

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

OCTOBER 2022

We Did “*Save the 10*”! (Railcars That Is)

By R VICTOR VARNEY, North Carolina Railway Museum (formerly the East Carolina Chapter) (all photo credit)

This is a follow-up to an earlier article about the non-profit, all volunteer North Carolina Railway Museum’s (NCRM) project to save ten railroad cars trapped at a nuclear power plant. (See the *NRHS News* February 2021 issue for the background including details and pictures of each of the ten cars.)



LINE UP – NCRM volunteer crew gets all ten cars lined up on lift point siding.

The ten cars include six donated to us by Duke Energy (two nuclear fuel train rail escort cabooses and four pulpwood flat cars), and four owned by the NCRM “temporarily” stored at the plant before 9/11/2001. These four are a Pullman ex-sleeper, a former Rail Post Office (RPO)/baggage car converted to a Maintenance of Way (MoW) crew “camp car”, an ACL baggage car and a C&O plug door boxcar.

(Continued on page 5)

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Upcoming Conferences and Conventions

May 16-21, 2023

2023 NRHS Spring Conference*
Sparks, Nevada

*Combined R&LHS, NRHS and Southern Pacific Historical Society
conference

September 2023

2023 NRHS Annual Conference
Fort Lauderdale, Florida

Upcoming Deadlines for Submissions

November 2022
December 2022
February 2023

Print issue
Online issue
Online issue

October 15, 2022
November 10, 2022
January 15, 2023

2022 NRHS Election Results, August 27, 2022

By Robert Ernst, Chair Election Committee, NRHS

[*Editor's Note:* Look for profiles and more about NRHS elected officials in the Nov. 2022 issue of the News.]

The NRHS 2022 Election results are now official. The ballots have been counted and the results are certified by the NRHS Electoral Committee.

The Committee thanks all members who voted in the election and all the candidates who ran for office. It shows great support for the NRHS.

The results are:

President - Four-year term

The top one wins the Office.

- *Tony White*

Director - Two-year term

Top Nine are elected to the Board

1. *Carol Ann Cornelius*
2. *Charles L. Webb*
3. *Ellen F. Scott*
4. *Eric P. Fogg*
5. *John Goodman*
6. *Ralph Robert Bitzer*
7. *Kevin Feeney*
8. *Wilfred F. (Skip) Waters III*
9. *William Scott Andes*

Summary of Ballots

Total Ballots Counted: 1183

Total Ballots Rejected: 2 – Postmarked after August 1, 2022

I Say Goodbye And You Say Hello

By Al Weber, Member St. Louis Chapter NRHS

As I leave the office of President of NRHS, I want to thank all of you for your help and support. The Society has been through some trying times, and we would not have survived without all of you. I have been honored to serve as your President, and I am sure I leave the Society in good hands.

Eileen and I will still be around, at conventions and board meetings. We will just have more time to enjoy ourselves with fewer responsibilities. I look forward to seeing all of you when I have more time to visit with you.

The Society still needs your ideas and assistance, and I am sure all of you will continue to help Tony when he calls upon you for your help and expertise. Again, thank you for all you have done for me and for the NRHS.

Al Weber

You Can Be 'The Face Of Change'

By Wesley Ross, Director Emeritus NRHS

This year YOU can be the Face of Change. We need your help and leadership in NRHS for a successful campaign. Everyone who participates in the Combined Federal Campaign is doing their part to help make change possible. This is the 61st Anniversary and the campaign has been a great service to many agencies who have been working toward making things better.



The National Railway Historical Society is proud to be a participant in the campaign again this year. The funds realized are used for our projects and programs to promote railroad history which includes Heritage Grants, Rail Camp and Film Preservation, to name a few. For example, this year, Railroad Heritage Grants totaling \$99,130.00 were awarded to twenty-one railroad preservation projects. The Combined Federal Campaign has raised \$80 million dollars for member organizations in the past year.

How can you help and become the face of change? It is easy for many of you to say, "I'm not a Federal employee so this doesn't affect me." That is not correct. YOU are a leader in the rail preservation movement and your leadership is needed for the continued growth and expansion of the NRHS projects that promote railroad history. While you may not be a Federal employee, you have friends who are. You can remind them of the many good things that NRHS provides for the preservation of this particularly important piece in the history and development of our country. You can also remind them of how easy it is for them to participate in the program and become a face of change for themselves, or even invite them to participate with you in an NRHS activity.

Participation in the Combined Federal Campaign is limited to Federal workers, Uniformed Services personnel and retirees. The campaign began on September 1, 2022 and runs through January 14, 2023. The NRHS CFC Number is 10276. I would like to encourage all members, who are in one of the categories above, to seriously consider making a pledge to the NRHS. ALL MEMBERS are asked to suggest to family and friends who are members of our Federal work force, or retirees, to consider contributing to NRHS to help us promote railroad history. Also, suggest to them that they can become active in NRHS themselves, and participate in all our projects and activities.

Remember your pledge can be automatically deducted from your paycheck or retirement check each pay period during 2023 or you can make a one-time donation. The easiest way to contribute is as follows:

- Log in to this Web Site: <https://cfcgiving.opm.gov/welcome>
- After signing in, you must designate what charities, and how much money you wish to donate or pledge.
- The National Railway Historical Society is **Number 10276**.

Thank you very much.

We Did “*Save the 10*”! (Railcars That Is) (continued)

(Continued from page 1)

At the beginning of 2021, the Board of the NCRM faced an exceedingly difficult financial situation. COVID had shut down almost all our train rides in 2020, The few trains that did run late in the year were limited to 30% capacity due to social distancing requirements. As a result, with so little revenue in 2020 our savings were decimated. At that point, we expected that the 30% capacity constraints would continue through 2021. By cutting expenses to the bone, it looked like we might only have enough money to survive for one more year. As this realization hit, the other challenge facing the NCRM was resumption of the project delayed by COVID to remove the ten railroad cars trapped at Duke Energy’s nearby Harris Nuclear Power Plant. Contractor bids received in late 2021 indicated the move cost would be \$100,000 to \$150,000; an impossible amount for the NCRM to cover with little savings left, and the grim forecast for continued COVID capacity constraints.

So, what did we do? We launched the biggest fundraising effort ever attempted by the NCRM. We called it the “*Save the 10*” campaign. We had no certainty we could raise the funds needed, but really did not have a choice. We immediately kicked off the campaign with our two hundred plus members. This included asking for donations, encouraging more to spend \$1,000 to become lifetime members, and a member-only loan program. In about two months, this generated \$35,000 in donations, \$12,000 in new life memberships, and \$67,000 in member loans to be repaid in 2023 and 2024. Nearly \$115,000. Enough to cover the low end of our project cost estimates.

In parallel, with help from our PR agency contractor, we got word out about the “*Save the 10*” project to all our past train riders, followers on our Facebook page and the media. Several articles were published. Posts were placed on Trains.com and other rail history groups’ Facebook pages. We kicked off a “Go Fund Me” and got a Donate button on our Facebook page. Altogether, this generated about \$10,000 over the course of the year. We also applied for grants and offered corporate sponsorships. This generated another nearly \$10,000 (including a \$5,000 NRHS Heritage Grant, \$2,500 from Wells Fargo Advisors, a \$1,000 grant from CSX and an unexpected \$750 from the NRHS Potomac Chapter). Altogether about \$135,000, but still without much room for any unexpected costs to pop up.

However, while we were busy fundraising, we still needed to advance the project to “actually” remove the ten railroad cars from the power plant. The biggest hurdle was to get all the paperwork completed with Duke Energy to allow NCRM volunteers to work at the plant along with our crane and railcar mover. The work would not be permitted until we met many very stringent safety, security, insurance and other requirements due to this project happening at a nuclear power plant site. A big issue for Duke Energy was to buy off on the fact that our 100% all volunteer crew did not fall under OSHA mandates normally expected with a contractor using paid employees. It took ten months (until December 2021) to get this “contract” signed off between the NCRM and Duke Energy. And with that, we could finally begin “real” work.

Fortunately for the NCRM’s finances, after a brief period operating trains in spring 2021 under the COVID 30% capacity constraints, we were able to run the rest of the year at full capacity. We found the public very enthusiastic to get out after all the lockdowns to ride our open-air trains again despite masks still being required. Many trains during the year sold out. As it ended up, during 2021 we carried over 18,000 passengers; a record for us. One other nice development was that after working many months with supporters in the State of North Carolina Legislature, the Governor signed the state budget in November that included a \$50,000 grant to the museum for “*Save the 10*”. This was a wonderful financial turn-around for us from the beginning of 2021.

In January 2022, our volunteers were permitted to enter the plant site to begin work (after going through necessary background checks). With snow still on the ground, the priority was to make sure the brakes on each car could be released.



FIRST JOB – Release brakes on cars sitting for 25+ years on a remote forest siding

Seven of these cars were located on sidings easily accessible within the plant site. However, three of the NCRM's cars had long sat on a siding in a forested area still within the plant security perimeter about half a mile up the siding towards the CSX.

Initially the only way to reach these three cars was to hike up/down the line carrying our tools with us. We then started using one of our speeders once we were able to unlock a track fence on the siding at the edge of the security perimeter. Working a couple of days a week, our volunteer crew managed to get the brakes released on all the cars in about two weeks.

Now came the next phase of the project. As the plant siding was completely disconnected from CSX, we needed a way to move all ten cars to a single "lift point" siding in the main plant area where a crane would be set up to load each car for transport out.

Fortunately, our museum collection included a 1950's Trackmobile that can run on roads or rails. It had been a static display for many years. But with it needed for this project, repairs and servicing were completed to get it running again.

We were then able to drive it a short distance from our museum to a grade crossing on the plant siding near the CSX well outside the security perimeter. On January 31, our Trackmobile was driven all the way down the siding towards the plant, passing through the track fence at the security perimeter, and on into the main plant site.



TRACKMOBILE – Arrives at the plant ready to work.

By this point, we had keys to open the security fence and gates for easy passage by our speeder and Trackmobile. Movement of all ten cars to the “lift point” siding was completed by February 21our crew working a couple of days each week.

With all ten railroad cars in place, it was now time for our crane and rail car mover contractors to inspect each car to determine the lift plans that needed approval by plant personnel. The lift plans for each car needed to cover all the details about the rigging, lift points, lifting and placement for transport, etc. to be in adherence to all Duke Energy’s safety requirements. They also needed to comprehend “how” each car would be moved out of the plant.



MOVING CARS – Trackmobile moves cars at the plant.

Thinking up to that point was that the “donated” two cabooses and four flat cars would all be lifted off their railroad trucks and the body and trucks placed on separate flatbed trailers. The three much longer passenger cars, and the sixty foot box car were to be lifted via their coupler pockets to swap their trucks one at a time for road going rubber tire dollies. The railroad trucks from each of these cars would move by flatbed trailer.

In early March both contractors completed their inspection, and while everything looked straightforward, there were concerns about the structural integrity for lifting by the coupler pocket on one end of the “old” Norfolk Southern camp car. A plan considered was to use a lift beam under the center sill further back from the coupler. However, neither contractor had a beam available to meet all

the size and weight requirements plus the necessary testing certifications needed by Duke Energy. Fabricating and testing for a new beam was estimated to cost \$30,000 and take several weeks.



FIRST CABOOSE PLACED ON THE FLATBED TRAILER.

Over the course of a week or so, the lift plans for the three passenger cars and box car all changed to use steel cable rigging to lift each car via the center sill well back from the coupler pockets. This proved to be a more stable and safer approach for all four cars while avoiding any potential structural integrity issues on the “camp car”.

At this point, we could no longer count on moving all ten railroad cars before our annual train ride season opened in early April. It had been our hope to get all ten cars moved by the end of March because to unload these cars at our museum, we needed to remove all the platforms, fencing, electrical lines, etc. where passengers board our trains. And then needed to put everything back in place after the move so we could start running trains again.

We aimed for a “three week window” in our train ride schedule at the end of April to remove platforms, bring in the ten cars over a week or so, and replace the platforms before our next train rides scheduled in mid-May. Well, it did not work out that way as our contractors could not line up their schedules to start the move until Monday May 9. We ended up cancelling and refunding passengers for a couple of train ride days until late May to “hopefully” get everything done by then.

Day 1 - Monday May 9 started with a safety meeting mandated by Duke Energy for our volunteer crew and contractor personnel. Crane set-up began right after at the lift point siding. Our rail car moving contractor would provide the transport to the NCRM, and they had already set up their crane to unload each car on our end.

Good news arrived from our rail car mover. They had finished and evaluated their new, longer Roll On Roll Off (RORO) trailer that could be used for the four pulpwood flat cars. Each flat car would be simply winched up on to the trailer off the rail at the plant, and quickly set back down on track at the NCRM. This trailer was not long enough for the passenger cars and boxcar. The cabooses would sit too high and not clear power lines over the roads between the plant and our property.



FIRST CABOOSE ARRIVES AT THE NCRM.

That afternoon the first caboose was lifted onto a flatbed trailer, along with one flat car on the RORO trailer, and the box car placed on dollies.



FIRST PULPWOOD FLATCAR - Delivered by RORO trailer.

Late in the day, all three cars moved together in a “parade” five miles to the NCRM. We were very relieved after months working with local utilities that there were no line clearance issues for the caboose (these being the highest cars to move). The flat car and box car were unloaded back on to their trucks that evening. The caboose was left to unload the following morning.

Day 2 - Tuesday May 10, the caboose was unloaded at the NCRM. At the power plant the day started with moving another pulpwood car by RORO, loading the camp car on to dollies, and the second caboose on to a flatbed trailer.



TAKING BOXCAR OFF DOLLIES AT THE NCRM.



LIFTING CAMP CAR TO ROLL UNDER DOLLY.

Unexpectedly we also had to move by trailer our Trackmobile being used at the plant to position each car to be lifted until a hydraulic fluid line broke. A small Bobcat was used to move the remaining cars into position at the plant. All were unloaded at our site by the end of the day except the second caboose left for the following morning.



CAMP CAR READY TO UNLOAD AT MUSEUM.

Day 3 - Wednesday May 11, while the second caboose was being unloaded at the NCRM, work began to move the ACL baggage car for transport on dollies.



TAKING AWAY THE BAGGAGE CAR.

The remaining two pulpwood cars were moved by RORO, and by the end of the day the very last, longest and heaviest car was moved on dollies (the ex-sleeper converted by SAL into a foreman/cook car and at some point later altered at one end to look like an observation car). The first three were unloaded at the NCRM by the end of that day. The ex-sleeper was left for the following day. The crane contractor at the plant was released to take down their crane and head home.



LIFTING EX-SLEEPER TO PUT TRUCK BACK UNDER AT THE NCRM.

Day 4 - Thursday May 12, the ex-sleeper was unloaded. The last of the ten railroad cars. All in under four days; far quicker than we expected (thanks RORO trailer!). And with perfect weather. Afterwards, the museum volunteer team presented our rail car moving contractor with a check before they packed up their gear, crane and trucks to head home to Virginia as a big storm was due to hit.

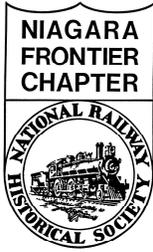
At this point, we are still adding up the total cost for this project. We expect it to be in the \$140,000 range. That leaves us with some funds to begin work on the two cabooses. This includes brake work/testing, thorough interior cleaning, getting the generators, electrical and air conditioning working again on both, too. Once done they will be put into service on our trains. We do have \$67,000 in loans to repay our members over the next two years. So, once we get an assessment of what needs to be done to preserve and restore our three “new” passenger cars, we will start fundraising again so our volunteers and contractors can begin that work.

We invite NRHS members to continue to follow this project on our website www.trianglettrain.com or our Facebook page (search for Triangle Train). You will find links to other articles, picture, and videos of the “Save the 10” project. Please do visit us if you are in the area on the couple of days each month when we are open and giving train rides. See the schedule on our website. We are located about 20 minutes southwest of Raleigh, North Carolina.

Special thanks to the NCRM’s members, everyone who donated to us, all the folks at Duke Energy, Edwards Crane Co, North Fork Lumber and Log Homes (our rail car mover), and our friends in the State of North Carolina Legislature for helping to make this project happen.

2023 Western New York Railroad Calendar

By Becky Gertung, Niagara Frontier Chapter NRHS



2023 Western New York Railroad Calendar

51st Edition

Another Fine Publication Of The Niagara Frontier Chapter - National Railway Historical Society

Outstanding Color And Black & White Photographs Are Featured In A Limited Edition Printing Of The Chapter's Annual Railroad Wall Calendar. This High Quality Publication, A Tradition Since 1972, Contains 12 Photographs of Steam, Diesel And Electric Railroad Action. All Scenes Were Recorded In And Around Western New York, Northwest Pennsylvania And Nearby Southern Ontario. The 2023 Photographs Were Carefully Selected From The Chapter Archives And From The Collections Of Chapter Members.

- **Buffalo Southern** - RS-3 #28 (ALCO Aug. 1953, ex D&H #4129) near Tiffit Street. #28 was used on the Adirondack RR in 1980
- **New York Central** - 4-6-4 class J-1d Hudson #5374 (ALCO 1930) leading a passenger train west out of Buffalo Central Terminal
- **Erie Railway** - 4-6-0 class 72, engine #72 (Swinburne, Smith & Co. Paterson, NJ 1850). Early photo before 1880 was taken at Avon
- **Canadian National** - 4-8-2 class U-1a Mountain #6008 (Canadian Locomotive Co. 1923) is on the turntable at Stratford, Ont.
- **International Railway Company** - Car #105 (J.G. Brill Car Company, 1917) is at Bailey & Kensington Avenue in Buffalo
- **Conrail** - #1926 (GE, May 1978) and two other B23-7's are westbound near the Union Road bridge in Cheektowaga,
- **Niagara Junction Railway**- E10B Steeple cab electric motors #14 & #15 (both GE, July 1952) in Niagara Falls, NY
- **Erie Lackawanna** - GP-7 diesel #1204 (EMD, October 1950) is in the interlocking plant of FW Tower in Buffalo
- **Baltimore & Ohio** - 4-6-2 class P5A Pacific #5220 (ALCO Brooks Works Dunkirk, September 1919) at the B&O's Buffalo Creek Yard
- **East Erie Commercial Railroad** - GE 70 ton #20 (GE Erie, PA October 1951) was built for the Mississippi Export Railroad
- **Baltimore & Ohio** - 0-8-0 class L-4A #788 (Brooks Locomotive Works, 1918, ex Buffalo Rochester & Pittsburgh #536) in Perry
- **Jamestown, Westfield & Northwestern** - Car #303 (Cincinnati Car Co. 1914) is waiting near the NYC station in Westfield



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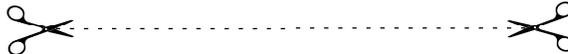
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Revised

Trackside Canopy Restoration - Keokuk Union Depot

By Janet Smith, President, Keokuk Union Depot Foundation. Annotated Photos by Neal Vogel, Principal of Restoric, LLC.

Keokuk, Iowa, September 21, 2022-- Between the Keokuk Union Depot and the railroad tracks is the completely restored trackside canopy reflecting its elegant 1891 appearance as designed by renowned Chicago architects Burnham & Root. The canopy has returned to the original color scheme, which blends beautifully with the Depot's restored tile roof and eaves.



UNDER CANOPY RESTORATION – Cast iron and corrugated steel structure in good condition.

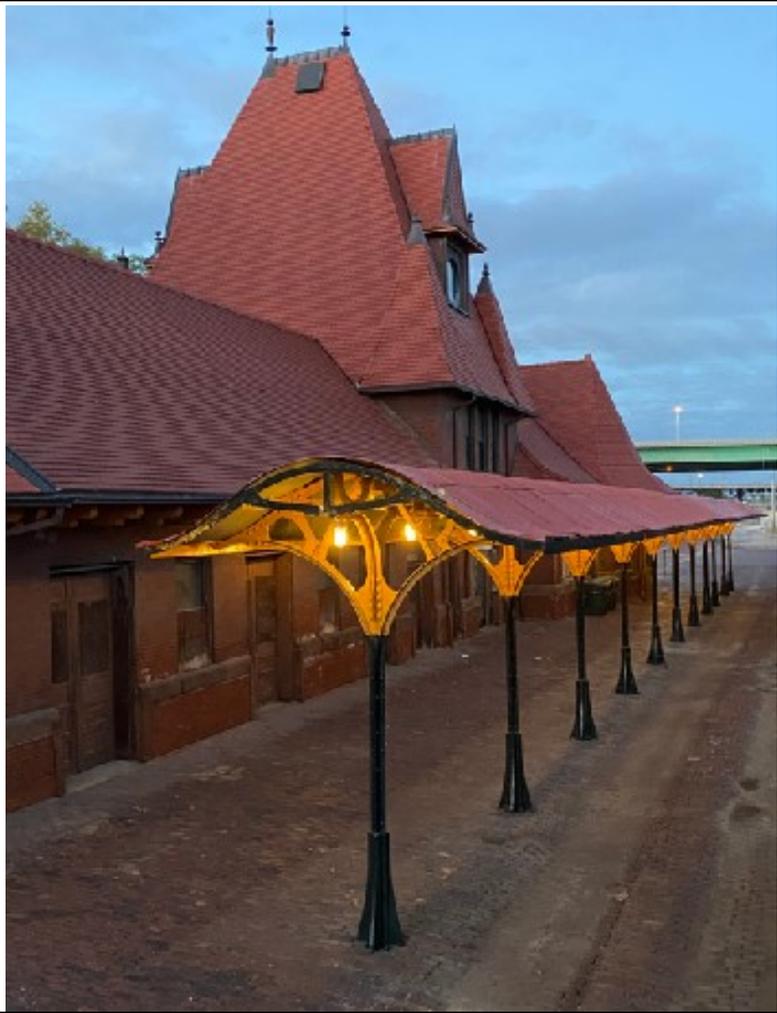
The restoration was overseen by historic preservation consultant and project manager Neal Vogel, Principal of Restoric, LLC, who grew up in Keokuk. Quincy Industrial Painting of Quincy, Illinois performed the delicate work of removing decades of rust and multiple layers of paint on the superstructure and underside of the canopy, as well as priming the areas to be painted.

Overall, the original structure of cast iron and corrugated steel was in remarkably good condition. Three of the eleven footings holding the trusses supporting the canopy (also known as a train shed) were damaged beyond repair and had to be reproduced from a mold taken from another footing.

Vogel conducted research indicating that the Depot's turtleback canopy is the last surviving train shed of its kind and era still intact in the United States. Architectural drawings and pictures exist of similar structures for stations on the Chicago "L" and Illinois Central's stations on Chicago's lakefront, the Kansas City Union Depot and Detroit's Fort Street Union Depot, but none remain.

Vogel's research culminated in a presentation to the Construction History Society of America at its 7th Biennial Conference, giving significant national exposure to the restoration of Keokuk Union Depot. He will present his findings at the Depot on October 2 at 3 PM.

Many local individuals helped with painting the structure, performing welding and installing period lighting fixtures. These individuals include Jordon Barnes, Damon Cackley, Jay Burton, Matt Eaton, Caleb Atterberg, Colton Atterberg, Woodie Brasil, Eli Riddle, Joe McNally, Jaren Wade, Mark Stanley (welding), and John Symmonds (lighting). All of the industrial epoxy coatings and supplies were purchased through Sherwin Williams in Keokuk, which made great efforts to provide sufficient materials when needed during supply shortages due to the pandemic.



The Keokuk Union Depot Foundation paid for the canopy project with part of the donations made so far by approximately two hundred supporters toward the 2020 Jeffris Family Foundation Challenge Grant Capital Campaign. The recently-begun second phase of the \$825,000 Jeffris project is restoration of the waiting room exterior masonry, for which the Depot Foundation recently received a \$50,000 grant from the State Historical Society of Iowa, Historical Resource Program.

By raising \$550,000 by June 30, 2023, the Depot Foundation will earn the award of the \$275,000 Jeffris grant. Including the recent state grant, as of August 31, 2022, the Depot Foundation has raised \$338,000 toward the Jeffris match.

Contributions to the capital campaign may be sent to Keokuk Union Depot Foundation, P.O. Box 463, Keokuk, Iowa 52632.

KEOKUK UNION DEPOT – Completed canopy restoration.

The waiting room exterior masonry project is proceeding along with restoration of the exterior masonry of the adjacent central tower section, which is the subject of a separate grant to the City of Keokuk by a Paul Bruhn Historic Revitalization Grant from the Historic Preservation Fund administered by the National Park Service, Department of the Interior. When the exterior masonry is completed, the third and final phase of the current project—restoration of the waiting room interior—will begin.

An AAPRCO Volunteer at Pullman Railroad Days

By BOB ALKIRE, Guest Writer

A long-time friend has an ongoing interest in privately owned passenger cars. That is how my interest in them started. With the advent of Amtrak, the retirement of much of the railroad's passenger car fleet spurred my interest in what became of those cars. While Amtrak purchased the cars that were deemed to be in the best shape, others were sold, some were converted to maintenance of way service and the rest were scrapped. Amtrak's purchase of Amfleet, Superliners and the Horizon cars resulted in the sale of the remaining cars in what had become known as the Heritage Fleet. These were the cars that Amtrak had purchased from the railroads. Tracing the disposition of those cars is what led me to join the American Association of Private Railcar Owners (AAPRCO).

History

In 1960, the City of Chicago proposed tearing down Pullman, both the factory buildings and surrounding neighborhood, and replacing it with an industrial complex. This infuriated the residents and began the movement to save the area. Their actions resulted in Pullman being added to the National Register of Historic Places by the National Park Service on June 18, 1969. In 1970, the area was designated as a National Historic Landmark. The City of Chicago also designated the area as a Chicago Landmark. This led to the formation of the non-profit Historic Pullman Foundation which managed the site and acquired some of the buildings for preservation. In 1991 the State of Illinois purchased the Administration Building, Factory Complex and the Hotel Florence and placed it under the auspices of the Illinois Historic Preservation Agency. Restoration began on the site, but an arson fire in 1998 destroyed most of the Administration Building and Factory Complex. On February 19, 2015, President Barack Obama designated the area as a National Monument. Finally, in 2017, the National Park Service approved a plan to restore the Administration (Clock Tower) Building into a Visitors Center. The grand opening of the Pullman National Park and Illinois Historic Site was held over Labor Day weekend 2021.



**METRA ELECTRIC 111TH STREET / PULLMAN
METRA STATION ENTRANCE. SEPT. 4, 2021.**

**NEW YORK CENTRAL AT RAILROAD
DAYS. MAY 15, 2022.**

Railroad Days

Joe Szabo, the president of The Historic Pullman Foundation, was instrumental in the development of Railroad Days. His vision is to recognize the importance of the Pullman Company in the development and building of passenger cars. For a little more than a century, Pullman built passenger cars that carried travelers across the United States, Canada and Mexico. His influence and connections helped the Foundation reach out to many different organizations to come together to celebrate the Pullman legacy.

One of the organizations that was contacted was AAPRCO. Some members own Pullman built passenger cars representing various eras. Three car owners volunteered to have their cars to be present and open for display. Returning for this year's Railroad Days was NYC 3, built in 1928 as a brass-railed business car for Harold Sterling Vanderbilt. Mr. Vanderbilt was a descendant of Commodore Cornelius Vanderbilt, founder of the New York Central, and a director of the NYC. The car had been previously displayed during the site's grand opening over Labor Day Weekend, 2021. Pennsylvania Railroad Business Car 7503 Francis L. Suter was built in 1914 for use by various regional managers. The car is the only one to retain its fireplace, which is still operational. The third car was the 1950 built Five Double Bedroom Buffet-Lounge Observation Royal Street. It was built for the Louisville and Nashville Railroad and used on such famous trains as the Crescent. In addition, Amtrak provided the George M. Pullman Superliner sleeping car. It was the last passenger car built at the Pullman factory along with a Superliner Transition Dorm/Sleeper to enable the tours to reach the George M Pullman.



PENNSYLVANIA RAILROAD #7503 FRANCIS L. SUTER AT RAILROAD DAYS.



EASTBOUND SOUTH SHORE PASSENGER TRAIN PASSES 111TH STREET STATION.

It should be noted that the owners of the cars displayed volunteer their cars and moved them at their own expense to Chicago for the event. Metra provided three locomotives to power the train. They were the Metra 406, Milwaukee Road, Metra 402, State of Illinois and Metra 104, City of Chicago heritage units.

During Railroad Days, the cars would be parked at Metra's 111th Street/Pullman station which is directly across from the Pullman complex. Tours would be given of the cars both days.

My Participation

I encountered Julie King, AAPRCO's Executive Director at Conversations in April. This is a seminar sponsored by the Center for Railroad Photography and Art at Lake Forest College in Lake Forest, Illinois. Many well-known rail photographers or their descendants presented their photographs.



TOM LANAHAN, JULIE KING, AND RORY MCRORY ON NEW YORK CENTRAL #3. MAY 15, 2022.

RAILROAD DAYS CHEF MARIA CIVITI IN NEW YORK CENTRAL #3 KITCHEN. MAY 15, 2022.

Knowing of Railroad Days, I asked her if she needed any volunteers. She said she would get back to me. About two weeks later, I received a phone call wanting to know if I was still interested. My response was an enthusiastic yes. I immediately made plans that originally included staying in a hotel on Saturday night. I was asked if I could cancel the hotel because the volunteers would be spending Saturday night on the cars. Naturally I cancelled the hotel.

Saturday morning, May 15th, the alarm went off at some horrendously early hour in the morning. After a shower and quick breakfast, I drove to the Van Galder Coach Lines bus terminal in Rockford for the ride to Chicago Union Station. From there was a CTA Brown Line train from Quincy to Washington/Wabash and a Metra Electric train from Millennium Station to 111th Street/Pullman. Upon arrival, I placed my suitcase in Bedroom A of Royal Street and went to the dining room of New York Central #3 (NYC 3).

My job was to promote AAPRCO. Because of the limited space in the cars, tours were limited to fifteen people per tour and with four tour guides available it worked well until the group arrived for the tour of the George M. Pullman. Because all stations on the Metra Electric Line are high level platforms, it was impossible to use the Superliner's door. That meant there was only one way in and out of the Amtrak cars and that was through the vestibule of NYC 3. I was quickly reassigned to coordinate with the Amtrak personnel leading the tour of their cars to help keep the tours moving. Like the Grand Opening over the Labor Day Weekend, the car tour was incredibly popular and at its

peak, the wait times were quite long. It became extremely important to coordinate with the Amtrak Government Affairs personnel leading their part of the tour. I talked with the Amtrak tour guide, and we worked out a system to coordinate between the tour group in the NYC 3 and those in the Superliner to help keep the lines moving. It took a couple of times to work out the details, but once everything was perfected, it worked well and kept the delays down to a minimum.

After completion of the day's activities, we met in the lounge of NYC 3 and reviewed the day. We all agreed that it was a good day and were looking forward to more of the same on Sunday. Unfortunately nobody brought a counter so we didn't know how many people toured the cars. That will be a priority for next year. Chef Maria Civiti of the NYC 3 prepared a gourmet supper for us, and we continued to relax in the lounge. Robert Riley, owner of the Royal Street and Rock Island Rail, LLC, entertained us with some interesting videos. Later, the cars were pulled into Metra's Kensington Yard to be stored for the night. Even though it was a short trip, this was extremely rare mileage. Even though I am not a mileage collector, I did appreciate the opportunity to ride a part of the railroad that is not open to the public.

My hotel room for the night was Bedroom A in Royal Street. Since this was a display room, I did not want to mess up the bed. I used the extra blanket and pillow that were available. Even though we were not moving, it was easy to imagine what it would be like riding the car behind one of its assigned passenger trains. I slept very well.

I awoke refreshed Sunday morning. Metra's Kensington employees provided breakfast for us after which we returned to 111th Street/Pullman where we set up for the day's tours. Once again, I was assigned to be the coordinator with the Amtrak tour guides. With a different person from Saturday, we once again set up a plan to help keep the tour moving.

My position took another interesting turn when the Amtrak tour guides went to lunch. Because their lunch came from a local fast-food restaurant, it was not feasible to take their lunch break in shifts. So, I volunteered to lead the tour of the George M. Pullman during their break. I had heard the presentation so many times over the last two days, I had it memorized. After giving them the short version, they gave me the go ahead. I led two tours and it was an interesting experience. I was even able to answer several questions from the people on the tour.

To finish the day, one of the AAPRCO tour guides had to leave to attend a presentation sponsored by the Center for Railroad Photography and Art. I was pressed into service to lead tours of the cars. The first tour was with Julie King, AAPRCO's executive director, to understand how the tour operated and then I was on my own. For each car there was a prepared script, so I did not have to memorize anything. Each script gave a brief description of the car, its history and its restoration. Just like working with the Amtrak guides, I enjoyed the experience and look forward to the possibility of repeating it.

Railroad Days ended all too quickly. The cars would be returned to the Amtrak coach yard, but we could not ride them back. Canadian National would not allow us to ride them even though the trip was over the same route that Amtrak's City of New Orleans, Saluki and Illini use. So, we packed up everything and headed to the vans that Metra provided to return us to our respective locations. I was dropped off at Union Station where I caught my bus back to Rockford.

I hope that Railroad Days returns next year and that AAPRCO is invited to join the event. And hopefully, some private car owners will volunteer their cars for tours again. They were extremely popular with the public and gave them a chance to see the legacy of the Pullman Company.

Heritage Grants - Sooner Is Better Than Later!

By Charles Webb, Chair, Heritage Grants Committee NRHS

After reviewing feedback received from awardees, the Heritage Grants Committee proposed several items to implement to streamline the process. The goal of the Committee is to get the funds to the grant recipients in the spring of the year. This will allow those organizations to leverage the warmer weather months and volunteer availability to complete their projects. Many of these projects are weather sensitive.

To address this need, the committee proposed the following target dates for the 2023 NRHS Heritage Grants program:

- 2023 NRHS Heritage Grants Applications to be posted on the NRHS Website for downloading by early November 2022.
- Deadline for submission, January 31, 2023 (a month earlier than in the past)
- Committee review and prepare a draft selection list by March 31, 2023.
- Draft list of awardees to NRHS President in early April 2023 so that award notices can follow promptly rather than waiting until the springboard of Directors meeting in May.
- Streamline the application process to combine the application, agreement document and acknowledgment into one form to be completed at time of submission.

These changes are effective immediately and will be implemented for the upcoming 2023 NRHS Heritage Grants Program. The NRHS Heritage Grants Program is one of the signature programs of the NRHS. It is important to listen to and incorporate the suggestions of our award recipients into our process whenever possible.

Are You An Amazon Shopper? Smile For The NRHS!!

By Robert Ernst, Chair, NRHS Fund Committee

Make the holidays brighter and help support the NRHS at <http://smile.amazon.com> .

Every penny counts – the NRHS can benefit each time you shop online at Amazon. There is no additional cost to your purchase.

You can help the NRHS with a few simple steps:

- Log in to your Amazon online account.
- Go to 'Your AmazonSmile' Charity List.
- Look for **NRHS Fund, Inc Moorestown, NJ** or **National Railway Historical Society, Moorestown, NJ**
- Select either of the above entries for your charity.

It is done!

Let your holiday shopping add a surprise and easy gift to the NRHS stocking.

Heritage Grant Project – Saint Albans Museum

By Lisa Evans, Executive Director, Saint Albans Museum, St. Albans, Vermont

The 2020 Heritage Grant awarded to the Saint Albans Museum (SAM) through the NRHS was a major asset toward the care and preservation of the museum's Central Vermont Railway (CVR) collection and exhibition.

Although the pandemic forced SAM to pause its work on the renovation project, the largest of which the museum has ever undertaken in its fifty years of operation, we are happy to report we have now seen its completion. After holding a soft opening of the exhibit space during the 2021 season, last touches are underway for the exhibition to be entirely complete for the 2022 museum season.

For over a century, St. Albans served as the home and hub for the Central Vermont Railway (CVR) - connecting regional passengers, farm products and other goods to stops around New England, Canada and beyond. Founded and managed by local families, the CVR was the largest employer in northwestern Vermont for decades.

For this reason, St. Albans is still referred to today as the "Rail City" and it was within this collection that SAM chose to focus its efforts for renovation.

Work Completed

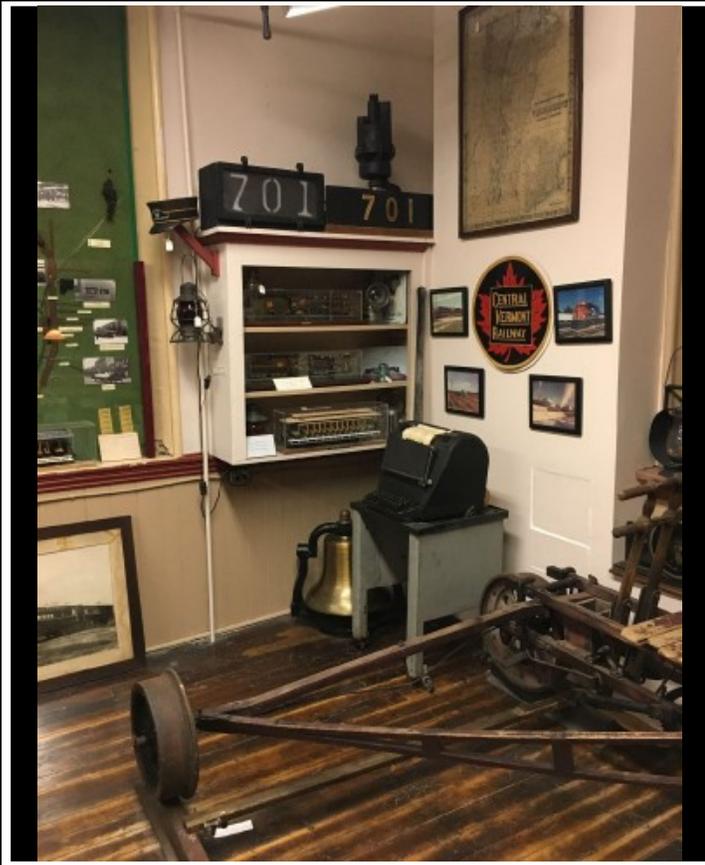
The award granted to SAM was used to purchase archival-quality exhibition display materials for the CVR exhibit space. Because the CVR served as a cornerstone for so many lives in St. Albans whose roots still extend throughout our region, it was imperative to our project mission to highlight the many roles and professions that served the railway.

Toward this goal, the museum has carefully selected objects to lend to this important narrative, including a CVR northern division force book, circa 1904-1905, a 1936 conductor's record booklet and a conductor's flashlight, circa 1930-1940.

The display cases and accompanying materials have aided in presenting this historical and socially-significant railway ephemera that was previously overlooked and under-utilized from our collection. We are now happy to report these materials will be available for generations to come.

Heritage Grant Award: \$2,000

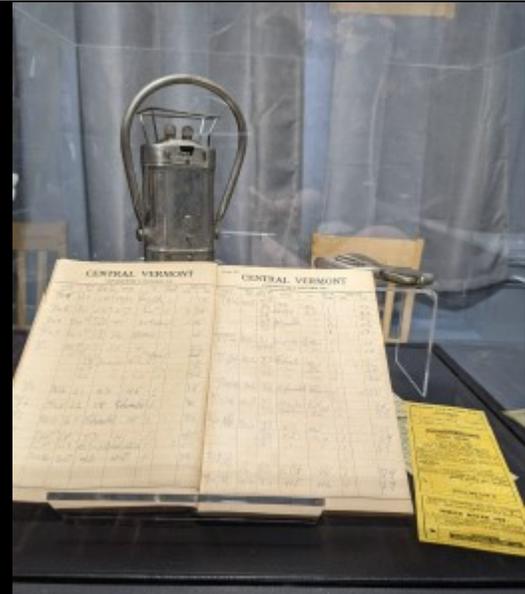
Gaylord Archival 50H x 47W x 24.5"D Jewell Pedestal Case	\$1,425
Gaylord Archival 52H x 18W x 18"D Jewell Pedestal Case	\$550
Shipping & Processing	\$375
Total	\$2,350



PRE-RENOVATION DISPLAY SPACE -
General railroad exhibition space prior to the 2019-2021 renovation.

Displayed objects and documentation were difficult to parse in the over-crowded space.

The conditions were not ideal for preservation of the collection prior to the newly purchased display cases and accompanying materials.



POST-RENOVATION DISPLAY SPACE -
Displayed objects and documentation are highlighted in a more presentable fashion with proper preservation materials. The sleek look of the cases adds a modern flair to the featured historical documents, helping us to emphasize their significance to visitors.

Heritage Grant Project - H&F Railway Historical Society

By Reuben Moss, President & Curator of the Hagerstown & Frederick Railway Historical Society

H&F Railway Collection Digitized through an NRHS Heritage Grant

Among the recipients of the 2020 Heritage Grant awards was a small organization in central Maryland dedicated to preserving and promoting the history of the interurban electric railway and its predecessor lines which served that region.

The Hagerstown & Frederick Railway began as multiple electric and steam railways in Frederick and Washington Counties in Maryland between 1887 and 1906. These merged in to one eighty-seven-and-a-half mile system with two mountain crossings in 1913. Despite steep grades the company operated freight service with electric motors beginning in 1896 in addition to extensive interurban passenger and city streetcar operations. At its peak, the system saw nearly 3.8 million fares in one year due to many passengers riding for recreation to amusement resorts or the two large agricultural fairs served by the service.

In addition to the railway itself, the company operated several other businesses: two of the amusement parks for which it provided passenger service, most local and regional bus services, appliance sales and becoming the region's primary electrical provider in four states. During World War II, the company was heavily involved in local supply lines operations serving both a local military base and a wartime U.S. Army metal salvage facility designed to process recovered battlefield material.

Line closures on the railway had begun in the late 1920s. However, most interurban service survived after the war until 1947. The last passenger route, noted as being the last interurban route to keep a schedule in the mid-Atlantic region, ended on February 20, 1954. Very little modernization of the railway took place after 1920, and for many decades the line attracted charters by railfan groups including chapters of the NRHS wishing to experience "classic" trolley service. By 1961 all transportation assets were sold or abandoned, but today the corporate entity remains as local power supplier Potomac Edison.

The H&F Railway Historical Society was formed in 1999 to maintain a research collection and promote this valuable local history. The organization today has a collection of over two thousand photographs, documents and objects related to the railway and its various corporate ventures.



Society members take exhibits to community events, provide multimedia presentations and assist other organizations and museums with the development of Hagerstown & Frederick Railway related exhibits.

The Society also operates the Boonsboro Trolley Station Museum in one of the last surviving stations from the railway on behalf of another organization and that town, and will be collaborating with those partners to develop new H&F exhibits for that museum in coming years.

THE HAGERSTOWN & FREDERICK RAILWAY LIBRARY.

At the time of the grant award, 1,500 objects from the Society collection had been assigned catalog numbers and documented on a simple spreadsheet. With the NRHS matching grant of \$2,300 the H&F Society drastically improved record keeping and made resources more accessible to researchers. Much was accomplished through the purchase of a refurbished computer and PastPerfect archival software. Volunteer service of 296 hours were spent importing the existing spreadsheet into the computer system, uploading photographs or high-resolution scans.

Additional data was entered for every item in the catalog.



H & F RAILWAY TRANSFERS – Each individual transfer has a unique identifying number and UPC for collection scanning, management and control.

An additional five hundred objects were contributed by two donors over the grant project period and documented into the software as they arrived. Another portion of the grant funds were used to acquire video and audio equipment to allow volunteers the capability of recording interviews with individuals who still remember seeing or riding the cars. At present four interviews have now been conducted, with this equipment providing more insight into railway operations.



REUBEN MOSS, CURATOR AND PRESIDENT, HAGERSTOWN & FREDERICK RAILWAY HISTORICAL SOCIETY.

The completion of this grant-funded project has made identifying ideal objects for new exhibits far simpler and provides an easy method of searching the resources and more conveniently researching related topics without the need to manage original items.

Exhibits created since the project began have also been entered PastPerfect. Volunteers can track the current storage or display locations of every object. With hope for a more permanent archives location in the future, the software will help to ensure that all items in the collection are relocated properly, and their ongoing condition and insurance values can be monitored.

The functionality to group images and contextual details easily has made registering and organizing new objects acquired by the Society far easier. The amount of detail and ability to track full known provenance and facilitate minimal handling provides a higher level of stewardship for the collection and is expected to ease potential donors' worries when they are considering contributing objects to the collection. The centralization of data has also allowed the Society to begin adding a selection of objects and images for the public to view on the organization's website, www.HFRHS.org, where additional information about the organization, archives and railway can also be found.

Return of the Iron Horse Rambles

By Alex Mayes, Potomac Chapter NRHS

In the late 1950s, Reading Company management decided to embark on a new project: to run passenger excursions over their lines powered by their massive 4-8-4 Class T-1 steam locomotives. These excursions would be known as the "Iron Horse Rambles". Beginning in 1959, the Reading Company ran 51 Iron Horse Rambles until the end of the program in 1964. The first trip ran on October 25, 1959, which started at Wayne Junction and went to Shamokin, Pennsylvania and return. This 16-car train was powered by T-1 No. 2124. The last trip ran on October 14, 1964. The Reading Company selected two T-1s to power the Iron Horse Rambles, Nos. 2100 and 2124. Two additional T-1s were included in this program, No. 2101 as a backup, and No. 2123 as a parts source. These excursions were immensely popular, with most trains running at full capacity.

The Reading Company, which was founded in 1833, was one of the earliest U.S. railroads. Its primary purpose was to haul anthracite coal from mines in northeastern Pennsylvania to Philadelphia. It was one of the most prosperous corporations in the United States. At its peak in the first half of the 20th century, it was the largest American carrier of anthracite coal. The demand for this commodity declined after World War II when many homeowners and companies switched to natural gas for heating. Reading's revenue continued to decline in the seventies, and eventually led to bankruptcy. The Reading Company, along with five other northeastern bankrupt railroads, was included in the formation of Conrail in 1976.

In 1983, Andrew J. Muller, Jr., founded the Reading Blue Mountain & Northern Railroad with the acquisition of a 13-mile former Pennsylvania Railroad line between Hamburg and Temple, Pennsylvania. This railroad is also known as the Reading & Northern (R&N). The RBMN provided service to freight customers and ran passenger excursions on this line. In 1985 Mr. Muller purchased ex-Reading T-1 No. 2102 and ran excursions on his railroad, Conrail, and the Gettysburg Railroad with the No. 2102 until October 1991. In 1995 the 2102 was moved to Steamtown's shop in Scranton, Pennsylvania for some work; in 1998 it was moved back to the RBM&N's headquarters in Port Clinton, P. It remained in storage in the Port Clinton shop for the next 17 years out of public view.

In late 2015 Mr. Muller and other senior members of the RBMN board discussed the possibility of restoring T-1 No. 2102 back to operation. In early 2016 a mechanical evaluation of the 2102 was conducted and it was found to be in overall good condition and a viable candidate for restoration. The inside firebox sheets were replaced, 724 stay bolts were either replaced or repaired and additional work was done. On January 10, 2021, the No. 2102 was fired up for the first time in three decades and evaluated at its 240-psi working pressure. All major components were found to be in good working order. The six-year, \$1.7 million project proved to be a resounding success.

Two break-in runs were performed with the 2102 following the restoration, the first was on April 26th pulling a 50-car train of empty coal hoppers from North Reading to Jim Thorpe, Pennsylvania. The second break-in run was on May 20th with one hundred empty hoppers from the R&N's headquarters at Port Clinton, Pennsylvania north to an anthracite company near Tamaqua. The No. 2102 performed well on both break-in runs.

No. 2102 pulled its first public excursion since its recent overhaul on May 28, 2022. This was the first excursion train powered by the huge Northern locomotive since October 27, 1991, which was a special 12-car train called "The Anthracite Express" which went to Tamaqua to celebrate the 160th anniversary of the opening of the Little Schuylkill Navigation Railroad.

On the May 28th excursion, No. 2102 pulled a 19-car train of vintage passenger cars from the Reading Outer Station in North Reading to Jim Thorpe, Pennsylvania and return. This trip sold out within three hours after it was announced, over eight hundred passengers rode this first run.



Photo courtesy of Alex Mayes

GETTING READY TO GET UP AND GO - On the morning before the inaugural public excursion, May 27th, 2022, the 2102 was pulled out of stall No. 3 of the R&N's Port Clinton roundhouse and fired up.



Photo courtesy of Teresa Renner

ALL ABOARD! – The R&N's inaugural 19-car "Iron Horse Ramble" boarding passengers at the Reading Outer Station on May 28th just before departure.



Photo courtesy of Teresa Renner

T-1 LEADS WITH 19-CAR CONSIST - The inaugural run of R&N T-1 No. 2102 and its 19-car consist blasts through Leesport shortly after departing Reading Outer Station en route to Jim Thorpe. Hundreds of photographers and onlookers were at this location.



Photo courtesy of Teresa Renner

KING COAL - Bringing up the rear end of the 19-car train was R&N's First-Class Lounge & Observation Car, "King Coal". This was the former Illinois Central's streamlined observation-lounge car Mardi Gras, which is one of eleven cars the R&N purchased from Iowa Pacific Holdings in 2021. This photo was taken as the train was blasting through Leesport, en route to Jim Thorpe.



Photo courtesy of Alex Mayes

STEAMING TOWARDS MILLER'S CROSSING- Approaching Miller's Crossing at Molino, Pennsylvania en route to Jim Thorpe after boarding passengers at Port Clinton. The huge plume of steam is coming from the whistle being blown for the crossing.



Photo courtesy of Teresa Renner

DOWNPOUR ON THE RIDE - Passing through Zehners en route to Jim Thorpe in a heavy downpour .



Photo courtesy of Alex Mayes

ROLLING, KEEP ON ROLLING - Gliding along the south shore of Lake Hauto at Hauto, PA, en route to Jim Thorpe.



Photo courtesy of Alex Mayes

PUBLIC EXCURSION - Included in the consist of the 19-car inaugural public excursion of No. 2102 were two full-length domes. In the foreground is R&N car No. 4, "Lehigh Gorge Explorer", originally Milwaukee Road No. 55. This car also ran in Amtrak service as No. 9383 and on various tour agency runs. Coupled behind car four is former Milwaukee Road car No. 59, built by Pullman-Standard in 1952 as part of a 10-car fleet for the Milwaukee Road's 'Olympian Hiawatha' and 'Twin Cities Hiawatha' service. This is now R&N car No. 5.



Photo courtesy of Alex Mayes

GOING WEST - After a three-and-a-half-hour layover in Jim Thorpe, the steam special headed back to Reading. This is the west bound trip returning to Reading passing through the short tunnel under Route 93 at Nequehoning.



Photo courtesy of Teresa Renner

STEAMING BACK TOWARDS READING - The 2102 and its inaugural "Iron Horse Ramble" drifts downgrade through Hawk Mountain Wildlife Sanctuary near Molino, PA returning to Reading.



Photo courtesy of Alex Mayes
NORTH READING JUNCTION - Passing the crowds of photographers and onlookers at North Reading Junction 100 feet east of the Reading Outer Station just before coming to a stop. Photo taken from the East Bellevue Avenue overpass.



Photo courtesy of Teresa Renner
BACK TO READING - The first public excursion arriving back at Reading Outer Station. Photo taken from the East Bellevue Avenue overpass.

The 2102 performed flawlessly on both the outbound and inbound trips, hundreds of chasers and onlookers lined the tracks along the way despite intermittent rain showers. NRHS members are appreciative of the demanding work and expenses of the R&N, contractors, volunteers and many others devoted to the restoration of the No. 2102 and organizing the inaugural excursion. Additional excursions are scheduled with the No. 102 in the upcoming months, check the RBM&N's website for details: <https://www.rbmrr-passenger.com/schedule>

Easy Holiday Shopping - Bulletin Stocking Stuffers!

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. The back issues are \$8 each including shipping. Issues are available by sending a 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/>

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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

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

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The Reading & Columbia Railroad - By Olev Taremac

The Colorado Pacific - by J. L. Gattis

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

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

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RPOs Across America: A Century of Running the Mail - By David Thompson

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History of the Strasburg Railroad – by Kurt Bell

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Coal Hauling in Appalachia: Challenges Hauling Coal on the Modern Railroad - By Chase Gunnoe

Vol 79 No. 3

Contemporary Views Along the First Transcontinental Railroad: A Photographic Look at the Original Route - By Richard Koenig

Vol 79 No. 2

The Bay Line Graceville Extension - By Jeffrey Harwell

E-Z Railroading: A Look at Modern High Priority Freight Trains - By Steve Jessup

A Look Back: 2002 Double-Headed Runby

By Elizabeth Guenzler, Central Coast Chapter NRHS



Photo courtesy of Elizabeth Guenzler
RUNBY WITH #4960 AND #3751 - One of the many highlights of the 2002 convention was a double-headed runby with Grand Canyon Railway 4960 and Santa Fe 3751. That day featured single, double and triple-headed runbys.

President's Corner - President Tony, The New Guy!!

By *TONY WHITE, President NRHS*

Hello to all National Railway Historical Society members from the newest NRHS President, me. Now called the new guy, but I've been in the NRHS since 1998 and have been very active. However, I do not need to talk about myself or take credit for things, so enough about me.

Al Weber completed his term as President, and he remains very active for us, so you have not lost Al. We have exciting times ahead!

You should soon see information for your Membership Renewal. There will be a new opportunity to renew online with any credit card, PayPal or through our Database program with Neon Pay. I find this exciting and want everyone to know, there is **no Chinese** association with any finances, payment or data with Neon. I mention this because many have refused to pay online with believing that there was this connection. I mean no disrespect to any Chinese members by saying this and I want to put this false rumor to rest for the good of all. Renewing online really eases the workload of volunteers and allows faster processing of our information and payments, which will result in getting our Membership Cards sooner and less mistakes with data.

The new board and many non-board members are working hard to make impressive changes within the NRHS. The board has representation from Chapters, At-Large and the Advisory Council. This is positive because our pulse is on the members of the Society. Also on the board are three financial people to make sure we maintain and improve upon the financial success we have had.

We plan to have all programs operating in 2023 including Heritage Grants, Heritage Plaques, Heritage Film Preservation, and RailCamp. We will again be the sponsor with Trains Magazine for their annual photo contest. Check the nrhs.com website frequently because there is a steady stream of photos uploaded and up to date information about what we are up to.

See you next month! In the meantime, don't let the goblins get you on Halloween.

Editor's Note – Changes of Season

By *VALLI HOSKI, Editor NRHS News, Member Harrisburg Chapter, NRHS*

Autumn arrives with a brilliant livery that rivals the Santa Fe Super Chief's Warbonnet styling.

This change of season also brings changes to the leadership of the NRHS and its members. Please welcome our new President Tony White along with our new officers and directors. Wondering 'who is who' in the NRHS? The updated NRHS Contact List in the upcoming November *NRHS News* serves as a helpful guide to all officers, appointed chairs and committees in the organization.

Special request for fall excursion photos and articles, and holiday train stories.

As the seasons and holidays arrive, please share your chapter's fall activities, programs, 'leaf peeper' or 'winter lights' excursions. Decorate the News with your stories, memories and photos of festive model trains, snowy winter trains, Santa and other holiday trains of your chapter or local museums.

Live well, be healthy and watch for deer. Wishing everyone the best of the season, Val.

The *NRHS News* is published nine times a year by the National Railway Historical Society. A full-color issue is published each even-numbered month and is available as a pdf file on the NRHS web site. The three remaining issues are printed black-and-white and mailed to members in March, July and either September or November.

Valli Hoski, Harrisburg Chapter NRHS, Editor. Alex Mayes, Potomac Chapter NRHS, Content Assistant. Eileen Weber, St. Louis Chapter NRHS, Editorial Assistant. Elizabeth Guenzler, Central Coast Chapter NRHS, Editorial Assistant. Email submissions to News@nrhs.com or mail to NRHS News, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372.

The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. Membership information changes should be sent to [Hugh Harris Membership@nrhs.com](mailto:Membership@nrhs.com).