

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

JUNE 2022

PCC Cars – Calling To Our Hearts in San Francisco

By ALEX MAYES, Potomac Chapter NRHS (Photos courtesy of Alex Mayes) More PCC cars inside



PCC CAR #1073 RUNNING DOWN BEACH STREET – This car was built for the Twin City Rapid Transit Company. Painted in the El Paso, Texas/Juarez, Mexico scheme to honor El Paso, Texas and Juarez, Mexico, which ran PCC streetcars from 1950 to 1974. This is the only PCC streetcar line to cross an international border.



PCC CARS #1040 AND #1073 AT THE END OF THE LINE AT CASTRO STREET – Car #1040 was built in 1952 for the San Francisco Municipal Railway and painted in its mid-1950s MUNI scheme.

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Upcoming Conferences and Conventions

September 22-25, 2022

2022 NRHS Fall Conference

Springdale, Arkansas

Upcoming Deadlines for Submissions

August 2022

October 2022

Online issue

Online issue

July 15, 2022

September 15, 2022

2022 NRHS Election – Who Can Vote?

The 2022 Election is currently underway. Wondering if you can vote?

IF you were renewed BY March 20th, per our bylaws, you can vote, You were sent a ballot in the US mail. The membership year ends on December 31 of each year. There is a short grace period to get your membership to us and processed.

If your renewal was processed after March 20th you cannot vote in the 2022 election. Once you receive your renewal letter each Fall, be sure to renew your membership by December 31.

2022 NRHS Heritage Grants

By Charles Webb, NRHS Heritage Grants Committee

Applying Organization	Project Description	NRHS 2022 Award
Western Railway Preservation Society, Portland, OR	Denver & Rio Grande Boxcar #3010 relocation from McEwen, OR to Brooks, OR	\$3,410.00
The Paradise Center, Paradise, MT	Paradise School preservation and re-purposing as a visitor, community and arts center	\$5,000.00
Roanoke Chapter NRHS, Roanoke, VA	Norfolk & Western "Jim Crow" Coach #512 interior restoration	\$5,000.00
Hinsdale County Historical Society, Lake City, CO	Narrow Gauge Rail Car 211 exterior restoration	\$4,975.00
Wilmington Railroad Museum Foundation Inc., Wilmington, NC	Digitization of extensive archival collection	\$5,000.00
Denver South Park & Pacific Historical Society, Denver, CO	Como Colorado water tank restoration	\$5,000.00
Nashville Steam Preservation Society, Nashville, TN	NC&StL steam locomotive No. 576 machining work and component replacement	\$5,000.00
Oyster Bay Railroad Museum, Oyster Bay, NY	Retired Long Island Railroad P54D passenger coach #7433 cosmetic restoration	\$5,000.00
EBT Foundation, Inc., Rockhill Furnace, PA	East Broad Top Railroad preservation of architectural and engineering maps and drawings	\$4,990.00
Hoosier Heartland Trolley Company, Russiaville, IN	Indiana Union Traction interurban No. 429 "Noblesville" cosmetic restoration	\$4,255.00
Ontario & Western Railway Historical Society, Inc., Middletown, NY	NYO&W #105 44-Ton Locomotive repair of various body parts	\$4,500.00
Save Our Depot Inc., Red Oak, IA	Restored BN 1903 depot chimney rebuild and window glass replacement	\$5,000.00
National Capital Historical Museum of Transportation, Colesville, MD	National Capital Trolley Museum improvements to lighting in primary vehicle display area known as "Street Car Hall"	\$5,000.00
Michigan Railroad History Museum - Durand Union Station, Durand, MI	First floor upgrade lighting to LED and upgrade rolling shelving. Second floor attic archive installation of split heating/cooling unit.	\$5,000.00
Lewes Junction Railroad & Bridge Association, Lewes, DE	Delaware Coast Line Railroad Caboose 1000 cosmetic refurbishment	\$3,000.00
Corry Rail and Industrial Legacy Society, Corry, PA	"Climax Class "A" Sn. 313 reconstruction of the main frame and bolsters	\$5,000.00
Black River Railroad Historical Trust Inc., Point Pleasant Boro, NJ	Black River Railroad Historical Trust Inc. Passenger Coach #605 exterior restoration	\$5,000.00
Iowa Railroad Historical Society, Boone, IA	Former Union Pacific Railway Post Office car #2064 interior restoration	\$5,000.00
Louisiana Steam Train Association, Metairie, LA	Permanent exhibit of collection of maps and photographs	\$4,000.00
Ozaukee County Historical Society, Cedarburg, WI	Former Milwaukee Road Caboose #01887 restoration and preservation	\$5,000.00
Port Jervis Transportation History Center, Inc., Port Jervis, NY	Former Erie Railroad Port Jervis turntable restoration of the wooden turntable decking	\$5,000.00
<i>NRHS RHG Comm 5/17/2022</i>	Total NRHS 2022 Railway Heritage Grant Awards:	\$99,130.00

Vintage Streetcars Still in Service in San Francisco

By ALEX MAYES, Potomac Chapter NRHS (Photos courtesy of Alex Mayes)

Until the mid-1800s most Americans lived in rural areas or on small family-owned farms. After the Civil War, there was a massive migration to the cities with the dawn of the Industrial Revolution since factory jobs provided higher wages than working on a farm.

Eleven million people migrated from rural to urban areas between 1870 and 1920, and a majority of the twenty-five million immigrants who came to the United States in these same years moved into the nation's cities. By 1920, more Americans lived in cities than in rural areas for the first time in U.S. history. With the huge increase in population transportation in many cities became difficult. To address this issue horse-drawn streetcars were introduced in several cities which ran along the streets beginning in the 1830s. By the 1890s, electricity was widely available, and electric-powered streetcars were placed in service, in many, but not all U.S. cities. Although most animal-drawn lines were shut down in the late 19th century, a few lines lasted into the 20th century and later. New York City saw regular horsecar-powered streetcars until 1917. By 1902, some 15,000 miles of streetcar lines were in service across the country, an astounding jump of 70 percent in only twelve years.

By the 1930s, streetcars were facing intense competition from automobiles which had become very popular. City buses were seen as more economical and flexible as a bus could carry a number of people similar to that in a streetcar without tracks and associated infrastructure. In an attempt to revive streetcar systems, a group was formed to develop a new, modern streetcar in 1929. This group was initially known as the "Presidents' Conference Committee" (PCC), renamed the "Electric Railway Presidents' Conference Committee" (ERPCC) in 1931. The group's membership consisted primarily of representatives of several large operators of U.S. urban electric streetcar systems and potential manufacturers.

ERPCC's goal was to design a streamlined, comfortable, quiet and fast accelerating and braking streetcar that would be operated by a seated operator using floor mounted pedal controls

to better meet the needs of the street railways and appeal to riders. ERPCC prepared a detailed research plan, conducted extensive research on streetcar design, built and tested components, made necessary modifications and revisions based upon the findings, and ultimately produced a set of specifications for a standardized and fixed design. It included a modest list of available options with ample room for customer customization, but was to be built with standard parts as opposed to a custom designed car body with diverse parts added depending on the whims and requirements of the individual customer.

After much research and testing, the basic PCC design was finalized in the mid-1930s. The earliest PCCs that debuted in New York, Boston and Pittsburgh in 1936 were a bit shorter in length while later models a bit longer. All PCCs ranged in length from 46 to 50 feet and typically varied depending on the size requirements specified by the owner. Of the nearly 5,000 PCC streetcars built, almost all of them were produced by either the St. Louis Car Company or Pullman-Standard, which purchased the license from the Transit Research Corporation, a company that actually held the patents to the cars.

In San Francisco, the 1906 earthquake destroyed many of the city's cable car lines and most were replaced with more modern streetcars, which received their power from an overhead wire. As it did in many cities, the streetcar spurred a huge amount of development in San Francisco. By the 1930s, 50 trolley lines connected every neighborhood, including four sets of streetcar tracks right up the middle of Market Street. San Francisco bought five double-ended non-patent PCCs in 1939, ten more PCCs in 1948 and another 25 in 1952. In the 1950s, dozens of streetcar routes were replaced with buses in San Francisco. In the 1970s, the city began to modernize its rail system and replaced its old streetcars with modern light rail vehicles. It also put its Market Street route beneath the main thoroughfare. In 1982, the last vintage streetcars were put into storage.

Between 1983 and 1987, successful Historic Trolley Festivals were held on Market Street, which created enthusiasm for the return of vintage

streetcars to Market Street. In 1995 the F-line opened on Market Street with PCCs; it was the city's first NEW permanent streetcar line in 63 years. More trackage has been added since then, and additional PCCs have been acquired. Currently MUNI operates 27 PCCs on the F Line, including three double-ended "Torpedoes" originally purchased by MUNI in 1948, 13 cars purchased from Philadelphia in 1994 and 11 cars purchased from Newark, New Jersey. The cars are painted in tribute liveries representing most of the cities that once operated PCCs, including San Diego, Boston,

Philadelphia and many others. Currently, the PCCs are used daily on the F and E lines and work alongside a number of other historic streetcars, including 11 built for service in Milan, Italy.

During a recent trip to northern California and southern Oregon, Teresa and I spent the first three days in San Francisco riding and photographing the vintage PCC streetcars March 22-25. We had sunny skies all three days which provided great photo ops. Below is a trip report describing our visit to the "City By the Bay."



THE PCC CAR TOUR BEGINS - Shortly after leaving the Embarcadero BART station onto Market Street we saw our first PCC. This is car number 1057, built in 1948 for the Philadelphia Transportation company, painted in the Chicago Transit Authority scheme.



PARADE OF PCCs – We spent some time on Market Street and photographed the parade of PCCs. This is car No. 1062, built in 1948 for the Philadelphia Transportation company, painted in the Pittsburgh Railways Company scheme.



PCC CAR #1061 – Built in 1948 for the Philadelphia Transportation Company, painted in the Pacific Electric Company scheme.



PCC CAR #1076 – After photographing a half-dozen PCCs here, we boarded this car. Built in 1948 for the Twin City Rapid Transit Company in Minneapolis-Saint Paul, it was painted in the D.C. Transi. Company scheme, which ran in Washington D.C.



PCC CAR #1053 –The car is passing the iconic Fisherman’s Wharf sign on the Embarcadero at Taylor Street. Car #1053 was built in 1948 for the Philadelphia Transportation Company and is painted in the Brooklyn New York scheme.



PCC CAR #1060 ALONG THE EMBARCADERO – Car 1060 was built in 1948 for the Philadelphia Transportation Company and is painted in the Company’s scheme.



PCC CAR #1073 RUNNING DOWN BEACH STREET –This car was built for the Twin City Rapid Transit Company. Painted in the El Paso, Texas/Juarez, Mexico scheme, this honors El Paso, Texas and Juarez, Mexico, which ran PCC streetcars from 1950 to 1974. This is the only PCC street car line to ever cross an international border.



WHAT'S THIS ? – MUNI also has a fleet of modern electric buses.



1948 St. Louis Car Company PCC Type D San Francisco Municipal Railway

VINTAGE PLACARD FOR A VINTAGE PCC CAR – Most of the PCCs have vintage ads and placards describing their fleet of PCCs posted above the windows.



PCC CAR #1040 – Makes a sharp right turn in Castro and will head back to the Embarcadero.

Chesapeake Beach Railway Explorer

By HANS PLUGGE, DC Chapter NRHS. Photos by JOHN COWGILL, DC Chapter NRHS.

On Saturday April 2, 2022, Scarlett Wirt and I led a tour of the standard gauge Chesapeake Beach Railway right of way (ROW).

The day started at the Chesapeake Beach Railway (CBR) Museum, in Chesapeake Beach, MD. This excursion was a follow up to our virtual presentation of last year. (Available on DCNRHS YouTube at [Chesapeake Beach Railway Museum](#).)

The museum is housed in the original terminus station, which has been restored and is owned by Calvert County.

Behind the museum are the remnants (half!) of a passenger Car (Dolores) as well as the cabs from two steam locomotives rescued from the Seat Pleasant yard in the 1950s. We met in the railroad car for coffee and donuts for an introduction to CBR by Michael Sweeney, President of Friends of the CBRM and our docent for the day.

Following an overview of the Railway history, Scarlett and I were presented with a copy of the book, *Otto Mears Goes East*, a history of the Chesapeake Beach Railway, which will make its way to the DCNRHS library at Bowie Tower.



After this presentation, all participants received goodie bags containing swag such as patches and pins and we visited the museum proper.

The various displays chronicle the CBR's history and its association with its president, Otto Mears (yes, he of Colorado fame!) and the development of Chesapeake Beach as a resort town.

Since steamboats reached Chesapeake Beach only from Baltimore, Mears sought a direct connection to Washington via a railroad. CBR was incorporated in 1891/1896 and service began in 1900.



The railroad, especially on the eastern shore of the Patuxent River, traversed an extremely rural county, which was, and still is, sparsely populated. By 1935 automobile access competed with the rail service and it ended in 1935.

After visiting the museum, the attendees went for lunch while Michael and I went ahead to the site of the Pindell station. The grade crossing at this site still exists with some of the original houses to the south still standing – new uses are being considered by Anne Arundel County which owns the surrounding land, including the Jug Bay Wetlands Sanctuary.

The original station closed in the 1930s and has long since disappeared. Perhaps its foundations are partially paved over in the middle of Pindell Road.



Remnants of the freight house are still visible, although ever less, even compared with my visit last fall.



At the Pindell site Michael Sweeney displayed photographs of both the station and freight house as they appeared during the 1930s. It is very easy to see where the ROW was as it is paved over as the access route, Farm Road into the central part of Jug Bay Wetland Sanctuary.



Also on display was a picture of the Lower Pindell Road bridge, to the east of the site, which was filled in at some time post 1930s.

After negotiating the turn onto Pindell Road, we quickly made the less than 10-minute drive to Jug Bay Wetlands Sanctuary, which encompasses about 2 plus miles of CBR ROW.

Here we met Patricia Delgado, superintendent. She and Michael Sweeney led the rest of the ROW tour here.

We quickly made our way down the Otter Point trail to a right turn onto the railroad bed trail, which is a narrow fill extending through marsh land towards the Patuxent River.



As a nature preserve, the marshes and wetlands on either side of the trail were teeming with birds including several (nesting) ospreys. (Worth visiting without the attraction of the ROW). Clinkers and railroad ties were in evidence even more than 80 years later.



After a half-mile hike, we reached the boardwalk that extends into the river. Visible in the middle of the river is the old pivot/turntable for the bridge that spanned the Patuxent River here.



In the early part of the twentieth century the river was navigable past this point for tobacco transport and more.



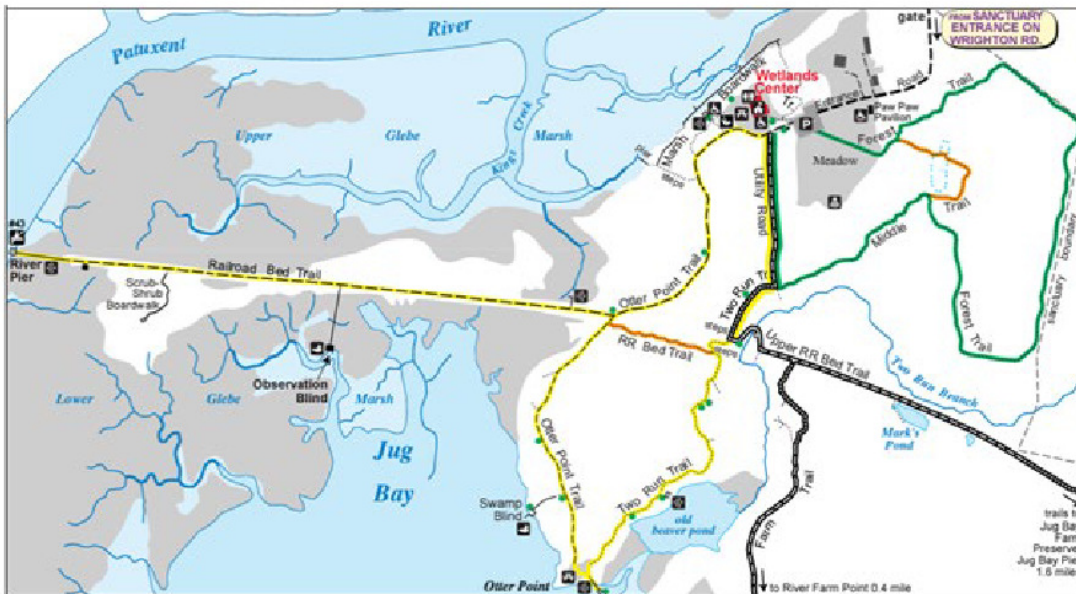
Much discussion of railroad construction techniques, including a discussion by Ms. Delgado as to whether Sanctuary aims to preserve this section of the railroad bed trail – the answer is no. Even though the fill from the railroad trail bed allowed development of wetlands, river flooding will cover the ROW occasionally.

After travelling at a leisurely pace back to the intersection of the railroad bed trail and the Otter Point trail, participants had a choice of three options:

1. Travel back to the main entrance with Ms. Delgado perhaps stopping at the scenic view,
2. Continue on their own on the Otter Point trail to the beaver pond and many turtles, or
3. Continue with yours truly on the Railroad Bed trail.

Since the actual ROW is a swamp (literally) the trail makes its way along a small bluff to the intersection with the Two Run trail where steep stairs lead down a creek bed. After crossing the creek bed, we continued along the upper railroad bed trail.

It is unclear whether the creek crossing originally was via culvert (a big one is about 20 yards in) or a bridge. Whatever the structure was there is now a 40 ft gap between the two trail sections traversed using a boardwalk.



Various structures including another smaller, ceramic culvert were visible as we made our way along the railroad bed until we came out on the paved Farm Road close to the freight house location. We hiked back via the Farm Road and Farm Trail to come onto the ROW just above the creek bed and boardwalk. A quick turn up the stairs onto the Two Run trail and Utility Road brought us back to the main entrance. About a five-mile hike in great weather – upper 50-degree temperatures and bright sunshine. *Special thanks to Michael Sweeney and Patricia Delgado, our docents.*

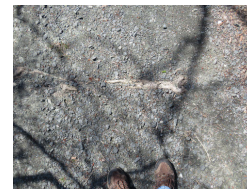


Photo courtesy of John Cowgill
CHESAPEAKE BEACH RAILWAY MUSEUM – Located in Chesapeake Beach, Maryland.

[Editor's Note: The above article appeared originally in the May 2022 issue of the *Timetable* newsletter of the Washington D.C. Chapter. Many thanks to Ann Mason and the DC Chapter for reuse permission.]

Congratulations! 70 Years for the Central Coast Railway Club

In 2022, the Central Coast Chapter is celebrating its 70th anniversary of its founding. The Chapter has a long history of rail excursions, adventures and success with its members. Below is a look back at another milestone in the Chapter's history – its 50th anniversary in 2002.

Central Coast Railway Club

January 1952 - January 2002 - 50 Year



Cutting of the 50th Anniversary cake, January 18, 2002



Photo by Peter Hahn

LOCOMOTIVE #2375 4-6-0 – October 4, 1953 Central Coast and Northern California Railroad Club sponsored a 'Day in San Francisco' touring Southern Pacific's switching limits. The three-car train pulled by 4-6-0 No. 2375 staged a photo runby on the overpass over El Camino Real near Colma.

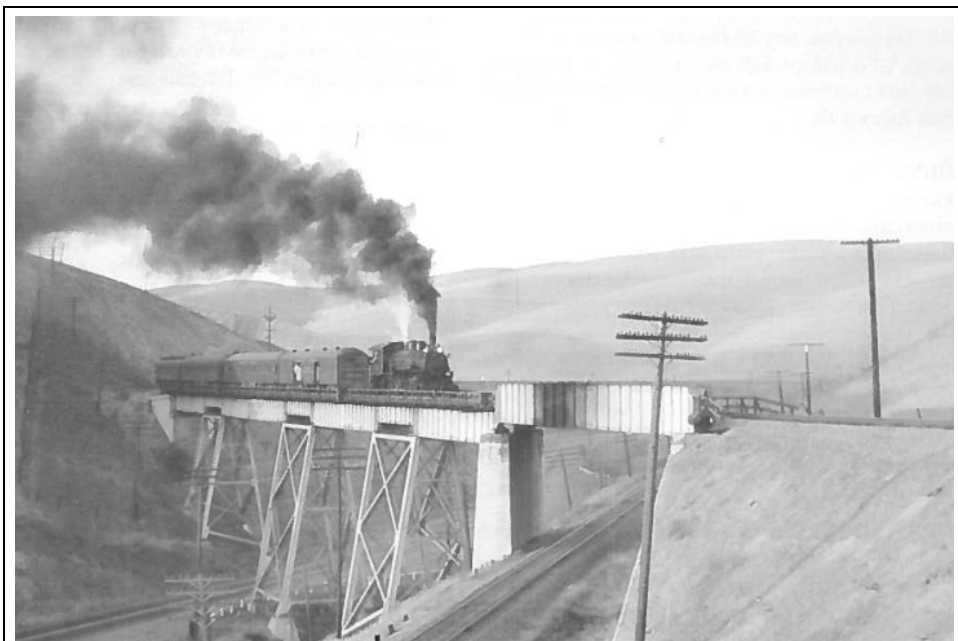


Photo by Edward F. Graham
“GOLDEN AGE OF RAILROADING” EXCURSION, OCTOBER 21, 1956 – Western Pacific 4-6-0 pulled a four-car train from San Jose to Carbona and return. A photo stop was made on the Greenville trestle over the Southern Pacific at the west end of the Altamont Pass.

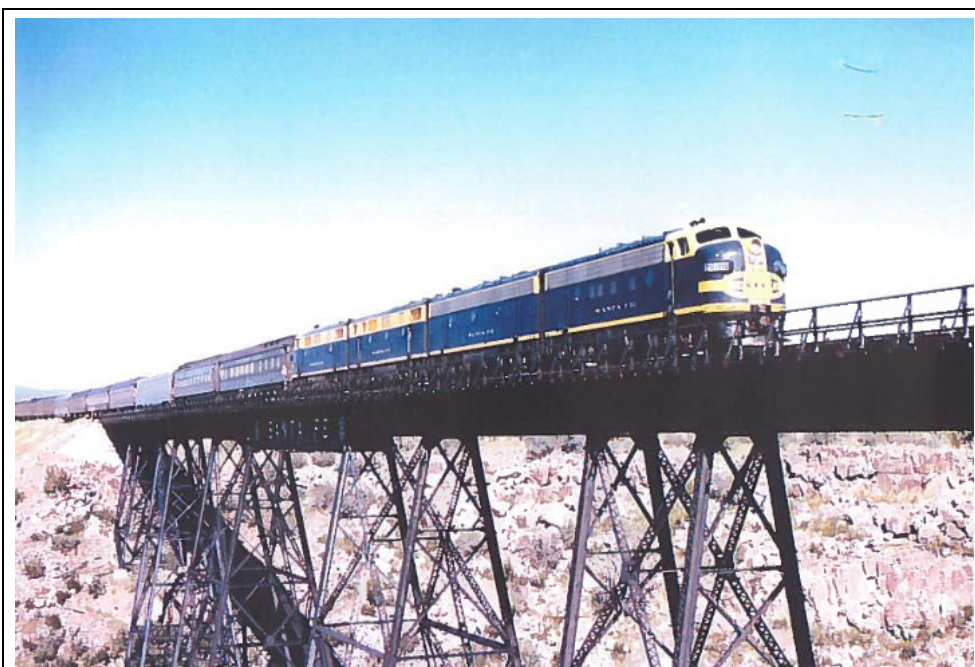


Photo by Edward F. Graham
GRAND CANYON – ARIZONA SOJOURN EXCURSION – Operated over the 1959 Labor Day Holiday with a special Santa Fe excursion train from Richmond to the Grand Canyon. Here the train stages a photo stop on the Hells Canyon Bridge near Prescott, Arizona on September 6, 1959.

[Editor Note: Content below originally appeared in a special publication of the Central Coast Chapter of the NRHS. Many thanks to the Chapter for reuse permission.]

Mogul #201 Project in Anna, Texas

By *ELDEN BAKER, City of Anna (TX) Parks Board, Guest Writer*

Here is a little background on the Mogul 201 project. When we were in the process of getting the Anna Depot restored, we began looking for an authentic locomotive to display.

Houston and Texas Central #119 (aka Elizabeth) was (and still is) rusting away in a barren field outside of Atlanta, Georgia. Elizabeth would have been perfect for us because it is quite likely that she operated through Anna at some point in time. Since the current owner had absolutely no intention to sell, we began looking for another locomotive with a Texas connection.

We were informed that Eureka Springs and North Arkansas #201 had been taken out of service in 1999 due to boiler issues and likely will never operate again. ESNA 201 is the former Moscow Camden and St. Augustine #201, which was initially built by ALCO in 1906 for the Isthmian Canal Commission (the Government agency created to build the Panama Canal). MC&SA operated from Camden to make connection with the H&TC at Moscow.

The City of Anna Parks Department has contracted to buy #201. Also, the City of Anna contracted with Reader Industries to bring the 2-6-0 Mogul to Sherley Heritage Park (City of Anna municipal park) for permanent display “arriving” at the Anna Depot.

On March 5, a group of us from the City of Anna (two council members, the former city manager and myself) went to Reader, Arkansas to check-in on the restoration efforts of MC&SA 201. Reader Industries (Richard Grigsby’s organization) agreed to cosmetically restore the locomotive and deliver it to Anna for permanent display. The restoration work is nearing completion and will be delivered to Anna when the display track is eventually installed. Details will be announced when information is known.



MOGUL 201 AS ESNA 201 ON DISPLAY AT EUREKA SPRINGS, FEBRUARY 2020 – The tender seen here is not the correct tender. ESNA used this tender to provide a larger water capacity so, when Mogul 201 arrives in Anna, it will have its correct (shorter) tender.



THE BOILER HAS BEEN COMPLETELY CLEANED AND PAINTED IN PRIMER - The boiler jacket will soon be reinstalled and painted black. The smoke box will be painted gray. Due to very heavy deterioration, the smoke box had to be completely rebuilt. It was duplicated rivet for rivet. However, there are six rivets on each side that, for several reasons, were not able to be replicated. Once the locomotive arrives in Anna, if you can identify the missing rivets, you will get a “special” surprise. Much of the interior tubes and piping have been removed to reduce weight (probably nearly a couple of tons).



THE FRAME IS COMPLETELY CLEANED - All traces of contaminants (grime, petroleum, paint as well as anything that could present an environmental hazard) have been removed. It may look like there is a lot of work left to do, but it is actually very close to being complete. When everything is ready for the move of the Mogul to Anna, Grigsby’s team will lift the boiler up, pull the frame under the boiler, and then lower it down onto the frame. Then the cab will be put into place. The doors and windows (not shown) will be reinstalled.



THE CAB IS REPAINTED IN ITS ORIGINAL BLACK WITH A RED ROOF AND GREEN INTERIOR - When it is lifted onto the locomotive, it will flex quite a lot so, the windows and doors will be reinstalled after it is in place.



THE DOORS HAVE BEEN CAREFULLY RESTORED - The original glass is retained and will go back on the cab. When Mogul 201 is finally set up for display, she will have an operational bell and a compressor for the whistle. Kids of all ages can get their picture taken while they play engineer.

[Editor's Note: The following article appeared originally in the March-May 2022 issue of the North Texas Zephyr newsletter of the North Texas Chapter. Many thanks to Elden Baker for reuse permission.]

Cover Up In Woodburn for SP #1785 Mogul

By *ARLEN L. SHELDRAKE*, Pacific Northwest Chapter NRHS

Most of Pacific Northwest rail fans know about the SP 1785 steam locomotive on display in downtown Woodburn, Oregon. Frank Scheer and others have for many years maintained the Mogul locomotive in beautiful condition.



CONTRACTOR WORKS ON MARCH 16, 2022.

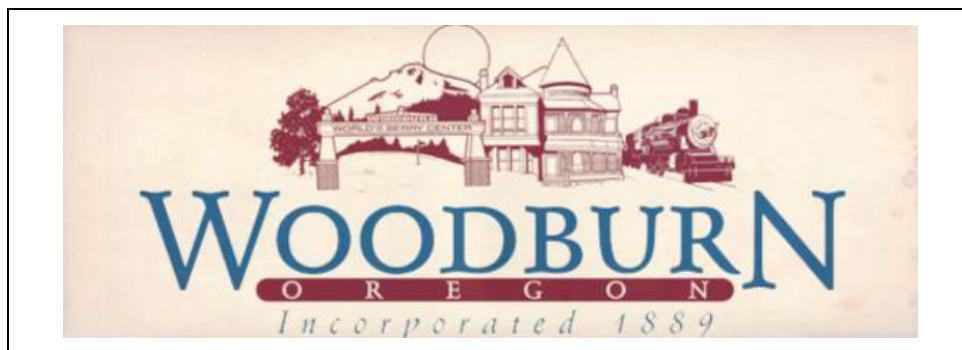
Back in February, Chapter member Steve Rippeteau noted that a project was being launched to erect a cover over the 1785 to better protect it from the western Oregon drips.

From Jesse Cuomo, Community Services Director, City of Woodburn 4/20/2022: "In 1957, Woodburn would receive a classic 1902-built steam locomotive through a donation by the Southern Pacific railroad. The SP 1785 and Frank Scheer have become synonymous in the railroad and railfan community. Frank has done a skilled job of restoring the locomotive using Southern Pacific Company erection shop drawings and other source information to ensure it looks exactly as if she had been released from the SP's Sacramento Shops in 1955.



FRAMING DONE. MARCH 29, 2022.

Every detail has been meticulously restored or rebuilt. It is in better condition today in the park at Woodburn than most locomotives in indoor museums worldwide. As the locomotive reaches its 65th anniversary of being housed here in Woodburn, City staff found it vital to continue to protect this fantastic historical asset. In the summer of 2021, the historic locomotive received a fresh coat of paint, followed by a fantastic steel structure envisioned by Frank Scheer himself to shelter the SP 1785 for decades to come. The project was made viable by funding from the City's Urban Renewal District Plan. Approximate project cost: \$75,000." Nataly's Construction LLC was the general contractor for the project.



As a further indicator of the community pride in the 1785, one should note that the Woodburn city logo includes a rendering of their locomotive.



COMPLETED COVER ON APRIL 19, 2022.

Our November 2019 *Trainmaster* issue lead article, Woodburn's Historic No. 1785, included a photo of the locomotive pre-fence. The 1785 is a M-6 2-6-0 Mogul built by Baldwin Locomotive Works.

My compliments to Frank for his many years of successful preservation efforts and the design of this cover as, in my less than humble opinion, it serves both purposes quite well: viewing and weather protection.

Thanks to Jesse and Steve for their help with this article.

[*Editor's Note:* The above article appeared originally in the June 2022 issue of the *Trainmaster* newsletter of the Pacific Northwest Chapter. Many thanks to Arlen L. Sheldrake for reuse permission.]

August 1 Voting Deadline - 2022 NRHS Election

By Bob Ernst, Electoral Committee, Chairman

[*Editor's Note:* The following is a **summary** of the "Notice of Elections" dated June 1, 2022. The Notice, voting ballot and return envelope were mailed to members.]

- The National Railway Historical Society, Incorporated is conducting its national elections under the procedures outlined in the NRHS Bylaws as revised and adopted September 26, 2020.
- All members, in good standing as of April 11, 2022, will elect the President and **nine** Directors. Members must be 12 years of age or older as of June 1, 2022, to be eligible to vote in this election.
- The election is open until the **close of business on Monday, August 1, 2022**. Only ballots postmarked no later than August 1, 2022, will be counted. The ballot must be returned in the enclosed addressed envelope.
- Ballots will be counted, and the results reported to the NRHS. The results will be certified by the NRHS General Counsel and the Electoral Committee in late-August 2022.
- The Electoral Committee will contact winners of the election once the vote has been certified. Results will be available on the NRHS admin website and will be published in the *NRHS News* after the vote certification and written notification to the candidates.
- The new Board of Directors will be seated at the Fall 2022 NRHS Conference in Springdale, AR on September 24, 2022.

Auto Train North During April – Trip Report

By Walter E. Zullig Jr., New York Chapter

My wife Suzanne and I had been in Hallandale Beach for over two months so it was time to consider leaving the delightful climate to return to New York. A call to Amtrak indicated that the sleepers were sold out numerous days but we were able to snag a bedroom for departure on Wednesday, April 13th. As per our usual practice we loaded the car the previous evening to avoid delay in the morning. We left about 9:30 am but upon nearing I-95, we noted signs indicating the road was closed at Hollywood Boulevard, about 3 miles north and could see the traffic standing still. So, a U-Turn and back to US 1 “Federal Highway” which we used to Sheridan St. in the north section of Hollywood thereby avoiding the blockage.

Once on I-95 it moved well. We made one lunch stop and stayed on I-95 to Mims where we exited on to State Route 46 for the westbound drive to Sanford. After driving THROUGH downtown Sanford we turned on to the road leading to the Auto-Train terminal to find a standing line of autos. The southbound train was said to have been on time but for some reason entry into the terminal area had been delayed. However, the line started moving after a few minutes and we soon reached the entrance booth. The procedure now was for the booth agent to ask your name, bring up the reservation on the computer and then put a magnetic sign on the driver’s door with a number. Then you drive to one of the three receiving lanes where you leave the auto in Amtrak’s custody while a claims agent videos all angles of the car.

The train seemed to be open around 2:15 so we went out and boarded our car, which was the second car back from the engines. Once settled into our room I went outside to get the full consist. At Sanford, the coaches are on an adjacent stub end track as the platform is not long enough to hold the entire train. I returned to the room just as the switcher was ready to move the coaches to the rear of the train. Dinner choices were 5 or 7 (with 6 o’clock already full) so we opted for 5 and both ordered the flat iron steak. Just as on the southbound trip during February, passengers were served in their rooms with delivery in a big plastic bag and everything disposable. The dinners came about 5 p.m. along with the wine and desserts. The meals were quite good but we do not enjoy eating in our room with plastic covers and utensils. The train was sold out. In the past, they were able to accommodate everyone in the dining car with overflow into the adjacent lounge car which has six tables at one end. The “room service” is due to crew shortage or to the belief once expressed by Amtrak’s former president that “millennials don’t like to be seated with strangers.” Few millennials on this train though.

I always enjoy a drink before a trip like this so asked the car attendant if I could get one in the nearby first-class lounge. No, just as on the southbound trip that car was unattended so I would have to walk 9 cars forward to the “Cross Country Café” in the coach section. So, I did that only to be told “we’re not ready yet; come back in 5 to 10 minutes.” After sitting in that car for 15 minutes I inquired again and was told they still were not open. Not needing alcohol that badly, I walked back the 9 cars to our room. The car attendant later told me the reason for the unstaffed lounge car is a shortage of personnel; a class of 10 now is underway. One problem has been that some of the new hires fail the drug test, a sad reflection on today’s society.

During this time the train was put together, brake test conducted and we departed Sanford at 3:58 pm. With a train of this length coming off a branch line, the acceleration is slow but once on the main line for a few miles, we attained track speed. Soon the conductor made the traditional announcement with vital statistics: 533 passengers on board with 282 in coach and 251 in sleepers. There were 311 vehicles in the auto-carrying cars. We passed the “big curve” in Jacksonville at 6:38 and Folkston, GA, at 7:20 where 5 people were on hand with cameras. The motion of the train made us sleepy so we asked for the beds to be made up around 9:45 and were off to sleep shortly thereafter.

I slept well through the night and woke up as we were passing through Rocky Mount, NC, which would make us quite late. As it turned out, there had been numerous delays with freight trains during the night and we were over two hours late. Once dressed I walked three cars to the diner where breakfasts were handed out, including hot sandwiches if requested. I took them to the lounge car to obtain coffee from the

machine and then brought Suzanne's to the room. We passed Petersburg, VA at 8:40, Richmond at 9:17, Ashland where photographers were on hand at 9:36 and Fredericksburg at 10:21. Arrival at Lorton was about 11:02 (9:00).

We waited in the station for our auto's number to be announced. The first 30 are the "Priority" autos which pay an additional \$60 but ours was called shortly after the Priority vehicles were off. We drove off onto I-95 with no problems until halfway through DC on Route 295 which stopped here and there as did the Baltimore-Washington Parkway. Once back on I-95 there were fast and slow areas, with numerous stoppages. We had hoped for a late lunch at the Friendly Restaurant on DE 496 near Newark but found it closed so were relegated to the food court at the Delaware service area on I-95. Stayed on that road until in NJ via the new Scudder Falls Bridge, thence on NJ 29 to route 202 to I-287 and over the Gov. Mario M. Cuomo Bridge to NY9 and home. We reached home about 7:20 and I was exhausted after the drive in heavy traffic.

I am listing the Auto-Train consist below. The train is not turned at either terminal so northbound the sleeping cars are in front, followed by the coaches and the auto-carriers.

Consist: Auto-Train #52 Sanford to Lorton April 13-14, 2022.

Engines: 831 and 821 (P-40)

Cars: 32114 - Superliner Sleeper *Virginia*
 32108 - " " *South Carolina* our car
 32504 - " " *Palm Harbor* 10 bedrooms upstairs
 33101 - Superliner Lounge car
 38053 - Superliner Dining car
 32500 - Superliner Sleeping car 10 bedrooms upstairs
 32089 - " " "
 32107 - " " "
 32023 - " " "
 32092 - " " "
 37004 - Superliner Cross Country Café
 34123 - Superliner coach
 34131 - " "
 34124 - " "
 34118 - " "

Plus, an unknown number of auto-carriers, making a very long train.

NRHS Historic Plaque Program

Recognizing Railroad Landmarks, education, railroad history and railway preservation efforts intersect in the National Railway Historical Society Historic Plaque Program. This program formally recognizes landmarks in Railroad History by placing a bronze plaque at/on the site. Several notable, formally recognized rail preservation sites have included:

- Chicago Union Station
- Baltimore & Ohios Railroad Roundhouse & Museum
- Rockville Bridge
- Baltimore & Ohio Railroad Museum

How to Apply

Applications are typically sponsored by or pursued in partnership with a local NRHS Chapter and are frequently done in conjunction with a historic milestone event for that rail landmark, such as a rededication, restoration, or a "birthday" (e.g., 75 or 100 years old). The presentation of the historic plaque may also be accompanied by a press release from the NRHS, providing additional railway history education and public relations opportunities.

For additional information on working with the NRHS to recognize a railroad history landmark in your area, please contact the National Office at <https://nrhs.com/contact>

Bulletin Back Issues Available

By *JEFF SMITH, Editor NRHS Bulletin*

The NRHS has extra copies of many Bulletin issues published since 2005 and we are looking to reduce our inventory. Back issues are \$8 each including shipping. Issues are available by sending check or money order and a list of magazines you wish to purchase to Jeff Smith, 2375 S. Whittmore Street, Furlong PA 18925. Make checks payable to NRHS. For those interested in paying by credit card, please send a message to bulletin@nrhs.com and an invoice will be provided for payment online. Do not send credit card information via email.

The last few years of back issues are summarized below. Comprehensive Indexes for the Bulletin are located in the publication section of nrhs.com at: <https://nrhs.com/publications/nrhs-bulletin-78-years-of-in-depth-coverage-of-rail-preservation/>

Vol 84 No. 4

The Influence of Native Americans on the Construction, Operations and Marketing of the AT&SF Railway - by Bill Molony

When the Railroad Returns to Town - by Joseph Schwieterman

Black Mesa & Lake Powell Shuts Down - by Alex Mayes

Vol 84 No. 3

Harvey Reborn: How Allan Affeldt resurrected Fred Harvey's first and last trackside hotels - by Elrond Lawrence

Vol 84 No. 2

Linn Moedinger: Strasburg's Maestro of Steam - by Kurt Bell

Vol 84 No. 1 (In 2021, with Vol 84 the NRHS Bulletin resumes issuing a complete volume per year)

The Reading & Columbia Railroad - By Olev Taremac

The Colorado Pacific - by J. L. Gattis

Vol 83 No. 4

The Metro-North Story - By Walter Zuellig Jr.

Growing Up with Central Vermont - by Brian Solomon

Vol 83 No. 3

The Black River & Western - By Oren Helbok

Vol 83 No. 1 & 2

The Alaska Railroad - Against All Odds - By Frank Keller

A Tribute to Jim Boyd - By Mike Schafer

Vol 82 No. 4

Reading & Northern: Anthracite, Fast Freights and Passengers - By Olev Taremac

Where Steam Lives on the Road to Anthracite - by Oren Helbok

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The Promotor: John Gruber - By Justin Franz

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The Photograph as History: Revisiting the Portland Switching District Project - By Alexander Craghead

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Candidate Biographies - 2022 NRHS Election

The biographies for the candidates for the 2022 NRHS Election are available at:

<https://admin.nrhs.com/public/2022Election/CandidatesBiosSheet2022Final.pdf>

If the link does not work, go to: <https://admin.nrhs.com/> and click on the 'Documents available to the public' link at the top of the page.

Once on the NRHS Public Information Page, the 2022 Election section is near the top of the page. The 'Candidates Bio Sheet' is at the top of that section.

Lehigh River Gorge Scenic Railway, Jim Thorpe, Pennsylvania

By JOHN COWGILL, DC Chapter NRHS

The town of Jim Thorpe in the U.S. state of Pennsylvania is considered to be one of the best small towns in the United States of America. The town sits in a valley where the Lehigh River flows. It is also a railroad town with a train station built by the Central Railroad of New Jersey. There is no regular passenger service to the town, but it is where you will find the *Lehigh River Gorge Scenic Railway*.



Photos courtesy of John Cowgill

THE READING BLUE MOUNTAIN AND NORTHERN RAILROAD NUMBER 425 – Lined up at the old Central Railroad of New Jersey Train Station in Jim Thorpe, Pennsylvania.



THE JOURNEY BEGINS –You arrive at the old train station. You buy your ticket. You wait. Then, the train comes. You board the train. When the time comes, the train leaves the station.



RIDE AND WAVE, WAVE AND RIDE –You head north. You see the rail yard. Then you pass the junction with the Reading Blue Mountain and Northern, and you cross the river, and you cross the tracks owned by the Norfolk Southern Railway. You see the rail trail that parallels the tracks, and you wave to the hikers and bikers as you roll by.

You cross the river again, and you see where the railroad once tunneled through the mountain. You go a little way and see a waterfall. You arrive at the end, and you watch as the locomotive goes from one end to the other. Sadly, this means that you are on your way back to Jim Thorpe. You look out the window, and you enjoy the scenery along the way.



BEAUTIFUL SCENERY IN SEVENTY MINUTES –The Lehigh River Gorge Scenic Railway is a treat for the rail fan and anyone who enjoys beautiful scenery. The ride is only seventy minutes, and it is an enjoyable seventy minutes. If you visit the town of Jim Thorpe, it is definitely a must do.

The Lehigh River Gorge Scenic Railway is owned by the Reading, Blue Mountain, and Northern Railroad. It is located at the old Central Railroad of New Jersey train station in Jim Thorpe, Pennsylvania at 1 Susquehanna Street (U.S. Route 209).



THE JOURNEY ENDS FOR THIS DAY – Get out into nature. Enjoy the scenery. Ride the Lehigh River Gorge Scenic Railroad.

The railway does not have its own parking, but the town parking is located next to the station. (Payment required.) The train is wheelchair accessible. The ticket office is outside the train depot on the north side next to the boarding area. You can get more information at <https://www.lgsry.com/> .

[*Editor Note:* Article originally appeared in the May 2022 issue of the *Timetable*, the newsletter of the DC Chapter of the NRHS. Many thanks to John Cowgill for reuse permission. Article is available online at <https://johncowgillstoriesoftherailroad.com/2022/05/05/the-lehigh-river-gorge-scenic-railway-jim-thorpe-pennsylvania/>]

President's Column – Thanks For a Great Convention!

By AL WEBER, President, NRHS (Photos courtesy of Al Weber)

I want to thank all the great volunteers that put on the 2022 NRHS Convention in the Los Angeles area. I have received many good comments on the convention events from our attendees. I had a wonderful time and I know that others did also. Now look forward to the 2023 convention in South Florida.

We used the central location in Fullerton/Buena Park CA as a base with the convention hotel, Knott's Berry Farm Hotel. Throughout all this, with all the COVID and other problems, the hotel staff and management worked to make this convention not only happen but to be a great convention hotel and we all need to thank them for all their work, most notably Sales Manager Catherine Rad.

The convention consisted of day one meetings, day two San Diego and back on Amtrak, day three Southern California Railway Museum, day four Nethercutt Museum and last day Griffith Park museums, membership and ended with the annual banquet.

For me, all were good but the trip to The Southern California Railway Museum (formerly Orange Empire Railway Museum) was really outstanding.

Attendees got to not only ride their train but several of the trolleys and the trip to the behind-the-scenes repair facilities was excellent and not open to the normal visitor. Their volunteers went out of their way and not only showed their collection but answered many questions from us. I thank the museum for doing this for our members.

The trip to San Diego, first to Balboa Park and the excellent model train exhibits and then back on the Amtrak Pacific Surfliner; what a day. Many of us got behind the "glass" and saw the internals of the train operation. How great was that!

We also were given a very special behind-the-scenes tour of the Knott's Berry Farm railroad shops including a train ride, thanks to the Knott's Hotel management setting it up for us.



We went to an unusual venue for a train group, the Nethercutt Museum and Collections. While the committee was unsure how it would be received, even though Royal Hudson #2839 and Pullman passenger car #100 was there. The rest of the collection was autos and a large mechanical instrument and music box collection. For many of our attendees it was the highlight of the convention.

We did have three meetings, a board meeting, an Advisory Council meeting (these did not interfere with any convention activities), and the annual membership meeting. Much was discussed and your officers will work on the suggestions over the next few months.

We ended the convention with our annual banquet. Rob Shatsnider, chairman of the RailGiants Museum in Pomona, was the speaker. He told the group about the founding of the museum and the moving of Union Pacific Big Boy 4014 from their collection to Union Pacific. Rob gave a really in-depth description of how the move came about and what was involved in actually getting the land-locked engine moved.

Well, I hope that all the attendees had as good a time at the convention as I did.

Election Reminder

We have an election on going.

If you were renewed BY March 20th, per our bylaws, you received a ballot in the US mail. The membership year ends on December 31 of each year. There is a short grace period to get your membership to us and processed.

If your renewal was processed after March 20th you cannot vote in the 2022 election. After you receive your renewal letter each fall, Be sure to renew your membership by December 31.

Al Weber (aweber@nrhs.com)



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

Membership information changes should be sent to Hugh Harris at membership@nrhs.com.