

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

APRIL 2022

Traveling Lincoln's Route – March 5, 2022 Photo Special

By CLAY MORITZ, Potomac Chapter NRHS

[Editor's Note: The Potomac Chapter shared this feature from *The Potomac Rail News* May 2022 issue.]

On March 5, 2022, the Photo Special followed the Northern Central Railway route Abraham Lincoln took on November 18, 1863, to the battlefield to make his Gettysburg Address on November 19th.

Carl Franz organized the Photo Special Event on the Northern Central Railway. The event hosted 57 photographers. Pre-trip preparations included the efforts of 21 volunteers for an all-day brush-cutting session that manicured the right-of-way for optimal photographic opportunities. Despite some cloudy skies, everyone had a great time with 32 runbys and 8 still shots. A highlight of the trip was the fact this was Carl's first Photo Special on the 9 miles of track north of Hanover Junction, including Howard Tunnel.



Photo courtesy of Henry Stiles, Potomac Chapter

***PRESIDENT LINCOLN RODE ON THE NORTHERN CENTRAL RAILWAY—
Enroute to deliver the Gettysburg Address, the President's route consisted of the B&O
Railroad, Northern Central Railway and teams of horses.***

In 1863, Lincoln boarded his train at the B&O Railroad Station at New Jersey Avenue and C Street in Washington. The train, consisting of four cars, was decorated with flags, streamers and packed with VIPs and military groups. The terminus of the Washington Line was at Camden Station in Baltimore. With no direct connection to the Northern Central line, the locomotives had to be detached and the cars were dragged by tandem teams of horses to the Calvert Street Station, which no longer exists. Once here, the cars were switched to the Northern Central. At Hanover Junction in Pennsylvania, the engines were switched and the Hanover Branch Engine #3 pulled the cars the remaining 29 miles to Gettysburg.

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Upcoming Conferences and Conventions

May 15-20, 2022

2022 NRHS National Convention

*Knott's Berry Farm Hotel. 1-866-752-2444.
7675 Crescent Ave., Buena Park, CA 90620*

September 22-25, 2022

2022 NRHS Fall Conference

Springdale, Arkansas

Upcoming Deadlines for Submissions

June 2022
August 2022

Online issue
Online issue

May 20, 2022
June 20, 2022

Historic West Brunswick Tower Relocation

By Stephen Sery, Potomac Chapter NRHS (Article and photo)

[*Editor's Note:* The Potomac Chapter shared this article from their "Potomac Rail News" newsletter, May 2022 issue.]

The iconic West Brunswick Tower, which has been in the Brunswick rail yard since 1910, has been moved about 100 feet to a property owned by the City, located on East Potomac Street. Pennsylvania-based Wolfe House & Building Movers, which worked at the site throughout the week in preparation, moved the tower on Saturday, April 2nd.



WEST BRUNSWICK TOWER IS THE LAST-REMAINING HISTORIC STRUCTURE ON THE 93.5-ACRE RAILYARD OWNED BY CSX TRANSPORTATION – Built in 1910 by the Baltimore & Ohio Railroad, the building was taken out of service in 2011 by CSX.

Once the tower went out of service, the City began a decade-long project to move the building onto City property for preservation. The City secured \$15,000 in State grant funding in June 2020. If the City had not taken steps to move and preserve the Tower, CSX Transportation would have demolished it.

The project has required the involvement of four administrations, with former Mayors Carroll Jones, Karin Tome and Jeff Snoots, along with current Mayor Nathan Brown, each contributing to the project, according to the City's press release.

"Coordination of engineering services, structural analysis of the tower, consideration of appropriate locations, transfer of ownership and the logistics of moving the structure have delayed the project several times through the years; however, the project was finally ready to commence," and was completed. East Potomac Street was closed between First and Second avenues for the length of the time the building was moved.

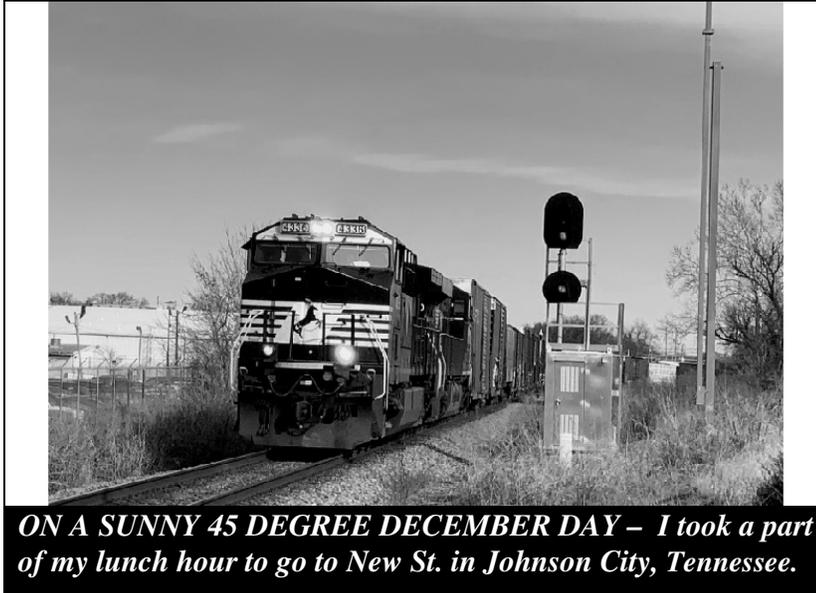
John and Stephen Sery witnessed the April 2nd move. "The move of WB tower across the CSX main to its new preservation location on the other side of the tracks which commenced 8:25 am Saturday April 2). Ties were placed between the rails and steel plates laid over the top. After the tracks were cleared, the Eastbound Capitol Limited was the first train to pass the tower in its new location." (City of Brunswick press release and observations of John Sery)

Norfolk Southern To Johnson City, Tennessee

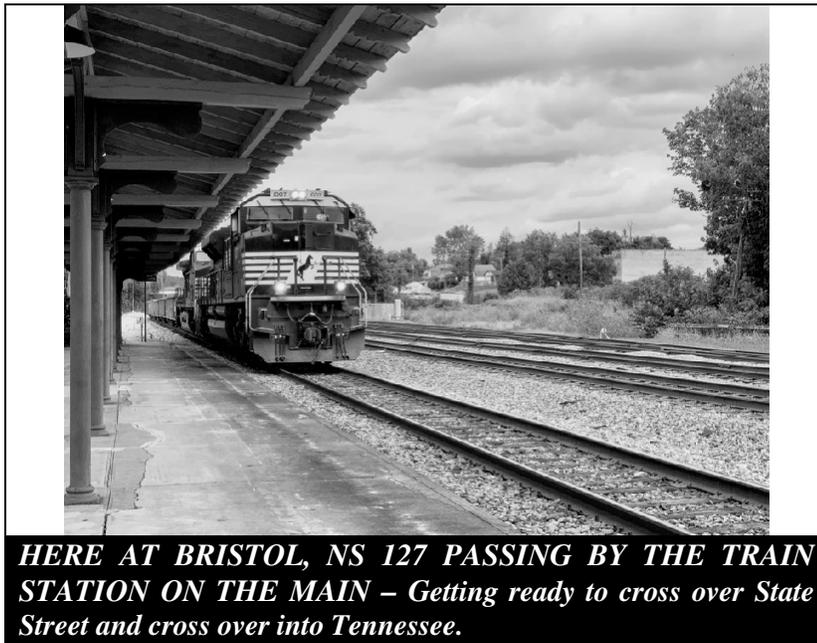
By Les Billings, Watauga Valley Railroad Historical Society and Museum NRHS (Article and all photos)

[*Editor's Note:* Many thanks to the Watauga Valley Chapter and Museum for sharing this article from their "Whistle Stop" newsletter, May 2022 issue.]

In this installment of "Display in the Block", I am going to display some of my Black & White photos. B&W has a timeless and nostalgic feeling. It can give a feeling of days gone by. Color photography has overshadowed the appreciation of these types of images. View these photos and dream of the past.



Norfolk Southern (NS) 11Z passed by the signal entering Carnegie yard. With its ditch lights flashing and horn blowing, 4336 was leading the way. Its westbound journey takes this mixed freight train from East Yard in Binghamton, NY and concludes at Sevier Yard in Knoxville, Tennessee.



Before NS 127 could do so, it had to give one of its locomotives to NS126, because one of NS 127's units caught on fire down around Greeneville. As I understand, 126 had to use the Greeneville switcher to have enough power to make it to Bristol. As soon as the switch was complete, 126 cleared the main track at CP "Ford" and 127 was able to continue its way.



NO WAY BACK – One of my worst fears in railfanning is parking on one side of the track then crossing to the other side and have the train stop with no way to get back to my car.

On this day I had this happen. This crossing is just before CP “Jones”, just west of Greeneville. The train was moving a little slow but moving toward the siding. I had no idea that it would stop, but that is just what it did. This is when I thought that I was in trouble. I paced back and forth wondering what I was going to do. Depending on what was wrong, this could take hours. So, after about 10 minutes or so, I heard the air brakes release and the train began to move. I thanked the Lord, took a few more photos and returned to my car.



PINEY FLAT, TENNESSEE – On a fine Sunday afternoon, we see a rare Norfolk Southern (NS) 40n Grain Train, eastbound, taking the signal as it approaches NS 127 waiting around the bend on the siding.

The 40N’s destination is Norfolk, Virginia. This train only runs on an as-needed basis. It is always fun to catch these rare trains as they make it through our region. The more trains the merrier. This photo was shot with a 10x zoom lens on my phone.

Riding the *Moore Haven Meteor*

By Walter E. Zullig, New York Chapter NRHS (Article and photo)

During 2016 the U.S. Sugar Corporation, based in Clewiston, FL, acquired Pacific steam locomotive #148. The locomotive was built in 1920 by Baldwin in Richmond, VA, for the Florida East Coast Railway and used by them until 1952 when it was sold to US Sugar. After the sugar train operations had been dieselized, that company sold it for subsequent use by several tourist railroad operations. Eventually those owners had been unable to restore the locomotive to proper operating condition, a task taken on by US Sugar [USS] upon reacquisition and completed in April 2020.

During March 2022 USS announced that six 2-hour trips would be operated with #148 on April 9 and 10 and that tickets would go on sale at 6 pm on March 16. They soon sold out. Luckily my wife Suzanne and I obtained tickets for the 4 pm departure on Saturday, March 9th. Collectively the trains were billed as the *Moore Haven Meteor*.



Ex-FEC #148, MOTIVE POWER FOR THE MOORE HAVEN METEOR – In April 2022, six two-hour trips were operated with #148.

We had driven through Clewiston the week before so noted the drive time from our Hallandale Beach residence to be about 1 ½ hours. We left home at 1:30 and reached the boarding location about 3:10 pm. There we saw the passenger consist with the locomotive on a yard track for servicing. After picking up our tickets we were able to board shortly after 3:30.

The locomotive is an oil burner so there are no cinders. It is about as immaculate as a steam locomotive can be and is a beautiful piece of machinery. Behind the #148 were three cars for passengers: a baggage car with protected open doors and four interior padded benches, a lounge car and private car Georgia RR #300. The entire train was open to all passengers and riders were encouraged to circulate. Departure came a few minutes past 4 pm and was heralded by two blasts from the beautifully- sounding whistle which blew a delightful “14L” signal for each grade crossing along the way.

The “lounge car” was a former Amtrak car—one that had been converted to a cafeteria type snack car with tables and a vending area where passengers would remove items from cabinets and pay a cashier who would heat items as required. No food was available but munchies and water were distributed in the baggage car. This car was immaculate; each table had a linen table cloth and a vase with real flowers! In

short, a real first-class operation with good air conditioning in the two passenger cars. An ample supply of T shirts was on sale but, sorry, no hats as those had not arrived from the supplier.

The train's top speed was 40 mph on excellent track. To my surprise, USS operates a common carrier railroad with over 300 miles of track, much of which had been former ACL and FEC. Several freight trains were out on the line while our train was in operation. After arrival at Moore Haven, the locomotive ran around the car consist and coupled to the other end. Following a brake test, we were off for the return trip with #148 now running backwards. Arrival back at Clewiston was about 5:45 pm. The scenery is interesting—no mountains, but a ride through fields of sugar cane, corn and soybeans with an occasional river or canal crossing.

While at Clewiston I had discussions with several Company officials regarding our planned NRHS Convention for Southeast Florida next year 2023. I was told that they are working on restoration of three more coaches which will increase their passenger capacity by about 280. They know all about photo runbys, having partnered with Trains Magazine on a very successful photo charter in January 2022, and have many good locations selected for such events. (For more information about this unique operation, refer to the November 2020 issue of *Railfan and Railroad* magazine.)

They also are working on a second Pacific type steam locomotive. This one is #1504, a former ACL engine that had been displayed in front of the Jacksonville Terminal passenger station (now the Prime F. Osborn Jr. Convention Center) for many years. It had been owned by the City of Jacksonville which released it to USS for operation.

It had been an outstanding day with the added feature of clear and temperate weather. The USS operation should prove to be one of the feature attractions of the 2023 NRHS Convention!

MC 2007 And MC 2010 At Yarmouth Junction

By Sean Cunningham, Cape Code Chapter NRHS (Article and photo)

[*Editor's Note: The Cape Cod Chapter shared this feature from the Cape Rail Dispatch, May 2022 issue.*]



Photo courtesy of Sean Cunningham, Cape Cod Chapter
APRIL 12, 2022, MASS COASTAL 2007 ROUNDS THE CURVE AT YARMOUTH JUNCTION WITH NO. 2010 IN TOW HEADING TO HYANNIS. – The building in the back is a warehouse that was built on the site of Yarmouth station building by Christmas Tree Shops as its first warehouse.

24 Hours @ Saginaw – It's Time To Watch Some Trains!

By Skip Waters, North Texas Chapter NRHS

The North Texas Chapter invites all our NRHS family and friends to join the annual BIG EVENT in BIG NORTH TEXAS!

C'mon down, you all!

7:00pm Friday, May 27th through 7:00pm Saturday, May 28th, at the Depot on Main Street in Saginaw, Texas.

BIG CHANGES --- It's ALL OUTDOORS THIS YEAR!!! FOR REAL!!!

- We are not allowed in the Depot because the City of Saginaw PERMITS office space has taken over all of the available space, even the main room. And that is okay because they are still allowing us to use the grounds outside to watch trains!
- We will pitch a BIG 20x40 TENT to show our programs and get out of the sun or weather if need be.
- We are now accepting those who want to show a program or presentation that can be done in the BIG TENT! Video programs, Show N Tell, speakers, demonstrations or what have you are welcome. We can still have Video or Slide programs in the tent too. A PA system will be available.
 - **POP UP TENTS** -- No reservations for POP UP tents on the grounds of 24 Hours at Saginaw.
 - First come, first serve and space may be limited. Once we fill up, that will be it.
 - **Be mindful of your neighbor** and remember, we will have the BIG TENT to get under if you need shade.
 - **Play the Great Locomotive Race Trivia Game**, and expect the usual great fun, friends and activities to keep you busy for 24 Hours... and lots of TRAIN WATCHING!!!

Mark your calendars for May 27th & 28th and get your lawn chairs ready (sleeping bags too) because...

IT'S TIME TO WATCH SOME TRAINS... IT'S "SAGINAW TIME!!!"

Join the "24 Hours @ Saginaw" Facebook page for the latest updates,
<https://www.facebook.com/24hoursatSaginaw>

PRESENTERS: We are now accepting presenters who would like to put on a program for this year's event. Please email me off list to: wgcrush@swbell.net to be on the schedule.

We love live presentations, clinics, exhibits... it just has to be about trains and railroads.

Whatever it is... It is time to show it and **IT'S TIME TO WATCH SOME TRAINS!**

Skip Waters, Chairman, wgcrush@swbell.net

16th Annual "24 Hours @ Saginaw" 2022

North Texas Chapter, NRHS

www.ntxnrhs.org

P.S Also accepting gifts for door prizes! If you have some to offer, please contact Skip directly.

Chesapeake & Ohio Canal, Washington D.C. / Maryland

By JOHN COWGILL, Washington DC Chapter NRHS (Article and photo)

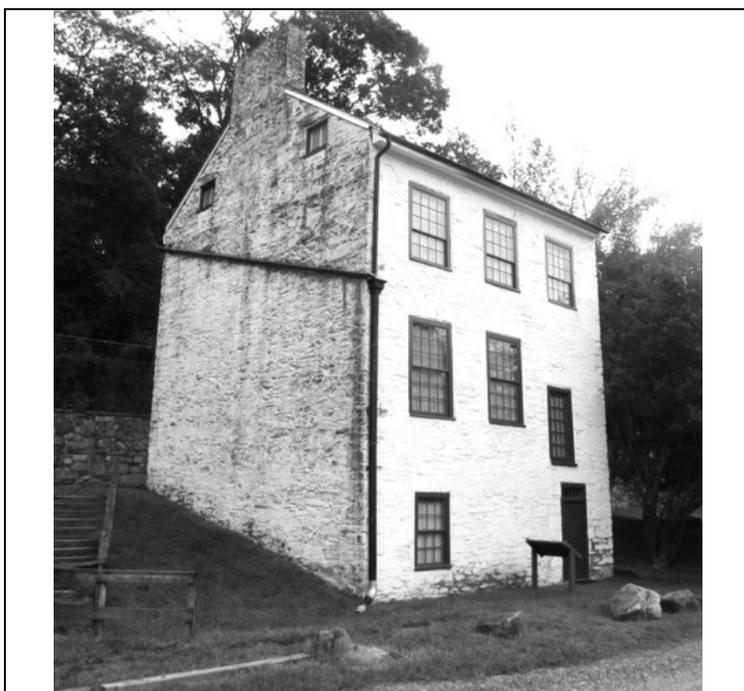
In the early days of the continent of North America, settlers came to the shores of the Atlantic Ocean, and they began to migrate west. Towns were established across the land. The only access to these towns were by horse or by horse and buggy. The further they went inland, the less access they had to a navigable waterway. Many canals were built to give boat access to these towns to navigable waterways and to the ocean. One of these canals was the Chesapeake and Ohio Canal. With the Potomac River unnavigable north of Washington D.C., the canal was built along the north side (Maryland side) of the Potomac River. It was going to allow boats to go from the Chesapeake Bay to the Ohio River in what is now Pittsburgh, Pennsylvania.

In the early years of the canal, business was booming. Towns like Brunswick, Maryland and Williamsport, Maryland benefitted from the canal. Barges were pulled by mules along what was called a tow path through various locks, a place where boats entered to adjust to the different water levels, along the canal.

Each canal lock was operated by a family who was given a house and lived at the canal lock (some families were responsible for numerous locks if they were close together) year-round. Boats were pulled from the entry of the canal in Georgetown in Washington D.C. all the way to Cumberland, Maryland.

Through the years, there were floods, and many of these floods did damage to the canal.

Although it is called the Chesapeake and Ohio Canal, the canal never made it to the Ohio River. The canal was to follow the Potomac River to the town of Grantsville, Maryland where it was to go north into Pennsylvania and cross the Eastern Continental Divide. The section between Cumberland, Maryland and Pittsburgh, Pennsylvania was never built. Why?



The LOCK HOUSE – The family living at the house was responsible to operate and maintain the lock.

The company that built the canal ran out of money. There was also another thing. What was that?

When the railroad began in Baltimore, Maryland, the railroad was able to get to towns much faster than boats. The Baltimore and Ohio Railroad built rail lines to the Maryland towns of Point of Rocks and Brunswick and the West Virginia town of Harper's Ferry, all three of which were served by the Chesapeake and Ohio Canal. The Western Maryland Railway built lines to the Maryland towns of Williamsport and Hancock which are two other towns served by the canal. The railroad had stations near the town center making the railroad much easier to access, and a waterway is not required to build the railroad. You can say that the railroad was partly to blame for the demise of the Chesapeake and Ohio Canal.

Today, the Chesapeake and Ohio Canal is in ruins with a few sections preserved in the way it looks when it was a navigable canal. It is now owned by the National Park Service. The tow path remains and is used as a hiking trail from Georgetown to Cumberland. Some access points to the park require a fee. As you walk along the Chesapeake and Ohio Canal, you see what was once a thriving waterway that was never completed. Much of the canal basins are filled with trees. You see the ruins of the locks. You see what remains and is now being reclaimed by nature. You see a canal that was ruined by the railroad.

President's Column – Updated NRHS Contacts

By AL WEBER, President, NRHS

Electronic Communications

As this is a printed NRHS News there are a few things that I would like to point out concerning our electronic communications to our members.

If you are not receiving the electronic NRHS News editions then we do not have your correct email address on file in the NRHS database. If this applies to you please send a email to Hugh Harris at membership@nrhs.com so your email is updated.

Please use the proper email address for the NRHS questions/comments. There have been many problems with people using old email addresses that no longer work, or the person is no longer doing that volunteer job/task. Many of us change our personal email due to many reasons.

Please use the NRHS email addresses below.

- **President** - Al Weber - aweber@nrhs.com
- **Vice President** - Tony White - twhite@nrhs.com
- **Membership** - Hugh Harris - membership@nrhs.com
- **NRHS Secretary** - Ellen Scott - escott@nrhs.com
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- **NRHS Bulletin** - Jeff Smith - bulletin@nrhs.com
- **NRHS News** - Val Hoski - news@nrhs.com
- **NRHS Web items** - Dawn Holmberg - webmaster@nrhs.com
- **NRHS Grants** - grants@nrhs.com
- **RailCamp** - Becky Gerstung-
railcampnrhs@nrhs.com

If you use info@nrhs.com which goes to a volunteer who has to forward your email to the correct person, sometimes we just do not know who that is. So please try to send to the area that you have a question/comment about and CC info@nrhs.com

Railroad Art Auction

Some paintings were donated to the NRHS a few years ago and we have contracted with Railroad & Automotive Art Auction to sell them.

The auction opens on May 11, 2022 and closes on Saturday June 11, 2022 at 10 AM Eastern. You can bid Live Online or Absentee. See <https://www.RARauctions.com> after May 11th.

Highlights include stunning railroad and automotive paintings. Proceeds from selected works benefit the NRHS. Also included is original work from Howard Fogg, Santa Fe advertising art, and more. Full catalog will be online May 11, 2022

Advisory Council

With the new member-approved management structure the Advisory Council will be much more involved in what and how the NRHS takes on work. I hope that you will support them by making sure your Advisory Council Representative attends their meetings. If you have questions or comments about the Advisory Council, please send them to me at aweber@nrhs.com

Renewal Date Change

Some of you have been doing your membership renewal late in the calendar year. The board is in the process of changing the membership renewal period to a new renewal date cycle based on your join date. For many of you the system will ask for your membership renewal on Jan 1st of each year but new members will get a renewal date of the end of the month one year after they join.

Stay safe. I hope you and your love ones are all safe, and thank you for helping in preserving 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.

Email submissions to < NEWS@NRHS.COM > or mail to NRHS News, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372.

The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057.

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