

## 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 Current (2020) 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/> in the 2022 Election section.

The qualifications for candidates are contained in the **Current (2020) NRHS Bylaws** document available at the NRHS Admin site at <https://admin.nrhs.com/public/> in the General Information section.

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](mailto:gc@nrhs.com).

Please note that **all nominations for any NRHS office must be received no later than March 31, 2022.**

The **2022 NRHS Nomination Form and Instructions** document is available at the NRHS Admin site at <https://admin.nrhs.com/public/> in the 2022 Election section.

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](mailto: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 NEWS – MARCH 2022

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## Election Nominations Deadline

**March 31, 2022**  
**Deadline for NRHS 2022 Election Nominations**

## Upcoming Conferences and Conventions

**May 15-20, 2022 ← Date change !!**

**2022 NRHS National Convention**  
*Knott's Berry Farm Hotel (Buena Park CA)*

**Hotel registration NOW open!!**

*Discounted room rate available online or by phone*

Code: NRHS2022

Call: 866-752-2444

## Upcoming Deadlines for Submissions

**April 2022**

**June 2022**

Online issue

Online issue

**March 15, 2022**

**May 15, 2022**

# Mill Plain Station Restoration – NRHS Heritage Grants

*By STEPHEN D. GOULD, Long Island Sunrise Trail Chapter, NRHS and Secretary, Danbury Railway Museum*

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## Mill Plain Station Restoration - Overview

Built by the New York & New England Railroad in 1881, the Mill Plain, CT station was originally located 6 miles west of Danbury, CT. The owner of the lot on which the building was situated planned to demolish it unless the Danbury Railway Museum was interested in preserving it; the building was donated to the Museum with the caveat that the Museum would pay to relocate it to their rail yard.

The station was dis-assembled and moved to the Museum's railroad yard in 2018. In 2019, the walls were re-erected. Shortly after, the roof framing was completed, rough wiring installed, and the walls were insulated with solid foam panels. Deteriorated siding was replaced and some window frames had to be rebuilt. See more details on improvements in the Progress Report below.

There is still much to do on the canopy but thanks to the National Railway Historical Society's Heritage Grant of \$5,000, received in June 2020, a large part of the \$18,000 estimated cost has been covered. The Danbury Railway Museum is greatly appreciative of this grant and with luck, we should have this part of the restoration finished by the summer of 2022.

## Progress Report

The Danbury Railway Museum submitted a grant application to the *National Railway Historical Society, Inc.* (NRHS) in January 2020. The application was for a \$5,000 grant (with one-for-one match) to partially offset a portion of the total cost of \$18,070 for construction of the canopy on the 1881 Mill Plain, CT railroad station, which had been relocated to the Museum's rail yard. We were indeed fortunate to receive the \$5,000 in June of 2020.

As we prepared our application, little did we know that the year 2020 and one half of 2021 were going to be challenging periods of time as the COVID-19 pandemic spread to Connecticut and the rest of the country. Our optimistic plans to work on the project during 2020 were shattered as our Museum was shut down in mid-March 2020.

We opened for a few weekend days in the summer of 2020. Then we shut down again due to a resurgence of cases in the Danbury area. Three major fund-raising events were cancelled and we still had bills to pay. We were closed for half of 2021 but thankfully, the Museum opened for weekends only on July 3, 2021. Alas, due to the increase in Omicron COVID cases, we are again closed to start 2022.

We did make some progress on the restoration of the station building but not as much as we had hoped to accomplish. The roof framing was completed, rough wiring was installed, and the walls were insulated with solid foam panels. Deteriorated siding on the south side of the building was replaced and the window frames (where extra doors had been added after railroad service) were rebuilt. The mud skirt above the sill was installed.

Missing canopy brackets and canopy rafters were reconstructed to match the originals; they were scraped and painted by Museum volunteers. Also, rafter sheathing boards have been painted by Museum volunteers; volunteers also scraped and painted the exterior walls of the station. The roof of the building has been sheathed and the canopy brackets which supported the canopy walls have been installed. The pandemic, as well as illness and then a death in the family of the contractor being used, hindered our having much of this work done earlier.



***ROOF FRAMING WORK DONE AND SIDING REPLACED – Progress being made.***



***CANOPY RAFTERS, BRACKETS RECONSTRUCTED – Volunteers scraped, painted to match originals.***

So where are we right now on the canopy project for which we requested grant funds?

<b>Materials and Labor</b>	<b>Original Estimate</b>	<b>Actual Cost and Paid</b>
Canopy brackets, rafters and hip rafters	\$6,750	\$6,750
Fly beam	920	920
Canopy Roof Boards 1 X 8	1,200	1,200
Plywood over canopy roof boards	500	500
<b>Total Materials</b>	<b>\$9,370</b>	<b>\$9,370</b>
Labor from contractor	<u>\$8,700*</u>	*Not yet paid
<b>Total Cost</b>	<b>\$18,070</b>	

We have used the \$5,000 grant money to cover most of the cost of the canopy brackets, rafters and hip rafters. Contractor had to build a few more pieces than we had planned due to poor condition of the originals but amounts paid include these new pieces.

As far as the match is concerned, using volunteer labor valued at \$15/hour, we have expended \$1,500. And, since the grant was written in January 2020, we have received donations of \$6,880 through December 31, 2021. This is where we are as of today. A final report will be issued once the canopy job has been completed.

## UP Had 844 & 8444? Where's 844 Gone Now?

*By ALEX MAYES, Potomac Chapter NRHS (All article and photo credit.)*

The Union Pacific Railroad took delivery of 152 GP30s built by the Electro Motive Corporation between July 1962 and July 1963. One of them was numbered 844.



***UP GP30 NO. 844 - This number conflicted with UP's legendary 4-8-4 steam locomotive No. 844 which was on their active roster. This was not permitted by Federal Railroad Administration rules. As a result, steam locomotive No. 844 was renumbered 8444.***

GP30 No. 844 was retired in January 1989. This enabled the renumbering of steam locomotive No. 8444 back to its original 844 number. UP donated GP30 No. 844 to the Nevada Southern Railroad Museum in Boulder City in March 1989.



***OPERATING ON THE LINE – The locomotive powers the Nevada Southern excursion train.***

The locomotive now powers excursion trains on the museum's seven-mile line. The line was constructed originally to haul materials for the construction of the Hoover Dam.



***GP30 NO. 844 ROLLS ALONG – Operating along old rail line to Hoover Dam.***

# NYO&W 105 Restoration Project - NRHS Heritage Grants

By *NORMAN J. BARRETT, NYO&W RHS Project 105 Chairman* (All article and photo credit.)

*Editor's Note:* The introduction below is summarized from the *Ontario & Western Railway Historical Society* web site at <https://nyow.org/site/>

## Introduction

The *New York, Ontario & Western Railway*, a Class One railroad extended at one time from the NY Metro area to Oswego, NY on the shores of Lake Ontario as well as to Scranton, PA, with additional branches in upstate New York. The *Ontario & Western Railway Historical Society* is devoted to preserving the history of the New York, Ontario & Western Railway.

## November 20, 2019 Update (by Norman Barrett)

Since the arrival of Ontario & Western (O&W) 105 at Steamtown, much progress has been made. Most work sessions have been one day events but over the [long] weekend we had a two-day session. At that time both engine hoods were removed along with both radiators. It was determined that both auxiliary oil tanks are leaking and will need to be replaced. We just need a volunteer or two that can handle that task. We will be looking for a source that can flush, clean and test the radiators now that they are off the engine.

## Scranton, Pennsylvania

January 11, 2022 was a good day for Project 105. After delays caused in part by the Covid 19 pandemic, the second re-cored and restored radiator was finished and ready for pick-up. I proceeded to the radiator shop where the radiator was loaded into my truck.



**RESTORED RADIATOR READY FOR PROJECT 105 – Loading, ready for move.**



I drove to the Steamtown National Historic Site. Upon arrival I was assisted with the unloading and storage by a NPS employee using a forklift. The radiator was placed into our storage container for safe and secure storage until such time we are ready to install it on the locomotive. It is anticipated that once spring arrives along with warmer temperatures, we will be able to resume working on the locomotive. As most of the work can be done outside of the shop there should be no issues.



Project 105 appreciates the generous grant from the *National Railway Historical Society, Inc.* along with a grant from the Lackawanna Heritage Valley National and State Heritage Area in Partnership with the National Park Service as well as private donations.

## A Railman With a Collar and Searching for Pins ...

By *LARRY DYER, Atlanta Chapter, NRHS*

Most folks who knew Bill Purdie realized he was a very religious individual. He often said God protects railfans and he could give examples of when and how this happened. One of his favorite stories was about an excursion in 1977 to Gordon with 4501. As the train got to Jonesboro, a track signal appeared red. Mr. Purdie called the dispatcher who assured him there was no other train on the line but he would call out a signal maintainer and told Mr. Purdie to hold where he was until the signal was checked.

Tradition and caution always prescribed that anytime a steam locomotive stops in route, the crew hits the ground and does a walk-around to make sure the running gear is as it should be. In checking the side rods, it was found a collar had broken off a pin on the front side rod.

While Mr. Purdie was analyzing the situation and determining his options, a local resident approached him and ask what the problem was. Bill asked him if he knew of a machine shop in the area where he could fabricate a new pin. The gentleman said he owned a small machine shop and he would be glad to take Mr. Purdie there and help him repair the pin. Before Mr. Purdie returned with the repaired pin, someone noticed that the signal had turned green. This was before a signal man got to the location. The fabricated pin was installed in the side rod and the trip resumed albeit a couple hours late.

Had the missing collar not been discovered and been repaired, the side rod could have eventually come loose and caused severe damage to the engine or even worse, a derailment. As for the unexplained red signal, no cause was ever found but Bill was convinced it was God looking out for people who love trains.

## President's Column – More Members! See Us In CA!

By *AL WEBER, President, NRHS News*

Your NRHS is getting new members again. Our membership numbers are up over last year. Many are At-Large members but I see that chapters are getting new members also. Keep it up as the more of us there are, the easier it is to save railroad history and preserve railroad artifacts.

I get correspondence from members and non-members on where to donate railroad documents. I just went through this with a collection of car drawings and railroad maps. First talk to your local museum if they have a proper storage location; then if not, talk to or contact your local library. Nationally there are large museums all over that have a professional librarian and proper climate-controlled storage. The NRHS library was donated to Southern Methodist University, in Dallas, Texas.

It is important that historical items be stored in a safe and proper manner. If you or your group is having problems finding a proper location to donate

historical documents to, please contact me and I will see if I can help you find a good location.

Many NRHS members helped with Holiday trains; why not send a photo and a short paragraph of your experience to the NRHS News? Also, trains, and events and train shows qualify; tell the rest of us how things went.

The summer convention in Southern California is now set. Most of the contracts are final. The convention committee is starting Registration in early March. Plan to bring the family; Southern California has a lot to see.

I need to thank all the behind-the-scenes volunteers that keep the NRHS functioning. Many of the committees have volunteers that put in countless hours checking details and making calls. Without them the NRHS would not function, so thanks for all that you do. All stay safe and thanks for helping to preserve railroad history.

Al Weber (aweber@nrhs.com)

The NRHS News is published nine times a year by the National Railway Historical Society. Valli Hoski, North Texas Chapter NRHS, Editor. Alex Mayes, Potomac Chapter NRHS, Content Assistant. Elizabeth Guenzler, At-Large member NRHS, Editorial Assistant.

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NRHS News E-mail: <NEWS@NRHS.COM>.

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