

# NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

DECEMBER 2021/JANUARY 2022

## Ice-encrusted Glimpses of Conrail Winter Operations

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



A westbound Conrail manifest train passes ice-encrusted MG Tower on the former Pennsylvania Railroad main three miles west of Horseshoe Curve in January 1994. As World War II intensified, MG Tower opened in 1944 to eliminate a choke point on this 1.86 percent grade four-track line between Horseshoe Curve and the summit at Gallitzin, PA.

The PRR installed new crossovers on this line at this location to allow faster trains to pass slower ones. To operate the crossovers, a two-story brick tower was

constructed at this site and designated as MG, which stands for “Mid-Grade” since it was located about midway on the six-mile segment of this line between Horseshoe Curve and Gallitzin.

MG Tower remained in service until 1994 when major upgrades were made across the Conrail system to allow operation of double stack trains. MG Tower still stands, however Norfolk Southern, the current owner of MG Tower, is reportedly planning its demolition.

# NRHS NEWS – DECEMBER 2021 / JANUARY 2022

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## Upcoming Conferences and Conventions

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

February 2022  
 March 2022

Online issue  
 Print, mailed

January 15, 2022  
 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 60<sup>th</sup> Anniversary of the Combined Federal Campaign.          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 <b>10276</b>.</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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# 2022 NRHS Election – Changes and the Process

By *ROBERT ERNST, Election Committee Chair NRHS*

The NRHS will hold an election in 2022 for its President and Directors. The 2022 NRHS Election will be the first under the amended NRHS Bylaws passed by the membership on September 26, 2020.

## What has changed

Starting with the upcoming election, the NRHS Board of Directors will consist of eleven (11) members, nine (9) Directors, the NRHS President and the NRHS Vice President. The NRHS is no longer segregated into Districts and each member of the Board will represent the entire NRHS membership.

The terms for the nine Directors will be two years. The President and Vice President continue to hold four-year terms.

The elections for the President and Vice President are split so the President will be elected in the 2022 election and the Vice President in the 2024 election. Alternating elections for the two Offices will continue into future elections.

The current 25-member Board will be in place until the new Board is seated at the Fall 2022 Board of Directors' Meeting.

## Who is eligible to run?

All members in good standing of the NRHS are eligible to run for office if qualified per Bylaws Article VII Section 6.

All members of the current Board of Directors, Global, District or At-Large, are eligible to run with the exceptions of President Al Weber and Directors Steve Barry, Harold Shaak and Jeffrey Smith who are term limited at this election for the office they hold.

## The Election process

The 2022 election will be conducted per the NRHS Bylaws Article VII Sections 1-7. Nominations will be accepted starting on January 1, 2022 and ending on March 31, 2022. The official nomination form is available on the NRHS admin site.

The ballots will be mailed to the membership on or about June 1, 2022. All qualified nominees' bios will be placed on the NRHS admin site and in the *NRHS News* for the membership to review. All ballots must be returned by August 1, 2022.

The election will be certified in late August 2022 by the NRHS Electoral Committee, and all candidates will be notified of the results. The certified election results will be made available to publish in the *NRHS News* and on the NRHS admin site.

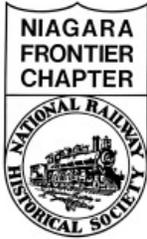
Contact the NRHS General Counsel, John Fiorilla at [gc@nrhs.com](mailto:gc@nrhs.com) with any questions regarding the election and nominations.

## NRHS Electoral Committee

Bob Ernst – Chair.     John Fiorilla – General Counsel.     Joseph Maloney, Jr.     Patti Webb.

# 2022 Western NY Railroad Calendar – 50th Anniversary

By BECKY GERSTUNG, Niagara Frontier Chapter



## 2022 Western New York Railroad Calendar

### 50th Anniversary Calendar Edition

Another Fine Publication Of The Niagara Frontier Chapter - National Railway Historical Society

Outstanding Color And Black & White Photographs Are Featured In A Limited Edition Printing Of The Chapter's Annual Railroad Wall Calendar. This High Quality Publication, A Tradition Since 1972, Contains 12 Photographs of Steam, Diesel And Electric Railroad Action. All Scenes Were Recorded In And Around Western New York, Northwest Pennsylvania And Nearby Southern Ontario. The 2022 Photographs Were Carefully Selected From The Chapter Archives And From The Collections Of Chapter Members.

- **CSX** - GP38-2 diesel #8179 crossing the Norfolk Southern (NKP) mainline at AK tower in Dunkirk, NY
- **New York Central** - 4-8-4 class S-1b Niagara steam locomotive #6012 at interlocking signal station #49A in Buffalo, NY
- **Hamilton Street Railway** - Car #540 at the Wentworth Street car house in Hamilton, Ontario
- **Canadian National** - HR616 diesel #2100 on the Conrail beltline near the Sycamore Street bridge in Buffalo, NY
- **International Railway Company** - Car #109 is shown near Shelton Square at Main and Niagara Streets in downtown Buffalo, NY
- **Nickel Plate** - 2-8-4 class S-3 Berkshire steam locomotive #775 at the NKP Abbott Road railroad yard in Buffalo, NY
- **London & Port Stanley Railway** - Box cab electric motor L3 at the Phillip Street carbarn yard in London, Ontario
- **Pennsylvania Railroad** - 4-6-2 class K4 Pacific steam locomotive #5379 northbound passing the Holland, NY station
- **CSX** - C40-8W diesel #7392 at the Center Road bridge in Sheridan, NY
- **Lehigh Valley Railroad** - 4-8-4 class T1a Wyoming steam locomotive #5104 at Niagara Falls, NY
- **Buffalo Creek Railroad** - S-2 diesels #44 and #46 at the engine house near the Buffalo River in Buffalo, NY
- **Jamestown, Westfield & Northwestern Railroad** - Interurban car #301 at the corner of Washington & West 3rd Street in Jamestown, NY



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# Holiday Trains & Christmas at the Depot – Pennsylvania

By JOHN COWGILL, Washington DC Chapter



**PHOTOS COURTESY OF JOHN COWGILL**  
**FESTIVE DEPOT IN BOYERTOWN, PENNSYLVANIA** – This depot is part of  
 the Colebrookdale Railroad in Boyertown, Pennsylvania.



**BEDECKED LOCOMOTIVE IN BOYERTOWN, PENNSYLVANIA** – With the  
 festive depot in the background, the fancy locomotive in seasonal attire leads the  
 train at the Colebrookdale Railroad in Boyertown, Pennsylvania.

# Give Yourself a BIG PAT ON THE BACK

*By AL WEBER, President NRHS and ROBERT ERNST, Fund President NRHS*

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You, along with your fellow NRHS members, have demonstrated what the preservation of railroad history means to you! In these last months of 2021, the Society's members truly stepped up in a record-setting way. Over \$72,000 has been donated to the programs of the NRHS, which include the General Fund, the Film Digitalization Project, Rail Camp and the Railway Heritage Grants.

Speaking of Heritage Grants, not only did the membership match the first \$5,000 matching challenge but went on to smash through the second \$5,000 matching challenge. This challenge alone put over \$20,000 towards the 2022 Heritage Grants Awards. Because of this generosity, the NRHS is committed to awarding \$100,000 in Heritage Grants for 2022!

Thank you for your support of the NRHS!

We extend a huge thank you to each NRHS member or friend who donated this year. Whether it was \$10 or \$10,000, YOU MADE A DIFFERENCE! Every dollar collected will be directly used for the program it was donated for.

If you've not yet donated or have some extra change, consider donating before the end of this month, the end of 2021. Go online to the NRHS website ... [nrhs.com/giving](http://nrhs.com/giving) ... or mail your check payable to NRHS Fund, 505 South Lenola Road, Suite 226, Moorestown, NJ 08057.

Keep in mind, in most cases your donation may be tax deductible, consult with your tax preparer.

## Qualified Charitable Distributions

*By ROBERT ERNST, Fund President NRHS*

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There are many ways to donate to the NRHS. One to consider is using Qualified Charitable Distributions instead of a personal check. If you own a retirement account, such as a 401(k) or 403(b) and are required to take a "Required Minimum Distribution" each year, you may be able to make a direct donation to the NRHS and reduce your taxable distribution.

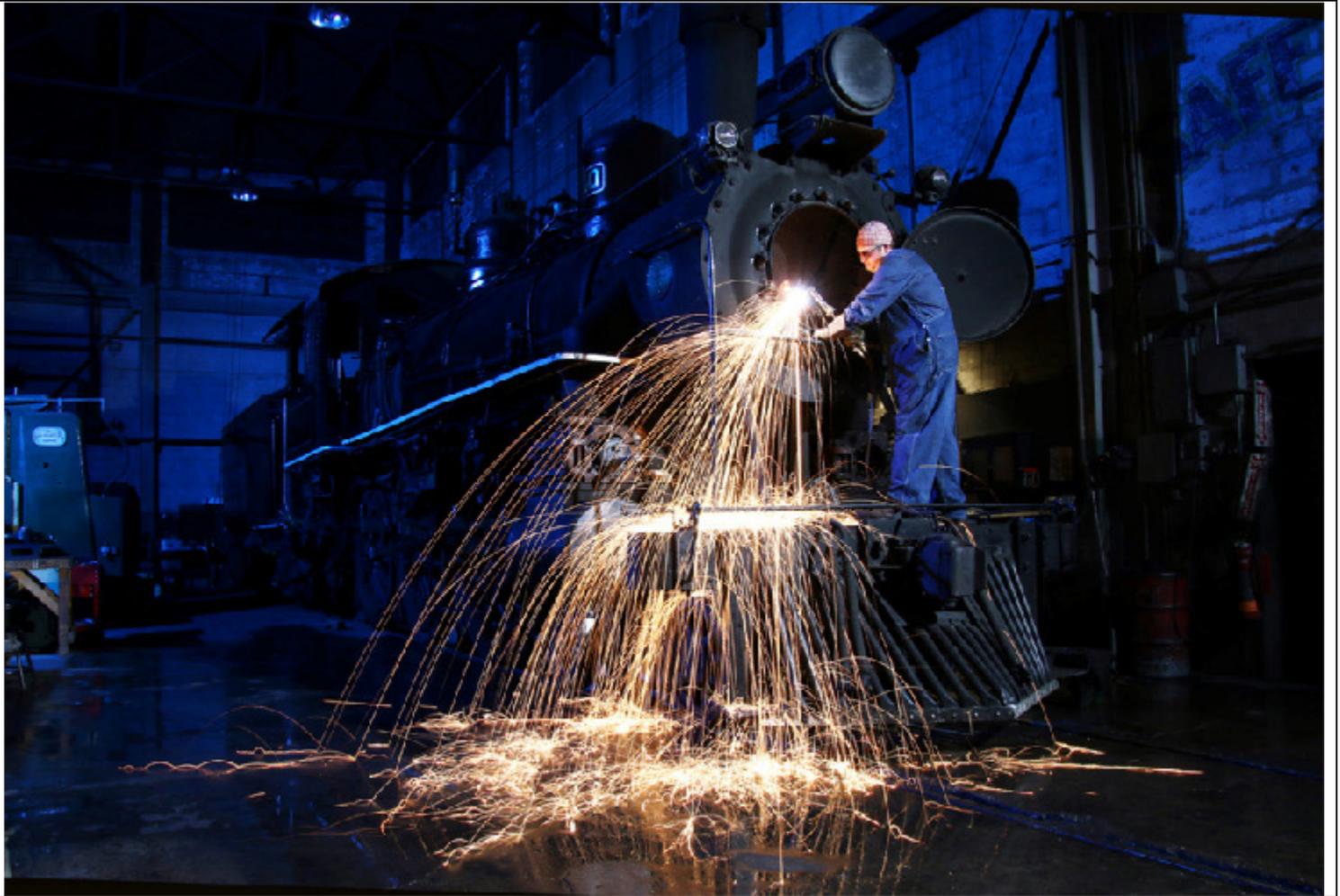
There are some limits and restrictions, but this method of donating to the NRHS has been successfully used by numerous NRHS members and friends.

Consult your plan's administrator or tax consultant to see if you can take advantage of a QCD. Your donation can be directed into one or more of the NRHS programs, RailCamp, Railway Heritage Grants, Heritage Film Collection as well as an unrestricted donation.

The programs of the NRHS are dependent on your donations. For information on the programs of the NRHS, visit the website at [nrhs.com/giving](http://nrhs.com/giving).

# Nevada Northern Railway's 2-8-0 No.81 is Back!

By ALEX MAYES, Potomac Chapter NRHS



**PHOTO COURTESY OF ALEX MAYES**

**NEVADA NORTHERN'S SPARKLING LEGACY** – Nevada Northern shop employee cutting a piece of steel with an oxy-acetylene torch on the pilot of 4-6-0 No. 40 to simulate restoration work being performed on the engine. Professional strobe lighting was provided by Steve Crise.

To celebrate the 81st anniversary of *Trains* Magazine, and the restoration back to service of Nevada Northern Railway's 2-8-0 No. 81, *Trains* Magazine ran a three-day charter on the Nevada Northern October 8-10, 2021. This railroad is in Ely, Nevada, 77 miles east of Eureka. Jim Wrinn and Kevin Gilliam of *Trains* Magazine, and Mark Bassett, Executive Director of the Nevada Northern Railway did a superb job planning and running this three-day event. This charter was announced in February and sold out quickly. There were 60 railfans who participated in this event. Lots of runbys at scenic locations were

conducted and the skies were mostly clear all three days.

Ely has a most interesting history. In 1878, Vermont resident J. W. Long came to White Pine County and soon set up a camp known as "Ely", after discovering gold. Ely was founded as a stagecoach station along the Pony Express and Central Overland Route. Ely's mining boom came later than the other Nevada towns along U.S. Route 50 with the discovery of copper in 1906. This made Ely a mining town, suffering through the boom-and-bust cycles so common in the West.

Originally, Ely was home to several copper mining companies, Kennecott Utah Copper being the most famous. The Ely-area copper properties were further merged in 1904, forming the Nevada Consolidated Copper Company, and the Nevada Northern Railway was incorporated on June 1, 1905 to build a line connecting the Nevada Consolidated mines and smelter to the national rail network at Cobre, Nevada 160 miles to the north, on the Southern Pacific Railroad main. A huge copper smelter was built at McGill 12 miles north of Ely in 1906.

Other freight traffic was also carried, and the railroad operated a daily passenger train between East Ely and Cobre until 1941. Local trains were also operated from Ely to Ruth and McGill for the benefit of mine employees and others until the 1930s, and special school trains carried students to White Pine High School in central Ely.

With a crash in the copper market in the mid-1970s, Kennecott shut down and copper mining disappeared temporarily. With the advent of cyanide heap-leaching---a method of extracting gold from what was previously considered very low-grade ore---the next boom was on. Many companies processed the massive piles of "overburden" that had been removed from copper mines or expanded the existing open-pit mines to extract the gold ore.

Faced with declining ore reserves and low copper prices, Kennecott closed its Ruth-area mines in

In 1952, when the diesels arrived, three of the four steam locomotives built by ALCO were scrapped, but No. 93 and its Baldwin-built sister No. 81 were kept as backup engines. In 1961 both engines were donated to the White Pine Public Museum and placed on outdoor display.

In 1990, after 29 years on outdoors static display, the Nevada Northern traded the Cherry Creek

May 1978, thus ending the ore trains between Ruth and the McGill smelter. The smelter closed on June 20, 1983, and the Nevada Northern Railway suspended all operations immediately thereafter.

Following a series of donations beginning in 1986, Kennecott transferred the entire Ore Line, as well as the railroad's yard and shop facilities in East Ely to the White Pine Historical Railroad Foundation, a non-profit organization. These properties became the Nevada Northern Railway Museum, which operates the Nevada Northern Railway, a heritage railroad which operates steam- and diesel-powered excursion trains over a few miles out of Ely. In October 2021 it was announced that the Nevada Northern Railway has been awarded a \$10 million grant to rebuild 16 miles of railroad from Ely to McGill and install a turntable.

Nevada Northern Railway 2-8-0 No. 81 was purchased new by the railway from Baldwin Locomotive Works in 1917. This engine was purchased as the mainline freight locomotive to operate between Ely and the connection with the Southern Pacific Railroad 160 miles to the north at Cobre, Nevada. It was equipped with a stoker in 1939.

Engine No. 93, also a 2-8-0, was built by the American Locomotive Company (ALCO) in 1909 for the American Smelters Securities Company to haul ore trains on the Nevada Northern Railway.

depot for both steam locomotives. No. 93 was restored and returned to active service in 1993, but No. 81 remained in the engine house. In 2020, major restoration work began on the 81, and it returned to active service in 2021.



**PHOTO COURTESY OF ALEX MAYES**  
**FIRST DAY OF THE EVENT** – Friday morning's agenda was a self-guided tour of Nevada Northern's amazing engine house. The stars of the three-day event are pictured here, 2-8-0s Nos. 81 and 93.



**PHOTO COURTESY OF TERESA RENNER**  
**OUT BACK** – In the backshop, Nevada Northern's 4-6-0 No. 40 was undergoing major restoration.



PHOTO COURTESY OF ALEX MAYES

*SERIOUS SNOW BLOWING – The engine house has the steam-powered Rotary Snow Plow B.*



*100+ YEARS YOUNG AND GOING STRONG – This is the Rotary Snow Plow's builder plate.*



**PHOTOS COURTESY OF TERESA RENNER**  
**WORKING ON THE RAILROAD** – This is Nevada Northern's famous cat "Dirt". He was born in the engine house in 2008 and has resided here since his birth. He is very friendly to visitors.



**WORKIN' ON THE RAILROAD, TOO** – This is "Dirt Junior", commonly referred to as "DJ". He is also very friendly and resides in the office next to the engine house.



**PHOTO COURTESY OF ALEX MAYES**  
**SELF-GUIDED TOUR OF THE YARD** – Also scheduled for Friday morning was a self-guided tour of the yard. Two vintage diesels were switching cars, Alco RS2 No.105, purchased new by Kennecott Copper in 1949, and SD9 No. 204, originally purchased by the Southern Pacific in 1956 as their No. 4426



**PHOTOS COURTESY OF TERESA RENNER**

*2-8-0 NO.81 – The main star of the show, 2-8-0 No. 81, finally came out of the engine house and put on quite a show pulling a string of vintage freight cars. She looked awesome with her newly painted green boiler jacket.*



*WITH A PUFF AND A HUFF – Newly restored 2-8-0 No. 81 chuffing around the yard with three vintage ore cars and caboose No. 12.*



**PHOTOS COURTESY OF ALEX MAYES**

***DON'T CRANE TOO FAR*** – At 1:15 pm on Friday a demonstration of Nevada Northern's steam-powered, coal-fired Wrecking Crane A was conducted in the yard. A NN crew derailed an ore car and then used the crane to lift it and re-rail it. One-hundred-ton Wrecking Crane A was bought from Industrial Works of Bay City, MI, by the Nevada Northern in 1907 at a cost of \$16,015.



***GEARS GO ROUND*** – A shot of Wrecking Crane A's mechanical components at work while it was lifting the ore car so it could be re-railed.



*PHOTO COURTESY OF TERESA RENNER*

*HERE COMES A RUNBY – Later Friday afternoon the 81 was coupled up to two vintage ore cars, four wooden boxcars and caboose No. 3 and conducted multiple runbys in the East Ely yard.*



*PHOTO COURTESY OF ALEX MAYES*

*2 X 2 FOR BBQ?– Friday evening after the barbeque dinner in the freight house a night photo session was conducted in the engine house. The first scene was the two 2-8-0s side by side. Professional strobe lighting was provided by Steve Crise.*

# Lancaster Chapter 2021 Banquet and Anniversaries

*By JIM DONOHUE, Lancaster Chapter NRHS*

The Lancaster Chapter held its annual banquet on Friday, November 19, 2021 at Enck's Banquet & Conference Center at Kreider Farm in Manheim, Pennsylvania. The special guest was Tony White, National Vice President. The Lancaster Chapter was founded in 1935 and is the NRHS' first chapter.

The highlight of the evening was the Service Award bestowment of his 50 Year Pin to Robert

D. Hess. Likewise, Rosalee Kurtz, Joseph Shannon and Daryl Witman received their 25 Year Pin as of the year 2020. Jo-Ann Janus, Rochelle Shenk and Tom Shenk received their 25 Year Pins as of 2021. The evening's program was delivered by John Smith, the Harrisburg N.R.H.S. Chapter President, on the Harris Tower.



*PHOTO COURTESY OF JIM DONAHUE*

**FIFTY YEAR MEMBERSHIP PIN AWARDED - Robert Hess, 50 Year Pin recipient with Tony White, Smoke Shaak and Tom Shenk.**

# Holiday Trains & Christmas at the Depot – Virginia

By JOHN COWGILL, Washington DC Chapter



**PHOTOS COURTESY OF JOHN COWGILL**  
**CHRISTMAS CABOOSE, VIENNA, VIRGINIA** – This caboose in Vienna is next to the W&OD Trail and is one block from the old train station.



**DECORATED DEPOT IN HERNDON, VIRGINIA** – The old station, located in Fairfax County, is listed on the National Register of Historic Places.

# The Holidays, A Time for Sharing and Giving

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By BECKY GERSTUNG, Niagara Frontier Chapter

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It would be nice to extend this spirit of sharing and giving throughout the year. Let's apply it to our railroad collections.

Start with something easy, photos. Do you take pictures? How about your Dad? Or Grandfather? Where are the photos? Do you look at them? Or are they in a box, on a shelf in the closet? How much of our visual history has been lost? It could have been lost when moving or thrown away when family members are left with old photos that they think no one wants.

Our photo record is so important. Look at all the predecessor railroads, short lines, major railroads, beautiful city terminals that waged war with urban renewal and lost, country depots that were once the center of a town's activity, and in some cases their livelihood, all gone. What is left are memories of them and photos. Look at what you have and think about how it could benefit someone.

I spent most of a year sorting my chapter's photo print collection. When I found something not local (Buffalo, Western New York, Southern Ontario and nearby Pennsylvania) I put it aside. Then I started mailing them to new homes across the country. Some have already been used in publications. Others were sent on to other organizations.

Not all chapters have museums or a place to house artifacts, memorabilia or paper materials such as photos. We are lucky to have a station. In one end of the freight section we built a temperature and moisture controlled archive room. This is where we keep material not on display. Material has been made available to other groups for publications, programs and displays.

As a result of my mailings, we have received photos from another chapter and paper material from a museum out of state. The sharing has begun. I know some chapters share their newsletters, some have programs available on line. These are great, but they don't reach everybody.

I would like to develop a program where every member can participate. This would be an email program where initial contacts and arrangements are handled by email.

There would need to be someone or a group to manage this. There would also need to be a notice and regular column in the NEWS. The Board of Directors approved looking into such a program at the October meeting.

If this idea appeals to you and you would like to become involved, let me know. My email address is [beckyg6218@aol.com](mailto:beckyg6218@aol.com).

## Back Onboard for the Christmas Train

*By JIM GATTIS, Arkansas–Boston Mountains Chapter NRHS*

After a Covid-induced hiatus in 2020, the Arkansas–Boston Mountains Chapter resumed its practice of a Christmas train ride on December 10, 2021. While in motion, the group enjoyed a leisurely dinner and gift exchange in the Arkansas & Missouri parlor car-with-rear-open-platform “Explorer”, No. 107, built in the 1950s for the Long Island RR.



**PHOTO COURTESY OF MIKE SYPULT**  
**ARKANSAS-BOSTON MOUNTAINS CHAPTER BACK ONBOARD.** – On December 10, 2021,  
*members enjoy a holiday dinner and gift exchange.*

## RailCamp 2022

*By BECKY GERSTUNG, Niagara Frontier Chapter*

It's that time of year when we begin to finalize plans for RailCamp in 2022. Summer seems like a long way off, but RailCamp takes a lot of planning.

We have been in touch with all our partners during the “Covid Recess”. They are ready and willing to have us return with the program. At this time, we cannot say what the dates will be. The availability of housing and railroad schedules need to be considered. As soon as we know, you will know. It will be posted on the NRHS web page. Our plan is to have the application available January 1, 2022, on the web page.

Covid has hit many families with some financial difficulties. No camper has ever been denied because he/she could not afford the tuition. There are a lot of scholarships and other sources of financial assistance. Information will be included with the application. Chapters wishing to sponsor campers should contact the RailCamp Committee.

There are still some Covid requirements that will need to be considered. Currently, we do not have all the information regarding vaccines. *RailCamp* is not a social distancing program. Will masks be necessary? Again, another question. We will work very hard with our partners to make this experience all that it has been in the past.



**PHOTOS COURTESY OF GREG GERSTUNG**  
*K-TOWER – A Look inside "K" tower, Washington DC Union Station.*



**WORKING ON THE STRASBURG RAIL ROAD ALL THE LIVE LONG DAY – The Strasburg Rail Road provides plenty of "get dirty" activities.**



***ENJOY TRAVELING TO NEW PLACES? – RailCamp Northwest always features a trip to Seattle.***



***GET A HANDLE ON HOW THE TRAIN OPERATES – The Northwest Railway Museum offers hands on training of train operations.***

# 34th Annual Harrisburg Railroad Show

By *MARK IRVIN, Harrisburg Chapter NRHS*

*Thirty Fourth Annual Harrisburg*

## **RAILROAD SHOW & COLLECTORS MARKET**

**SATURDAY, MARCH 12, 2022**  
9 a.m. to 3 p.m.

The Scottish Rite Harrisburg  
2701 N. 3rd Street  
Harrisburg, PA



Conveniently located just south of I-81 in Harrisburg, PA. From either direction, use exit 66 off I-81, then go south (down river) on Front Street 1.4 miles. Turn left on Division St., go four blocks and turn right on Fourth Street. The Complex is on the right with a large parking lot. Parking is also available in the lot on Third St. For a map, Google "Scottish Rite Harrisburg".

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\_\_\_\_\_ (#) 8' Tables @ \$25.00 each = \$ \_\_\_\_\_

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**Note: Each table includes two admissions. Make check to Harrisburg Chapter, NRHS.**

**Total Enclosed = \$** \_\_\_\_\_ **Wall space** \_\_\_\_\_ **Electricity** \_\_\_\_\_

Information and Table Reservations: Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA 17050

Telephone: 717-343-7182 (For table confirmation, please send a stamped, self-addressed envelope.)

Website: <http://harrisburgnrhs.org>

E/mail address: [irvinwepfer@msn.com](mailto:irvinwepfer@msn.com)

Harrisburg Chapter NRHS will not be responsible for lost, stolen or damaged items or any accidents of any kind.

**NOTICE:** All vendors are responsible for collecting 6% PA Sales Tax. State law requires that all vendors have a temporary or permanent PA Sales Tax License. The Chapter's Promoters License No. is 10001519.

# Reminder – NRHS & *Trains* Collaborate on 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](mailto: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.*

# Holiday Trains & Christmas at the Depot Pennsylvania (2)

By JOHN COWGILL, Washington DC Chapter



**PHOTOS COURTESY OF JOHN COWGILL**  
**DEPOT IN STEWARTSTOWN, PENNSYLVANIA** – The depot is at the terminus of the Stewartstown Railroad which ran from Stewartstown to the Northern Central Railroad in New Freedom. The line is currently being restored to have excursions to New Freedom.

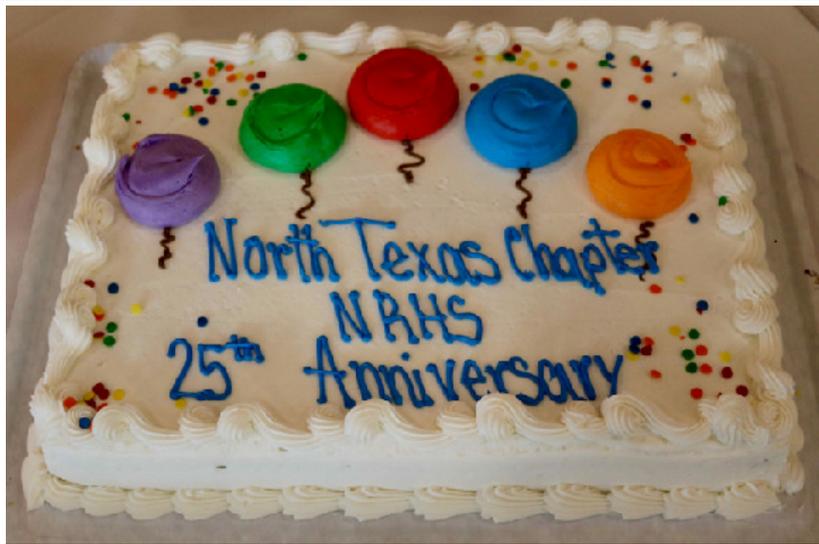


**DEPOT IN NEW HOPE, PENNSYLVANIA** –The train depot is for the New Hope and Ivyland Railroad in New Hope, Pennsylvania. It is a short line railroad that runs excursions between New Hope and Ivyland and operates freight service.

# North Texas Chapter – 25<sup>th</sup> Anniversary

By WAYNE SMITH, Chapter President and VALLI HOSKI, North Texas Chapter NRHS

The North Texas Chapter was founded and chartered in 1996. Emphasis of the chapter is activity, history, and enjoyment of railroading past and present. Meetings are usually held the first Tuesday of each month. Visitors and newcomers are welcome. Chapter membership includes the monthly chapter newsletter, the *North Texas Zephyr*. Enjoy these scenes of the members and visitors celebrating the Chapter's 25<sup>th</sup> anniversary.



**PHOTOS COURTESY OF JERRY NUNN**  
**25 FUN YEARS – North Texas Chapter's anniversary cake filled with memories of friendship, fellowship and excursions.**

**NTC PRESIDENT WAYNE SMITH WELCOMED EVERYONE – Members and visitors were greeted with a great smile.**



**GOOD TIMES, GOOD MEAL AND 25 YEARS OF RAIL ADVENTURES TO SHARE – Members and visitors enjoyed a celebratory dinner and shared memories of rail travel and excursions near and far.**

# Historic Locomotive Preservation in NY and NJ

*By RUDY GARBELY, Operation Toy Train*

The Tri-State Railway Historical Society and Operation Toy Train of New York have partnered to acquire former Hoboken Manufacturers Railroad locomotive No. 700 and Middletown & New Jersey Railroad locomotive No. 2 for historic preservation. These locomotives are the last remaining examples of historic rail equipment from the heydays of their respective railroads.

Both are 44-ton diesel-electric locomotives constructed in 1947 by General Electric's factory in Erie, Pennsylvania. Middletown & New Jersey No. 2 was originally built as American Cyanamid No. 5 in February of that year and went to work at American Cyanamid's Calco Chemical Division in Bridgewater, New Jersey. In 1963, the engine was acquired secondhand by the Middletown & New Jersey Railroad to supplement the railroad's original 44-ton locomotive (No. 1). The new locomotive was renumbered as M&NJ No. 2 and operated along the entire 15-mile Middletown & New Jersey line, constructed in 1868 as an important bridge route between Middletown and the New Jersey state line in Unionville, New York.

When M&NJ No. 1 was taken out of service in 1981, the No. 2 became the M&NJ's sole operating locomotive, remaining so for 36 years until additional locomotives were purchased in 2007. The railroad was acquired by holding company Regional Rail, LLC in 2009, and the No. 2 was sent to one of Regional Rail's contract switching operations in Manheim, Pennsylvania. With the scrapping of M&NJ No. 1 in early 2021, the No. 2 became the sole surviving piece of equipment from the first 139 years of the M&NJ's history.

Just eight months after M&NJ No. 2 rolled off the production line, Hoboken Manufacturers Railroad No. 700 rolled out of the General Electric plant in October of 1947. It went to work for its new owner, a line constructed in 1897 along the

bustling waterfront of Hoboken, New Jersey with the backing of grandsons of John Stevens III, who had held the first charter for a railroad in the United States. The railroad was only a mile-and-a-half in length and featured tight curves and tracks that ran down the middle of several Hoboken streets. As delivered, HMRR No. 700 wore Stevens Institute of Technology colors - red and grey - to signify the railroad's connection to Hoboken's founding family.

The No. 700 was later repainted in a striking green and yellow scheme, operating for the Hoboken Manufacturers Railroad and its successor, the Hoboken Shore Railroad, until the latter railroad's closure in 1976. It passed through a variety of owners until it was acquired by the Tyburn Railroad in Morrisville, Pennsylvania and became that railroad's No. 400. The Tyburn Railroad was acquired by Regional Rail in 2011, placing both 44-ton locomotives under the same owner. The former HMRR No. 700 is the sole remaining piece of rail equipment from the Hoboken Manufacturers Railroad.

Regional Rail, which is headquartered in Kennett Square, Pennsylvania, recognized the historic and regional significance of the No. 2 and No. 700 and reached out to Operation Toy Train of New York and the Tri-State Railway Historical Society to pass them both into preservation upon their retirement. The sale price for both locomotives, which graciously included a supply of spare parts, was not disclosed.

M&NJ No. 2 will join the display of Operation Toy Train of New York's rail equipment at the new Port Jervis Transportation History Center in Port Jervis, New York, while the HMRR No. 700 will be added to the Tri State Railway Historical Society's railroad collection at the United Railroad Historical Society of New Jersey's restoration and storage facility in Boonton, New Jersey. Both

engines are slated for full mechanical and cosmetic restorations once they have been trucked to their respective new homes.

“The Middletown & New Jersey Railroad operated from Middletown, NY to the New Jersey state line, with the whole 15-mile line running less than 20 miles away from Port Jervis,” said Rudy Garbely, a director of Operation Toy Train. “When No. 2 became available, it made perfect sense to preserve it at the Port Jervis Transportation History Center as a prime example of equipment from a local railroad.”

“We are returning No. 700 home to New Jersey after an absence of forty-five years,” said Richie King, treasurer of the Tri-State Railway Historical Society. “This locomotive is the last piece of equipment from a railroad with deep ties to Hoboken, the Stevens family, Stevens Institute, and New Jersey’s industrial heritage – it had to be

saved, without question.” King will become Tri-State’s president on January 1st.

The two organizations have launched a joint campaign, called Operation 88, to fundraise \$15,000 to complete the project. These funds will be used to cover the remaining transportation costs, mechanical upgrades, and repainting the locomotives into their historic liveries. Funding for the acquisition and initial transportation costs was secured from Liberty Historic Railway, Inc., a New Jersey-based non-profit that has funded numerous preservation efforts in years past, as well as contributions from private donors. To learn more about the project and to donate to the restorations of both locomotives, visit [www.Operation88.org](http://www.Operation88.org).



**PHOTO COURTESY OF RAILROAD MUSEUM OF PENNSYLVANIA**  
**HOBOKEN LOCOMOTIVE NO. 700.** – Hoboken Manufacturers Railroad No. 700 shortly after delivery in 1947, wearing its original Stevens Institute red and gray colors.



**PHOTO COURTESY OF TRI-STATE RAILWAY HISTORICAL SOCIETY, INC.**  
**HOBOKEN LOCOMOTIVES NOS. 701 AND 700.** – Hoboken Shore Railroad locomotives Nos. 701 and 700 are posed together for a publicity photo.



**PHOTO COURTESY OF RICH TAYLOR**  
**HOBOKEN LOCOMOTIVES NO. 700 IN 1975.** – In the railroad's waning days, Hoboken Shore Railroad No. 700 passes 11th Street yard on April 14, 1975 on its way to Pier A when American Export was shipping located there.



*PHOTOS COURTESY OF MIDDLETOWN & NEW JERSEY RAILROAD HISTORICAL SOCIETY*  
*MIDDLETOWN LOCOMOTIVE NO. 2 IN 1968. – Middletown & New Jersey Railroad No. 2 rolls across a bridge near Slate Hill, NY on November 21, 1968.*



*MIDDLETOWN LOCOMOTIVE NO. 2 IN 1968. – Middletown & New Jersey Railroad No. 2 rolls across a bridge near Slate Hill, NY on November 21, 1968.*



**PHOTO COURTESY OF MIDDLETOWN & NEW JERSEY RAILROAD HISTORICAL SOCIETY**  
**MIDDLETOWN RAILROAD ENGINE HOUSE IN 1986.** – At the railroad’s engine house in Middletown, NY, Middletown & New Jersey Railroad No. 2 heads inside after a day of work on December 23, 1986.



**PHOTO COURTESY OF JACOB RINK**  
**MIDDLETOWN LOCOMOTIVES NO. 2 IN 2019.** – Middletown & New Jersey Railroad No. 2 is shown in its current condition in Manheim, PA on September 30, 2019.

# Holiday Trains & Christmas at the Depot – Maryland

By JOHN COWGILL, Washington DC Chapter



**PHOTOS COURTESY OF JOHN COWGILL**  
**CHRISTMAS DEPOT, WALKERSVILLE, MARYLAND – *The Walkersville Southern Railroad is the home of this classic depot.***



**DECORATED CABOOSE IN BRUNSWICK, MARYLAND –*This Baltimore and Ohio Railroad caboose is all dressed up for the holiday season at the old train station in Brunswick.***

## President's Column – Best Gifts? Friendship & Time !

By AL WEBER, President, National Railway Historical Society

It's that time of year when we look for the best gifts to give to our friends and loved ones. Time and friendship are the most important to me. Hard to quantify but very important to those to receive it from you.

This a tough time for many due to the current health pandemic. Many of us have lost close friends and loved ones and many have friends and loved ones that got very sick.

Many clubs, chapters, and museums have also had a very rough year. Sadly, some have had to close, but most have struggled through and need your support. If possible, give a little extra time or money so we can help preserve railroad history for future generations.

NRHS has a gift idea available to you. That person you give a gift membership to may be interested in helping.

The member gets the NRHS *News*, *Bulletin*, and a discount at many railroad museums all over the country. Maybe we will get a future railroad history preservationist.

The 2022 convention is in Southern California with the host hotel at Knotts Berry Farm. This is an opportunity to bring grandchildren and have them see what we do while also having some fun. Many of the trips we are planning are very interesting and I hope you will attend.

Last, thank you for your membership in the NRHS and have a Merry Christmas and a happy new year.

Al Weber ( [aweber@nrhs.com](mailto:aweber@nrhs.com) )

## Editor's Notes – This Grateful, Happiest Season of All

By VALLI HOSKI, Editor, NRHS News

During this holiday time of year, it's good to give the gift of thanks to all who help make the *NRHS News* possible. *Authors* – without you, an issue would just be blank pages. Thank you very much for sharing your adventures, recommendations, tales and tribulations of railfanning, modeling, traveling and preserving trains and rails. *Photographers* – you bring the past, present and future to life through your imagery, as well as helping to preserve and protect our memories and railroading's visual heritage. *Editorial and copy service assistants* – you polish and buff, dot every "i" and cross every "t" that ensures a valuable, quality *News* issue for our members, an enjoyable read every time.

*Chapters* – you are the backbone of the NRHS, bringing individuals into the fold of railroad history and preservation, providing a home for rail-minded enthusiasts, and making the fellowship of a shared hobby happen face-to-face and virtually.

The *Society* has my gratitude for supporting the *Bulletin* historical journal and the *News* member

magazine. Each serves a different purpose, but both showcase the NRHS at its best – railroad history and preservation, plus the Society's membership activities that make history and preservation happen.

Beyond publications, the NRHS nurtures and enables rail preservation through heritage grants, historical plaques program, RailCamp and much more. I personally thank the Society's management team for delivering quality results on a moderate budget. NRHS meets its foundation mission funded solely by donations and wholly volunteer staff. Members should be proud - you each bring rail history to life for the public, with your dedicated support, skills and creativity.

I personally thank each NRHS individual, from the national team to chapters, members and their families for your friendship. May each of you be blessed now, in 2022 and on – be healthy, in good spirits, with good friends and caring family. Thank you for saying 'I believe' in the magic and mission of railroad history and preservation. Merry regards, Val ( [news@nrhs.com](mailto:news@nrhs.com) )

## Holiday Trains & Christmas at the Depot – Delaware

By JOHN COWGILL, Washington DC Chapter



**PHOTO COURTESY OF JOHN COWGILL**

**DECORATED DEPOT, WILMINGTON, DELAWARE** – *The Greenbank Depot is the depot for the Wilmington and Western Railroad.*

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.

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All membership information changes should be sent to Hugh Harris <hughrharris@aol.com>.