Board of Directors; Tony White, NRHS Vice President; and Roberta Ballard, NRHS Global Director.

Bucksgahuda and Western Railroad Heritage Grant

By TOM BAUER, Director/Maintenance Supervisor, Bucksgahuda and Western Railroad Co.

[Editor's note: Charles Webb, Heritage Grants Committee, asked this Grants recipient to tell their story.]

The **Bucksgahuda and Western Railroad Co.**, a 501(c)(3) Corporation is pleased to announce that the \$5,000 Heritage Grant from the National Railway Historical Society has been used to help purchase a new Kubota B26TLB. This purchase allows us to have a backhoe again as our original one of 22 years was beyond repair.

This project, or purchase, varied from the original plan due to COVID-19 and Terramite not manufacturing backhoes. These reasons also almost doubled the cost. On May 11th, 2021 the Bucksgahuda and Western Railroad Co., a 501(c)(3) Corporation, a member of the National Railway Historical Society, was awarded a \$5,000 grant.

We also received grants from other foundations and individuals. We had another grant application into the Stackpole Hall Foundation for \$25,000. This looked very promising but never came through. The Mee Foundation was kind enough to allow us to re-approach them if we could not secure all the funds needed. After we learned that Terramite was not manufacturing the backhoe we initially were seeking funding for, we started the process of looking again. We looked at used and new and even found a demonstrator Terramite, but decided if they were not going to build new Terramite backhoes, parts would again become an issue.

The railroad then started evaluating what machine would be a good fit for us and came up with a backhoe loader. This machine could get into the woods and tight areas and still do what we need. We also felt that purchasing a new machine would be the best fit. We maintained our current Terramite backhoe for over 22 years of its 30-year life. In the equipment field, purchasing a used machine would mean that machine was probably worked and ran hard already.



Buying new would allow us to know what we are getting and maintain the machine to the highest extent possible. We were able to get a price of \$33,321.91 to purchase a B26TLB backhoe loader. We applied for the grants, and anticipated receiving the funding needed. The critical need was the purchase of a new machine. Thanks to the NRHS, we were able to come up with enough funds to purchase the backhoe.



This new purchase has made a major difference in the effectiveness and labor savings for the Bucksgahuda and Western Railroad. The backhoe will help prevent back injuries and help to continue our mission of preserving and demonstrating industrial railroads. A backhoe or any piece of machinery supports good ergonomics, which can lead to safety.



The backhoe is valuable in many areas but one of the most effective is in track maintenance. Every year we replace an average of 50 to 100 ties. This involves removing the spikes, digging the dirt around it, pulling the old tie out, pushing a new one in, spiking new spikes in and replacing the dirt or ballast. A backhoe assists in almost all those steps. It also assists in lifting heavy objects, loading coal and gravel, and leveling the road, parking lot, and land to lay track. Use of a heavy piece of machinery, like a backhoe in a railroad setting, is a back saver.

Income and Expense

Project Budget	
B26TLB backhoe loader	\$34,789
Funding Sources	
NRHS Grant	\$5,000.00
Mee Foundation	\$5,000.00
Elk County Community Foundation	\$10,000.00
Elk County COVID-19	\$4,000.00
Private Donation	\$6,000.00
Bucksgahuda and Western Railroad	\$5,000.00
Total Funding	\$35,000.00

This grant is now complete as the backhoe was purchased and will be used for the next 20 years or more on many projects the Bucksgahuda and Western continues to have. We also have a plaque hanging in our shop acknowledging the NRHS and others who have supported our operation.



Lewis L. Hoy – Member for 75 Years Strong

By R.L. EASTWOOD, Philadelphia Chapter NRHS

[Editor's note: A member for 75 years, Mr. Hoy's full life story is well worth reading. Many thanks to Mr. Eastwood for supplementing the brief biography in the *NRHS News* September 2021 issue.]

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.

Lew Hoy's hometown of Schuylkill Haven, PA had three railroads: Reading, Pennsylvania and Lehigh Valley, plus an East Penn Traction Company trolley line. At age 3, the latter figured prominently, when an uncle took him in a wicker stroller on daily jaunts, including a trolley ride the full length of the Borough. He recounts being lifted, stroller and all, through the front door. The uncle was well-known to the motormen, and Lew rode on the front platform (no doubt both rode free!), and this began a lifelong interest in trolleys and trains.

Another 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.

Hoy attended local Schuylkill Haven, PA schools, graduated from the Hill School in Pottstown, PA, and entered the University of Pennsylvania's Wharton School. He became a Philadelphia Chapter member during his UofP years. Residing in a Penn dorm near 37th St. and Woodland Avenue, Philadelphia's Frank Tatnall remembers, Lew loved the double-track PTC Woodland Avenue tracks as they crossed Spruce Street, also double-tracked. Tatnall said, "Hoy would lie awake at night listening to the old PTC Nearside and 8000-series cars clattering loudly across the special trackwork, which annoyed everyone else but Lew! He called it the PTC Proving Grounds."

After graduating from Penn with a degree in transportation and utility economics, he enlisted in the U. S. Army, serving for a year in Germany with the Army of Occupation. Army leave time allowed traveling to European points of rail interest, including Switzerland, where he happened upon another serviceman from Frackville, PA, close by Schuylkill Haven.

A year after his discharge, Lew had a chance meeting with that same GI from upstate Pennsylvania in Philadelphia's famed Reading Terminal. During their two-hour-plus Reading Railroad train ride, their joint interests were shared, and Hoy asked William C. Wagner *NRHS Bulletin* Editor for many years, to become an NRHS member. This meeting led to a lifelong friendship with Bill and later as a couple with Lew's wife, Marge (married in 1962), and Bill's wife, Pat. The two couples spent a number of their summer vacations in Kennebunkport, ME, where the two men worked on Lehigh Valley Transit car #1030 at the Seashore Trolley Museum.

Hoy's first career position was in the Freight Rate Department of the Pennsylvania Railroad in Philadelphia. He then moved to the Research Department and then to Industrial Development. Subsequent moves found Lew in Pittsburgh, Indianapolis and Detroit, a location from which he retired, from Conrail, as Area Manager, Industrial Development. While in Philadelphia, he became part of the *NRHS Bulletin* staff where friend Bill Wagner was Editor. Hoy's specialty was writing photo captions.

Frank Tatnall recalls a time in November, 1957 when he got a call from Lew in the PRR Research Department, alerting him that on the next day Pennsy K4 #5351 would make the last-ever steam passenger run on the PRR. Hoy and Tatnall set out the next morning to photograph the train coming into Camden, NJ from Pemberton, NJ. This adventure was written up in a recent issue of *Classic Trains Magazine*.

Following 30 years residing in Michigan, post-retirement brought Lew (and Marge) Hoy back to the Commonwealth of Pennsylvania, to be near family. Their present home is at an ACTS retirement community near Spring House, PA, once a stop on the Lehigh Valley Transit's Liberty Bell Limited route from Philadelphia's 69th Street Terminal to Allentown.

Until the COVID-19 curtailment of activities, Lew was a regular participant at Philadelphia Chapter monthly meetings in Elkins Park, PA. He remains an active member of the Chapter, and holds a continuing interest in the preservation of a surviving Wilkes-Barre Railways streetcar of East Penn Traction origin. After 75 years of NRHS membership, Lewis L. Hoy eagerly looks forward to renewing old friendships and making new acquaintances at NRHS events. He has received and is justly proud of his 75-Year NRHS Membership Pin.

Display in the Block

By Les Billings, Watauga Valley Railroad Historical Society & Museum

[*Editor's note:* Full acknowledgement and thanks to Les Billings and the Watauga Valley RHS & Museum for reuse permission. Article and photos originally appeared in the Nov. 2021 *Whistlestop* newsletter.]

In Carter County, I met a nice farmer on this outing and we had a good talk before the train came by. He was riding his tractor over the crossing to finish cutting his hay.



PHOTOS COURTESY OF LES BILLINGS

CSX IN CARTER COUNTY. – *CSX 509, leading a mixed freight manifest approaching Sutphin Road crossing at the base of Buffalo Mountain on a sunny Sunday afternoon. This is one of two CSX crossings in Carter County.*

This little jewel (below) appeared on NS 127 on Sunday June 6th this year as I was preparing to host at the Chuckey Depot Museum. It is approaching the 2nd Street crossing in Jonesborough westbound. GMTX 9000 is a GATX lease unit with Providence & Worcester and Vermont Rail System markings. It is a EMD SD60 Unit.



GMTX 9000 APPROACHING JONESBOROUGH. – GMTX 9000 is an EBD SD60 Unit on lease from GATX.

The colorful KCS locomotive below was the 3rd unit on 16T heading eastbound. I was standing on the old Clinchfield depot platform, just outside of my work, Summers Industrial. I saw it come through Jonesborough on the Chuckey Depot camera and waited about 20 minutes and took a little break and captured it as it passed by.



COLORFUL KANSAS CITY SOUTHERN – The locomotive came through downtown Johnson City on the morning of July 30th.



NS22A CROSSING OVER SILVER GROVE ROAD. – NS22A on its way to Johnson City.

On a little trip to Bluff City, I was able to catch NS22A (above) as it goes over the bridge on Silver Grove Road. It was just about to cross over South Holston River, on its way toward Johnson City.



ON THE ROAD BACK FROM NASHVILLE. – I stopped and visited the Bulls Gap Train Museum. I purchased a t-shirt or two and hoped a train would pass by. But as you can see, none were in sight. So, I decided to capture this shot from the crossing as if I were the train. You can see the signaling in the background.

Goldston Depot Restoration Project

By R VICTOR VARNEY, NCRM (ex-East Carolina Chapter NRHS) Advisory Council Member NRHS

In April 2019, the North Carolina Railway Museum (NCRM) received a \$3,500 *Heritage Grant* from the NRHS for our Goldston Depot restoration project. In addition to the \$3,500 grant, we also raised an additional \$15,000 towards our original \$25,000 target. We expected to complete this project within two years (by April 2021).

Due to COVID restrictions during the past year, our volunteers were extremely limited in doing much work until only the past few months. We still have \$13,000 in unspent funds that will be applied as our volunteers are now able to work as originally planned. As our ability to raise funds over the past year due to COVID was severely constrained (we were closed to the public for most of 2020), the remaining funds still needed will be raised as we make progress over the upcoming year.

Aside from the setbacks for both fundraising and doing work due to COVID restrictions, we ran into two additional unplanned issues. First was the difficulty getting the necessary certificate-for-use permit for the depot on the new foundation after being relocated to our property in 2017. We originally expected to get this permit by June 2019 so we could proceed with our planned restoration work. Unfortunately, it ended up taking until the end of 2019 to get this permit due to a professional engineer's confirmation of the suitability of the straps used to secure the depot to the new foundation. There were additional fire inspector requirements, and the need to build new outdoor steps to the office door to meet code requirements. (It took three versions of these steps to finally secure inspector approval for the use certificate/permit). This certificate /permit only allows use of the depot as a storage building accessible by museum team members. Considerable additional requirements will need to be met to secure the permit required for us to open the building, especially the storage area, to the public (e.g. a fire suppression system, ADA compliant ramps into the office and storage area, etc.)

The second issue concerned the source of electrical power for the depot. We had anticipated tapping into one of the existing electrical panels on our property, but due to capacity constraints, decided to have Duke Energy set up an entirely new service line to our property with a panel close to the depot. The new service line was paid for and ordered in late 2019, installed by contractors close to the depot in April 2020, and a buried line from the new panel to the depot was installed by our volunteers in September 2020. This new electrical service was not budgeted in our restoration project plan. The nearly \$10,000 cost was covered out of the museum's funds. Aside from installing electrical service to the depot, basic electrical service was also installed inside by a licensed electrical contractor. This completed a couple of outlets and lights for the office and storage area. More circuits need to be installed per the electrical plan.

Substantial carpentry work was done by our volunteers to the office wall below the floor of the storage area floor, new stairs and railing from the office into the storage area, and repairs to the office floors. The office floors were stained, and the office is now undergoing final painting. Aside from the security bars installed on the outside of the office windows, new custom blinds are being installed on the inside. We have also begun furnishing the office area with the intent to show what it would have looked like when used by the depot freight agent.

Considerable work remains to be completed per the original restoration project plan. The rest of the electrical wiring, outlets, lights and fans need to be installed as does the security system. Also, the original chimney will be rebuilt so the wood stove in the office can be used once again. All this work is to be completed by licensed contractors. In addition, our volunteers need to repair the existing exterior wood deck from the storage area facing the track, and new exterior decking (with ADA compliant ramps) around the depot storage area and in front of the office.

Our best estimate to complete the remaining project work is now by the end of 2022, a delay of a year and a half largely due to COVID-19. At that time, while the depot will be incredibly useful to our museum as our first and only indoor storage building (which we have already started to use as such), our ability to provide public access to the storage area as an exhibit space will depend on securing additional building permits. It may only be possible by that time to allow the public to view the fully restored and historically accurate office area. Sorting this out will be an important focus for the upcoming year and may require additional work and fund raising to make the depot fully accessible to the public.

This is a link to our depot restoration project status: www.trianglettrain.com/goldstondepot



GOLDSTON DEPOT, JUNE 2021. – Depot with new steps into office after third version for building inspector approval .



GOLDSTON DEPOT NEARING COMPLETION. – *Office interior nearing completion with initial furnishings.*



GOLDSTON DEPOT OFFICE. – Installed ceiling lights, still need period furnishings and fans – June 2021.



GOLDSTON DEPOT. – Freight room storage area with initial ceiling lights – June 2021.



GOLDSTON DEPOT, SEPTEMBER 2020. – Connecting to new electric panel.



GOLDSTON DEPOT EXTERIOR. – Exterior ramps and decks around storage area are still needed – June 2021.

Stay on Track in 2022 – Minnesota Rail Calendar

By DAWN HOLMBERG, Northstar Railway Historical Society NRHS

The Northstar Railway Historical Society, affiliated with the Northstar Chapter NRHS, announces the 2022 edition of the *Minnesota Rail Calendar*. It covers many varied historic to modern Minnesota rail subjects, including passenger trains, steam and diesel locomotives and streetcars. The cover highlights Amtrak's 50th year with a photo of Train 10, the *Northstar*, sitting at the Duluth Union Depot. Calendars may be purchased by mail order, online or see <http://www.MnRailCal.com>. Quantities are limited, so please order soon. All proceeds support the Chapter's railroad reference library located in Crystal, MN.

Minnesota Rail Calendar 2022 Order Form

The Northstar Railway Historical Society is pleased to announce the 2022 edition of the *Minnesota Rail Calendar*, continuing an over 30 year tradition.

Large 9" x 12" Format

It remains the best 12 months of Minnesota railroad history available.

Please print your information on the form below and mail it with your payment to:

**Minnesota Rail Calendar
Northstar Railway Historical Society
P.O. Box 120832
New Brighton, MN 55112**

Please make checks payable to:
Northstar Railway Historical Society

For more information, see:
www.MnRailCal.com

Email: Info@MnRailCal.com

Prices:

Minnesota residents - \$23.50 each.

Postage and Minnesota Sales taxes included.

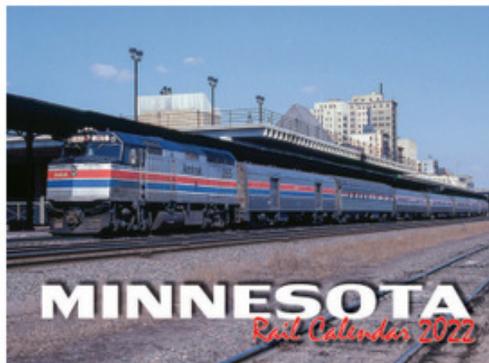
Non-Minnesota U.S. residents - \$22.50 each.

Postage included.

Prices reflect the recent postal rate increases.

Orders to Canadian addresses: Please send an email to:
Info@MnRailCal.com for pricing information.

Quantity discounts available on orders of 10 or more.



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Minnesota Residents: # of Calendars: _____ x \$23.50 = \$ _____

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Grand Total = \$ _____

Minnesota Rail Calendar, Northstar Railway Historical Society, P.O. Box 120832, New Brighton, MN 55112

RailCamp Will Return In 2022

By *BECKY GERSTUNG, Niagara Frontier Chapter NRHS*

Plans are underway for both sessions of RailCamp 2022; no dates are finalized at this time. All past partners have been contacted and are being kept informed of our intentions.

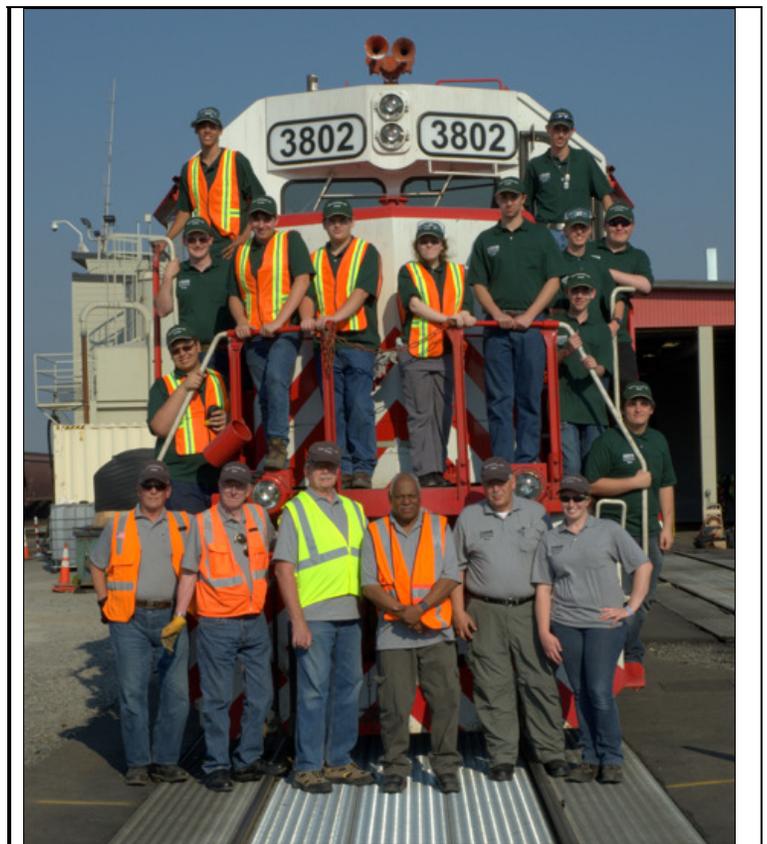


*PHOTOS COURTESY OF GREG GERSTUNG
AMTRAK SHOPS, WILMINGTON, DELAWARE.*

It is not too early to look for candidates in your chapter or in other groups such as Scouts, model clubs, church groups, etc. You do not have to belong to the NRHS to attend camp. You will receive a membership as part of the program.

Fall is the start of train show season. If you participate in or attend shows, think about making available RailCamp brochures. If your chapter would like some, let me know (nrhsrailcamp@yahoo.com) and I will send them to you.

Applications for both RailCamp East and RailCamp Northwest will be available January 1, 2022, on the NRHS website.



TACOMA RAIL SHOPS, TACOMA, WASHINGTON.

Central New York Calendar – All Aboard for 2022!

Book your appointments and travel plans with the New York Central in 2022!

The Central New York Chapter continues its calendar tradition with a photo filled 2022 edition. Come take a historical tour of the NY Central with vintage photographs and look at times past, while planning your year to come. Order and price information are below.



Price: \$15.00
Tax: (NYS Residents) \$1.20
Shipping: \$4.00

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Jr Junction Train & Hobby
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Syracuse, New York

Preserving Rail's Great History – Stop the Presses!

By *ROBERT ERNST, Fund President NRHS*

As I reported last month ... thanks to the generosity of many, the *NRHS Heritage Grants* Program set a new record in 2021 by distributing \$75,000! (A complete list of Grants recipients is available on the NRHS website.) And, I went on to say . . . “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.” The NRHS membership came through!

For the second year in a row, an anonymous donor offered to match every dollar sent for the 2022 Heritage Grants program up to \$5,000.00! Which leads me to part one of the good news ... that goal has been met, so we now have \$10,000.00 new dollars “in the tender!”

However, are you ready for PART TWO? If you haven’t already contributed to the Grants program, you have the opportunity to put your \$\$’s where your love of trains is – the anonymous donor has just upped their matching amount to \$10,000.00! So, even though you may have missed the first round, you can still have your dollars doubled and be part of reaching our goal of meeting or, better yet, exceeding last year’s record! That determination is in our hands, those of every member and officer!

To make an online donation by credit card, please visit 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!

Amtrak in 50th Anniversary Livery at Gaithersburg

By *BOB KAPLAN & CLAY MORITZ, Potomac Chapter NRHS*

[*Editor’s note:* Full acknowledgement and thanks to Bob Kaplan and Clay Moritz for reuse permission. Article and photos originally appeared in the October 2021 *Potomac Rail News* newsletter of the Potomac Chapter, NRHS.]

On September 27, 2021, GE PFC42DC leads Amtrak #30, the eastbound Capital Limited, as it passes the former Baltimore & Ohio Railroad’s freight station at Gaithersburg, Maryland.



PHOTOS COURTESY OF BOB KAPLAN
ANNIVERSARY COLORS. – No. 161 features Amtrak’s 50th Anniversary paint scheme.

Amtrak Consists – The “Rainbow Era”, Part 2

By JIM MIXTER, Potomac Chapter NRHS

Editor’s Note This article series about *Amtrak* consists was the brainchild of Jim Mixer. 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. (Part 1 appeared in the September 2021 issue of the *NRHS News*.)

Introduction

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.

The “Rainbow Era” – Part 2

This Part 2 brings more examples of *Amtrak’s* “Rainbow Era”, during which the National Railroad Passenger Corporation purchased the best-condition cars from railroads which were more than happy to sell them off. *Amtrak* did extensive refurbishing and began using its second-hand fleet across its inter-city network.

The numbers shown for the cars and locomotives of these early *Amtrak* trains are as I observed and noted them. *Amtrak* did quite a bit of renumbering. My thanks go to Wayner Publications for its revised third edition of the “*Amtrak Car Spotter*”, David Randall for his “From Zephyr to *Amtrak*”, listing the origins of all lightweight and streamlined passenger cars, and the previously mentioned David C. Warner and Elbert Simon for their “*Amtrak by the Numbers*”. For a passenger buff, researching these cars has truly been fun!!

Amtrak operated both long-haul and medium distance routes. Chicago-Detroit had been run by Penn Central, and by 1971, its two-day trains had only a coach or two and a snack bar coach. By late 1972, the Detroit trains were worth riding and watching again—note an observation car in its proper position!!

Amtrak Train 363, Chicago-Detroit, the Saint Clair, December 27, 1972, at Chicago			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
E-unit	Penn Central	4087	
Baggage Car	Penn Central	3247	
Coach	Seaboard Coast Line	5628	Built for Florida East Coast
Coach	Santa Fe	2830	Built for El Cap and SF Chief
Coach	Seaboard Coast Line	5258	P-S built for C&O
Coach-bar-lounge observation car (flat end)		3801	Built for the Silver Meteor

Illinois Central had cut back its passenger service as patronage declined but continued to have reasonable quality service when *Amtrak* began and retained the overnight Panama Limited (later renamed the City of New Orleans) and one Chicago-Carbondale train.

The final IC Panamas had sleepers, a dining car, and a lounge car operating to Carbondale. *Amtrak* did better

The northbound Panama was similar, but with an ex-Nickel Plate sleeper lounge in place of the 4-4-2, one more coach, and a dome-dorm-lounge built for Kansas City/American Royal Zephyrs. Later, observation cars would grace this train.



PHOTOS COURTESY OF JIM MIXTER

PANAMA LIMITED.

Amtrak Train 59, Chicago-New Orleans, the Panama Limited,
December 27, 1972, at Chicago

Non-*Amtrak* paint/lettering as noted, otherwise *Amtrak* livery; Budd-built unless noted

E-unit	Illinois Central	4020	
E-unit	Illinois Central	4038	
Baggage Car		1048	Built for Santa Fe
Dome sleeping car		9202	"Sunlight Dome," built for the Chessie
4 bedroom 4 compartment 2 drawing room sleeper.		2381	P-S built for Southern Pacific Cascade
Coach		6052	ACF-built for L&N
Coach		4456	Built for Union Pacific
Dining Car	Southern Pacific	10407	Built as coffee shop for Sunset Limited
Coach		4425	Built for SP City of San Francisco
Coach	Louisville & Nashville	3251	Built for Southern interline trains
Snack Bar Coach (snack bar added by PC)	Penn Central	3215	P-S built for New York Central
Coach	Santa Fe	2822	Built for El Capitan and SF Chief
Coach	Seaboard Coast Line	5103	Built for C&O Chessie

***Amtrak Train 59, Chicago-New Orleans, the Panama Limited,
December 27, 1972, at Chicago***

Non-Amtrak paint/lettering as noted, otherwise <i>Amtrak</i> livery; Budd-built unless noted			
E-unit	Illinois Central	4020	
E-unit	Illinois Central	4038	
Baggage Car		1048	Built for Santa Fe
Dome sleeping car		9202	"Sunlight Dome," built for the Chessie
4 bedroom 4 compartment 2 drawing rm. slpr.		2381	P-S built for Southern Pacific Cascade
Coach		6052	ACF-built for L&N
Coach		4456	Built for Union Pacific
Dining Car	Southern Pacific	10407	Built as coffee shop for Sunset Limited
Coach		4425	Built for SP City of San Francisco
Coach	Louisville & Nashville	3251	Built for Southern interline trains
Snack Bar Coach (snack bar added by PC)	Penn Central	3215	P-S built for New York Central
Coach	Santa Fe	2822	Built for El Capitan and SF Chief
Coach	Seaboard Coast Line	5103	Built for C&O Chessie

One of the first trains I spotted nearly entirely in *Amtrak* colors was the Broadway Limited. It was the successor to Penn Central's Broadway Limited and three other coach and snack bar coach trains on the ex-PRR route. Soon thereafter, the Lake Shore Limited was added on the ex-NYC route, and later, a budget cut would claim the Broadway.

The following consist was the Broadway's finest hour in the steam-heated era. (note, only one "Rainbow" car!) Cars marked * operated Harrisburg-Washington as an observation car-equipped pocket streamliner, beverage and buffet service being available in the observation car. I photographed that small train behind a GG1 while trespassing just west of Washington Union Station.



HEAD END

WESTBOUND BROADWAY LIMITED.



TAIL END

WESTBOUND BROADWAY LIMITED.

**Train 40, Chicago-New York/Washington, The Broadway Limited,
December 28, 1972, at Chicago**

Non-Amtrak paint/lettering as noted, otherwise *Amtrak* livery; Budd-built unless noted

E-unit		4274	Built for PRR
E-units	Penn Central	4095, 4079	Built for NYC
E-unit		4252	Built for PRR
Baggage*		1059	Built for Santa Fe
Baggage		1046	Built for Santa Fe
Slumbercoach (rebuilt by NYC)		2002	Built for NYC with 22 roomettes
Coach		4564	St. Louis Car Company-built for UP
Coach (rebuilt to coach by Union Pacific)		4588	ACF-built as all-section sleeping car
Coach		4570	St. Louis Car-built for Union Pacific
Coach		4436	Built for SP's Sunset Limited
Kitchen-dormitory		4621	Twin-unit built for the Pennsylvania Railroad
Dining Car		4620	
Bar-lounge Car		3310	Built for the Sunset Limited
11 bedroom sleeper (rebuilt by Union Pacific)		Star Leaf	P-S built for UP as 5 bedroom lounge
10 roomette, 6 bedroom sleeper		Pacific Shore	Built for Union Pacific
11 bedroom sleeper (rebuilt by Pullman)	Union Pacific	Sun Slope	ACF-built as 12 roomette, 4 bedroom
Coach *to Washington from Harrisburg		4554	St. Louis Car-built for Union Pacific
10 roomette, 6 bedroom sleeper*		Pacific Meadow	Built for Union Pacific
5 bedroom-lounge-observation car*		Dana	P-S built for the C&O, sold to B&O

We won't get into describing or listing today's typical *Amtrak* consists until later in this series of articles. BUT, stop for a moment and look again (above) at *Amtrak's* 1972 Broadway Limited. Then, consider the pre-COVID-19 Boston/New York-Chicago Lake Shore Limited, which at its Chicago end has a baggage car, five Amcoaches, an Amlounge, a Viewliner diner with no cooking in the kitchen, and three Viewliner sleeping cars. I am not sure the last 48 years have taken us in the right direction....

For the Santa Fe's Super Chief/El Capitan, the changeover to *Amtrak* brought little change initially. Its equipment had been maintained well by Santa Fe, and changes in the first year-and-a-half of operation were minimal. After a while, Santa Fe worried that its company image might be hurt if *Amtrak* service deteriorated, and it withdrew its permission to use "Chief" in *Amtrak's* train names, resulting in *Amtrak's* Chicago-Los Angeles train being renamed the "Southwest Limited" and *Amtrak's* Texas train the "Lone Star." Use of "Chief" name was later allowed for today's "Southwest Chief."



**Amtrak Train 3, Chicago-Los Angeles, Super Chief/El Capitan,
December 27, 1972, Galesburg**

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

6 F-units	Santa Fe		
Baggage Car	Santa Fe	3663	ACF-built for Santa Fe
Baggage-dormitory adapter car		9993	Roof-level adapter to match Hi-level cars
Hi-level coach		9923	Step-down stairway at one end of the car
Hi-level coach		9961	
Hi-level coach	Santa Fe	731	
Hi-level lounge car		9970	Built for El Capitan
Hi-level dining car		9982	Built for El Capitan
Hi-level coach	Santa Fe	725	
Hi-level coach	Santa Fe	540	Step-down stairway at one end of the car
11 bedroom sleeper (rebuilt by Santa Fe)		Indian Squaw	P-S built with 24 duplex roomettes
10 roomette, 6 bedroom sleeper		Pine Lodge	Built for the Chiefs
Pleasure dome lounge car		9354	P-S built for the Super Chief
Dining Car		8070	P-S-built for the Super Chief
4 comp., 4 bedroom, 2 drawing room sleeper		Regal Vale	P-S built for the Chiefs
11 bedroom sleeper (rebuilt by Santa Fe)	Santa Fe	Indian Maid	P-S built with 24 duplex roomettes
Steam generator car	Santa Fe	(didn't get #)	

Now let's look at some other trains sized between the modest short distance trains and the big long-hauls. I'll start with the Abraham Lincoln, once the Gulf, Mobile and Ohio's premier train between Chicago and St. Louis. At its zenith, it had several parlor cars, including an observation; in addition to a dining car, it had a cocktail lounge for coach passengers and one for parlor car patrons.

At Amtrak's inception, the Abe had shrunk to a still-respectable coaches, dining-lounge car, and parlor car consist. While Amtrak retained two trains on the line, it didn't purchase any GM&O cars, which surely were well worn by that time; by December 1972, the train had been completely made over, though only one car carried Amtrak paint. And, the Abe and its sister train, the Prairie State, had been extended to operate through to Milwaukee, something never done by the private railroads.



Amtrak Train 326-303, St. Louis-Milwaukee, Abraham Lincoln, December 28, 1972, at Joliet			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
E-unit	GM&O	100A	
E-unit	Union Pacific	5544	
EB-unit	Union Pacific	33B	
Coach	Northern Pacific	530	P-S built for Missouri-Kansas-Texas "New Braunfels"
Coach	Seaboard Coast Line	5620	Built for Seaboard Air Line Silver Meteor
Dome coach	Great Northern	1327	Built for the Empire Builder
Dining car	Union Pacific	4812	ACF-built
Parlor Observation car		3770	Port of Seattle; ACF-built for Great Northern's Internationals

I recall seeing a dome observation parlor-lounge built for the Denver Zephyr on the Abe on another occasion. Classy!!

Here's Silver Meteor from the "Rainbow Era," showing its Seaboard Coast Line heritage. At this point the train was one of four New York-Florida trains. It did not have a Tampa or St. Petersburg section, and it even bypassed Jacksonville, making it able to make the trip in under 24 hours, timing the Seaboard Airline had promoted heavily! Later, after consolidation, the remaining Silver Service trains became truly massive—up to 18 cars in the winter season, one of which I'll likely list in a later column.

Amtrak Train 83, New York-Miami, Silver Meteor, January 23, 1973 at Alexandria			
Non-Amtrak paint/lettering as noted, otherwise Amtrak livery; Budd-built unless noted			
E-unit		253	Built for the Seaboard Air line
E-unit	Seaboard Coast Line	558	
E-unit	RF&P	220	
Baggage-dormitory-coach		1591	Built for the Seaboard Air Line Silver Meteor
Coach	Atlantic Coast Line	260	P-S built for the Nickel Plate
Coach	Seaboard Coast Line	5610	Built for the Seaboard Air Line Silver Meteor
Coach	Seaboard Coast Line	5620	Built for the Seaboard Air Line Silver Meteor
Tavern-lounge-observation (blunt-end)	Seaboard Coast Line	5841	Built for SAL Silver Meteor and Silver Comet
Dining car	Seaboard Coast Line	5925	Built for ACL Champions
6 Bedroom, lounge sleeper	Pine Tree State		Built for New Haven for the Montrealer
10 roomette, 6 bedroom sleeper	Beaufort County		P-S built for Atlantic Coast Line
11 Bedroom sleeper	Seaboard Coast Line		P-S built for SAL Silver Meteor "Tallahassee"

To complete this list, here are two consists of Northeast Corridor trains, showing a food service upgrade from the snack bar coach days, including a Northbound Southern Crescent. Their through cars from southern points were removed at New York.

Amtrak Train 184, Philadelphia-Boston, Minute Man, March 21, 1973 at New York

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

GG1	Penn Central	(didn't get #)	
Coach (rebuilt to coach by PRR)	Penn Central	1547	Budd-built for PRR as 21 roomette car
Coach (rebuilt to coach by PRR)	Penn Central	1541	Budd-built for PRR as 21 roomette car
Coach		5621	Built for Seaboard Air Line Silver Meteor
Dining-tavern lounge car		8334	Built for the New York Central as grill dining car
Parlor club car (meals at seats)		3632	Built for PRR Congressional, "Henry Knox"

Amtrak Train 172, Washington -Boston, Southern Crescent, March 23, 1973 at New York

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

GG1	Penn Central	(didn't get #)	
Baggage-parlor-lounge car		1702	"Windham County"; P-S built for the New Haven
Dining-tavern-lounge car	Penn Central	4561	Built for New York Central as grill dining car
Coach	Penn Central	1430	Built for New York Central
Coach	Penn Central	3005	Built for Union Pacific
Coach (rebuilt to coach by PRR)	Penn Central	1522	Budd-built for PRR as 21 roomette car

I would see a later version of this train with the PRR's "Benjamin Franklin" parlor observation car mid-train.

Arkansas-Boston Mountains Chapter E-mail Disruption

By JIM GATTIS, Arkansas-Boston Mountains Chapter NRHS



Inadvertent Damage to Chapter Email Distribution List

In mid-September, a change by the company hosting the Arkansas-Boston Mountains Chapter NRHS website caused the deletion of the majority of the email distribution list.

If you were on the distribution list of the monthly PDF newsletter, the Scrambler, but did not receive the October or November issues, then please send your name and email to G4Trains at [gmail.com](mailto:G4Trains@gmail.com), so we can re-add you to the distribution list.

President's Column – Good to See You Again!

By AL WEBER, President, National Railway Historical Society

Over the last few months I have seen more and more chapters getting back to in-person meetings, which I think is good. I prefer face to face meetings as I can get a much better idea of what is happening. An effect of the COVID-19 on all of our meetings is that more and more groups are also having a virtual part to their meetings. This allows people that might have a conflict or travel problems to attend meetings.

Here in St. Louis, we have gone to this type of hybrid meeting. We now get members who cannot attend our meetings and programs. I would hope that each chapter will consider doing hybrid meetings as it will get more of our members interested in railroad history preservation. It also allows outside people to attend your meeting and maybe they will have enough interest to join us in history preservation.

Our annual renewal process is occurring now. We are receiving renewals every day, if you have not yet renewed please do so as soon as possible. Why not also give a membership to a niece, nephew and/or friend rather than a gift card. Might just get them interested in our cause and interest.

This is a fact of life - your taxes will be due soon. Consider and talk to your tax advisor on giving a charitable donation to the NRHS if you have a required minimum distribution. It can be structured to not only benefit your tax situation but help us preserve railroad history.

Have a good and safe holiday season. If you want to talk about a NRHS item, email me please. I will get back to you as soon as possible.

Al Weber (aweber@nrhs.com)



PHOTO COURTESY OF AL WEBER

TOURNON STEAM TRAIN – Enjoy a scenic view of a train trip I took this October outside of Tournon, France.

Editor's Notes – Changing Times

By VALLI HOSKI, Editor, NRHS News

It's time for another issue (or two), as well as a change in these times, it is November after all. Love DST or hate DST, it's just a matter of time. Just ensure the trains run, you got it, on time.

Turkey time soon, December holidays bloom. Santa's Train is scheduled again. Ride, enjoy, take your camera too. Send the News a pic or two, or ten. Share your museum's story, ablaze with holiday glory. Help fill pages with your holiday train memories and new traditions galore.

Dear readers, I've been a good editor all year long, so hear my song. Share your bright, holly, jolly rail photos and articles in a delightful, dazzling December issue to hold, enjoy, and savor and like a new train toy.

Why an October/November issue? Good content and 38 pages take time. Is there a December issue? Yes, just believe. What's the new Communications & Signals (C&S) column about? To report and fix errors as we need, to deliver a good quality read. Best, Val.

C&S Announcements

By VALLI HOSKI, Editor, NRHS News

Communications Adjustments / Corrections

- NRHS News Aug. issue, p.7: "after it [J Tower] closed stating it was donated by Conrail to the Strasburg Railroad."

Correction: "The Lancaster Chapter ...[bought] the [J] tower from Conrail for \$1". Source: "J Tower at Strasburg Railroad: Dedication Ceremony" brochure provided by the Lancaster Chapter, NRHS.



PHOTO COURTESY OF TERESA RENNER
PRR No. 4890. – Among the National Railroad Museum's notable locomotives is former PRR GG1 No. 4890, built in 1940 at their Juniata shops in Altoona, Pennsylvania.

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. Elizabeth Guenzler, At-Large member NRHS, copy editing services. Send items to: NRHS News, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372. E-mail: <NEWS@NRHS.COM>. 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>.