

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

FEBRUARY 2021

The Reason for the Winter Train Chasing Season

By CLAY MORITZ, Potomac Chapter NRHS

NRHS PERFECT WEATHER! On January 31, 2010, Western Maryland Scenic Railroad's 1916 Baldwin 2-8-0 No. 734 departed Cumberland, Maryland, leading a Winter Photo Freight Special.

Rounding Helmstetter's Curve in Cash Valley, No. 734 is on its way to the Depot in Frostburg. The participating photographers thoroughly enjoyed the Snow, Sun, and Steam!



PHOTO COURTESY OF CLAY MORITZ

PICTURE-PERFECT ‘WINTER SPECIAL’ OUTING – Clear weather, chilly air, just enough snow cover and rolling hill. An optimal photo moment to capture, enjoy and preserve the joys of the season, and share all the fun and reason for chasing trains in the winter.

NRHS NEWS - FEBRUARY 2021

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Upcoming Conferences and Conventions

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

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

Submission Deadlines

Month	Print or online issue	Deadline
March 2021	Print/mailed issue	February 10, 2021
April 2021	Online issue	March 20, 2021

NRHS Works to Protect Photographers' Rights

By WALTER ZULLIG, New York Chapter NRHS

After the tragic events of "9/11" many rail enthusiasts began to experience attempts to prevent photography at nationwide locations on railroads and rail transit systems. Often photographers were told that their activity is banned by "the new 9/11 law." Of course there is no such law.

In order to maintain our lawful hobby the NRHS Board authorized me to work with federal agencies such as Homeland Security and the FBI as well as rail operators with the objective of educating them about our lawful hobby and preventing interference with photography. As incidents were reported we dealt with agencies from Seattle to Miami, Boston to Los Angeles, to obtain satisfactory results. Numerous agencies such as NJ Transit and the New York City Transit Authority rescinded proposed photo bans and Boston's MBTA canceled its long standing "no photo without a permit" rule.

Although there have been isolated problems during the past few years, it did appear that the attempts to prohibit photography were over. However, the Transportation Security Administration recently published a notice that Class I railroads and passenger railroads must submit a Security Training Program by December 21, 2020. The training is required for dispatchers and employees operating, inspecting or maintaining transportation vehicles as well as all workers who come into contact with the public. Significant security violations are to be reported to TSA within 24 hours.

Appendix A to the notice lists those activities considered to be "Significant Security Concerns." Unfortunately, photography and observation or surveillance are included in the list of such activities. The language does not purport to ban photography but purports to limit the concern to situations "...that may pose a risk to transportation or national security."

Out of a concern that overzealous employees may use this rule as an excuse to ban photography we have written to the Department of Homeland Security to explain, once again, about our legitimate hobby and to request them to issue a clarification clearly stating that PHOTOGRAPHY IS NOT ILLEGAL. We asked that, at the very least, this subject be dealt with when reviewing the specific security plans that will be filed by the railroads. We have reminded them that the right to photograph from public areas has been upheld by the United States Supreme Court.

Our present plan is to await word from Homeland Security and to deal with individual problems as they may arise. We will keep the members informed of any significant developments. Please remember that this deals only with photography, not with possible issues of trespassing.

One more thing: Although I am an attorney, this article is intended for the general information of NRHS officers and members. It does not constitute legal advice. For legal advice to be given there must be an attorney-client relationship which does not exist in this situation.

RailCamp Application Deadline – April 1, 2021

By BECKY GERSTUNG, Niagara Chapter NRHS

The 2021 RailCamp is planned to be held at two locations: RailCamp East, June 20-26, 2021 at the University of Delaware in Newark, Delaware and RailCamp Northwest, July 25-August 1, 2021 at the University of Puget Sound in Tacoma, Washington. Applications are due by April 1, 2021.

Please share and promote the exciting hands-on experience that RailCamp provides for teens. Encourage family and friends to suggest RailCamp to teens that are interested in technology, rail history or railroads. Application and details are available at <https://nrhs.com/programs/railcamp/> No deposit is required with the application.

Saving 10 Railroad Cars at a Nuclear Power Plant

By R. VICTOR VARNEY, North Carolina Railway Museum NRHS

The North Carolina Railway Museum (formerly known as the East Carolina Chapter of the NRHS) is an open-air railroad museum that also offers rides to the public on our historic New Hope Valley Railway. We moved to Bonsal, NC in 1983 when we saved a 4-mile branch line from being abandoned. We are located about 20 miles south of Raleigh. www.triangletrain.com

Our “neighbor” a few miles beyond the CSX mainline that runs along our property is the Duke Energy Shearon Harris nuclear power plant. Their cooling tower with a constant rise of steam is easily seen from our museum rail yard. In the mid 1990's, we acquired four railroad cars which we were able to “temporarily” store on sidings within the plant. As we then (as still today) lack a rail connection to the CSX, we expected to move these cars by rail from the plant to another nearby company's siding and then a short distance to our museum over public roads. But shortly after 9-11 happened, much tighter security measures were implemented, and we were no longer able to access these four cars.

In the fall of 2019, the CSX disconnected the plant siding just opposite to our property. We immediately contacted personnel at Duke Energy for help with a contact at Shearon Harris. (You know you just can't call reception at a nuclear power plant to speak to someone?) In short order, we were given an opportunity to visit our four cars which includes a Pullman sleeper (modified by the SAL for MoW use), a Pullman baggage/RPO car (originally used by the D&RGW but later acquired by the “old” NS for MoW use), a former ACL baggage car that was once used for carrying race horses between NY and FL, and what we believe to be one of the last surviving original paint C&O 60 ft high cube plug door box cars. All are in very weathered condition but restorable. Being stored within a nuclear power plant prevented these cars from suffering any vandalism or theft over the last 25 years, too.



PHOTOS COURTESY OF R. VICTOR VARNEY

THE SIX NUCLEAR FUEL TRAIN CARS.

But there is more! Upon visiting the plant site, we were also introduced to six remaining Duke Energy owned freight cars that had been used in the 1990's to 2000's on the nuclear fuel trains that served power plants in the Carolinas. The nuclear fuel train consist included a car with a special container for the nuclear fuel in the middle. On each end there would be 2 or more flat cars that carried large tanks of water used to prevent radiation exposure to the utility and security personnel located in cabooses at each end of the consist. There was usually a locomotive on both ends, too. As the siding into the plant had been disconnected, these six cars including two mint condition security cabooses (with lots of creature comforts), and four flat cars were all slated to be scrapped. We were offered all six cars as a donation IF we could remove them from the plant with our four cars. We of course said, YES!



THE TWO NUCLEAR FUEL TRAIN CABOOSSES.



THE EX-DR&W, EX-OLD NS PULLMAN RPO BAGGAGE CAR MODIFIED FOR MOW.

However, as 2020 started COVID hit. We ended up being delayed until the end of 2020 to enter the plant area again. Several contractors were invited to visit the plant to provide bids. We now have a plan in cooperation with the power plant team to move all ten cars over about 5 miles of public roads to our museum. We are aiming to make the move in June 2021. Total cost is estimated to be as much as \$100,000 to move all ten cars. The cabooses will very quickly go into revenue service on our historic railroad. The passenger cars however are all going to need immediate mitigation efforts to prevent further weather damage as we develop restoration plans.



THE EX-SAL PULLMAN SLEEPER MODIFIED FOR MOW.



THE C&O CAR AND EX ACL BAGGAGE CAR BEYOND TO THE RIGHT.

COVID hit our museum very hard financially as we were prevented from running trains until the last few months of the year (with 30% capacity limits). So we are kicking off a urgent \$100,000 fund raising effort. To learn more about these ten railroad cars and how you can help, please visit our website at <https://www.triangletrain.com/>

We are looking for donations, and offering corporate/group sponsorship opportunities, too. Anything you can do to help will be greatly appreciated! To donate, please visit <https://www.triangletrain.com/donate/>

East Broad Top Railroad's 60th Anniversary (Part 2)

By ALEX MAYES, Potomac Chapter NRHS

East Broad Top Railroad Marks its 60th Anniversary with Three Day Celebration

(This is Part 2 in the two-part series. Part 1 was published in the NRHS News December 2020 issue.)

The December 2020 NRHS News covered the opening ceremonies and the trains operated during the East Broad Top Railroad's 60th Anniversary Celebration held on August 13, 2020. This final segment covers trips aboard Rockhill Trolley Museum's vintage trolleys, tours of the EBT's nineteenth century machine shops and the roundhouse. These events were included in \$15.00 fare to ride the EBT trains between the Orbisonia station and the Enyeart Road crossing one mile north of the Orbisonia station.

Following the runs of each of the EBT passenger trains, passengers disembarked from the trains and walked a short distance to the Rockhill Trolley Museum. Due to capacity limitations they were given two options: ride on one of the museum's vintage trolleys to the end of the line at Blacklog Narrows or be treated to an ice cream cup and then tours of the machine shops and the roundhouse. Passengers who opted to ride the trolleys first participated in the other events afterwards and vice versa. Details of these events are included in the photo captions.

The EBT Foundation, Inc. plans to reopen the line to Colgate Grove and run trains for the 2021 season. Trains operated during the early part of the season will be diesel-powered, and hopefully steam-powered trains will run later. EBT staff reported that the most likely steam engines to enter service in 2021 are Nos. 14 and 16, both of which have had asbestos removal completed and passed initial boiler testing. A significant amount of work to restore and repair buildings, replace yard trackage and other infrastructure improvements has been done by Friends of the East Broad Top volunteers and EBT employees.

Additional work lies ahead to complete the rehabilitation of the engines and the restoration of four miles of track which has remained dormant for nine years. In addition to the regularly scheduled trains planned to run this year more events may be taking place as the year progresses. To find out about EBT's plans, programs and train schedule, check their site <https://eastbroadtop.com> for up to date information.



PHOTO COURTESY OF TERESA RENNER

DIESEL-POWERED TRAINS MADE SEVERAL RUNS EACH DAY OF THE CELEBRATION – The train operated between the Orbisonia station and the Enyeart Road crossing over the one mile section of track which has been rehabilitated. Above is the August 13, 4pm train arriving at the Orbisonia station.



PHOTO COURTESY OF ALEX MAYES

FOLLOWING THE RUN OF EACH PASSENGER TRAIN, RIDES DISEMBARKED AND WALKED OVER TO WAITING TROLLEYS AT THE ROCKHILL TROLLEY - This is car No. 355, which ran in Johnstown, PA, preparing to depart the boarding area with a load of passengers headed to the end of the line at Blacklog Narrows on August 13th. On the left is the EBT's special passenger train used for all of the runs during the three-day event.



PHOTO COURTESY OF TERESA RENNER

ROCKHILL TROLLEY MUSEUM'S CAR NO. 163 DEPARTING THE BOARD AREA AFTER LOADING PASSENGERS FROM THE EBT TRAIN SEEN IN THE BACKGROUND - Car No. 163 previously ran on the York Railway Company and was built by the J. G. Brill Company in 1924.



PHOTO COURTESY OF ALEX MAYES

AUGUST 14TH 4PM TRAIN TO THE ENYEART ROAD CROSSING PREPARES TO DEPART THE ORBISONIA STATION -The woman seated on the left is Potomac Chapter photographer Teresa Renner. The locomotive on the right is EBT No. 12, named "Millie", which was on display throughout the three day event.



PHOTO COURTESY OF TERESA RENNER

THE 4PM TRAIN LEAVING ORBISONIA YARD - The train is heading to the Enyeart Road Crossing.



PHOTO COURTESY OF ALEX MAYES
AFTER THE EBT'S PASSENGER TRAINS ARRIVED BACK AT THE ORBISONIA STATION, THEY CROSSED MEADOW STREET AND STOPPED NEXT TO THE ROCKHILL TROLLEY MUSEUM - Passengers disembarked and walked a short distance to waiting trolleys. This is car No. 355 preparing to depart with a full load of passengers to the end of the line at Blacklog Narrows. On the right is the EBT's special passenger train used for all of the runs during the three-day event.



PHOTO COURTESY OF TERESA RENNER
PASSENGERS HAD A SWEET TIME AT THE END OF EACH RIDE - Riders were treated to ice cream at the Rockhill Trolley Museum.



PHOTO COURTESY OF ALEX MAYES

SEVERAL SPECIAL TOURS WERE INCLUDED IN THE \$15.00 FARE FOR RIDING THE EBT'S SPECIAL PASSENGERS TRAINS. These included a tour of the EBT's legendary 19th century machine shops, a tour of the EBT's historic roundhouse and a ride on the Rockhill Trolley Museum. Participants were amazed at the old machinery and the overhead belts that drove them. On the left is a horizontal boring mill.



PHOTO COURTESY OF TERESA RENNER

AFTER THE EBT'S TRAIN, PASSENGERS PREPARE TO DEPART FOR ANOTHER EVENT. They leave the trolley museum's boarding area for Blacklog Narrows on August 14, 2021.



PHOTO COURTESY OF TERESA RENNER

EBT'S AMAZING MACHINE SHOP. *The August 14th tour gave visitors a blast from the past of the vintage tools needed and used at East Broad Top.*



PHOTOS COURTESY OF ALEX MAYES & TERESA RENNER

APPARATUS AT THE EBT MACHINE SHOP. *Close-up view of one of wooden pulleys, a horizontal drive shaft and a leather belt , many of which drive vintage tools in the machine shop. Note the wide leather belts attached to the machines which are powered from the overhead pulley shafts.*



PHOTO COURTESY OF ALEX MAYES

TOUR OF THE ROUNDHOUSE WAS THE FINAL EVENT AFTER THE PASSENGER TRAIN RIDES - This is engine No. 16, just officially named "Nick" in honor of Nick Kovalchick, in the roundhouse.



PHOTO COURTESY OF ALEX MAYES

THE NEW EBT FOUNDATION, INC. PLANS TO REOPEN THE LINE TO COLGATE GROVE. There's much work ahead to rehabilitate the engines and recondition 3 miles of track, dormant for 9 years. The short bridge over Runk Road was struck by a boom crane on a roofer's truck. Inspections revealed this damaged steel beam must be replaced and other repairs are needed before the line can be reopened.



PHOTO COURTESY OF ALEX MAYES

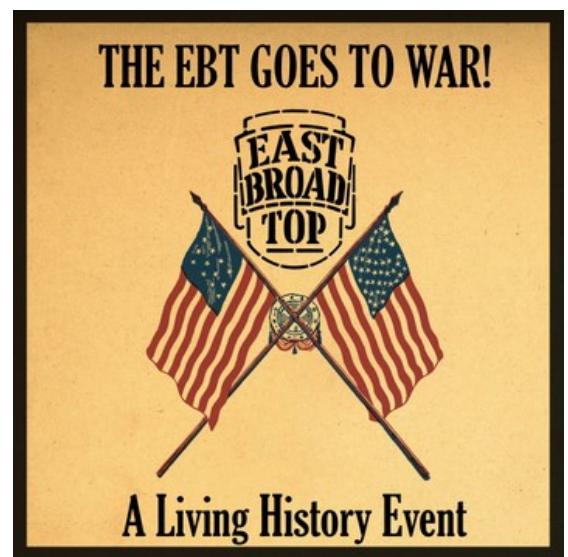
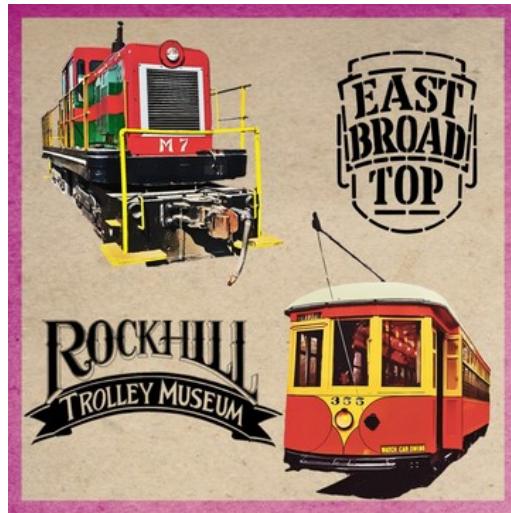
DAMAGED BRIDGE OVER RUNK ROAD. Close up view shows damage beam and other needed repairs.



Seasonal Events & Photo Opps at East Broad Top

By ALEX MAYES, Potomac Chapter NRHS

East Broad Top Railroad offers unique events throughout the seasons, in addition to their scheduled train operations. Below are a few of the events that offer spectacular photo opps, well worth the drive to EBT. See the latest list of events at <https://eastbroadtop.com/events/>



N&W No. 1218 and a Lovely Day on the Rails

By JOHN COWGILL, Washington DC Chapter NRHS

Hello everyone. This month of February includes the heart-filled celebration of Valentine's Day. I want to wish everyone a Happy Valentine's Day. I hope that you can spend this day, or weekend, with your Valentine. Today's article reflects love and the railroad.

The photo that begins this story was taken at the Virginia Museum of Transportation in Roanoke, Virginia. This is the story of a couple who volunteered together at the museum. The locomotive Number 1218 was owned by the Norfolk and Western Railway which merged with other railroads to form Norfolk Southern. This locomotive was the favorite locomotive of Ogle Winston Link (O. Winston Link), a famous photographer of steam locomotives. It was built in Roanoke and has its home there today.

If you are ever in Southwest Virginia, make your way to Roanoke and to the Virginia Museum of Transportation. Unfortunately, they cannot guarantee that you will find your Valentine there, but they can guarantee that you will see a great collection of cars, trains, planes, and ships.

The Lovely Story of Number 1218

A lady was sitting on her deck that was next to a railroad line. She was looking through a book of photos taken by Ogle Winston Link. She came to a page where there was a photo of the Norfolk and Western Railway Number 1218.

There was the toot of a whistle.

She looked up and saw the Number 1218 on the tracks next to her deck.

"Hey!" said the engineer. "Do you need a ride?"

She thought for a moment. "Sure!" She climbed aboard the 1218. The engineer tooted the whistle, and they were off.

They were rolling down the line passing over hills, rolling through towns, passing by stations, passing through tunnels, rolling over trestles, and tooting the horn the entire way.



PHOTO COURTESY OF VIRGINIA MUSEUM OF TRANSPORTATION, ROANOKE, VIRGINIA

They returned to the house. "I do not need to be home."

The engineer tooted the horn, and they went on again. They returned to the house.

"Can we do it again?" She asked. They did it again.

On this Valentine's Day, may you enjoy your train ride with that special someone.

Editor's note: Many thanks to John Cowgill for sharing his seasonal tale. Find more stories of rail journeys at <https://johncowgillstoriesoftherailroad.com/>

Museum of Transportation – Favorite Locomotives

By AL WEBER, President, National Railway Historical Society

Well, the theme of this month's *NRHS News* is your favorite engine. Most of you know that I volunteer at the Museum of Transportation in St Louis County, Missouri. Several of us have been taking photos of many of the items in the collection for the last few years. It started with the a rebuild of a streetcar (still a work in progress) Kansas City 1533 (<http://kc1533.org/>) but has evolved into much larger documentation project. Our motive power is at <http://kc1533.org/webpages/catalog/Motivepower.html>.The catalog provides simple documentation of railroad history, similar to Wikipedia just for our museum. The catalog always gets in new data and documentation. This may be something that can interest you, your chapter or organization. The museum gets requests. We do the photos and make them available for all to use. We also have links and photos of other museums. We are adding items all the time.

So, what is my favorite??? Southern 6100. I have the first photo of my wife in front of it when it first came to the museum.

Model FTA Demonstrator - Repainted in the original demonstrator colors for a celebration at EMD (McCook, Illinois, often described by mailing address LaGrange) for the 50th anniversary of the FT. EMD103 is "the diesel that did it" and that moniker has stuck. American Society of Mechanical Engineers (ASME) International Historic Engineering Landmark.

*Source: Museum of Transportation, St. Louis County, Missouri.
<http://kc1533.org/webpages/MotivePower/Diesel/EMD103.html>*



As for Steam I have worked on doing a 15 year inspection of Union Electric No. 1.

I drove this engine at MOT. It is a small engine, easy to run, that almost anyone could operate. Now the engine is complete, we have all the parts but as you can see it is need of a small amount of work.

*Source: Museum of Transportation, St. Louis County, Missouri.
<http://kc1533.org/webpages/MotivePower/Steam/1UE.html>*



The first engine that I started to work on at MOT in 1974 is Katy #311. It is a runnable engine and several volunteers are working on getting it painted and fixed up now. Several of the volunteers want to make it steam again.

*Source: Museum of Transportation, St. Louis County, Missouri.
<http://kc1533.org/webpages/MotivePower/Steam/311Katy.html>*

Berkshire & EMD E / F Units - Favorite Locomotives

By VALLI HOSKI, North Texas Chapter

What are my locomotive (or, engine, if you prefer) loves of heart you ask? A very easy decision made long before the movies or anniversaries made these ladies special.

Steam? The classic Berkshire, modest yet modern, quiet as a cat strolling the rails, polite not overbearing, cute and petite. The Pere Marquette 1225 was revered long before the film studios called. Her sisters share that Berkshire allure. Do not underestimate this fine lady and her 2-8-4 wheels. She has plenty of grace and power to get her to where she wants and needs to be. Be nice, and she'll be good to you, on the rails I mean.



THE NICKEL PLATE 765 IS ONE OF TWO REMAINING OPERATING BERKSHIRE STEAM LOCOMOTIVES - Operated by the Fort Wayne Railroad Historical Society in Indiana, 765 has pulled numerous excursions over decades of excursion service

Sources:

Image: Drew Jacksich from San Jose, CA, The Republic of California - 07 25 09 107x, CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=17931438>. Last accessed: February 17, 2021.

Caption: https://en.wikipedia.org/wiki/Berkshire_locomotive#/media/File:07_25_09_107x_-_Flickr_-_drewj1946.jpg

Diesel? EMD E and F units. No one else will do. The EMD E unit, streamlined, smooth, gleaming, enticing, gracefully slides along the rails. First favorite is the classic EMD E in C&N livery riding smooth over gleaming rails, headed north past mansions, forests, and privilege of Chicago's North Shore. Second favorite is the EMD F unit which became the workhorse of the family, strong, committed to moving. The F unit was the sweetheart of American freight rail traffic in the mid-20th century.

In the 1930s, the Baltimore & Ohio Railroad (B&O) became one of the first railroads in the country to adopt diesel-electric locomotives for its passenger trains. Built in 1937, the No. 51 was the first streamlined diesel-electric locomotive in the world. Custom painted for the B&O in blue and grey, this EA unit featured an innovative elevated cab with sloping "bulldog" nose.

After a five-year cosmetic restoration project that returned the locomotive to its original 1937 colors and livery, the No. 51 returned to public view in January 2021. By utilizing original archival engineering blueprints and historic tools, the No. 51 was taken down to its skeleton and completely restored through metalwork, carpentry, and reconstructed painting and detailing.

Above text source: B&O Railroad Museum
<http://www.borail.org//bo51.aspx>

Right photo source:
<https://m.facebook.com/BandORailroadMuseum/photos/a.414605450588/10158509627885589/?type=3&source=54>



When it comes to telling railroad stories, the B&O Museum is a well-known storyteller and preservation palace. Their 2021 restoration (cosmetic) of B&O No. 51 resulted in a glorious lady, well-attired, beckoning and breaking the heart of many a railfan.

B&O No. 51's gleaming face, smooth lines and moves along curvaceous tracks makes for one gorgeous locomotive. She is the princess of streamliners.

Right photo source:
<https://m.facebook.com/BandORailroadMuseum/photos/a.414605450588/10158509627885589/?type=3&source=54>



Florida East Coast #269 – Favorite Locomotive

By EDWARD RIDOLPH, At-Large member

My favorite locomotive? That's easy. It's Florida East Coast #269, a husky 0-8-0 switch engine that seemed to spend all its time around the Miami station when I was a kid back in the early '50s. Built by Alco in 1926, this grimy, clanking, noisy relic of the steam age would work for the FEC for more than 30 years, first in Miami before finally ending its career in early 1957 after a brief turn in Jacksonville's Bowden Yard.

My fascination with 269 came after numerous sightings in downtown Miami. Any trip downtown with my parents usually meant parking in the vicinity of the station, and crossing the tracks usually resulted in a good, up close look at the engine, which for some reason always seemed to be in the vicinity. In one of my last looks at 269, before the red and yellow diesel switchers took over its chores, the fireman, perched high in his throne and chomping a big cigar, gave me a grin and snapped a fancy salute before my mother pulled me away.

Fast forward to 1959. I was in Gainesville for early enrollment at the University of Florida and decided to check out the rumor that the FEC still had steam at Bowden, albeit out of service. Remember, in those prehistoric pre-internet days, rumor was frequently all we had to go on. So I hopped over to Jacksonville, paid less than a dollar for a round trip ticket to Bowden, the first stop down the line, and off I went. The train, an FEC local, stopped in the middle of the yard and let me off. Sure enough, a short line of four switchers sat on a siding in the weeds, and my old friend, #269, was leading the pack. I climbed into the cab, sat in the engineers seat, pulled on the throttle, jerked the bell cord, and for a short time at least I was back in Miami and 269 was breathing steam.

But the vision ended all too soon, because I had to catch the northbound local back to Jacksonville terminal. And yes, I was the only passenger boarding in the middle of Bowden yard, and the conductor, probably mistaking me for an employee, never bothered to ask me for my ticket.

Lehigh Valley Transit – 1951 Outing

By MITCH DAKELMAN, NRHS Director of Media Services



ONE OF THE LAST LVT OUTINGS, APRIL 15, 1951 – Above, the train is spotted for photos on the Sellers Siding with cars 702, 704 and 710 in the consist.

The Lehigh Valley Chapter sponsored, what would be, one of the last rail trips over the Lehigh Valley Transit, on April 15, 1951. The LVT operated on their own tracks between Allentown and Norristown, and also to Easton. At Norristown through LVT cars could continue over the Philadelphia & Western for the fast run to the 69th Street Station near Philadelphia.

If anyone has any further information on the April 15, 1951 trip, operated almost 70 years ago, we are always willing to listen.

Nashville Steam Preservation Society Project

By NASHVILLE STEAM PRESERVATION SOCIETY

In 2019, the Nashville Steam Preservation Society (<http://www.nashvillesteam.org/>) received an \$8,000 NRHS Heritage Grant. The funds were requested “*towards the rebuild of the Worthington SA Hot Water Pump (the Pump), a part of the feedwater system of Nashville, Chattanooga, & St. Louis steam locomotive No 576, a 4-8-4 J-3 class engine built by the American Locomotive Company in 1942. The restoration of the Pump is part of the restoration of the locomotive to operating condition.*”

In January 2021, Mr. Dan Pocek reported on the status of the work.

The hot water pump restoration is still underway and taken longer than anticipated, however it is on track to be finished by the end of February 2021. Here is what has been done to date.

- *disassembled, sandblasted, and inspected*
- *steam cylinder honed*
- *shuttle valve cylinder bored and honed*
- *new shuttle valve machined*
- *new piston rod machined*
- *2 new discharge and suction valve seats made new and installed. All 8 valve seats machined, ground in all suction and discharge valves were built up with weld and machined to new tolerance*
- *water cylinder liner renewed*
- *all joint ring seats have been machined and ground*
- *all studs have been replaced.*

Remaining work includes:

- *boring and honing new water cylinder liner*
- *machining water piston once liner is done*
- *machine and install all new rings throughout*
- *renew packing gland nut pawls*
- *all new gaskets*
- *reassemble and test*
- *paint, install insulation and jacket.*

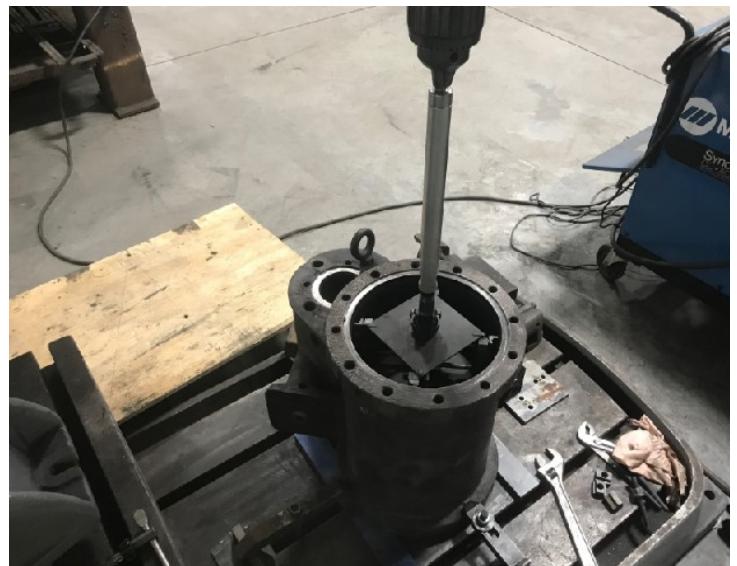
See some of the project work underway in the photos on the next page..

For more details about the restoration project, please contact

Don Pocek

Nashville Steam Preservation Society, Inc.
220 Willow Street • Nashville, TN • 37210
615-513-4972 • <http://www.nashvillesteam.org/>

Views of the work underway for the rebuild of the Worthington SA Hot Water Pump (the Pump). This is part of the feedwater system of Nashville, Chattanooga, & St. Louis steam locomotive No 576, a 4-8-4 J-3 class engine.



Leather Post Card – RPO Oddity

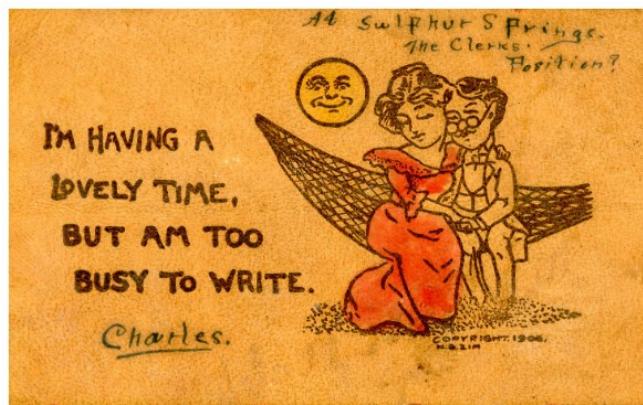
By DAN SIMMERING.

This post card is an oddity in any RPO collection. First, let us look at what is known about this post card. It was mailed on train #2 on 19 Feb 1907. The RPO postmark route indicates that it was carried between Chattanooga and Memphis, TN. It was mailed to Mrs. J. A. Webb in Tunnel Hill, GA. The card seems to have arrived the same day that it was mailed. (See the "received" cancellation on the address side of card.) From the image side of the card, we can see that "Charles" mailed the card. I am guessing he was on his way to Sulphur Springs, Arkansas to take a position of clerk at a health resort there.



Now the detective work begins. I found a 1950s era timetable on the internet for the Nashville, Chattanooga & St. Louis Railroad. It seems that even numbered trains traveled west and odd numbered train went east. However, that timetable said that train #2 ran from east to west between Nashville and Memphis, not through Chattanooga. Since the postcard was mailed in 1907, I had to assume that NC&SL passenger trains had been renumbered some time before 1950. There are other railroads that serve Chattanooga, but I chose NC&SL as their trains left Atlanta and went through Tunnel Hill, GA. I was thinking that Charles probably got on the train in Tunnel Hill after he visited Mrs. Webb.

With RPO mail, it must be noted that a person did not have to be on a particular train to receive a RPO postmark. Some RPO cars had slots on the side of the car where, if the train was parked, anyone at a depot could insert a piece of mail. Certain stations had RPO mail boxes in which people could deposit letters and cards. Each of these methods ensured fast mail delivery. As a result, there is the possibility, Charles met the train somewhere along the route, mailed his letter and did not ride the train at all.



What I have written up to this point is common RPO detective work and guesses. What makes this RPO post card so unique is that it is made from leather. Around 1900 exchanging post cards became extremely popular all over the world. Leather post cards were a sales tactic designed to add variety to the new hobby.

Leather post cards were first manufactured in 1903. The cards were made of deer hide with images burned on them. The craze was short-lived as the US Post Office banned the soft leather post cards in 1907 because they jammed postage-canceling machines. Usually, leather post cards had images that were from vacation locations or used to commemorate a special event or item. The stamp cancellation adds value to the card as it dates the age of the card. However, stamps did not adhere to deer leather very well and often fell off. Non-RPO leather post cards sell for about \$1 or more each depending on condition and subject matter. There are a surprising large number of leather post cards to be bought at specialty stores and on-line.

However, to have a leather card with a RPO cancellation is unusual. The sender of the card would have to plan ahead to take the card on board the train with them as they were not available on the train.

P.S. I do not think that Charles was sending this card to his wife! Mother, maybe, but not his wife.

Editor's note: Many thanks to Arlen Sheldrake, Pacific Northwest Chapter NRHS, for referring this article to the *NRHS News*.

Santa's Train Going in Circles

By PHIL BARNEY, Pacific Northwest Chapter NRHS

Many thanks to the Oregon Rail Heritage Center for sharing these fun photos of holiday trains from their monthly publication *Around the Engine House*, Nov and Dec issues. Also, thanks to Arlen Sheldrake for the submission.

Phil Barney constructed a very unique "Holiday Tree" for the 2020 Santa's Enginehouse held at the Oregon Rail Heritage Center. The "tree" provides support for O-gauge track with one loop running around the outside of the tree, and a return loop towards the inside of the tree. The tree was finished off with 17 lighted houses along the "right of way". It's almost a shame to hide the beautiful infrastructure.

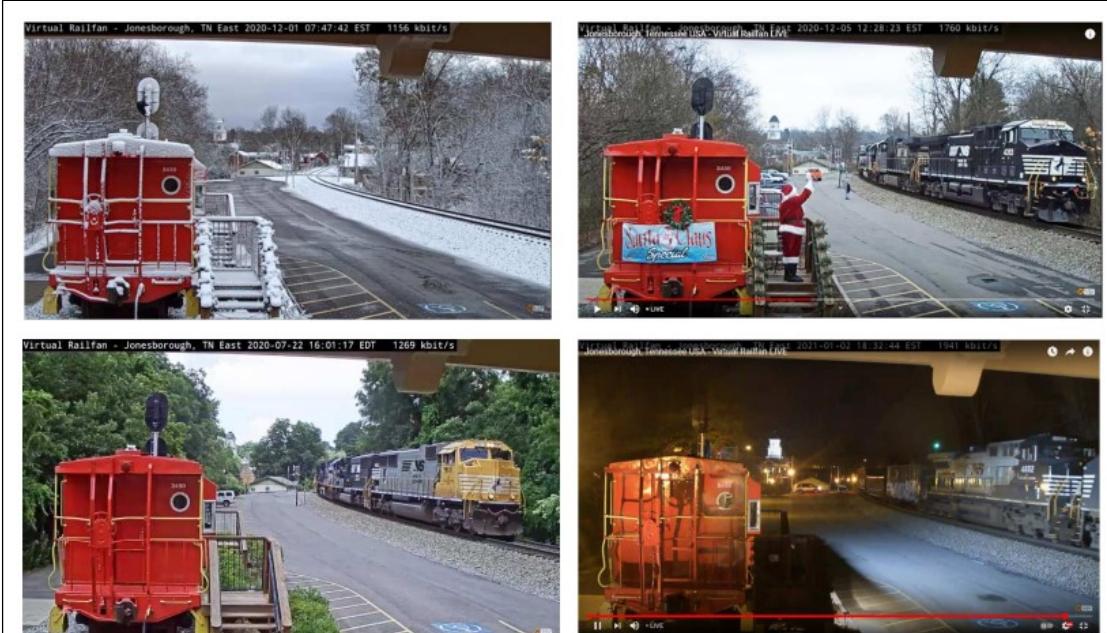


For the inspiration of this project, see the *O-Gauge Railroading Online Forum* at
<https://ogrforum.ogaugerr.com/topics>

Chuckey Depot Seasonal Collage

By FRED WASKIEWICZ, Watauga Valley Railroad History Society & Museum NRHS

The Watauga Valley Railroad Historical Society & Museum and its members for shared these seasonal scenes in their newsletter, the *Whistle Stop*, Jan. 2021 and February 2021 issues (volume 41, numbers 1 and 2). Members also received good news on the 2020 season for the Chuckey Railroad Depot Museum in Jonesborough. The museum had 5,584 visitors in 2020 and 2,063.70 volunteer hours logged. Thanks to all the Watauga Valley Volunteers at the Chuckey Depot who made this happen.



SNOW AND SANTA SEEN AT THE CHUCKEY DEPOT - The shots from the Chuckey Depot webcam offer different sights and moods along the Norfolk Southern Railroad (NS) line in Jonesborough. Clockwise from upper left: a grey, wintry, snowy day; yet more proof that Santa is a railfan; night action; and NS SD70ACC #1801, a DC to AC traction conversion locomotive.



HOW ABOUT A HOLLY, JOLLY TROLLEY? - WVRHS&M members seen here enjoying a ride on the Craggy Mountain Line Railroad.

Christmas on the Rails

By CARL A. PETERSON, Central New York Chapter, NRHS

Carl A. Peterson Short Biography by Ed Post

The late Carl A. Peterson was a former member of the Central New York Chapter, NRHS. This is one of many articles he wrote for "The Green Block" about interesting experiences he had during his career as locomotive fireman and engineer for the New York Central Railroad. Not only did Carl become the regular assigned engineer on the "Twentieth Century Limited," but during WW II, he also served as New York Central's "Chief Road Foreman of Engines." He retired August 20, 1957 after 46 continuous years' service on the New York Central.

My Christmas on the Rails

Before the advent of mass auto and air travel (plus highway truck traffic) it was next to impossible to ask and to get any 'time off' from railroad transportation service at certain times of the year. These occasions were New Year's, Easter, Memorial Day, 4th of July, Labor Day, Thanksgiving, and Christmas. Most long distance passenger trains ran in two, three and four sections, utilizing all available equipment and crews during these holidays. Train and engine crews had no paid vacations until 1943, when we finally gained a one week paid vacation. But this could not be taken in the above named periods, except in cases of extreme emergency such as sickness or death in a family.

In the winter of 1912, my second year as a fireman, and as Christmas time drew near I became quite home-sick. I wanted to be with my mom and dad and family in Hartford, Conn. For Christmas Day. About a week before that Day, I pleaded and begged to get time off, but to no avail. I was working out of West Albany at that time. Two days before Christmas, I was called to cover a fast-freight run from West Albany to Minoa. Fast-freights did not change firemen at Little Falls as did tonnage freight trains, so when I arrived at Minoa I asked the Caller to mark me off. He said "Nothing doing. So I said, "I will not be around when my rest period is up."

After cleaning up, I boarded a street (trolley) car at Minoa and on to Syracuse. Here I dead-headed (we all had a pass) to Albany. Then I went to my room and boarding house, cleaned and dressed up. Next I climbed aboard a Boston & Albany passenger train to Springfield, Mass. Here I changed to a New York-New Haven & Hartford train to Hartford. I arrived early Christmas Eve to the surprise and joy of my mom and dad.

After two wonderful days with my family I returned to Albany and contacted the freight engine-crew Caller at West Albany. He informed me that I could not mark up until I got an OK from the Mohawk Division Superintendent, David Fleming, known as the "Beezer" and a tough man to face. I headed down to Albany Union Station and was soon ushered into 'Old Man' Fleming's office where I received a not too pleasant bawling out. I was then only 19 years old and he tried to make me think that I almost tied up the railroad by being absent 3 days. He then said he was giving me a sentence of 10 days. I walked out of his office, climbed aboard a Boston & Albany passenger train and again went back to Hartford for a pleasant few days.

When I returned to Albany at the end of the 10 day period and contacted the engine Caller at West Albany I was again told that I had to report to the "Beezer." I headed down to Union Station for another bawling out. I was again ushered into Mr. Fleming's office and he bellowed out, "Where have you been?" I said, "Well, you gave me 10 days so I went back to Hartford to visit my folks." He then said, "I didn't give you ten days off, but gave you ten days suspended sentence to be entered on your record. I should discharge you, but we need all the firemen we can get, so get back up on the hill and mark up!"

I went out of his office still a little shook up and contacted the Caller. He immediately gave me a call to cover a westbound freight. The weather was extremely cold with about a foot of snow on the ground. The size of the freight trains had to be cut down to where the small hand-fired locomotives of those days

could handle a frozen-up train. They sure did need all the firemen they could get and hold onto with those chain operated fire-box-doors on hand-fired locomotives. We really earned our \$3.30 per 100 miles in those days.

As the years went on, I gained more and more seniority. I was able to work out some part of Christmas Eve or Day off, especially after 1926 when I began to have a family of my own. Christmas Eve was a beautiful sight, years ago, as trains flashed through towns and villages in the Mohawk Valley. Brightly lit Christmas trees and homes suddenly came into view and disappeared just as quickly as we rounded curves and came out of 'cuts' and woods. There was no vandalism in those days to spoil all the beautiful decorations and lights that most people liked to display. Exceptionally large displays could be seen over the Mohawk Division by General Electric at Schenectady, Mohawk Mills at Amsterdam, the Beechnut plants at Canajoharie (Palatine Bridge), and also Trinkhaus Manor, a beautiful sight between Whitesboro and Oriskany, and the Revere Brass at Rome. Then, through Washington Street in Syracuse where Warren and Salina Streets were crossed in a blaze of lights and decorations.

I hope we can go on remembering Christmas Eve and Christmas Day as a time of 'Peace and Good Will to All Mankind.'

Originally published in *The Green Block*, December 1976. Central New York Chapter, NRHS

Yakima Valley Trolleys - Possible Historic Landmark

By KEN JOHNSEN, Pacific Northwest Chapter NRHS

Washington State Architectural Historian Michael Houser thinks the Yakima Valley Trolleys' historic line to Selah should be designated a National Historic Landmark by the National Park Service, the highest level of recognition a historic site can achieve. Mr. Houser has reviewed literally thousands of listed and potentially eligible resources in America. The trolley railroad is already listed on the National Register of Historic Places. There are currently over 3,000 properties in Washington State listed on the National Register of Historic Places. However there are only two dozen properties statewide that rise to the level of National Historic Landmark status, meaning their importance transcends local importance.



In a letter of support for a Save America's Treasures grant, Mr. Houser wrote that the state Department of Archaeology & Historic Preservation "believes that the (YVT) operation as a whole is eligible for listing at the national level of significance, and that it is more than worthy of National Historic Landmark designation."

Yakima Valley Trolleys' president, Ken Johnsen said "Yakima's trolley railroad is unique as the last historically intact interurban railroad in the United States. It is nice to know that the state agrees with us. We look forward to working with the Department of Archaeology & Historic Preservation to attain National Historic Landmark status."

Of the 24 National Historic Landmarks in Washington State, seven are sailing vessels and four more are in Mt. Rainier National Park. There are only two in eastern Washington, a reactor at Hanford and the Marmes Rock Shelter. Nationally, there are only a few other railroads designated National Historic Landmarks.

Attaining National Historic Landmark status would help the trolley line find more sources of grants and funding which are needed to ensure the vintage trolley railroad's survival into the future. The railroad has been owned by the City of Yakima since 1985, and is preserved and operated by the nonprofit Yakima Valley Trolleys organization. For more details, please contact: Ken Johnsen, President, Yakima Valley Trolleys. (206) 817-4053. kjohnsen@yakimavalleytrolleys.org

PPC Car #26 Restoration Supported by NRHS Grant & Chapter Contributions

By MATTHEW W. NAWN, Philadelphia Chapter NRHS

Restoration of Public Service Coordinated Transport PCC Car 326 Nears Completion

The Baltimore Streetcar Museum is nearing completion of the restoration of former Public Service Coordinated Transport PCC Car #26 after more than seven years of work by museum volunteers and support contractors. The PCC cars which operated in the Newark (NJ) City Subway from 1953 to 2001 were celebrated by railway enthusiasts, especially in their final years, and over the past decade most of the surviving vehicles of this small fleet have been transferred to museums or have been overhauled for further transit use in San Francisco and San Diego.

Baltimore Streetcar Museum acquired car #26 in 2014 after more than a decade of storage in New Jersey. The completion of this project and availability of the restored car for public operation is very important to the museum for several reasons, despite the fact that the car is not from Baltimore itself. The bulk of the rail vehicles in the museum collection are over 80 years old, with many examples well over 100 years old. Since 2009 with the introduction of restored former Philadelphia PCC Car #2168, the burden of constant operation of century-old, fragile, early vintage vehicles has somewhat been reduced, helping ensure these vehicles can be sustained for long-term conservation.

The only surviving original Baltimore PCC Car in the collection, BTC #7407, needs long term conservation. The future availability of car #26, together with car #2168, will provide the museum with two rugged vehicles in excellent condition to carry the bulk of the museum's regular visitor and chartered event traffic, and reduce the burden on both the older equipment in the collection and the volunteers who labor to maintain these vehicles. Furthermore, the visiting public has been overwhelmingly pleased with the regular operation of a PCC car at the museum, resulting in an increase in visitors, membership, as well as contributions both physical and financial. It is believed that the regular operation of car #26 will enable even further gains in these areas.

The restoration of car #26 began in 2014. The vehicle, while well-maintained during its operating life in New Jersey, was in need of considerable repair after long storage in the elements and furthermore, the wheels needed to be modified for use on Baltimore's unique, wide, track gauge and modifications to the car's complicated braking system were necessary for proper operation with the trucks selected for use at Baltimore. A number of additional, time consuming, repairs to the car's propulsion and braking system, largely due to deterioration, were required as well. This work, as well as some preventative work to the car's interior, involved a volunteer commitment of approximately 500 hours. On November 3, 2018, car #26 made its first successful test run for a group of museum guests attending a special event.

With the car once again able to operate under its own power, attention turned to restoration of the car body and interior. The car body, while structurally sound, was deteriorated to a point where it was more practical to hire outside entities to construct new doors, perform the car body repairs, repaint the car, and reupholster the interior seating. A professional carpenter was hired to make new doors from marine grade plywood in the original pattern, and install these prior to shipment of the car to the car body restoration contractor. Museum volunteers developed the contract documents including the scope of work, supplemental information, and cost estimate, and then managed the contract solicitation and execution, including coordinating a team of volunteer inspectors to monitor progress and answer questions as the restoration work proceeded. Rail Mechanical Services, Inc. (RMS) of Columbia, PA was the selected contractor and car #26 was shipped from Baltimore, MD to Columbia, PA in February 2019.

Work commenced rapidly upon arrival at RMS' facility. The first endeavor was to remove an estimated eight layers of paint dating from the car's operation in Newark (1954-2001), with the original Twin City Rapid Transit colors from 1949 as the bottom layer. This accumulation of paint layers made it necessary

for RMS to bring in a subcontractor to remove all of the old paint via water-jet blasting. Removal of these multiple layers of paint revealed significantly more corrosion than originally anticipated. Steel repairs proceeded over the course of the next year and included repairs to the lower car body columns at the floor line; extensive and complex repairs to the roof to car body seam and roof end areas, which have a complex curvature; general roof repairs; repairs to the roof support structure, extensive repairs to the lower left rear car body corner; repairs at the floor line; complete removal and remounting the lower "rub rail"; and repairs to the stepwells. The interior was completely stripped as well, revealing the need for miscellaneous repairs as well as complete replacement of the rubber flooring. The existing auxiliary heater elements were found to be deteriorated, and new elements were provided by the museum and installed by the contractor, with final rewiring to be completed by museum volunteers after the car's return to Baltimore. Each seat frame was completely restored, with many frames receiving extensive structural repairs. Individual seat cushions and seat backs were reupholstered with material matching the type and pattern used prior to 1985, and this part of the project was partially funded with a 2020 NRHS Heritage Grant. The interior walls have been repainted in a dark green gloss, carefully selected to match the interior color found inside the car from 1953 to 1985. Along with the contracted work, museum volunteers have committed many hours of work to ensure hardware elements are restored for inclusion in the completed work. This includes restoration of the crank-operated passenger windows; restoration of the motorized farebox and manual fare register; restoration of both manual destination sign mechanisms; restoration of an original set of windshields; restoration of the passenger "Take One" boxes; restoration and reproduction of the interior "Watch Your Step" plates; and restoration of the car's taillights and marker lights.

The completed appearance of the restored vehicle will represent the era from 1959 to 1964, with the exterior painted in the gray, white, and blue colors of Public Service Coordinated Transport with white fleet numerals. This era was selected for several reasons, including a desire to represent the car in a slightly different appearance than sister preserved cars #6 (Rockhill Trolley Museum) and former #14 (now San Francisco Municipal Railway #1070), which represent the era 1953-1959. Additionally, in its restored appearance, car #26 will represent how it looked in 1963, which coincides with the year when streetcars last operated in non-museum service in Baltimore. High-quality exterior paint colors have been matched to older samples and final paint work has commenced. The work at RMS is scheduled to be completed by spring 2021 and upon completion of the repainting, the car will be shipped back to Baltimore. Upon return of the car to BSM, some additional work needs to be performed by museum volunteers on the running gear to ensure reliable operation. Finishing details such as installation of the decals, restored farebox, and fare register will follow and final pre-service testing is the final step. The museum is planning a completion ceremony and official debut in public operation in late summer 2021.

Upon completion, the restored vehicle will represent a total investment of more than \$75,000. Grant funding has been solicited and obtained from multiple sources to date, as well as generous contributions by the Baltimore Chapter and Potomac Chapter, NRHS, and especially museum members and donors nationwide. Additionally, the project has been endorsed by the Baltimore, Bergen-Rockland, West Jersey, and Wilmington Chapters, NRHS.

Much of the success with broad outreach has largely been due to the social media skills of one of the museum's younger members, who has compiled several video updates, which can be viewed at https://www.youtube.com/playlist?list=PL0epsRrJWa_eB8juuVUJkqQdg7JZ0RDvS. A narrated overview of the project is available at <https://www.youtube.com/watch?v=LBQQk9OTCcl>.

Additional information regarding the Baltimore Streetcar Museum may be found at <https://www.baltimorestreetcarmuseum.org>. Contributions to the Restoration of car #26 may be made via the information found at <https://www.baltimorestreetcarmuseum.org/donate>. The Baltimore Streetcar Museum looks forward to the completion of this restoration project.



PHOTO COURTESY OF MATTHEW NAWN

CAR 26 1960s APPEARANCE.



PHOTO COURTESY OF WILLIAM MONAGHAN

CAR 26 FIRST SUCCESSFUL TEST, NOVEMBER 3, 2018.



PHOTO COURTESY OF HARRY DONAHUE

CAR 26 MEDIA BLASTING NEARING COMPLETION



PHOTO COURTESY OF MATTHEW NAWN

CAR 26 EXTERIOR PRIMER AND OFF-WHITE PAINT, NOVEMBER 2020.



PHOTO COURTESY OF MATTHEW NAWN

CAR 26 INTERIOR PROGRESS, NOVEMBER 2020.



PHOTOS COURTESY OF MATTHEW NAWN

CAR 26 SAMPLE REUPHOLSTRED SEAT.

MICHAEL LAWSON AND RESTORED FAREBOX.

President's Column – Spring is Coming, Soon

By AL WEBER, President, National Railway Historical Society

Spring is coming. Here in St. Louis, it's -2F or (-19C) as I write this on a Tuesday in mid-February. By next weekend it is predicted to be in the mid 30sF (around 0 C). Then a few days later, it returns to above freezing! The *USA Today* newspaper reported that 73% of the 'lower forty-eight' of the United States has snow cover.

We are working on finalizing the NRHS convention in Milwaukee finalized. As with most events today, the planning is dependent on the Covid situation. Having said that, the convention planning looks good, and I think we will have a very good convention in the late summer.

The RailCamp committee is working hard on getting all of the many details in line so camps can run on the East and West coasts in 2021. Application deadline is April 1, so please encourage your railfan youngsters to apply.

The NRHS is still getting new donations of important railroad history. We just received some

original Lima locomotive photos. Please do not let these historical items be pitched in the trash. Write a plan to get your original slides and photos to either the NRHS or a proper historical society for preservation.

We are adding new photos to the NRHS.com web site all the time from our vast collection of photos. I think it is time that we as a group get a plan to put the photos out on the web. This brings up many questions and many ideas on what, where, how. Does the NRHS have the rights to the photo? Should the NRHS put them in the public domain for historical purpose? If you have ideas, please contact your district director.

I also want to personally thank ALL the volunteers that keep your NRHS running. Many put in many hours month after month. Write a short or longer piece of news, please. Your President and members thank you. Stay safe and hope for Spring.. Al Weber <aweber@nrhs.com>

Editor's Notes – Your Spring Challenge!

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

Welcome to our 'mulligatawny' issue – a bit of our favorite engines (be they steam or diesel), a bit of oddities with a dash of hearty and holiday memories.

Thanks to all who contributed articles, photos and a bit of humor to this issue's focus on 'your favorite locomotives' (or 'engines', as Al says.) There's even a 'heart-warming' railroad story tucked in for the Valentine's season. Let's not forget rail preservation - the real reason for all seasons of *NRHS News* issues. Here's your next challenge for the upcoming spring issues – what rail attractions would you recommend in your area to a visiting friend / railfan? Where would you suggest within 90-100 miles of your residence? Or, an overnight trip to rail museum or operating tourist railroad in your area?

Please send your recommendations and suggestions by March 20 for the April issue. Thanks in advance for your tips and hints on the best rail outings in your area.

Speaking of submissions, here are three tips on how to plan an article or photographs for the *NRHS News*.

How long or short is your article? Long articles may take a bit longer to get into an issue, depending on space. Shorter articles, announcements, etc. fit more easily into an issue. Article series are welcome, but please contact me before submitting.

Must your photos be color? Or can black-and-white be used? The *News* has 6 color issues and 3 black-and-white issues each year. Color is often preferred, but black-and-white issues need photos to be lively too.

What's the issue schedule? The color issues come out in even-numbered months and are posted online. The black-and-white issues are mailed to members, usually in the spring, summer and fall.

Wishing you a good spring filled with revival of railroading events and travel. Be healthy, be wise. Cheers, Val.

The *NRHS News* is published nine times a year by the National Railway Historical Society. Valli Hoski, North Texas Chapter NRHS, Editor. Alex Mayes, Potomac Chapter NRHS, content and editorial assistant. Send items to: *NRHS News*, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372. E-mail: <NEWS@NRHS.COM>. Phone 717-398-0430. The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. All membership information changes should be sent to Hugh Harris <hughrharris@aol.com>.