

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

AUGUST 2022

Welcome to the NRHS 2022 Convention – An Inside View

By ELIZABETH GUENZLER, Convention Committee Member NRHS



Photo courtesy of Elizabeth Guenzler

BUSINESS CAR 100 "CALIFORNIA" – Located at the Nethercutt Museum.

The California Limited convention was unique for both me and my husband Christopher as we live in Santa Ana, which meant the extent of our travel was a twenty-minute drive north to Buena Park and a nice five-day stay at the Knott's Berry Farm Hotel.

Before I launch into the convention week, let me go back a few months. Being the "local" convention committee member meant I was more involved in the planning of this year's event, which included contacting and liaising with two of the groups at committee chair John Goodman's request, as well as attending to some of the more administrative items that are central to the registration room.

(Continued on page 5)

Welcome back home from the 2022 National Convention !



NRHS NEWS – AUGUST 2022

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Upcoming Conferences and Conventions

September 22-25, 2022

2022 NRHS Fall Conference - Springdale, Arkansas

See p. 3 for the latest registration schedule, events, hotel information.

Upcoming Deadlines for Submissions

<i>Issue</i>		<i>Deadline</i>
October 2022	Online issue	September 10, 2022
November 2022	Mail issue	October 10, 2022
December 2022	Online issue	November 10, 2022

2022 NRHS Election Status

The election closed on August 1, 2022. All ballots must be postmarked no later than August 1, 2022, to be counted. The President shall be elected by a plurality of those votes legally cast. The top nine candidates with the most votes will be elected as Director. The results will be certified by the General Counsel of the NRHS and the Electoral Committee in late August 2022. Winners of the election will be contacted by the NRHS Electoral Committee Chair once the vote has been certified. Results will be available on the NRHS website and will be published in the NRHS News after the vote certification and notification to the candidates. *The new Board of Directors will be seated at the 2022 Fall Conference.* The current Board remains in position until the seating of the new Board.

NRHS 2022 Fall Conference – Important Update

Note: The Fall Conference is open to all members.

THE ARKANSAS - BOSTON MOUNTAIN CHAPTER, NRHS, P.O. BOX 1303, SPRINGDALE, AR 72764
PHONE: 479-422-0401

FALL 2022 NRHS BOARD & COUNCIL MEETING SEPTEMBER 23 - 25, 2022

HOLIDAY INN, SPRINGDALE, ARKANSAS

Schedule

- Registration - Lobby of the Holiday Inn. Will open at 3:00 PM on Thursday and be available at 6:00 AM Friday and 8:00 AM Saturday.
- Friday Trip - On the Arkansas Missouri Railroad to Van Buren, Arkansas
 - Depart from the hotel by coach at 7:15 AM on Friday morning
 - A box lunch will be provided
 - Coffee and soft drinks will be served on board.
 - Board the train at the Springdale Depot of the Arkansas Missouri Rail Road.

Three hours will be allowed in Van Buren and coaches will be available to transport members to Fort Smith to tour the trolley Museum there. On our return to Springdale, we will visit the Arkansas Missouri Railroad Shops. Tour will take approximately 1 hour. There are no facilities for handicapped people. On the completion of the tour, we will ride the coaches back to the hotel.

On Friday evening at 7:00 PM there will be a meeting of the Trustees of the NRHS Fund. This will be in one of the small conference rooms at the hotel.

Saturday - All Day Meetings

8:00 AM - 11:30 AM - Advisory Council Meeting - Conference Room

1:00 PM - 5:00 PM - NRHS Board Meeting - Conference Room

On Saturday evening we'll have a cash bar open at 6:00 PM, adjacent to the Banquet Room

Banquet served at 7:00 PM, the speaker will be Mike Sypult,

On Sunday Morning the AMRR will offer a rare mileage excursion from Springdale to Monett, MO.

For hotel reservations see the link below or call the number given. For trip or banquet reservations or to pay the registration fee please use the link to the AMRR website.

All hotel registrations must be made by August 25th to qualify for the \$99.00 rate. All other registrations and reservations must be made by August 31st.

Prices:

We have arranged a \$99 per night room rate at the Holiday Inn for the Conference. Use Code [Fall Conference of the National Railway Historical Society 2022](#) when making your reservation. All reservations MUST be made directly with the hotel at 877-666-3243 or using the link above.

Registration is \$75.00 per family

The Friday trip to Van Buren, AR is \$160.00 per person and includes coach transportation and lunch. The Friday evening shop tour is limited to 50 people and the cost is included in the trip cost.

The Banquet on Saturday evening will cost \$50.00 per person. Choices are:

Roast Pork Loin, fennel, apples & pan gravy, salad, potato, bread

Salmon in a lemon butter sauce, salad, chef's selection

Pretzel Crusted Chicken, salad, chef's selection

A Vegetarian option will be available

On Sunday morning a "rare-mileage" trip will be offered on the

AMRR, running north to Monett, MO. Trip priced by the railroad.

Sunday Trip.

On the return, participants will leave directly from the AMRR depot in downtown Springdale. Riders will need to make their own way to the depot for train departure.

Sunday Reservations through the NRHS website or call AMRR at 479-751-8600

NRHS 2022 Convention – An Inside View (continued from p. 1)

By *ELIZABETH GUENZLER, Convention Committee Member NRHS.*

(continued from p. 1)

A trio of private cars had been arranged to be on the rear of the eastbound Southwest Chief from Chicago (with two coming from New York on the Lake Shore Limited) and were scheduled to arrive in Fullerton on Friday, May 13th. Chris and I kept track of the train and were trainside to greet several NRHS members as they arrived over three hours late. I was able to notify them of a last-minute track change which greatly assisted.

Sunday, May 15 and Monday, May 16

I was in “NRHS mode” starting on Sunday, May 15th when I helped to prepare the display boards and other related items in preparation for the opening of the registration room, as well as hand over some boxes that had been brought out from Minnesota during the committee visit at the end of April. The following day, Monday, May 16th, my focus changed from convention committee member to Central Coast Chapter representative since I was taking minutes as the Acting Secretary of the Advisory Council, a new position that I took on over the winter. That evening, I ran my customary initial Bus Host meeting with the rest of the bus hosts to distribute the vests, walkie-talkies and procedures for the following day. I would hold such a meeting each morning to go over the activities of that day.

Tuesday, May 17

Tuesday, May 17th was the first event of the convention, a day trip to the San Diego Model Railroad Museum at Balboa Park. It had been many years since I had visited the museum and I was eager to re-acquaint myself with this wonderful venue. Upon our arrival, Anthony Ridenhour, the Executive Director, was waiting for us; signs had been made up especially for our visit, which was an unexpected, nice touch.

As a Bus Host, (and, for me, the Coordinator of that event), one can enjoy themselves, explore the museum and take photographs but always with the awareness that your assistance may be needed. There was plenty of time to wander the museum and marvel at the level of detail and authenticity in the various layouts, and watch the trains being operated by the skilled and dedicated volunteers, who were very happy to show off their hobby and years of work to our members.



Photo courtesy of Elizabeth Guenzler

WARM WELCOME - Executive Director of the San Diego Model Railroad Museum, Anthony Ridenhour, ready to greet our NRHS members, complete with a welcome sign of their logo and our emblem.



Photo courtesy of Elizabeth Guenzler
SOUTHERN PACIFIC STEAM LAYOUT- Southern Pacific steam train with Daylight passenger cars traverses part of the extensive Tehachapi Loop, one of the layouts.



Photo courtesy of Elizabeth Guenzler
GOAT CREEK TRESTLE IN THE CARIZZO GORGE.



Photo courtesy of Elizabeth Guenzler
MODEL LAYOUTS ARE TYPICALLY VERY DETAILED - Photo taken through plexiglass.



Photo courtesy of Elizabeth Guenzler
A MODEL OF THE SANTA FE DEPOT IN SAN DIEGO.



Photo courtesy of Christopher Guenzler

PART OF THE GARDEN RAILWAY OUTSIDE THE SAN DIEGO MODEL RAILROAD MUSEUM.

Lunch was catered by the cafe upstairs. Since there was limited seating in the Pacific Beach room, but more available upstairs, a 'rolling lunch' was served with fellow bus host Skip Waters ably taking the lunch tickets. That worked well and fortified everyone to continue their exploration of either the layouts or the library upstairs.

Since I had the manifest, I made my way over to the buses and checked everyone off before boarding for the short drive to the Santa Fe Depot, where everyone was going to ride Amtrak's Pacific Surfliner up to Fullerton. Everyone that is except Stephen Miller and me, who would ride the dead-heading buses back to Fullerton so we could track them and (hopefully) arrive before the train.

It was a perfect day for a train ride along the "Surf Line" and everyone enjoyed their experience. The train trip moved along very well with no delays as they were in the window of no oncoming trains. The buses departed well before the train and since I-5 traffic was surprisingly light, Stephen and I arrived in Fullerton about an hour before the train was due. Neither of us minded and we watched a couple of freight trains and Metrolink passenger trains. Since we were wearing our red vests and looked official, a few people asked us a few questions about train times and which track to be on, which we ably answered. Everyone returned to the hotel and the first day of the convention was complete.

Wednesday, May 18

Wednesday, May 18th featured a visit to what we all know as the Orange Empire Railway Museum but is now called the Southern California Railway Museum. My first time here was almost exactly ten years ago, although Christopher and I did visit here in April 2021 for the penultimate run of Ventura County 2 before it went down for its re-build.

During the planning of this event, it had been decided that since there were just two buses, they would become two groups and do the same activities, just in a different order. So, upon arrival, everyone first boarded the main line train, powered by a gleaming Union Pacific E8A 942 which looked as good as it did in 2012 after its restoration. Once that was complete, each bus took their passengers to separate car barns, along with a docent who acted as our tour guide. These car barns, some of which are not normally open to the public, were treasure troves of historic locomotives, passenger cars, trolleys, caboose or other railway equipment, either fully restored or waiting to be restored.



Photo courtesy of Christopher Guenzler

UNION PACIFIC E8A 942 AND ITS TRAIN – Before its run on the main line.



Photo courtesy of Elizabeth Guenzler

DEBOARDING THE FORMER MONTREAL COMMUTER CARS AFTER THE MAIN LINE TRAIN RIDE – Our members are being ushered over to the buses for exploration of the car barns.

It is always nice to be able to walk through a museum's passenger cars and there were opportunities to do that during the day's tours. Many photographs were taken before the groups re-boarded the buses and went to the next car barn. Lunch was provided by a local catering company who had a food truck and served a delicious barbecue sandwich with baked beans and coleslaw. The chilled bottled water was most refreshing on a rather warm mid-May day and many members took advantage of the air-conditioned Town Hall to enjoy their meal.



Photo courtesy of Christopher Guenzler

SOO LINE BUSINESS CAR 54 "MT. RUBIDOUX" – Built by Soo Line in 1923.



Photo courtesy of Christopher Guenzler

GRIZZLY FLATS RAILROAD 0-4-2T 1 – "Chloe" built by Baldwin in 1907, originally Waimanalo Sugar 2.

In the afternoon, the Grizzly Flats Railroad carbarn (the railway of Ward Kimball, one of Walt Disney's animators) was visited, as well as the Fred Harvey Museum, the Pacific Electric Barn and the narrow-gauge barn, which were opened especially for us.



*Photo courtesy of Elizabeth Guenzler, while on board Pacific Electric 418
LOS ANGELES RAILWAY STREETCAR 1201 – On part of its one-mile loop of the grounds.*



*Photo courtesy of Elizabeth Guenzler
PACIFIC ELECTRIC RAILWAY BLIMP CAR 418 – Leaves Pinacate station on the main line track.*

Pacific Electric 418 was giving rides on the main line in the afternoon and I made sure that I rode that before taking Los Angeles Railway streetcar 1201 around the trolley loop. It was a fun way to end the day and an ice cream bar was most welcome upon return to Pinacate. The buses were boarded and returned everyone to Buena Park.

Thursday, May 19

When the convention was being planned for 2020, there had been some discussion of a behind-the-scenes tour of Knott's Berry Farm. This idea was revisited for the 2022 version, but with the park opening at 10:00, the small amount of space in the roundhouse and other logistical items, three tours of forty-five-minute duration, limited to twenty people, starting at 7:00 were agreed to.

Everything came together in a way that none of us expected. For not only did the tour encompass a walk-through of the two 1880's business cars (Edna and Durango) and a visit to the roundhouse but a ride behind Denver and Rio Grande Western 2-8-0 340 over to the roundhouse and then back to Calico station.



Photo courtesy of Elizabeth Guenzler

DENVER AND RIO GRANDE WESTERN 2-8-0 340 (nee 400 "GREEN RIVER") – Built by Baldwin in 1881.



Photo courtesy of Christopher Guenzler

INTERIOR VIEW OF DENVER AND RIO GRANDE WESTERN PARLOUR "DURANGO" – Restored in 2011 and was built by Jackson & Sharp as a chair car. It went through an iteration of parlor car before being rebuilt as a modern parlor car in 1937, complete with galley, a 4-seat dinette, parlor chairs, steam heat and electric lights. When retired in 1951, it was sold to Knott's Berry Farm.



Photo courtesy of Christopher Guenzler
RIO GRANDE SOUTHERN GALLOPING GOOSE 3 – One of the railway’s managers, Miguel, was our tour guide.



Photo courtesy of Elizabeth Guenzler
A GROUP PICTURE OF THE 7:00 TOUR – The other tours had twenty people each.

That was the icing on the cake for this special event, whose tickets were only sold in the registration room; and a surprise to all on the morning of Thursday, May 19th.

The main event for this day, though, was a visit to the Nethercutt Museum in Sylmar. As the museum does not allow food or drink on the premises, a local park (Sylmar Park) with picnic tables was scouted out beforehand and the hotel provided substantial boxed lunches for everyone. The ride to the museum was brief.

Soon we were being welcomed by Kyle Irwin, the lead docent amidst the dizzying array of 1900's to 1950's (with a few more modern examples) automobiles, all museum quality showpieces, gleaming and all operable. We were led over the road to a rather non-descript building but we were not prepared for the contents. Mr. Irwin gave a very enthusiastic and informative overview of each floor as we went along and we were allowed to browse, take photos (but not touch) and marvel at these machines.



Photo courtesy of Elizabeth Guenzler

A 1909 GOBRON BRILLIE MODEL 70-90 TOURER.

Automobiles are not the only items here at Nethercutt. A large collection of mechanical musical instruments, all in working order from Germany, Austria and other countries are displayed throughout, although mainly on two floors. What an incredible collection. Grand pianos and a piano with more than the standard 88 keys were also on display.

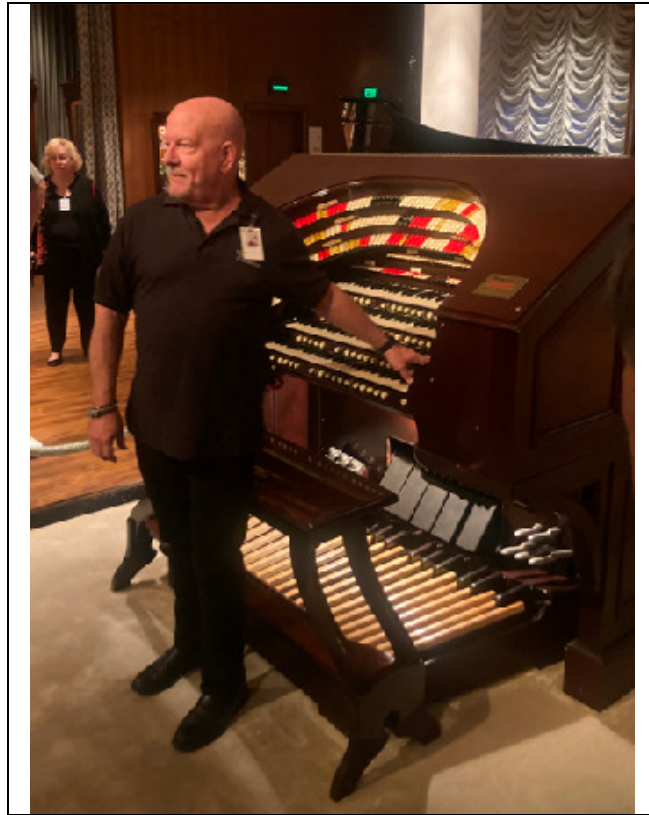


Photo courtesy of Elizabeth Guenzler
MR. KYLE IRWIN, LEAD DOCENT AT
NETHERCUTT MUSEUM – Demonstrating
the Wurlitzer Theatre Organ.

But the piece de resistance had to be the Wurlitzer Theatre Organ. Mr. Irwin demonstrated some of the sounds that it produces, from the lowest pitch to the highest (I could hear all) and such typical sounds that are used in conjunction with their silent film events they hold (such as a car horn, train whistle, pouring rain, et cetera). He explained that the pipes are all around the room and pressed a few buttons.

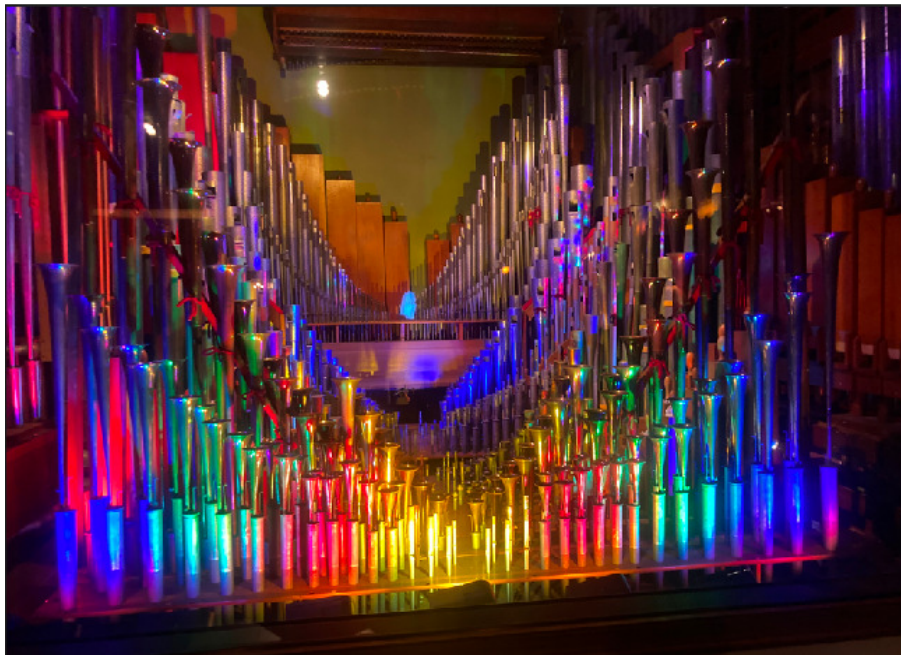


Photo courtesy of Elizabeth Guenzler
ONE OF THE TWO SETS OF PIPES OF THE ORGAN.

To everyone's amazement, curtains lifted to reveal rows of varying height pipes on both sides of the room and "Phantom Of The Opera" and "Chattanooga Choo Choo" was played. Everyone was in awe at the spectacle and rich sound of the music. It was a truly spectacular surprise and the perfect way to end a most unique day.



Photo courtesy of Elizabeth Guenzler
ROBERTA BALLARD AND ELLEN SCOTT COMPLETELY AMAZED BY THE THEATRE ORGAN - Its sounds were very impressive as it played for everyone.



Photo courtesy of Elizabeth Guenzler
BOB BITZER, ROBIN BOWERS, JAY CRESWELL, JAMES HARRIS, HAROLD SHAAK AND A FELLOW MEMBER ENJOYING THE MUSIC.

That was not quite the end of our trip. After all, this is a railway group and there had to be something rail-related to this outing! After making our way outside and back to the main building across the road, we were led through “California 100”, the private business car built by the Pullman Palace Company in 1912 at the request of Clara Baldwin and then the cab of Canadian Pacific Royal Hudson 2839, famous for leading the Southern Railway steam excursions of the 1980’s.



Photo courtesy of Elizabeth Guenzler
BUSINESS CAR 100 “CALIFORNIA” – Located at the Nethercutt Museum.
(also seen on cover of NRHS News August issue)



Photo courtesy of Elizabeth Guenzler
THE DINING ROOM TABLE INSIDE THE “CALIFORNIA” - China pattern is California Poppy.



Photo courtesy of Elizabeth Guenzler
BEDROOM INSIDE THE "CALIFORNIA" CAR.



Photo courtesy of Elizabeth Guenzler
CANADIAN PACIFIC ROYAL HUDSON 2839 - On display at the Nethercutt Museum in Sylmar.

Many pictures of the steam engine and business car were taken by the group before returning to the main building to see the rest of the cars and finally boarding the buses (and were checked off the manifest by yours truly) and returned to the hotel.

Friday, May 20

The last day of the 2022 convention, May 20th, saw us visit Griffith Park for Travel Town and Walt Disney's Carolwood Barn. Since the traffic on I-5 was lighter than expected, we arrived before the 10:00 opening time but once they did open, everyone was free to wander around the exhibits and displays, which include a few pieces from Hawai'i.



Photo courtesy of Christopher Guenzler

OAHU RAILWAY AND LAND COACH 1.



Photo courtesy of Christopher Guenzler

SANTA MARIA VALLEY 2-8-2 1000 - Built in 1920 by Alco as Hetch Hetchy Railroad 4.

Boxed lunches were organized and once the lunch stubs had been taken, people could sit in three of the picnic areas that the NRHS had reserved (aptly named Western Pacific, Union Pacific and Northern Pacific). The park train that goes around Travel Town was operating for anyone who wanted a ride and most of our members bought a ticket and enjoyed the two laps around the site.



Photo courtesy of Christopher Guenzler

VIEW FROM ABOARD THE TRAVEL TOWN RAILROAD – Passing the Rio Vista Station.



Photo courtesy of Christopher Guenzler

THE TRAVEL TOWN RAILROAD – On its way around the museum grounds.

It was then on to Carolwood Barn, a very short distance away but not within walking distance. This was Walt Disney's barn at his Carolwood and Pacific Railway that he built before he started Disneyland. The Carolwood Foundation and its volunteers normally open this museum on the third Sunday of the month but were able to accommodate our group and arranged for volunteers. It was a most unique place and one that I (and probably many others) was not aware it existed. Mr. Doug Marsh was the lead docent and did a superb job; the gift shop was quite busy throughout our visit also.



Photo courtesy of Elizabeth Guenzler

WALT DISNEY'S CAROLWOOD BARN.



Photo courtesy of Elizabeth Guenzler

DOUG MARSH, CAROLWOOD FOUNDATION VOLUNTEER – Welcomes the group and explained the history of what we were about to see.



Photo courtesy of Elizabeth Guenzler

SOME MEMBERS IN LINE TO VISIT THE CAROLWOOD BARN.



Photo courtesy of Christopher Guenzler

ONE OF THE CAROLWOOD PACIFIC RIDING CARS.



Photo courtesy of Elizabeth Guenzler

THE GIFT SHOP – Doing a good business this afternoon.



Photo courtesy of Christopher Guenzler

COMBINE “RETLAW” 1 – Built exclusively for Disneyland at the Walt Disney Studio in Burbank and ran on the Disneyland Railroad from 1955 to 1966, and was retired in 1974.



Photo courtesy of Elizabeth Guenzler

POST-TOUR CONVERSATIONS – Gerald Torseth and Thomas Gallagher chatting after their tour of their tour of the Carrolwood Barn.

The buses departed five minutes earlier than planned and we arrived back at the hotel in plenty of time for the membership meeting, and for people to freshen up for the evening's banquet. This was held in the very nice ninth floor Rosamond I Salon which afforded a pleasant view of the area. After the cocktail/social hour, everyone was seated and the tables were called up to the buffet area where a plentiful assortment of salads, meats, vegetables were on offer. Dessert was either apple pie or boysenberry pie.

Al Weber, the NRHS President, and John Goodman, the Convention Chairman, both spoke, recognizing and thanking the work of the NRHS Board, the Convention Committee and those others who assisted in making this year's convention a success. A collection was made for one of the NRHS' Signature Programs, Heritage Grants, and over \$750 was collected.



Photo courtesy of Eileen Weber

GUEST SPEAKER - MR. ROB SHATSNIDER.

It was then time for our guest speaker, Mr. Rob Shatsnider, President of the Rail Giants Museum. Rail Giants, located in Pomona on the grounds of the Los Angeles County Fair, was where Union Pacific 4-8-8-4 4014 was located until 2014 when it was moved to Cheyenne to be restored to service. Mr. Shatsnider gave a very informative history of the museum and a detailed account of what it took to move the Big Boy.

After a couple of questions and answers, the evening came to a close, bringing down the curtain on "California Limited," the 2022 convention of the NRHS.

NRHS 2022 Convention at Knott's Berry Farm and What Happened Thereafter

By WALTER E. ZULLIG, JR. *New York Chapter NRHS (All photos courtesy of Walter E. Zullig)*

This year's NRHS Convention was based at Knott's Berry Farm in Buena Park, CA, near Fullerton. I started this report on board Amtrak #4 on May 13th enroute to Chicago where after a few hours I would board #3, the *Southwest Chief*.

Train 49 arrived at Croton-Harmon on time with its usual consist of two coaches, dining car, two Viewliner sleepers and a baggage car. In recent weeks it operated from New York to Albany with two locomotives and today we had a P32 in the lead followed by a P42. The windows were a little dirty, but aside from that everything was in working order. Don't they have a car washer at Sunnyside anymore?

At 5:30 pm I went into the diner for early dinner as I wanted to walk around at Albany. The menu was about the same as my last trip on this train but the car now has a crew of two—chef and waiter—so the service was good. I had the salmon which was a generous portion and good. A friendly couple from Sandusky, Ohio, joined me. They had taken the Capitol to Washington where they spent a few days before heading to New York. They had a roomette on #30 which is quite small for two people so they enjoyed a bedroom on #49.

Train #449 from Boston was in the station when we reached Albany and with its two units attached. Soon they were taken to the maintenance area and I went out for photos. The two units on the New York section stayed coupled to the cars for quite some time but after 20 minutes, two P-42's backed down on to the Boston cars and the NY engines were removed. There seemed to be little activity for about 15 minutes.

The train was finally put together for what I thought would be an on-time departure at 7:05 pm. Meanwhile a train from NY arrived across the platform and after discharging a large number of passengers, gave two toots and headed to the maintenance area. We would be there a while longer and finally departed at 7:18. The Schenectady stop was between 7:40 and 7:43 and shortly thereafter, reached Hoffmans where the freight line from Selkirk joins us. We continued moving at track speed whistling for grade crossings on through the night.

The attendant arrived at 9:45 pm as promised to make up the bed and I turned in just as we reached Syracuse at 10 pm. I slept reasonably well although parts of the ride were rough, especially when crossing over from one track to another at high speed. The dispatchers seemed to do a lot of crossing us over during daylight as well to route us around numerous freight trains. I woke up about 7:15, dressed, and entered the diner just as we were reaching Brian, Ohio, nearly an hour late. So, we must have stopped for freight trains during the night as we seemed to be running at track speed of seventy-nine mph whenever I was awake. I had the omelet for breakfast, joined by a nice lady from Hannover, NH, who was enroute to Granby, CO. She enjoys traveling by train and wishes she could have connected at Springfield from the Vermonter but it reaches there after #449 has departed. So, she drove to Albany and boarded there.

During the morning we passed countless freight trains but to my surprise we did not encounter any delays in the area thirty miles east of Chicago as often happens. We kept moving at track speed for a time along the South Shore and later past several steel mills and the huge Ameristar casino, soon followed by an even larger one. Today the Norfolk Southern dispatchers took good care of us. We moved at good speed through the area where I have been seriously delayed by freight trains on past trips, and reached Chicago Union Station at 10:30 pm (10:14 pm).

After putting my suitcase in the luggage room in the Metropolitan Lounge, I found Steve Abrams, a friend who is with Chicago Transit Authority, and we set off for a ride on the Orange Line to Midway Airport with photo stops on the return trip. Once back at the Loop we had lunch at the famous Lou Mitchell's Restaurant and then returned to Union Station.

The Chicago's Metropolitan Lounge is very nice and on two levels. However, it had virtually nothing to offer, just chips and some canned water that I do not like. The lounge in the Moynihan Hall in NY has sandwiches, salads and numerous other excellent items.

The boarding announcement for Train #3 came at 2:15 for the long walk from the lounge to Track 26 at the far end of the station. Another long-distance train had just arrived across the platform so there was some confusion among the arriving and departing riders. The coaches were on the rear followed by the sightseer lounge, dining car, two sleepers and the locomotives. Lucky for me - my car was right behind the engines so I could listen to the horn blowing all night!

We were off to a smooth on-time start at 2:50 pm. Once the conductor had scanned the ticket, I headed to the sightseer lounge car to enjoy a Bloody Mary along with the scenery. Once past Aurora we ran through flat farm country where one could see for miles. The dispatchers had been threading us around suburban and freight trains and were doing a respectable job of keeping us on time. However, we started encountering an endless number of freights and ended up about an hour late by Galesburg.

At 6:00 pm I was called for my dinner reservation. The entire dining car was used and presented a very attractive appearance. I was seated with a lady from near Pittsburgh who had taken the Capitol Limited to Chicago and we were soon joined by a young lady from Australia. She travels to the USA often and enjoys taking a cross country train trip each time. According to her, our trains are far better than those in Australia. We had a lively conversation while I had the flat iron steak which was excellent. The meals are now cooked on board and consist of an appetizer, four choices for a main course, and three for dessert. Overall, quite good. The waiter offered each of us second drinks on the house as he said he was so happy to see strangers seated together once again and having such an enjoyable time. Our little group had spent one and a half hours at the table, almost like the good old days. The new menus and communal seating just became effective recently.

Shortly after LaPlata, MO, we stopped and the power was turned off. The problem was a leaking air hose between two coaches; the conductors had to walk the train, locate the problem and fix it. That stop cost us about a 25-minute delay; a BNSF freight stopped alongside to see if they could assist. My estimate was that we would be one and a half hours late at Kansas City.

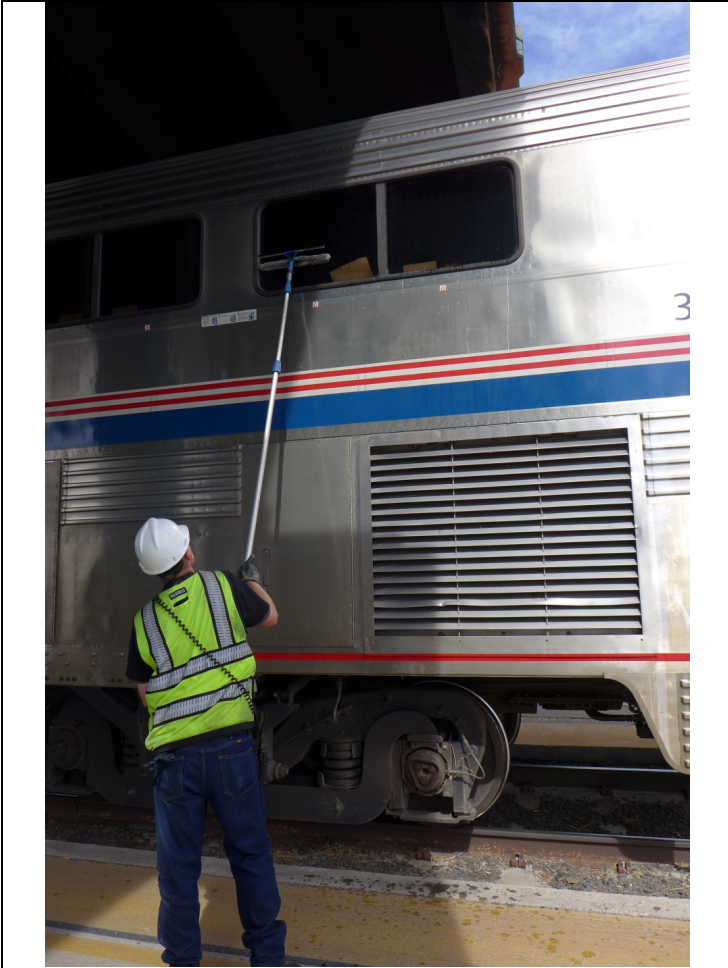
I was off to sleep before Kansas City. About 3:30 am I was awakened by some rather strong lateral motion that actually moved me in the bed. We were running fast on what seemed to be jointed rail with many rough spots. I first thought we were on the "passenger only" section near Raton Pass but that was a long way off. Back to sleep after listening to countless "14-L" signals during the night, mostly for country roads with no traffic.

I woke up again as we entered Dodge City, now on smooth track. The station dates from 1898 but was closed at this hour and the fifteen boarding passengers had to walk around a fence to reach the platform. My first trip over this line was on my 1976 USA Railpass trip in coach and I recalled a McDonalds called "Boot Hill" a short distance from the station. The arches are still there but with a new facility without that name.

Breakfast was excellent and reminded me of the good old days. I enjoyed orange juice, coffee, scrambled eggs with Swiss cheese and bacon with a couple from Chicago heading to Los Angeles. The husband used to work for Amtrak and Metra and we had a few mutual friends at both organizations. The train was about an hour late at Lamar, Colorado after which we ran through more open country with some cattle ranches.

There is a scheduled 15-minute stop at La Junta during which I detrained for photos. The former Santa Fe line to Denver branches off here, after which except for a coal operation several miles west of Trinidad, the line is "passenger only" until a point near Albuquerque. Obviously, work has been

done on that line as the ride was smooth with some welded rail. Near Raton Tunnel a sign proclaims the location to be 7500+ feet high, the highest point on the former Santa Fe. I had a delicious Caesar Salad for lunch before we reached Raton Pass.



WASHING THE WINDOWS AT ALBUQUERQUE.

Raton was a photo stop as was Albuquerque several hours later. At Albuquerque, the train is inspected, windows washed by hand, engines fueled and crew changed.

I was able to photograph some Rail Runner equipment a few tracks over. One of their few Sunday trains was due to leave about the time of our late departure so we were held for it a few miles down the line. I then walked through the two which were quite full and the last of which was not, to take up a position inside the rear door to photograph Burlington Northern Santa Fe freight trains which were passing on a 10-minute headway. The conductor came in a few times in an attempt to fix the air conditioning; excused himself and said he hoped I got some good photos.

Burlington Northern Santa Fe seems to be running more trains than ever, mostly with containers. For a time, they were running long freights on a 10-minute headway, something I once observed at Belen, New Mexico.

After departure from Albuquerque, I headed to the diner for dinner. This time I had the salmon - a huge portion along with a salad and dessert. You have no idea how happy the crew is to have the regular food service back. The "Anderson version" was a horror for them as well as for the passengers. Breakfast in the morning would run from 5:00 am to 6:00 am which was fine for me as I would detrain at Fullerton with a scheduled arrival time of 6:54 am.

Because of the need for an early rise, I turned in just as we departed Winslow, Arizona, at about 8:15 pm. I did drop off to sleep but awoke during the stop at Kingman around 12:30 am. Then I slept again but I got up at 4:30 am in order to catch breakfast. I reached the diner about 5:05 am to find four other passengers on hand. This time it was scrambled eggs with sausages and a croissant with coffee. I was seated with the lady from Australia and a lady who boarded at Albuquerque enroute to Santa Barbara. Since we were an hour, ten minutes late at Barstow she was nervous about her Coast Starlight connection. I told her she will make it "unless something else happens between here and LA." [It did.]

After breakfast, the sun was out and I adjourned to the sightseer lounge car to enjoy the ride through Cajon Pass, passing several familiar spots where I had photographed in the past. Someday I would like to rent a 4-wheel drive and spend a day on some of the rugged dirt roads in the area to access really great photo spots. I noted the several miles of razor wire fencing remains in place along the Burlington Northern Santa Fe - Union Pacific line at Summit. But I did not see the police officers who had been there in the past. The fencing, spotlights and police officers were a reaction to a westbound freight runaway believed caused by a vandal who closed an angle cock on a train stopped at Summit for a signal.

After the scenic ride through the San Gabriel Mountains, we reached San Bernardino which has greatly changed since my last visit here several years ago. The two Metrolink stub-end platforms are still there but several new platforms have been built in front of the depot, accessed from a new overhead bridge. Departure from San Bernardino was at 7:01 pm (5:42) with Fullerton estimated time of arrival of 7:55 pm. But it was not to be.

About 3 miles out of San Bernardino we stopped and were told a Metrolink train that was in front of us had hit and killed a trespasser. That involves a wait for the coroner, police interviews, and similar matters. which can take hours. The conductors gradually informed us of the “progress,” adding that it is beyond their control and we had no choice but to wait it out. Based on that I made a few calls advising that I would be “a little late” for an 8:30 am meeting.

After some time, we were authorized to operate as far as the Riverside station. Once there I suggested to the conductor that it would be a safe place to allow the passengers to detrain for leg stretching or whatever else, such as taking photos. I detrained and was able to photograph two Metrolink trains and three Burlington Northern Santa Fe freights. One conductor had a “B&M type” hat along with a strong Boston accent. For a time, he had worked in the Boston commuter service while Amtrak ran it. After 45 minutes at Riverside, we were cleared to move on to Fullerton where we arrived about two- and one-half hours late. One of the convention staff members drove me to the hotel where I joined the Advisory Council meeting in progress. After lunch we had the Board meeting during which I briefed the group on the plans for next year’s convention in South Florida.

Tuesday, May 17 was the day to visit the San Diego Railroad Museum. We had two buses and a “chase car” that brought supplies and could assist in any unusual occurrence. I wanted to ride light rail, especially the long extension of the Blue Line to UTC so I rode the “chase car” which dropped me at Union Station. There I boarded a southbound train to 12th and Imperial where I purchased my senior day pass on a tap card, then I started exploring. The first part of the Blue Line extension is on a long cement elevated structure. I stopped off at several stations along the way, eventually reaching the UTC terminal.

I then rode back to Old Town where I used the Green Line to the El Cajon Transit Center, returning to Arnele to catch the Orange Line to 12th and Imperial. There I boarded a Green Line train for the ride back to the downtown Santa Fe station, arriving there at 2:43 pm, two minutes ahead of the agreed upon meeting time for Train #583 with a 3:03 pm departure.

An Amtrak agent was upset because our group was blocking the gate needed for baggage. This soon was resolved and boarding began for the 3:03 pm departure with a consist of Pacific Surfliner cars. Since I had no lunch, I headed to the Market Café for a sandwich. The menu is quite different from the East Coast trains and the prices seemed more reasonable.



INBOUND TRAIN ON BLUE LINE EXTENSION MUCH OF WHICH IS ON AN ELEVATED STRUCTURE.

As we moved along, I noted numerous homeless encampments, especially under bridges. The Pacific Ocean sparkled on the left side at many locations. I was surprised to note we passed the Del Mar station without stopping; it has been replaced by a modern station at Soloria Beach, further north. Arrival at Fullerton was on time at 5:20 pm.



METROLINK TRAIN AT RIVERSIDE STATION.

Wednesday, May 18th was our day at the Southern California (formerly Orange Empire) Railway Museum. It was a trip by bus in both directions with each bus group following a somewhat different itinerary at the museum. This was my first visit to the museum which covers a large area.

Formed in 1956 by 14 young railfans who were watching the "Red Cars" and the yellow cars of Los Angeles Railway making repeated "last runs", the group was determined to preserve the history of these operations. The museum is said to have more than 200 streetcars and railway vehicles, mostly from Southern California. Among the points of interest were Pacific Electric "Big Red Cars," a Sacramento Northern electric locomotive, a San Diego PCC, a Los Angeles PCC and countless other items. We rode a main line train, a main line trolley and the loop line trolley and visited several carbarns including one that is not usually open to visitors. Return to the hotel was about 6:00 pm.



PACIFIC ELECTRIC 'BIG RED CAR' #418 AT SOUTHERN CALIFORNIA RAILWAY MUSEUM. Ex-CPR MONTREAL CAR ON LEFT.

We were off to an early start the following morning, Thursday May 19th. NRHS had arranged as an added attraction a tour of the Knott's Berry Farm Park Rail Operations, available to three groups of twenty each. I was one of the hosts on the 9:00 am tour.



Ex D&RGW #340 AT KNOTT'S BERRY FARM.

Before starting, we were told that Knott's was going to treat each group to a ride on a historic train, something that had not been advertised. I met with the group at 8:45 am and a hotel representative led us on to the park grounds. There we saw many of the attractions being prepared for the park's 10:00 am opening but the main attraction was former Denver and Rio Grande Western engine #340 being prepared for service. We soon boarded the train which took us to a servicing location about halfway around the train's loop. After viewing the sights there, the train returned us to the main station where we visited some additional attractions.

We left the Knott's Berry Farm park about 9:50 am to board our buses to the Nethercutt Museum in Sylmar, California. Our first stop was at a park for a picnic lunch as no food or beverages are allowed in the Nethercutt. Once there, we saw the reason for that.

The Nethercutt museum houses a vast collection of autos, musical instruments and a Canadian Pacific Railway Royal Hudson with a 1912 Pullman car. Our tour of the automobile section started with the Antique era, 1890's to 1915. This was followed by the Vintage era, 1916-1924. Many of the autos were from long gone manufacturers such as Duesenberg. Next came the Classic era (1925-1944), followed by the Post-War era, 1945-1970's. Each of these autos was immaculate and is driven at least once a year. The autos labeled as "Classic Era" really were the higher-priced cars made during those years. Regular cars during those years sold for \$400 to \$1200 whereas real Classic cars went for between \$2,000 and \$20,000. The next stop was a mezzanine which housed a diverse collection of appliances such as hood ornaments.



PARTIAL VIEW OF THE AUTOS ON DISPLAY AT NETHERCUTT MUSEUM.

We then were taken to the Music Room which contains an incredible collection of automated instruments including pianos, Nickelodeons, music boxes and the feature attraction: The Mighty Wurlitzer, obtained from a theater in Denver. It is in the center of the room surrounded with pipes. When played the sound and vibrations are incredible.

Next it was outdoors to see CPR Royal Hudson #2839 and a 1912 Pullman car "California". Built by Montreal Locomotive Works in 1937, the locomotive pulled the Royal Train for the 1939 visit to Canada of King George VI and his wife.



THE MIGHTY WURLITZER.



CPR ROYAL HUDSON #2839 AND PULLMAN CAR "CALIFORNIA".

When finished at the museum, our coach buses returned us to the hotel. Although there were some Convention functions on Friday, I had decided to leave that morning and to fly home from Los Angeles on a 9 am flight on Saturday. So, I rode Amtrak Train #567 at Fullerton for the 39-minute trip to Los Angeles Union Station. Since I first would be covering light rail lines, I checked my suitcase to LA which turned out to be a wise decision. After looking around the station a little I boarded the Gold Line light rail to cover the new extension east of Pasadena to Glendora. I stopped for photos along the way in both directions; after arrival back at Union Station I rode a Purple Line train to Metro/7th to join the Blue Line to Santa Monica. On my last trip to Los Angeles, this line went only to Culver City so I planned to concentrate on the new extension from there to Santa Monica. I did get several photos at the Santa Monica terminal until WHACK from a homeless person. Knocked unconscious I woke up in the ER at UCLA Medical Center. A police officer called my wife Suzanne to advise her of the situation. There had been several witnesses; supposedly the police attempted to find the perpetrator but he was gone by the time they arrived.



LRV LEAVING SANTA MONICA TERMINAL FOR DOWNTOWN - Last photo before attack by homeless individual.

I awoke in the emergency room and soon was admitted to UCLA Medical Center Hospital. As things turned out, I had damages in a number of locations but the serious one was a broken bone in my left ankle. While in the hospital two, orthopedists put a large plaster cast on my foot to about four inches from the knee. I was transferred to the California Rehabilitation Institute on May 25 where I stayed until June 8. I had a large room there with a view of Beverly Hills High School and construction of a Purple Line extension. The food was good, too. After getting a determination that surgery was not necessary, I made plans to return home.

My son Craig came out from Cleveland on June 7th and we left early in the morning the following day. Getting a reservation was difficult and the fares were in the stratosphere. We got two “pods” on Delta Flight #562 with a 11:10 am departure from Los Angeles Airport (LAX) and 7:49 pm arrival at the John F. Kennedy International Airport. I was wheeled outside to await the Uber Tesla car Craig had reserved for a somewhat slow, congested ride to Los Angeles Airport.

Once there, a wheelchair took me through security and then to the gate. When boarding was ready the wheelchair took me to the entrance to the aircraft where I was transferred to a narrow chair for a quick ride to our seats. Gate departure was at 11:21 am; take off at 11:33 am. Soon the attendant passed out menus from which I ordered lunch which was quite good. Later I enjoyed a glass of chardonnay despite trying to not consume liquids as a bathroom visit would have been difficult! I slept for about two hours, watched a movie and soon we were nearing the John F. Kennedy International Airport.

Landing was about 7:15 pm we reached the gate at 7:40 pm. Here we had to wait until everyone else was off and then the wheelchair process was repeated in reverse. Lisa picked us up and took us home to Ossining where we arrived at 9:00 pm. Whew! WEZ.

CONSIST: AMTRAK # 49 CRT-CHI May 13-14, 2022

Engines: 711 & 104 NYP-ALB

101 & 109 ALB-CHI

Cars:	62044 Viewliner sleeper	BOS-CHI
	48167 Café/Business Class	BOS-CHI
	25091 Amfleet II coach	BOS-CHI
	25113 “ “ “	NYP-CHI
	25085 “ “ “	NYP-CHI
	68000 Diner <i>Albany</i>	NYP-CHI
	62018 Viewliner Sleeper	NYP-CHI (my car)
	62522 “ “ “	NYP-CHI <i>Trout River</i> (new car)
	61047 Baggage car	NYP- CHI

CONSIST: AMTRAK #3, Southwest Chief, CHI-FUL May 14-16, 2022

Engines: 184 & 18 CHI-LAX

Cars: 32083 Sleeper *Iowa* CHI-LAX (my car)

32034 Sleeper CHI-LAX

38039 Dining car CHI-LAX

33047 Sightseeing Lounge CHI-LAX

34100 Coach CHI-LAX

31029 Baggage/Coach CHI-LAX

All cars were Superliners. No baggage car; checked baggage was stored in the underneath baggage compartment in car 31029.

Southern California Railway Museum - Tour Memories

By J.L. GATTIS, Arkansas-Boston Mountains Chapter NRHS (All photos courtesy of J.L. Gattis)

Special memories from May 18th tour of the Southern California Railway Museum (former Orange Empire Railway Museum) during the NRHS 2022 Convention.



SOUTHERN PACIFIC 1006 - NRHS conventioners lined up to climb aboard Southern Pacific's 1939 Electro-Motive SW-1 switcher, and step in the cab.



TROLLEYS AT SOUTHERN CALIFORNIA RAILWAY MUSEUM – Two of the museum's operating trolleys took a number of turns to accommodate all of the NRHS riders.



ARMY HOSPITAL-KITCHEN CAR AT SOUTHERN CALIFORNIA RAILWAY MUSEUM - The group was afforded views of some rather unique pieces and ongoing renovation in the museum barns.



Beebe & Clegg Legacy at Richmond Railroad Museum

Beebe & Clegg Their Enduring Photographic Legacy

July 2 – September 18
Richmond Railroad
Museum

Limited Engagement – Only East Coast Presentation Scheduled for 2022



The Green Diamond at Illinois Central Railroad Union Station, St. Louis, MO. Photo: Lucius Beebe/California State Railroad Museum Collection

Lucius Beebe and Charles Clegg were partners for over 25 years and co-authored more than a dozen books on the American West and the golden age of US railroading. The pair, especially Beebe, were likely the most influential rail writers and photographers of the 20th century. Their pioneering efforts established a broad market and wide appreciation for rail photography which endures today.

The Center for Railroad Photography and Art (railphoto-art.org) and The Richmond Railroad Museum have collaborated to present this limited exhibition of 20 of Beebe and Clegg's photographs in Richmond. The exhibition is free with Museum admission.



**Richmond
Railroad
Museum**

102 Hull St • Richmond, VA

Open Saturday 11-4 • Sunday 1-4

Just across the Mayo Bridge from Shockoe Slip

richmondrailroadmuseum.com

facebook.com/therichmondrailroadmuseum

Llano Railroad Museum

By CHRIS SLATE, Llano River Railroad, Director Operations



Llano Railroad Museum - Overview

In 1893 the Texas-based Austin and Northwestern Railroad Company (ANRC), which operated from Giddings to Austin, Burnet, Marble Falls, and San Saba, extended its train service into Llano from the Fairland Wye where the tracks split east of Granite Mountain. Here, the train arrived at a location named Cotton Platform. With the consent of the Texas Railroad Commission, the Houston and Texas Central Railroad took over the operation of the ARNC in 1894. It built the first passenger depot one hundred yards east of Cotton Platform. Handling passengers on the west end of the platform and light freight on the east, the agent's office was located in the center of the building (under the peaked roof).



ORIGINAL PASSENGER DEPOT CIRCA 1894.

According to agent Richard Fishbeck, when passenger service ceased in 1935, C. R. Stolz purchased the depot for \$225 and moved it to a lot he owned nearby, presumably to use as a rental house. A brief time later, a freight depot was constructed 200 yards west of where the passenger depot had been. It operated a freight service for Llano, transporting lumber, barbed wire, metal products, dry goods, and sundries, as well as the occasional passenger, until it was destroyed by fire on February 2, 1962.



LLANO FREIGHT DEPOT. (Photo by E.L. DEG JR. 6/21/1954)

Southern Pacific freight agent Clarence Wilson stated that the cause of the fire was unknown. Until another freight office could be built, a passenger car served that role. Freight service continued into Llano until August, 1974.



1974 LAST FREIGHT SERVICE TO LLANO.

Formation of the Hill Country Railroad Association, Inc.

In 1992, with the aim of 29.9 miles of track, bridges, and historical buildings along the rail line from the Fairland Wye to the end of the line at the Llano rail yard, a group of local enthusiasts formed the non-profit Hill Country Railroad Association, Inc. (HCRA).

An application to the Department of the Interior to designate those 29.9 miles as the Austin and Northwestern Railroad District proved successful, and the A&NRR was added to the National Register of Historic Places on October 6, 1997.

S&P Austin Northwestern Railroad
HISTORIC DISTRICT

In the hills of Central Texas,
A 2 1/2 mile stretch of rolling hills, bridges, and stone walls up the Austin & Northwestern Railroad Historic District.

Following the rolling landscape of the Hill Country of Central Texas, topography of the Austin & Northwestern Railroad Historic District leads to Llano in gently sloping, a country traversing the Llano River Valley. Designated in the National Register of Historic Places in 1997, the district features a 29.9-mile stretch of the line.

Other than the 1930s section of Lake Sill and construction of Stone Highway 29, which was the main line running north along the reach, few changes have been made since the 1930s in the general appearance and setting which makes many routes and connections and unaltered lines. Views of the Central Texas, Southern Mountains, the Llano River, Red, Rockwood Mountains, Little Llano River, Sandstone Mountains, and the approach to Llano with the 1897 Llano County Courthouse, dramatically convey the natural and historical record of Austin and Llano counties.

Over the decades of 20th century, the Austin & Northwestern Railroad Historic District has been largely intact. It spans over 29 miles from the City of Llano to the north of Kingsland. The line is a 3-foot gauge and is 187 miles long. It is a 3-foot gauge line with a 187-mile stretch of the line between Kingsland and Llano. The line is a 3-foot gauge line with a 187-mile stretch of the line between Kingsland and Llano. The line is a 3-foot gauge line with a 187-mile stretch of the line between Kingsland and Llano.

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Historically significant properties in Kingsland include the Austin Hotel and 24 historical buildings and structures. The Southern Pacific Railroad built the 1870s station in Kingsland in 1870, with a 100-foot long platform and a 100-foot long platform. The building was used as a freight depot and a passenger station. The building was used as a freight depot and a passenger station. The building was used as a freight depot and a passenger station.

In Llano, the 1897 station building is the only one of its kind in the state. The building was built in 1897 and is a 187-mile stretch of the line between Kingsland and Llano. The building was built in 1897 and is a 187-mile stretch of the line between Kingsland and Llano.

Llano's "boom" days began
around 1870 and gradually came to an end in the early 1930s. During this period, the city's population was in its peak. The town grew at an extraordinary rate during the boom and was Llano's last gold.

At that time, the Texas State Capitol building in Austin was being built and many people had come to Llano to work on the project. The Texas State Capitol building in Austin was being built and many people had come to Llano to work on the project. The Texas State Capitol building in Austin was being built and many people had come to Llano to work on the project.

During the boom, the Llano Improvement and Finance Company owned the property on the north side of the Llano River. There were many of the railroad tracks that were abandoned in getting the rail line established from Marble Falls to Llano. This changed the City of Llano dramatically.

The first train arrived in Llano on June 15, 1872. The train was the first to arrive in Llano and it was a 187-mile stretch of the line between Kingsland and Llano.

One collection area considered to be public, people stopped along the line. In 1930s passenger service had been ended. The line was used for freight service and the passenger service had been ended. The line was used for freight service and the passenger service had been ended.

Mapas Atlas, The Llano River, February 2008

THIS PROPERTY WAS DESIGNATED IN THE NATIONAL REGISTER OF HISTORIC PLACES BY THE UNITED STATES DEPARTMENT OF THE INTERIOR 22 August 1997

METRO

MAP OF THE AUSTIN NORTHWESTERN HISTORICAL RAILROAD DISTRICT SHOWING HISTORICAL SITES.

The HRCA then applied for and received grant money from the U.S. Department of Transportation to construct a new depot reminiscent of the old one.

Designed to be a visitor center, railroad museum and transportation hub, the current Llano depot was built in 2005 on the same footprint as the original freight depot. The Llano Railroad Museum, established in 2005, was operated by the HCRA until 2006 when the organization disbanded. The museum assets were donated to the City of Llano which still manages the visitor center inside the depot.

Formation of the Llano River Railroad Corporation (LRRR)

In 2021, a group of local enthusiasts formed the Llano River Railroad Corporation (LRRR). Registered as a non-profit entity in the State of Texas, it is a designated IRS 509(a)(2) Public Charity and operates the railroad museum for the city in the current depot visitor center. The LRRR has recently added several new exhibits and photos to the museum collection



CROSSING SIGNAL , PRESS BUTTON TO START. ■ MULTI TRACK SIGNAL LIGHT.

The long-term plan for the Llano River Railroad Corporation (LRRR) is to offer rail car touring excursions on weekends and holidays, traveling several miles east of the depot through the beautiful Hill Country along the Llano River before reversing for the return trip. Lasting approximately forty-five minutes and scheduled every hour on the hour from 9:00 am to 5:00 pm, these excursions will provide travelers with a taste of Texas rarely experienced.

Visit the updated Llano Railroad Museum to experience train travel back in time and learn about the history of the railroad in Llano County through a variety of artifacts, photographs, and educational exhibits. The Llano River Railroad is currently working on the next installment - an outdoor mining exhibit with original equipment from a local mine that operated during the 1920s and 1930s.



President's Column – Back at Home

By AL WEBER, President, NRHS

Here in St. Louis, we have had a very interesting early summer, first the heat then floods. I hope things are better where you are. I have had reports from all over that the approximate \$100,000 that we gave in grants this year for railroad preservation is really helping out. I trust the judgment of our grant committee members to find the best use for your donations to help preserve railroad history for future years.

If you know of a worthy preservation project, get the information together so when the grants process opens in the Fall you are ready to submit it.

Increased events are getting back to normal. I see train shows and local events that NRHS chapters

and museums are holding. To get new interest and new members the national offers brochures and NRHS literature. If you need some email me and I will send you old NRHS Bulletins, NRHS membership forms and RailCamp brochures. Please give me some notice as I only get to the Post Office once a week.

We also need to thank all the behind-the-scenes volunteers that make the NRHS function day to day. I rely on their help and advice many times per week.

I hope to see some of you at the Fall Board meeting in Springdale in September.

Al Weber (aweber@nrhs.com)

Bob Heavenrich - Many Thanks and Many Good Memories

By AL WEBER, President, NRHS

Bob Heavenrich, former comptroller of the NRHS, has passed away. Many of you knew Bob, as he was active in the Society for many years. I first got to know him when he and his wife Diane came to St. Louis (from Michigan) to ride our excursion trains. They always seemed to have an enjoyable time, and had no trouble driving the several hundred miles in each direction, just to ride a train.

I got to know him in a separate way when I was the St. Louis Chapter National Representative and he was at all the national meeting representing the Bluewater Chapter. He was always asking very good questions on how the

NRHS was spending funds and about the documentation that he thought we should give to the board. This was when each chapter had a vote on the board so meetings were lively, to say the least. Bob really made them interesting.

Later Bob took over the national office of comptroller. When I took over from Greg as President of the NRHS, I asked Bob to stay on as comptroller. He helped me with the internal details of our accounting and was a tremendous help in teaching me the internals of the organization.

We all need to thank him for all the years of service he put into the NRHS. We will miss him.

Rail Attractions Directory – Updates

By WESLEY ROSS, Kentucky Central Chapter NRHS

KENTUCKY

NEW HAVEN: Kentucky Railway Museum, 136 South Main Street, New Haven, KY 40051. Phone: 800-272-0152. 10% discount on train ticket. Must present Membership Card.

www.kyrail.org

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