

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

JULY 2023

2023 Outstanding Railroad Historic Preservation Award

By VALLI HOSKI, Harrisburg Chapter and MIKE YUHAS, Wisconsin Chapter

News of the new 'Outstanding Railroad Historic Preservation Award' has spread throughout the NRHS community of members and friends. Details of the award are available on the NRHS website at nrhs.com. However, there is more to the story - How and why did the award come about? Who is involved? How is this award different from other NRHS initiatives and railroad industry efforts? Read on for the backstory.



Introduction

The *National Railway Historical Society* (NRHS), *Railway Age* magazine and *Railway Track & Structures* (RT&S) magazine have joined together to recognize and honor a North American common carrier railroad for a historically significant preservation project completed or put into operation within the last five years. NRHS members, *Railway Age* and RT&S readers are strong advocates for sharing the railroad industry's important history within North America. This award is intended to recognize the most outstanding example of historic preservation achieved within the railroad industry itself.

Why Another Award?

Outstanding preservation is the why. When have you seen a railroading entity put money, time and people into a project to renovate, restore, operate and/or preserve a significant railroad artifact? Have you heard of these projects? Enjoyed the result of a fully restored steam or diesel locomotive? Recall the railroad or sponsoring organization that pays for and maintains an historic operating piece of equipment? See, hear, feel and enjoy finely preserved and restored artifacts? This award recognizes, honors and publicizes good preservation and sharing of railroad heritage by railroading organizations and commercial entities.

The partners for the "Outstanding Railroad Preservation" award are the NRHS, *Railway Age* magazine and *Railway Track & Structures* magazine. From the NRHS side, the award team includes members R. Victor Varney, Edward M. Berntsen, Tony White and Mike Yuhas. Other partners from the magazines include Bill Vantuono, Editor-in-Chief of *Railway Age*, and David C. Lester, Editor-in-Chief of *Railway Track & Structures*.

From concept to reality, the award was formulated within several months. Victor Varney wrote the formal pitch for *Railway Age*. With Bill Vantuono's assistance, Simmons Boardman approved the award partnership by late April. The "Outstanding Railroad Preservation" award has come to full fruition and was announced at the NRHS 2023 Spring Conference in Sparks, Nevada.

July 31, 2023 is the deadline for nominations. Any NRHS member or *Railway Age* or RT&S reader may nominate a project. The nomination form is available at

<https://nrhs.com/outstanding-railroad-historic-preservation-award/>

(Continued on page 23)

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September 1 - 6, 2023, NRHS Annual Convention

CONVENTION INFORMATION	https://nrhs.com/convention/ The convention website is now open to make your reservations. Visit the website for access to the convention booklet and the convention registration forms.
HOTEL INFORMATION	DoubleTree by Hilton Hotel Deerfield Beach - Boca Raton 100 Fairway Drive, Deerfield Beach, Florida 33441 +1-954-427-7700 <i>Hotel reservations may be made by calling the hotel directly (ask for National Railway Historical Society rate code CDTNRS) or booking online.</i>

Upcoming Deadlines for Submissions

<i>Issue</i>	<i>Submit by</i>
August 2023 (mailed issue)	July 20, 2023
October issue (online pdf)	September 15, 2023

2023 NRHS CONVENTION REGISTRATION AND EVENTS SCHEDULE - Now Available. See pages 2 and 3 for details.

HERITAGE GRANTS - Since 1991, the NRHS has awarded \$1,128,080.00 in Heritage Grants to 370 recipients!

NRHS 2023 Convention -- Schedule of Events

Here is a quick list of the events and excursions planned for the 2023 Convention in Florida. For details, please see the official convention booklet at <https://nrhs.com/site/wp-content/uploads/2023/06/2023NRHS-booklet-V6.pdf>

**2023
CONVENTION
NATIONAL RAILWAY HISTORICAL SOCIETY
Deerfield Beach, Florida
September 1 – 6, 2023**

Florida will be the venue for the 2023 NRHS National Convention. The convention dates are Friday, September 1 through Wednesday, September 6, 2023.

Our host hotel will be the DoubleTree by Hilton Hotels Deerfield Beach – Boca Raton, 100 Fairway Drive, Deerfield Beach, FL 33441-1856. The telephone number is: 1-954-427-7700.

For our first visit to southern Florida, we'll be spending six fun-filled days exploring historic museums, current railroad operations and other sites of interest in the area.

The convention starts on Friday, September 1st when the registration room opens in the mid-afternoon at the hotel. Other planned events include the NRHS Fund meeting and a seminar in the evening.

Events on Saturday, September 2nd will be held at the DoubleTree Hotel, including the Advisory Council, Board of Directors and Annual Membership meetings. An evening seminar is also planned.

The event for Sunday, September 3rd features a ride on a Brightline train from Miami to the Orlando Airport, which is the newest station to open on the line.

The event for Monday, September 4th features an excursion on the US Sugar Railroad's Sugar Express steam train. Photo runbys are planned.

Tuesday, September 5th offers options of a guided Transit Tour including the entire Tri-Rail commuter railroad and Metro Rail rapid transit systems OR a tour the Henry Morrison Flagler Museum. Both events have limited seating and run concurrently, so you are limited to selecting only one event. The Annual Banquet rounds out the day's events.

The Convention wraps up on Wednesday, September 6th with an all-day trip to the Gold Coast Railroad Museum in Miami. Part of the event will involve a ride on the Tri-Rail Commuter Rail; a ride on the Museum's train and lunch is included. Cab rides are typically available on the Museum's SW1500 diesel switcher and are sold by the Museum for extra cost.

The area is rich with other venues of historic interest and tourist sites.

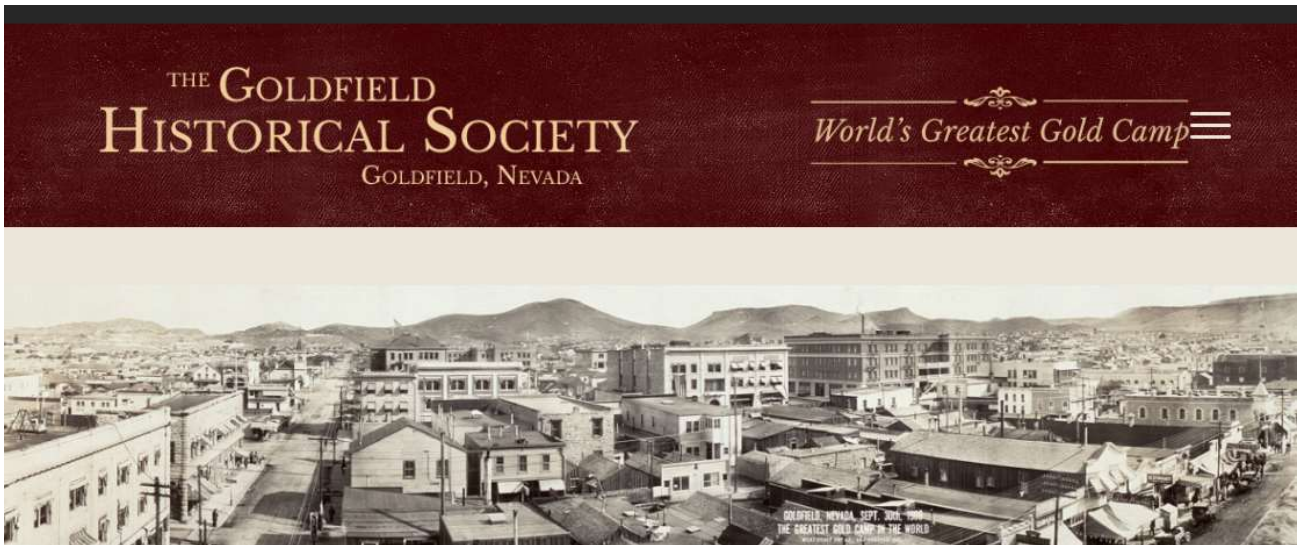
Please plan to attend our south Florida convention.

YOU MUST WEAR YOUR CONVENTION ID BADGE TO ALL EVENTS.

Visit Goldfield Days 2023 - August 4, 5 and 6, 2023! See Hicks-built Boxcars!

By JIM PRICE and JOAN SIEBER, Goldfield Historical Society, Nevada

Goldfield, about 200 miles northwest of Las Vegas on U.S. Highway 95, comes alive the first weekend of August for Goldfield Days. Featured during the weekend are a parade, a land auction, tours of historic buildings, music, food and drink, and much more. The dates this year are August 4, 5, and 6, but the majority of the events take place on Saturday. Enjoy a small-town Western celebration, and drink in some Nevada railroad history! Discover more details at <http://www.goldfieldhistoricalsociety.com/>



Note from Charles Webb, Chair NRHS Grants: The Goldfield Historical Society is one of the most unique and historical organizations that was awarded an NRHS Heritage Grant in 2023. We awarded their organization \$4,100.00 to assist in the building, hanging and painting of three sliding doors for two freight cars from the Tonopah & Goldfield Railroad.



TONAPAH & GOLDFIELD WOODEN FREIGHT CAR – One of two remaining examples of Hicks-built boxcars.

About 115 years ago, Goldfield was the largest city in Nevada. The unbridled enthusiasm of a gold mining town brought in thousands of people, estimated to be 20,000 at its peak, and a huge building boom ensued. Along with that was the construction of three railroad lines, plus a fourth railroad line that ran in Goldfield, between the huge expanse of mines, a 100-stamp mill and the outbound rail lines.

Fast forward to today: there are 300 people in Goldfield on a busy day – it's a classic boom and bust semi-ghost town. A number of original buildings, including an impressive 4-story brick hotel, survive to this day.

While much of Goldfield's railroad remnants are gone, one can still find miles of railroad grades in the area – many of them drivable. The remnants of the Tonopah & Goldfield (T&G) Railroad roundhouse and turntable can be found on the north end of town. A private party has recently restored a Nevada Copper Belt Railroad caboose nearby.

A steam locomotive plus two former T&G boxcars are on display in the former Bullfrog Goldfield Railroad yard near the Santa Fe Saloon. Dating from 1905, the boxcars are the only known remaining examples of Hicks-built boxcars as well as the last remaining T&G wooden freight cars.

Their preservation is the subject of a grant, recently awarded by NRHS to the Goldfield Historical Society. *[Editor's note: see page 4]*

Help Promote the NRHS – Share NRHS Membership Brochures With Your Local Model Clubs and Events

By JON BAAKE, Washington, DC Chapter

If you are a member of a model railroad club, museum, historical society or other such type of operation and have a place for literature or brochures at your location, we would appreciate it if you would display NRHS Membership Brochures for your members and/or the general public.

Let us know how many you want and where to send them and we will get them out to you at no cost. By doing this we hope to increase awareness of the NRHS and membership in the society.

Requests should be sent to Jon Baake – jbaake@outlook.com

Depot Day Event Marks Gulf Wind Chapter's 50th Anniversary

By *DAVE HODGES*, Gulf Wind Chapter NRHS

Railfans and residents from throughout the region gathered in Lloyd, Florida on May 20, 2023 to attend the Gulf Wind Chapter's annual Depot Day open house at the historic Lloyd Depot and help celebrate the chapter's 50th anniversary.

Through the efforts of founders Irv Lipscomb, Edward K. Mellon, Walter S. Richardson II and Ted Kiper, the Gulf Wind Chapter became an official non-profit organization based in Tallahassee and received its charter May 12, 1973, from the National Railway Historical Society. The small group back then was committed to helping preserve railroad history, and that mission continues today, said history professor and chapter member Richard Hall, who gave a brief keynote address during Depot Day on the chapter's founding.

RICHARD HALL GIVES KEYNOTE ADDRESS - History professor and chapter member Richard Hall presents his remarks during Depot Day, which was the official observance of the Gulf Wind Chapter's 50th anniversary. Hall traced the chapter's origins in 1973 and discussed the importance of preserving and promoting railroad history.



PHOTO COURTESY OF ROBERT FEUERSTEIN

"I think what made this year's event so memorable was the community's showing of support, as reflected in Depot Day attendance," said Pat Gray, Gulf Wind past president. "It was also gratifying to have so many attendees this year who were seeing Florida's oldest remaining train station for the very first time."



PHOTO COURTESY OF ROBERT FEUERSTEIN
YOUNG VISITORS ENJOY MOTORCAR - Young Depot Day visitors check out the Gulf Wind Chapter's 1938 Fairmont S2 heavy-duty section car, one of the exhibits May 20 at the annual open house at the historic Lloyd Depot in Jefferson County, FL.

“For our anniversary celebration, we added a display on how our organization got started back in 1973, and we served plenty of ‘birthday cake’ after lunch,” Gray noted.



PHOTO COURTESY OF DAVE HODGES
LLOYD DEPOT - Built in 1858, the Lloyd Depot was a vital part of the region's transportation access for farm products and other goods for many years. The station is situated right on the primary rail corridor for the Florida Gulf & Atlantic Railroad.

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The Gulf Wind Chapter's principal activity is the ongoing renovation and upkeep of the Lloyd Depot, which is an anchor facility for the Lloyd Historic District. Built in 1858 by the Pensacola & Georgia Railroad, the depot is the older of the two surviving antebellum train stations in Florida. The chapter leases the passenger waiting rooms and stationmaster's office to the U.S. Postal Service to serve as Lloyd's post office, while the depot's freight room has space for various exhibits and railroad artifacts.

At lunchtime, chapter members grilled hotdogs for the guests, who also had the opportunity to see member Larry McPherson's G-scale model train layout - complete with miniature Lloyd train station.



PHOTO COURTESY OF DAVE HODGES

G-SCALE LAYOUT - A highlight for visitors during Depot Day was chapter member Larry McPherson's G-scale model train layout, which included a miniature Lloyd train station.

A part of the Seaboard Air Line Railroad's operations for decades, the Lloyd station remained in service until the 1960s. When Seaboard finally closed the building in 1966 and scheduled it for demolition, the Jefferson County Historical Association intervened and the railroad agree to transfer the depot to the association for preservation. The Gulf Wind Chapter assumed ownership of the building in 1975 and has successfully completed several phases of restoration work since that time.

For more information, be sure to visit the chapter's website at <http://gulfwindnrhs.org/> or mail at Gulf Wind Chapter, P.O. Box 3464, Tallahassee, Florida 32315-3464

Harrisburg Chapter Annual Picnic @ Harris Tower

By MARK EYER, Harrisburg Chapter NRHS

The Harrisburg PA Chapter held its annual picnic at Harris Tower on June 13, 2023 under beautiful blue skies, cool temperatures and a refreshing breeze with 45 members and guests in attendance. The Chapter also had opened the recently leased PRR/Amtrak Power Directors Office in the Harrisburg Amtrak Station where attendees saw first-hand the work that has been done in restoring the office thus far.



PHOTO COURTESY OF HAROLD EICHELBERGER

HARRISBURG CHAPTER ANNUAL PICNIC 2023 - Members, families and friends enjoyed a sunny day, tasty food and fine company at Harris Tower on June 13, 2023.

History of Harris Tower and the Harrisburg Chapter NRHS

Harris Tower was constructed by the Pennsylvania Railroad in 1929 and opened on April 26, 1930. Its 113 interlocking levers originally controlled the complex maze of switches and signals along 3,250 feet of track between Herr Street and the middle of the Harrisburg passenger station platforms. The tower was later operated by Penn Central (1968-1971) and Amtrak (1971-1992) as the ownership of the terminal and passenger operations changed over the years. As the amount of track in Harrisburg was reduced and regional control operations were computerized and centralized, Harris Tower's importance was diminished. The tower was closed on November 15, 1991. On July 24, 1992, Harris Tower was purchased by the Harrisburg Chapter, NRHS to be preserved as a publicly accessible museum. Through the Chapter's efforts, the building was listed on the National Register of Historic Places on August 30, 1994. Today, a complex computer program, designed specifically for use at Harris Tower, teaches visitors about the operations of the tower in its heyday. The program is connected to the original 113 interlocking levers, allowing visitors to control virtual trains through a simulation of the 1940s track pattern based on period-correct Pennsylvania Railroad timetables and train schedules.

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NRHS Anniversaries - 70 Years Strong in Iowa

By Al Weber, St. Louis Chapter NRHS

On April 15, 2023, Don L. Hofsummer celebrated his 70th year anniversary as an NRHS member with fellow members and friends of the Iowa Chapter.

Don was a key person to forming the Iowa chapter 70 years ago. He commented on all the "written" letters mailed back and forth to the national encouraging him and other friends to start the Iowa chapter.



PHOTOS COURTESY OF AL WEBER

GREAT DAY FOR A 70TH ANNIVERSARY – Don Hofsummer received his 70th anniversary pin at the Iowa Chapter’s 70th anniversary celebration.



The meeting was held at the Old Threshers Meeting Grounds, 405 E. Threshers Road in Mount Pleasant, Iowa.



The meeting also featured the riding of two of the classic streetcars and a surprise!



The meeting surprise was the rollout of the Wilmington Shay under restoration at the Fair Grounds.

A Visit to Waxahachie (TX)

By JON SHEA, North Texas Chapter NRHS

[Editor's Note: Many thanks to the North Texas Chapter for 'armchair' tour of the Katy Depot and other railroad scenery in north central Texas.]



PHOTOS COURTESY OF JON SHEA

KATY DEPOT, WAXAHACHIE - The depot is now a coffee bar. Building is well-maintained .



KATY DEPOT WAS BUILT IN 1908 - Restoration was completed in 2010. The depot includes a restored Katy caboose.



DETAILED LOOK AT THE KATY CABOOSE - This particular caboose was "Radio Equipped" for better service as indicated on the MKT caboose.



ORMER BURLINGTON – ROCK ISLAND DEPOT – Another depot can be found in Waxahachie. It is currently occupied by a private business.

Royal Diesels

By LARRY DYER, Atlanta Chapter NRHS

In the 1960s, when I would spend my summers near Wellington, Kansas., I would see the Santa Fe Fast Mail go by always pulled by ALCO PAs in red “Warbonnet” and smoking as they always did as they accelerated on the double-track mainline. I was not a railfan then but they were the only passenger trains that were scheduled through the area in daylight hours. That was the only exposure I had to PAs in regular service although about the same time, L&N would send some ALCO FAs through my hometown of Blue Ridge occasionally, but they were neither as majestic, clean or traveling as fast as the PAs in Kansas. I watched them go by not realizing I was watching the only diesel locomotive so famous in its appearance that it was referred to as the “honorary steam engine.” The name could have also been attributed to the clouds of black smoke that would boil out of its stack when it would rev up. This was caused by a lag in air from the turbocharger not matching with the fuel in the 16-cylinder 244-model engine.

Unfortunately, the early ALCO units were problematic and unreliable in comparison to the EMD models and although they were aesthetically popular, they were not popular with many of the railroads resulting in only 297 being built compared to 511 E7’s and 460 E8’s. The PAs were built in ALCO’s Schenectady, NY plant between June 1946 and December 1953.

First generation ALCO cab units were offered in two basic models; the FA units which were geared for freight service, although there were some FPAs built with steam generators thus making them dual service. In contrast, the PA units were exclusively for passenger service; the “P” standing for passenger and the “A” meant it had a cab with controls. The “PB” units were cab-less and there were 47 of them built. Montreal Locomotive Works (MLW) built 46 FP4s units for the Canadian National between October 1958 and May 1959. Several of these units eventually ended up in the United States, running on the Napa Valley Wine train and on the Grand Canyon Railway. The four NVWT FP4s now run on compressed natural gas. Those on the GCRR no longer smoke because they were converted to burn vegetable oil.

Certain types of historic locomotives have escaped the scrapper’s torch in numbers greater than one might expect; Union Pacific 4-8-8-4 “Big Boy” steam locomotives with seven surviving in museums and on display. Another is the Pennsylvania Railroad GG1 electric locomotives which are represented in every major American rail museum. This cannot be said of the PAs even though probably thousands of model locomotives were built by Lionel and still run on layouts nationwide. Only four PAs and one PB exist today. There were originally 16 American railroads that purchased PAs; three were built and shipped to Brazil. Following are some facts about those 16 American railroads: Southern Pacific bought the most – 51 A units and 13 B units. UP bought fourteen and converted one to an experimental coal-burning turbine; Southern Railway bought the last 6 PAs built and Santa Fe bought 28 As and 16 Bs from which the 4 surviving units came.

When these last four were retired by Santa Fe and sold to Delaware & Hudson RR in 1967 where they were renumbered (see chart below).

Surviving PA-4s

<u><i>Santa Fe#</i></u>	<u><i>D&H#</i></u>	<u><i>Nickel Plate</i></u>	
59L	16		museum in Frisco, TX
60L	17		still in Mexico (displayed)
62L	18	190	in Portland (Doyle McCormack)
66L	19		still in Mexico (operational)
Surviving PB-1			
<u><i>Rio Grande#</i></u>	<u><i>Algoma Central#</i></u>		
6002/253	78		steam generator in Canada

When they arrived on D&H property from Santa Fe in December 1967, they were repainted in a blue version of the "Warbonnet", renumbered and assigned to The Laurentian, between Albany, New York and Montreal, Canada. They continued to operate as ALCO PA1s with model 244 16-cylinder prime movers. In the spring of 1974, New York State struck a deal with Amtrak on a "Section 403B" train and as part of the deal, D&H convinced the State and Amtrak to use D&H-owned equipment including locomotives. The PAs running on the Amtrak Adirondack were the only non-Amtrak locomotives in the system.

D&H realized that because of their age and mileage, the PAs needed to undergo a complete re-manufacturing which the Railroad Division of Morrison-Knudsen Company was capable of doing. This process would result in the four locomotives being upgraded from PA1 units to PA4 units. The upgrade would require 14 months to complete all four units with M-K working on two units at a time. As part of the rebuilding process at M-K, the 16-cylinder 244 engines were replaced by 251 V12 engines which increased their horsepower from 2,000 to 2,400. During this rebuilding, the units were given the designation PA4 by M-K; the only PA4s ever built. During this time D&H was short on PA units so they substituted ALCO RS3s with steam generators.

By 1977 the D&H had fallen on tough times financially and began selling off their ALCO fleet. In addition, Amtrak wanted to replace the D&H equipment with Turboliner equipment. On October 13, 1978, the PA4s made their last revenue run and shortly thereafter were sold to Ferrocarriles del Pacifico RR in Mexico.

As the years passed there was a great realization in the United States that four national treasures had been shipped south of the border. During the 1990's, several efforts

were made to repatriate some or all the PAs which by then were stored at Empalme Sonora Mexico.

Also, in 1981 No. 16 had been involved in a derailment and roll-over which resulted in extensive damage to its top and right side. No. 18 also sustained damage resulting in both units being used as parts sources to keep 17 and 19 operating.

Eventually, the Smithsonian Institute became involved in the negotiations and in 2000, No. 16 and No. 18 returned to the United States. By that time not much remained of either except hulks. In both cases, the trucks, prime mover and electrical cabinet were gone, plus in the case of No. 16, all the side panels were missing plus much of the car body's underlying truss-work was heavily damaged by the derailment.

Mr. Doyle McCormack was involved in the loading and transporting of the hulks back across the border. Mr. McCormack moved both units to the Portland area where he began the restoration process on No. 18. I have seen the latter twice; once during a tour as part of the 2005 NRHS Convention . The locomotive was at the time located in the Portland roundhouse and most of the bodywork had been done on it. It had A-1-A trucks under it although not ALCO trucks and a prime mover but as I recall, it still had to be wired in and most of the electrical cabinet had to be built. A few years later I saw No. 18 again as 190 at the new Oregon Rail Heritage Center in downtown Portland. We attended a banquet there and our table was only a short distance from the nose of 190 which by then was painted in Nickel Plate colors.

Both No. 17 and No. 19 are at the National Museum of Mexican Railroads in Puebla, Mexico. No. 19 is kept in operational condition and No. 17 was painted in classic Southern Pacific Daylight colors, but as of February 2010 it had been painted over in primer.

After No. 16's repatriation from Mexico, the Smithsonian lost interest in the unit, perhaps because of the extensive damage and the price tag of restoration. The locomotive sat in a railyard near Portland for almost ten years. When No. 16 was headed for an uncertain fate, the Museum of the American Railroad expressed interest in acquiring and restoring the locomotive. Through the generosity of the Smithsonian and the commitment of transportation by the BNSF Railway, the locomotive was donated and moved to the museum's new home in Frisco, Texas.

In November 2019, I visited the Frisco museum and at first did not recognize No. 16, thinking it was still in Oregon, but when I saw the number and what remains of the blue D&H paint, I realized it was the real thing. I commend the group at the Museum of the American Railroad for stepping up to save this important piece of railroad history and to be willing to take on such a herculean task of restoring this hulk to its former appearance. With missing, it will take years and over a million dollars to accomplish this goal.

We as railfans/historians have a desire and a responsibility to preserve items that have historical significance. Art collectors seek to find, restore and display paintings of talented artists. Likewise, railfans have a passion to locate, restore and display pieces of famous and even beautiful railroad equipment-----so it is with D&H #16.

The Trolley With Books And a Library

By JOHN COWGILL, Washington D.C. Chapter NRHS

The town of Myersville in the state of Maryland is a small town northwest of Washington D.C. on the famous National Road. It is not a popular town but it is a town, nevertheless. This town has its own library. If you are ever in Myersville, you will want to visit the Myersville Community Library.



***PHOTOS COURTESY OF JOHN COWGILL
MYERSVILLE COMMUNITY LIBRARY, MYERSVILLE, MARYLAND - A
Library of a unique nature.***

Some of you are saying, "It is a library. Many towns and cities around the world have libraries. Why in the world should anybody come to this town to see a library that is just like the library in their neighborhood. Well, that is a very good question. The Myersville Community Library is ... well, a library. It has books. It has a place to read books. It has rooms where you can read books. It has a trolley that you can sit in and read a book.



***MYERSVILLE'S LIBRARY HAS BOOKS - As well as a lot more to see and enjoy
especially if you like trains.***

Some of you are saying, "A what?"

Oh, you asked why you should visit the Myersville Community Library in Myersville, Maryland. Yes, it has books like any other library, but how many libraries have a trolley that you can sit and read your book? No. It is not a fake trolley. This trolley actually carried passengers.



***THE TROLLEY NUMBER 150 AT THE LIBRARY -
A book and a trolley, what an adventure this shall be!***

Trolley Number 150 was built in 1918 by the Perley A. Thomas Car Works and was originally used in Columbia, South Carolina before being acquired by Hagerstown and Frederick Railway in 1923. The line once connected the town of Myersville to Hagerstown until 1938. Then service ended and was replaced by the modern routing of U.S. Route 40.



NO TICKETS NEEDED, JUST COME ON IN!

It was privately owned until it was purchased by the town of Myersville in 2017. It was restored and placed in the Myersville Community Library where it remains today. It is one of only four surviving trolleys from the Hagerstown and Frederick Railway. Today you can sit on the seat in a trolley that once rode the rails through the countryside of Maryland. And, oh yes, you can read your favorite book (or two or three.)



So, you have the local library. Or you can have a unique library – the Myersville Community Library. It is a place where you can read in a trolley in Myersville, Maryland.

The Library is located at 8 Harp Place in Myersville, Maryland and is free to visit. It is open Monday and Wednesday, 10:00 a.m. to 6:00 p.m., Tuesday and Thursday, 10:00 a.m. to 8:00 p.m. and Saturday 10: a.m. to 5:00 p.m. Parking is on site. For those in wheelchairs, there is a ramp that you can use to access the trolley.

The Final Ride – Steve Miller

By STAN HUNTER, Central Coast Chapter NRHS

[Editor's Note: As our President Tony would say... Wonderful and memorable members of the NRHS have taken their final train ride and will meet with all of us at the station eventually.]

I am saddened to report that fellow NRHS member and mileage collector Steve Miller passed away on June 24, at the age of seventy-six, after a brief illness. Born in Oakland, CA, Steve was a long-time member of the La Mesa Model Railroad Club in San Diego, where he participated in many operating sessions and other club activities.



In photo at left, Steve is working the Caliente train order office at the La Mesa Model Railroad Club's Tehachapi exhibit at the San Diego Model Railroad Museum.

Steve was a qualified Timetable and Train Order operator and dispatcher as well as a skilled modeler of 1950s-era railroading.

PHOTO COURTESY OF MIKE JAREL

He moved to Sacramento when he got a job with the California Department of Transportation (Caltrans), where he performed a large number of tasks related to rail and mass transit throughout California. His largest contribution was the management of the statewide connecting bus program for a number of years. "Steve's buses" brought many passengers to the state-supported Capitols, San Joaquins and Pacific Surfliners, augmenting those corridors and extended those services to many areas of California that did not have direct rail service. His legacy lives on in the ongoing success of the California rail programs.

As an avid traveler, he rode trains and transit all over the world. Steve made huge contributions to the Central Coast Railway Club, the National Railway Historical Society and other organizations through participation in excursion planning and operations, bus services, writing and presentations. Many of the rare-mileage trips we have enjoyed were the product of teams of volunteers that included Steve and his expertise and enthusiasm for passenger trains. Steve was also an enthusiastic supporter of live music, baseball, history and public radio.

He will be missed by many including his family and friends. I'm sure Steve sends out a Giant "Thank You" to everyone, past and present, who made all the events in his life so meaningful.

Event Board - Chapters & Members Railroad Events

Susquehanna Valley Railway Historical Society 60th Anniversary



The Susquehanna Valley Railway Historical Society Celebration of our 60th Anniversary

commemorating

The Two Hundredth Anniversary of the Delaware & Hudson Company

Saturday, October 28, 2023

American Legion Post 1645, 177 Robinson Street, Binghamton, NY 13904

Event Lineup

Daytime 8 a.m. - 5 p.m.

Program Presenters / 45-minute Presentations

- * Sam Botts: *Along the Bridge Line*
- * Kermit Geary, Jr.: *2022 - A Hot Steamy Year Railroading!*
- * Robert Gongleski: *Along the Line of Lehigh Valley Railroad from New York to Niagara Falls - a post card view*
- * Don Jilson: *Delaware & Hudson on the Southern Tier West of Binghamton*
- * Tom Nemeth: *Erie - Lackawanna Delaware Division - Port Jervis to Binghamton*
- * Roundtable Panel Discussion Session with Former Railroad Employees

Additional Daytime Highlights

- * Exhibitors
- * Vendors
- * Buffet Luncheon w/Cash Bar

Evening Buffet Banquet 5 p.m. - 9 p.m.

- * Social Hour w/Cash Bar
- * Buffet Dinner
- * Special Guest Speaker: Rudy Garbely - The Garbely Publishing Company: *From Concept to Bookshelf: The History of the Delaware & Hudson, from Research to Publication*

For more details and Guest Registration please email to: svrhsarchives@yahoo.com

Please visit our web site: <http://trainweb.org/SVRHS/>

Facebook page: <https://www.facebook.com/people/Susquehanna-Valley-Railway-Historical-Society/100064763796405/>

Save The Date: LWVRHS Sentimental Journey Slide Show, October 7, 2023

By NORMAN J. BARRETT, The Lackawanna & Wyoming Valley Railway Historical Society NRHS

The *Lackawanna & Wyoming Valley Railway Historical Society, Inc.* will hold its annual Sentimental Journey Slide Show on October 7th. It will be held at the Dupont Hose Company at 308 Main Street in Dupont PA 18641. Doors open at 9 AM

All-day coffee, soda, water and donuts will be available. A catered lunch is also included. Programs will run from 10AM through 5PM. Follow www.lwvrhs.org for updated information and ticket ordering.

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Outstanding Railroad Historic Preservation Award ...

By VALLI HOSKI, Harrisburg Chapter NRHS and MIKE YUHAS, Wisconsin Chapter NRHS

(Continued from page 1.)

The award provides high value visibility for a railroad entity and publicizes the railroad's preservation efforts. It recognizes excellent work for preservation in railroading which is an industry with deep roots.

The award winner will be announced and recognized at the *Railway Interchange* conference in October 2023. After its 2023 launch, the Outstanding Railroad Historic Preservation Award will be an ongoing accolade.

For more information on this award, please contact Mike Yuhas at myuhas@nrhs.com and visit the NRHS site at <https://nrhs.com/outstanding-railroad-historic-preservation-award/>

Update from Award Committee. Due to factors beyond our control, nominations that were made prior to July 8, 2023 may not have been received by the committee. If you nominated a project, please nominate again. Or, if you still have the nomination confirmation email, please forward a copy to myuhas@nrhs.com. Thank you.

Editor's Note – 2023 Convention Will Be Truly 'Special'!

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

Hello all on this fine July 4 - Independence Day. Hopefully, everyone is staying cool. This super-heated weather is a good reason to take rides on air-conditioned trains!

As the 2023 Convention draws closer, here are some tips for a successful convention trip.

What's going on and when? Now is the time to browse the convention booklet. Look over the fine excursions and tours planned and order your tickets. The booklet has everything you need to know about the convention schedule and event prices. The booklet with all the details is available on the NRHS web site at <https://nrhs.com/convention>.

Please take the time to read the fine print - Tickets will only be sold for all trips and events through the online NRHS registration system through August 11th.

After August 11th, any remaining tickets will be sold on-site at the 7 DoubleTree Deerfield Beach hotel starting September 1st at 4PM.

What do I wear? As the circus hawkers say ... 'get yer souvenirs, get yer shirts, get yer programs right here and right now'!

NRHS convention 'gear' must be ordered in advance and picked up at the convention. Some limited quantities may be available at the convention registration room, but not guaranteed. Guaranteed pick-up if ordered by August 12, 2023.

Where do I stay? Convention hotel is the Doubletree by Hilton Hotel, one hundred Fairway Drive, Deerfield Beach, Florida 33441. Reservations may be made online or by phone +1-954-427-7700 and ask for National Railway Historical Society rate code ' **CDTNRS** '.

Good health and safe travels to you, Val.



2023
CONVENTION
NATIONAL RAILWAY HISTORICAL SOCIETY
Deerfield Beach, Florida
September 1 – 6, 2023

The Back Page: Ice Cream and Watching Trains

By PETER NICHOLSON AND VALLI HOSKI, Member Harrisburg Chapter NRHS



PHOTO COURTESY OF PETER NICHOLSON

SUMMER AND THE LIVING IS EASY – It's 4:36 pm on Wednesday, June 7, 2023 and Amtrak Train #8, the Empire Builder, is departing Glenview, IL, two hours and 24 minutes late on the last lap of its journey from Seattle to Chicago. Bringing up the rear on this date are two private cars of the Friends of the 261, Superdome 53 and Caritas. The former was built for the Milwaukee Road's Olympian Hiawatha in 1952; the latter started life as a 14-Roomette-4 Double Bedroom car on the Frisco in 1948 before an extensive rebuilding under private ownership in 1985.

The photographer is a former Milwaukee Road employee paying a visit to the Glenview Dairy Bar, a popular spot next to the tracks. Frozen custard desserts and a bit of train-watching make a beautiful outing for a late spring evening.

The photographer's cell phone camera came in handy when #8 arrived with the surprise guests on the rear end. He is also a member of the Monticello (IL) Railway Museum where he volunteers alongside several member of the Danville Junction chapter of the NRHS restoring the Museum's equipment.

About the NRHS News

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 three odd-numbered months.

Valli Hoski, Harrisburg Chapter NRHS, Editor. Alex Mayes, Potomac Chapter NRHS, Content Assistant. Elizabeth Guenzler, Central Coast Chapter NRHS, Editorial Assistant. Eileen Weber, St. Louis 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 Patti Webb at Membership@nrhs.com. Membership dues should be mailed to NRHS - Membership, PO Box 31074, St. Louis, MO 63131-0074.

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