

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

FEBRUARY 2022

Amtrak's AEM-70 *Metroliner* Workhorses

By ALEX MAYES, Potomac Chapter NRHS



PHOTO COURTESY OF ALEX MAYES

OH, IT'S COLD OUTSIDE! – An Amtrak *Metroliner* kicks up swirls of snow as it heads south at 100+ MPH on the Northeast Corridor near Odenton, MD on January 14, 1984.

Amtrak AEM-7 No. 910 was the power for this Amtrak *Metroliner* train, which was one of 54 such electric engines that Amtrak began purchasing in the late seventies. Amtrak ordered the AEM-7s after the failure of the General Electric E60s.

The first AEM-7s entered service in 1980 and were an immediate success, ending a decade of uncertainty on the Northeast Corridor. The AEM-7s were built between 1978 and 1988 by EMD and ASEA, which also built AEM-7s for MARC and SEPTA commuter agencies.

After 30 years of service and undergoing major overhauls, Amtrak made plans to replace the AEM-7s and the unreliable Bombardier/Alstom HHP-8s. Amtrak ordered 70 Siemens ACS-64 electrics. In February 2014, they began entering service.

On June 18, 2016, the last two active AEM-7s, Amtrak Nos. 942 and 946, made their final run. The special farewell excursion ran between Washington, D.C. and Philadelphia.

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Upcoming Conferences and Conventions

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

February 2022	Online issue	January 15, 2022
March 2022	Print, mailed	February 5, 2022
April 2022	Online issue	March 10, 2022
May 2022	Print, mailed	April 5, 2022

2022 Heritage Grants Application Now Available

The **2022 NRHS Heritage Grant application** is posted on the NRHS Website at <https://nrhs.com/programs/heritage-grants/>.

The deadline for the completed application is **February 28, 2022 at 5PM EST.**

2022 NRHS Election Under the Revised NRHS Bylaws

By ROBERT ERNST, Chair, 2022 NRHS Electoral Committee

The National Railway Historical Society, Incorporated (NRHS) is conducting its national elections in 2022 under the procedures outlined in the NRHS Bylaws as revised and adopted September 26, 2020. Per the revised Bylaws of the NRHS, the NRHS Board of Directors consists of 11 members. Two (2) members hold the office of NRHS President and NRHS Vice President; nine (9) members are Directors. The upcoming 2022 election is the first election being conducted under the revised NRHS Bylaws.

Nominations for candidates are open through March 31, 2022. In this election, the President has a four-year term, and each Board member will be elected to a two-year term. We have provided you the details about the election process on the NRHS Admin web site at <https://admin.nrhs.com/>.

The qualifications for candidates are contained in the NRHS By-laws, also found on the NRHS Admin web site at

([https://admin.nrhs.com/public/general/NRHS Bylaws Final Draft rje 20201024%20cv%204837-0282-1627%20v.1.pdf](https://admin.nrhs.com/public/general/NRHS%20Bylaws%20Final%20Draft%20rje%2020201024%20cv%204837-0282-1627%20v.1.pdf)).

All NRHS members, in good standing as of April 11, 2022, will elect the President and nine (9) Directors. Directors represent the entire NRHS membership. Members must be 12 years of age as of June 13, 2022, to be eligible to vote in this election.

Why should you run for office? Simply stated: to better guide the future direction and programs of your society.

The Electoral Committee is now soliciting members who wish to run for these offices. Any NRHS members who meet the qualifications and wish to run should contact the committee so that they may be placed on the ballot. If you have any questions regarding qualifications for office, please contact John Fiorilla at gc@nrhs.com.

Please note that all nominations for any NRHS office must be received no later than March 31, 2022. Send your completed nomination forms to: NRHS 2022 Elections, c/o Bob Ernst, 5246 S. Newland Ave. Chicago, IL 60638-1125 or as an email attachment to gc@nrhs.com.

The electoral committee for the 2022 election consists of Bob Ernst, Patti Webb and Joe Maloney Jr., with legal support from John K. Fiorilla, NRHS General Counsel. The committee is responsible for the entire election process which includes the approval of qualifications of candidates, and oversight of the election process to assure that schedules and procedures adhere to the NRHS Bylaws and laws of the State of Maryland. Bob Ernst – Chair, 2022 NRHS Electoral Committee

NRHS Grant Applications Due February 28, 2022

By CHARLES WEBB, Chair, NRHS Heritage Grants Committee

Hello and Happy New Year! Please be advised that the 2022 NRHS Heritage Grant application has been posted on the NRHS Website.

The deadline for completion is February 28, 2022 at 5PM EST. Please spread the word! Thank you. Charlie Webb

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".

- Railroadiana
- Model Railroad Items
- Books, Videos
- Snack Bar
- Train Layouts
- Test Track

HARRIS TOWER WILL BE OPEN THIS DAY. SEE BACK FOR DETAILS

SPONSORED BY THE HARRISBURG CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, INC. (a non-profit educational organization)

Donation at the Door: \$5.00 Children under 12: FREE

Vendor Information: _____ Date _____

Name _____ Types of items sold _____

Address _____

City _____ State _____ Zip _____

Phone (D) _____ (N) _____ e-mail _____

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

_____ (#) Additional admissions = \$ _____

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

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.

Western Union Tool Car – NRHS Heritage Grants Project

By LARRY DYER, Atlanta Chapter NRHS

Editor's note: The article below formerly appeared in the November/December 2021 issue of the Atlanta Chapter's *Hot Box* newsletter. Many thanks to the Atlanta Chapter and Larry Dyer for sharing the article and photos with the *NRHS News*.

Railroads and Western Union

Samuel F. B. Morse was born in 1791. By 1832 he was a recognized portrait artist. His life, and the history of the railroad industry, changed during a transatlantic sea voyage that year. He became fascinated by experiments in electromagnetism by passengers on the ship. During the next few years, he developed the idea of an electric telegraph. He continued to work on making it practical as a means of communication. The biggest difficulty was that he could only send a message a few hundred feet, and Morse envisioned the telegraph as a means of communicating over great distances. Morse invented a repeater apparatus that turned out to be the key to solving the problem of sending a message over any distance. He also developed the code which bears his name to this day.

Finally, in 1844, he transmitted the first telegraphic message-- "What hath God wrought!" (Num. 23:23)—from the Capitol building in Washington to the B&O Mt. Clair Station in Baltimore. Samuel Morse did not have a financial interest in the telegraph companies that made use of his invention. Nevertheless, he was able to live comfortably for the rest of his life, although his claims for patents on his inventions were vigorously contested. He died in 1872, at the age of 80.

Independent telegraph companies soon began to spread across the country. In 1856 two companies merged to form the Western Union Telegraph Company. In 1861, Western Union built the first transcontinental telegraph line. Its biggest competitor was the Atlantic & Pacific Telegraph Company. In 1881 Jay Gould arranged a merger of the two companies, giving Western Union a virtual monopoly of the telegraph business.

Before the invention of the telegraph, trains were controlled strictly by the timetable. Thus, each meeting place between trains coming in opposite directions on a single-track line were designated in advance. Obviously, this had serious shortcomings whenever any train got off-schedule, or when an extra train or extra section was on the line. In 1851, station agents on the Erie Railroad first used the telegraph to transmit train orders. This was a major contribution to the safety and efficiency of train operations.

For many years, the telegraph was the most predominant means of controlling railroad traffic. A station agent had to be adept at sending and receiving messages by Morse Code. When a station agent received a train order over the telegraph, he would write it down on a train order form. The form would make two carbon copies. The agent would keep one, and hand one up to the engine crew and another to the conductor. If the train were moving, the agent would use a train order hoop, a Y-shaped device used to hand train orders up to crew members on a moving train.

The railroads and Western Union came to rely on each other during this time. The railroads needed the telegraph service that Western Union provided. To keep this service running, the railroads allowed the camp car outfits free access to their lines. Back before more recent communication technologies were developed, the railroads would have lost their primary means of communication if Western Union could not properly maintain its equipment. Western Union tool cars were an essential part of these camp car outfits.

The Southeast Railway Museum is proud to have Western Union Tool Car #3558 on display as part of its historical collection.

WESTERN UNION TELEGRAPH COMPANY TOOL CAR #3558

Atlanta Chapter Editor's note: Western Union Tool Car #3558 has recently been restored and is now on display in Building 1 of the Southeast Railway Museum. We thank all the volunteers who put in the hard work to restore this car so that it can now be displayed.

Here are some notes about the history and purpose of this car, based on information furnished by Lloyd Neal:

The Western Union Telegraph Company constructed Tool Car #3558 in 1929. The car was used to repair telegraph poles and wires across the nation. Western Union Tool Car #3558 is the last former Western Union car still painted in Western Union colors.

The Western Union Tool Car #3558 was one of three to five cars that formed a "camp car outfit" used by the line gangs. A crew of 16 linemen, two cooks and a supervisor were originally assigned to the outfits. By the time the last outfit was retired in 1963, crews had shrunk to six linemen, two cooks and a supervisor. In later years it was used individually for storage of company materials.

Western Union donated Tool Car #3558 to the Museum in 1966. Funding for this restoration was provided in part by the *National Railway Historical Society's* Historical Heritage Grants in 2016 and 2017.



**PHOTOS COURTESY OF LARRY DYER & ATLANTA CHAPTER
WESTERN UNION TOOL CAR #3558 – Gleaming car provides a welcoming view for visitors.**



WESTERN UNION TOOL CAR #3558 END VIEW – Stove, storage chest and more are seen in this December 2, 2021 end view of the car.

The tool car carried tools, supplies, coal stove, coal box, electric generator, ice box refrigerator, and pantry for the outfit. Tool cars typically accompanied a pair of retired passenger cars, which were used as living quarters. A material car with supplies and a tank car for drinking water was added as needed.



WESTERN UNION TOOL CAR #3558 VIEW OF PROVISION SPACE – Ice box, pantry and supplies are visible.

Western Union typically assigned a married couple cooking team to improve the food quality for the crews starting in 1918. The homestyle cooking performed by the ladies was well-received by the crews.



WESTERN UNION TOOL CAR #3558 WORKBENCH END – Workspace seen in this view of the car.

About 120 camp car outfits were in operation at the peak in the early 1920's. The number of outfits decreased afterward. The camp cars were parked on a railroad siding for repair work in the surrounding area. The cars were moved to each new work location by freight train. The camp cars were fitted with diaphragms to shelter crews traveling between the cars. The Western Union Tool Car only had one diaphragm since the car was typically found at one end of the outfit.



REFLECTIONS OF WESTERN UNION TOOL CAR #3558.

Nevada Northern's 81st Anniversary (part 2)

By ALEX MAYES, Potomac Chapter NRHS

This is the part 2 of the article. Part 1 appeared in the NRHS News December 2022 issue.

Introduction

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.

Day 2, Saturday, October 9, 2021

This is part two of a three-part series covering of the celebration of the 81st anniversary of *Trains Magazine* and the restoration back to service of Nevada Northern Railway's 2-8-0 No. 81. This event was named "81 for 81". *Trains Magazine*, in conjunction with the Nevada Northern Railway, ran a three-day charter on the Nevada Northern October 8-10, 2021 for the celebration.

On Saturday morning two steam-powered trains went on the Hi Line to about two miles north of Ely. Engine No. 81 pulled RPO No. 20 and coach No. 5 only for photos. No. 93 pulled coaches "Ruth" and "Ely", an open-air flatcar with seating and Nevada Northern caboose No. 6. This train transported photographers to the runby locations. Many photo runbys were held at outstanding locations which were selected by Kevin Gilliam of *Trains Magazine* and Mark Bassett, Executive Director of the Nevada Northern. The skies were mostly clear; cold temperatures produced large plumes of steam for outstanding photo ops.

After lunch on Saturday two trains went south on the Keystone Line about four miles. The first train out was comprised of coaches "Ruth" and "Ely" and was pulled by EMD SD9 No. 204, which was originally Southern Pacific No. 4426. This two-car train transported photographers to the runby spots, which also were selected by Kevin Gilliam and Mark Bassett. Trailing behind this train was a "photo freight" comprised of two vintage ore cars, four wooden boxcars and caboose No. 3. This train was powered by 2-8-0s No. 81 and 93.

Later that evening a banquet was held for participants in Nevada Northern's huge former freight house at East Ely. After dinner there two presentations. The first one was about how much work is involved to keep a railroad running, presented by Peter Schierloh, a professional structural engineer, specializing in bridges. Peter works for a contractor which inspects and evaluates railroad bridges to determine their structural condition. To find out what goes on to maintain and operate a railroad Peter participated in Nevada Northern's "Railroad Reality Week", which is a week-long event for dedicated railfans who want to roll up their sleeves and immerse themselves in all aspects of railroad operations. This includes maintaining locomotives and cars, operating trains, performing track work and other such tasks. Several photos taken during this week were shown by Peter. In the second presentation, Mark Bassett showed a most interesting program about the history of locomotives No. 81 and 93 and their restoration back to active service. This was the conclusion of a great day.



PHOTO COURTESY OF TERESA RENNER
PHOTOGRAPHERS ON SATURDAY'S FIRST TRAIN – The first train out Saturday morning, 2-8-0 No. 93 with coaches "Ruth" and "Ely", a flatbed open air car with seating, and caboose No. 6. This train transported photographers to the photo locations.



PHOTO COURTESY OF TERESA RENNER
EAST ELY FIRST RUNBY– The first runby of the morning was at a pair of wigwags, at a crossing in the East Ely yard about 100 yard north of the depot. No. 93 discharged huge amounts of steam in the 30-degree temps before performing the runby.



PHOTO COURTESY OF ALEX MAYES

YOU ARE MY SUNSHINE– After waiting a few minutes at the wigwags, the sun finally came out and we got well-lit shots of No. 81 with its RPO No. 20 and a coach.



PHOTO COURTESY OF ALEX MAYES

THE WIG-WAGS ACTUALLY WORK! – I asked Mark Bassett about the story behind these wigwags and he said an employee found them in a pile of metal behind the engine house, so they are native to the Nevada Northern. After some discussion they decided to refurbish them and restore them to working order.



PHOTO COURTESY OF TERESA RENNER
SECOND RUNBY– Saturday morning running at Mosier Cut.



PHOTO COURTESY OF TERESA RENNER
LOOKING BACK– No. 93 backing up for the runby after discharging photographers at Mosier Cut.



PHOTO COURTESY OF ALEX MAYES

NICE LINEUP AT MOSIER CUT – No. 81 and its two-car consist put on an impressive sight during the runby at Mosier Cut.



PHOTO COURTESY OF ALEX MAYES

SAGE ADVICE – Going away shot of No. 93 at the next runby in a sea of sage brush. This location was selected by Mark Bassett.



PHOTO COURTESY OF TERESA RENNER
CONSISTENT CONSIST – No. 81 and its two-car consist in the sea of sage brush.



PHOTO COURTESY OF ALEX MAYES
AN INTERESTING SIGHT SEEN – On Saturday after lunch, we were heading south on the Keystone Line. We passed this rather odd-looking facility on the outskirts of Ely. I asked our car host what it was and he said it was a brothel. At first, I thought he was kidding. Then I remembered that prostitution is legal in Nevada.



PHOTO COURTESY OF ALEX MAYES

***DOUBLE-HEADED STEAM** – The first photo location on Saturday afternoon was at tunnel No.1. Our train stopped just short of the north (east) end of the tunnel where we were discharged for photos of the double-headed steam train that was approaching. I clicked off a couple shots of the SD9 shoving the two coaches into the tunnel.*



PHOTO COURTESY OF TERESA RENNER

***VINTAGE CARS** – The main attraction on Saturday afternoon was the "photo freight" of vintage cars being pulled by engines Nos. 81 and 93, seen here approaching Tunnel 1.*



PHOTO COURTESY OF ALEX MAYES
TUNNEL 1 – Engines Nos. 81 and 93 preparing to enter Tunnel 1.



PHOTO COURTESY OF TERESA RENNER
SOUTH PORTAL – Several runbys of the double-header were held at the south (west) portal of Tunnel No. 1.



PHOTO COURTESY OF ALEX MAYES
GLEASON CREEK – The next runby was held at Gleason Creek, about two miles north of Ruth.



PHOTO COURTESY OF TERESA RENNER
GLEASON CREEK REVISTED - Another view of the runby at Gleason Creek.



PHOTO COURTESY OF ALEX MAYES
TRAIN AND AUTOMOBILE AT EAST ELY - The final runby on Saturday was at the pair of wigwags at a crossing in the East Ely yard. Nevada Northern's immaculately restored 1956 Pontiac station wagon, equipped with hi-rail wheels, was positioned here for the runby.



PHOTO COURTESY OF ALEX MAYES
NEVADA NORTHERN HI-RAIL NO. 18 - A close-up view of the 1956 Pontiac station wagon. From *Trains Newswire*: The recently restored Pontiac is nearly identical to one the railroad purchased from Fairmont Railway Motors, a Minnesota company that specialized in building maintenance-of-way speeders and motor cars, back in 1956. While many Hi-Rail vehicles were built from trucks, Nevada Northern Hi-Rail No. 18 was built from a four-door station wagon.



PHOTO COURTESY OF ALEX MAYES
SATURDAY BUFFET - Hungry railfans help themselves at the buffet table at the beginning of the banquet on Saturday night in the freight house.



PHOTO COURTESY OF ALEX MAYES
FELLOWSHIP - Participants enjoying great food and socializing during Saturday night's banquet in the freight house.

Chicago, Rock Island & Pacific Railroad “Aerotrains” #3

By AMANDA MURPHY RYMAN, Grant Writer, The National Museum of Transportation

Introduction

After nearly a year and a half of work, the National Museum of Transportation (TNMOT) has completed extensive exterior repairs on the *Chicago, Rock Island, & Pacific Railroad “Aerotrains” #3*. Due to this artifact’s size and popularity with visitors, it is displayed outside and over time it deteriorated from exposure to the elements. A dedicated team of volunteers removed rust and flaking paint, repaired broken windows and other minor damage to the exterior, and primed and re-painted the engine and passenger cars using historically appropriate and long-lasting paint. The result is a beautifully conserved artifact that will remain on display to visitors for years to come.

Popular Artifact

The Aerotrains is one of TNMOT’s most popular artifacts. This sleek mid-century modern train was designed in 1955 by the General Motors Electro-Motive Division as a passenger train that would be inexpensive to both build and operate. Unfortunately, testing revealed design flaws and the project did not progress from the concept stage. The Aerotrains #3, a demonstrator set, was purchased by the Rock Island Railroad where it provided passenger service in the Chicago suburbs for approximately ten years. The railroad donated the engine and passenger cars to the Museum in 1966 where it has been on display ever since.

Work and Restoration

Work began on this project in April 2020 and was completed on October 21, 2021. The Museum’s restoration volunteers performed almost all the work, spending approximately 3,000 hours scraping, priming and repainting the artifact and completing several other necessary repairs. While the Museum initially planned to only restore the engine, the scope of work grew to include both passenger cars as well.

TNMOT (www.tnmot.org) is grateful to the *National Railway Historical Society*, the Bluewater Michigan Chapter NRHS, and the Tom E. Dailey Foundation for funding this project. The Museum is also grateful for our volunteer team who made this restoration possible.



PHOTOS COURTESY OF THE NATIONAL MUSEUM OF TRANSPORTATION
‘BEFORE’ CONDITION OF EQUIPMENT – This is the original condition of the Aerotrains #3 demonstrator set before the work started. The work was funded by the NRHS grant.



MORE 'BEFORE' CONDITION – Body work and rust mitigation were needed. The display sign was aged.



'AFTER' CONDITION OF EQUIPMENT – Aerotrain #3 locomotive appears refreshed, rusty trim fixed.



MORE 'AFTER' CONDITION VIEWS – #3 Aerotrain locomotive and passenger coach look better after project.



SIGN UPGRADED WITH ACCESSIBLE TECHNOLOGY AND AEROTRAIN #3 ON PROUD DISPLAY – Sign includes visual and audio informative messages on the #3 AEROTRAIN.

Oregon Coast Scenic Buys Fred M. Kepner's Collection

By MARTIN E. HANSEN, Pacific Northwest Chapter NRHS



PHOTO COURTESY OF MARTIN E HANSEN

FRED KEPNER COLLECTION, MERRILL OREGON – Fred M. Kepner, 1947 – 2021. RIP.

Editor's note: The article below appeared in the January 2022 issue of the Pacific Northwest Chapter's *Trainmaster* newsletter. Many thanks to the Chapter for sharing the article and photos.

Fred M. Kepner, 1947 – 2021.

We all knew this day would come along. My friend of 40+ years Fred Kepner has passed away. Fred passed unexpectedly in mid-October of 2021. I always knew I would be the one to handle the sale of Fred's collection of steam locomotives and other railroad equipment.

I am pleased to announce that Fred's entire collection has been purchased by *Oregon Coast Scenic Railroad* (OCSR) of Garibaldi, Oregon. They will keep a few of the steam locomotives for their new museum that is being added to their excursion operation. The rest of the collection is now for sale. Listed below is the entire collection.

OCSR crews have spent the last month securing the collection and the Merrill, Oregon site. Many of the portable pieces have been removed and others put into secure storage. Security cameras are in place to watch the rest.

Parties that are seriously interested in one or more of the available locomotives and other cars should contact me at the address and phone number listed below. Offers to buy any part will be kept confidential. I will be glad to answer all questions as I have been placed in charge of the sale and disposition of Fred's collection.

Fred Kepner Collection

(* denotes locomotives that will be retained by Oregon Coast Scenic Railroad)

- *Oregon-American Lumber No. 104*, 2-6-2T, standard gauge, Baldwin 1923, C/N 56851*
- *Oregon-American Lumber No. 105*, 2-6-2, standard gauge w/tender, Baldwin 1925 C/N 58193 *
- *Sierra Railroad No. 38*, 2-6-6-2, standard gauge, Baldwin 1934, C/N 61781*
- *Pickering Lumber Corp. No 8*, 3 truck Shay, 1924, Lima, C/N 3254 *
- *McBryde Sugar No. 4*, 0-6-0, 30-inch gauge, Baldwin 1900 C/N 17686 with 5 associated flatcars.

- *Glen Alden Corp. No. 28*, 0-4-0, 36-inch gauge, Vulcan 1918, re-boilered
- *Long Bell Lumber No. 4*, 2-6-2, standard gauge, Baldwin 1907, C/N 30519
- *Oregon Pacific & Eastern No. 1*, 2-6-2T, standard gauge, Baldwin 1925, C/N 582026
- *Great Northern No. 1246*, 2-8-0, standard gauge, Baldwin 1907 C/N 32297
- *Sierra Railroad No. 36*, 2-8-2, Alco 1930, C/N 68278
- *Sierra Railroad No. 18*, 2-8-0, (No tender) Baldwin 1906, C/N 29790
- *Charles McCormick Lumber No. 100*, 2-8-2, standard gauge, Baldwin 1925, C/N 59284
- *Southern Pacific wrecker No. 7180*, Bucyrus C/N 4535, 1926, 160-ton w/idler car and tool car.

The following Fred Kepner Collection items are off site:

- *Bonhomie & Hattiesburg No. 300*, 2-8-2, Baldwin 1925, C/N 58241, in Mississippi
- *Sierra Railroad No. 34*, 2-8-2, Baldwin 1925, C/N 58679, in Jamestown, California
- *Weyerhaeuser Timber Co. No. 101*, Baldwin diesel, DS4-4-750, C/N 74814, in Klamath Falls with coach
- *Pickering Crane No. 2*, American No. 1305 "Logger Special", in Jamestown, California

Martin E. Hansen, Francis Hansen & Martin, LLP, 1148 NW Hill Street, Bend OR 97703-1914, 541-389-5010, meh@francishansen.com. [From Martin's 12/18/2021 *Trainorders.com* posting; used with permission.]

Collection Disposition

In response to many questions circulated on the internet, below are comments from Rachael Aldridge, General Manager, Oregon Coast Scenic Railroad (OCSR). This was posted on *TrainOrders.com* on December 22, 2021.

1) *Will any of the locomotives be scrapped?*

ABSOLUTELY NOT. Preservation is part of OCSR's mission, and we are dedicated to making sure these engines live on for years to come.

2) *Aren't you just trying to make the most money?*

No. Again, preservation is our goal, so all bids will be assessed for preservation potential as well as income.

3) *Why are you selling the engines then?*

The cost of acquiring and transporting the engines OCSR wishes to keep is high, but this is also a chance to return some engines to their historical homes.

4) *Are you only saving the locomotives?*

No! Machining tools, historic documents, photos and more are all being retained by OCSR and we hope to offer public access to the documentation history in the coming future.

5) *How will you preserve the locos in the wet climate of Tillamook County?*

We are currently drawing up preservation plans for each engine. OCSR is amid a planned expansion that will include development of more indoor facilities. We are not able to share these plans currently.

6) *Can we visit the site at Merrill?*

No. We ask that the public stays off the property, so OCSR can continue to secure the site. Multiple agencies, including UP, the town sheriff, and the neighbors, are aware of our wishes to keep the site private and secure.

We hope this clears up some questions and concerns anyone may have about OCSR's plans for this extensive collection.

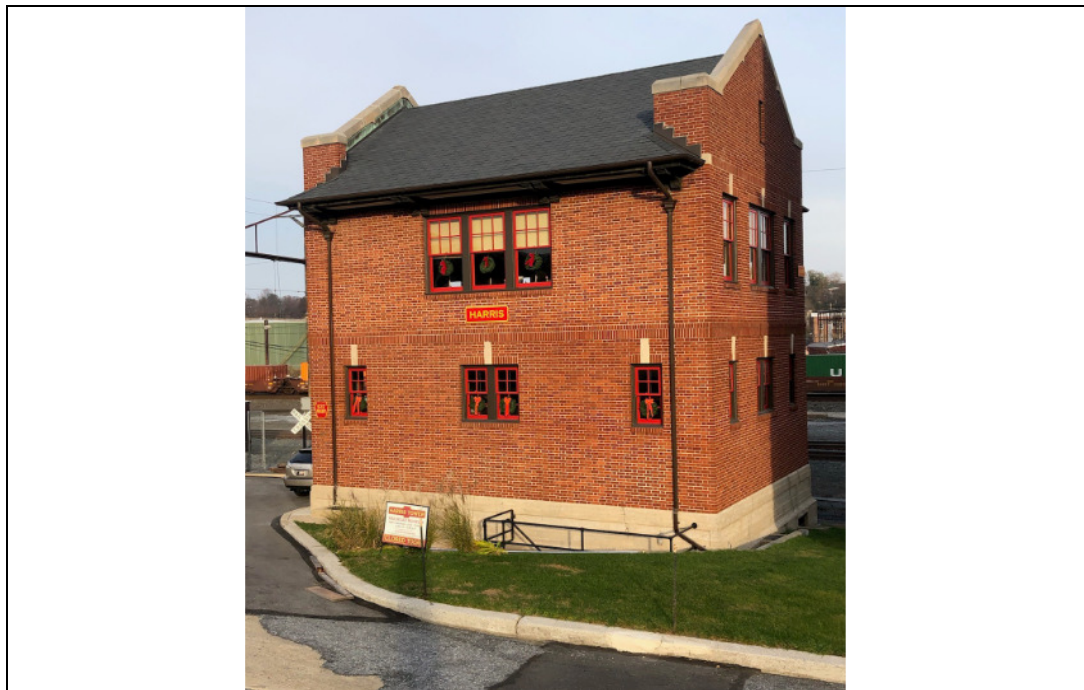
Harris Tower Decked Out For 2022 Holiday Season

By JOHN SMITH, Harrisburg Chapter NRHS

The Harrisburg Chapter shares these views of Harris Tower during the holiday season. Special care is taken to decorate the historic and vintage structure located trackside in downtown Harrisburg, PA.



PHOTOS COURTESY OF JOHN SMITH
HG TRACKSIDE VIEW – Welcome home for the holidays! HG, visible at left of top row windows, indicates ‘Switch Tower, also known as HG Tower or Harris Tower’.



HARRIS TOWER- *– Holiday wreaths greet visitors.*

Membership Matters – February 2022

By HUGH HARRIS, Membership NRHS

I have an apology to send – but I'm not sure who to send it to! I have recently had to review my e-mail procedure because the service I have used since about 1980 is closing. AOL bought 'Yahoo' some time ago and is now trying to convert all their AOL users to YAHOO, preparatory to closing AOL.

Some years ago, I started to have the e-mails sent to membership@nrhs.com automatically transferred to my AOL account so that I only had to look at one e-mail account. Recently I have started to work directly with the 'membership' account and when looking at some old files I cannot find anywhere where they transferred to AOL.

If you sent a communication to membership@nrhs.com and didn't get an answer – then that was my fault. In trying to make things easier for myself I introduced an opportunity for error – and, of course, the errors happened. Whether the file didn't transfer, or AOL just didn't accept it we'll never know – but I didn't get it.

If you didn't get an answer to an e-mail to me, if it still means anything to you, then please ask again. I've always prided myself on responding quickly – and we all know that "Pride comes before a fall" – well, that thump was me hitting the ground!

On the renewal process we're just getting ready to process and mail out the first batch of Membership Cards. I'm having significant problems with our software, so we'll send cards out to Regular Members – if you have Family Members they won't get their own cards, they'll have to use yours. If we can solve the problems, we'll mail their cards out later.

On renewals we are currently well ahead of last year. We'll send out a second reminder in mid to late February.

Boyce Railway Depot – NRHS Heritage Grants Project

By FRANK R. SCHEER, Boyce Railway Foundation Press Release (all photo and text credit)



NATIONAL RAILWAY HISTORICAL SOCIETY AWARDS WINDOW REPAIR GRANT TO THE BOYCE DEPOT FOUNDATION

The National Railway Historical Society (NRHS) is the largest rail enthusiast organization in the United States. Its Railway Heritage Grants Program provides financial support to projects that contribute to preservation and education regarding international railway history. Since 1991, the NRHS has provided a half million dollars to rail preservation efforts, through hundreds of grants to NRHS Chapters and other organizations not affiliated with the NRHS.

The Boyce Railway Depot Foundation (BRDF) is an IRS 501(c)(3) non-profit Virginia corporation. All staff are unpaid volunteers dedicated to preserving and presenting the history of the Norfolk & Western Railway's Boyce depot as well as facilitating the station's community use. The vision is a restored depot building which includes interpretive displays regarding railway station activities, including linkages to the economic and social relationships within Clarke County, Virginia, as well as Town of Boyce history.

The NRHS awarded a \$500 grant to the BRDF to further that mission during 2020. Volunteer coordinator and Director Barry McNew began replacement of approximately 40 windows cracked, broken, or missing panes and glazing about 95 panes. The \$500 grant supported paint, glass and other materiel expenses. Membership dues and private donations supplemented this amount to bring the project to a successful conclusion during Autumn 2021.



GETTING INTO A SCRAPE – Richard McNew scrapes before applying TLC to the baggage room window sash.



DRESSING UP THE DEPOT – Gary Watson and Debby O'Keefe handle the details of repainting the records room window sashes and sills.

BRDF appreciates the NRHS support and its membership interest in preserving Boyce Depot. The efforts assure Boyce depot continues as a history cornerstone for the Clarke County and Town of Boyce.



BOYCE RAILWAY DEPOT – Awaits your visit at 117 East Main Street, Boyce VA 22620-9639

For more information about the Boyce Railway Depot Foundation or the 2020 NRHS Heritage Rail Grant, please contact: Frank R. Scheer, Secretary-Treasurer, Boyce Railway Depot Foundation, 117 East Main Street, Boyce VA 22620-9639. Phone: (540) 837-9090. Email: brdf@railwaymailservicelibrary.org

President's Column – A Lot Is Going On In 2022

By AL WEBER, President, National Railway Historical Society

Over the MLK weekend, I attended the annual Railroad Passenger Car Alliance (RPCA) meeting this year in Cleveland, Ohio. Over 200 people attended the meeting. Many NRHS chapters had representatives there. Both Amtrak and the Federal Railroad Administration had presentations on the future rules and regulations on running trains and rail cars that were very informative and educational.

Amtrak was represented by Steve Robusto and Adrianna Moratti, while the FRA was represented by Harold Weisinger and Steve Zuiderveen. If your chapter or group runs excursions or operates one-to-one trains, you need to start attending this annual meeting. (Full disclosure: I am the RPCA webmaster.)

Your NRHS board is going to have a late Winter virtual meeting coming up. Do you have a concern, suggestion or item you want discussed by the board?

Please pass it along by contacting your NRHS board representative or, if in a chapter, your Advisory Council person.

The 2022 NRHS Convention is coming up in May. At the last board meeting, most of the hands in the room went up when asked if they were going to attend. Start planning your trip now.

The 2022 Heritage Grants Application form is available on the NRHS web site. You may download the form at <https://nrhs.com/programs/heritage-grants/> . Deadline for completed applications is 5 PM EST on Monday, February 28, 2022.

Be healthy, safe, and thank you for supporting railroad history preservation. Al Weber (aweber@nrhs.com)

Editor's Notes – 2022 Resolutions and Gratitude

By VALLI HOSKI, Editor, NRHS News

Each new year brings hopes for keeping resolutions. My hope, as volunteer editor, is for the NRHS News to bring you informative, interesting, current, and occasionally inspiring news from members, chapters, programs and projects. My personal thanks and gratitude go to the wonderful, talented and creative volunteers who make the NRHS News happen. They are instrumental in helping keep this year's resolution for the News.

The NRHS organization pursues the preservation mission diligently, the capital and donations needed for preservation projects successfully, and supports an amazing array of projects each year. Having said that, the NRHS has a lot of moving parts, all of which are done by volunteers.

Have you wondered how to contact someone in this organization? Who should you contact to recommend a youngster for RailCamp? How does your community get a rail history plaque for its former train station, now a senior center, visitor bureau or a town meeting place? Does the NRHS have rail movies to lend? How about a program speaker?

Are NRHS Bulletins still available for chapters to distribute at train shows? How can you send photos or a travel story to the NRHS News? Sometimes, finding 'who' isn't easy.

Whatever your preferred style, there are several ways – face-to-face, phone call and online:

- List of contacts published periodically in the *NRHS News*. (The 2022 list will be in an upcoming issue.)
- NRHS web site (www.nrhs.com) program sections for RailCamp, Heritage Grants, historical plaques, and more.
- Chapter information pages on the NRHS web site list their local contacts, link to their website, and more.
- Rail museums are listed in the annual Railroad Attractions Directory, published in late spring with the *NRHS News*.
- Reach out to your chapter's representative or your district's director.

Throughout this new year, be healthy, be wise and smile. 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. Elizabeth Guenzler, At-Large member NRHS, copy editing services. Send items to: *NRHS News*, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372. E-mail: <NEWS@NRHS.COM>. The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. All membership information changes should be sent to Hugh Harris <hughrharris@aol.com>.