

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

APRIL 2023

Caltrain Central Maintenance Facility Field Trip – Central California Chapter

By STEVE FERRARI, President Central California Chapter NRHS (Photos courtesy of Steve Ferrari)

On Monday February 27, 2023, the Central Coast Chapter NRHS led a field trip tour of the Caltrain Central Maintenance Facility (CEMOF) in San Jose, California. Caltrain is the busy regional and commuter rail system that runs on the former Southern Pacific main line between San Francisco, San Jose and Gilroy.



CALTRAIN STILL SHINES ON A RAINY DAY – Caltrain has a long history of service.

The line originally began in 1863 and now there are 104 trains each weekday run on the system, the most in its history. The system uses a combination of 23 EMD and Boise F40PH-2 locomotives built between 1985 and 1998 and 6 MP36PH locomotives built in 2003. In addition there are 93 Nippon Sharyo gallery cars built between 1885 and 2000 (not all still in service anymore) and 41 Bombardier bilevel cars built between 1997 and 2008. *(Continued on p. 3)*

NRHS NEWS – APRIL 2023

Table of Contents

Caltrain Central Maintenance Facility Field Trip – Central California Chapter	1
Table of Contents.....	2
Upcoming NRHS Conferences, Conventions and RailCamp	2
Upcoming Deadlines for Submissions	2
Caltrain Central Maintenance Facility Tour	3
Saving the Last SP&S F7A - Locomotive #804.....	5
Harris Tower Op Session & PRR Harrisburg Power Directors Office Tour	8
A Weekend on the Reading and Northern	11
NRHS Bulletin - Status	18
NRHS Bulletin - Looking for Specific Back Issues	18
NRHS Membership Committee Report, March 9, 2023	18
Reminder – NRHS 2023 Spring Conference in Reno (Sparks) NV	20
Event Board - Chapters & Members Railroad Events.....	21
ONEIDA CLIPPER REVENGE – SATURDAY, APRIL 22, 2023	21
RAILROAD EXPLORER II, LEHIGH VALLEY – SAT. APRIL 15, 2023	22
President’s Corner – Welcome to New Happenings!.....	23
Editor’s Note – “Back Page” First Photo & More!.....	23
The Back Page: Decatur & Eastern Illinois Railroad, March 15, 2023	24
About the NRHS News.....	24

Upcoming NRHS Conferences, Conventions and RailCamp

May 16 - 21, 2023, NRHS Spring Conference*

Reno (Sparks), Nevada

**Combined Southern Pacific Railroad History Center, Railway and Locomotive Historical Society, National Railway Historical Society Conference*

Register at <https://www.splives.org/sprhc-rlhs-joint-meet-may-2023>

June 18 - 25, 2023, RailCamp Northwest

June 25 - July 1, 2023, RailCamp East

September 1 - 6, 2023, NRHS Annual Convention

Fort Lauderdale, Florida

Upcoming Deadlines for Submissions

April 2023	Online issue	March 15, 2023
May 2023	Online issue	April 20, 2023
June 2023	Online issue	May 10, 2023

Caltrain Central Maintenance Facility Tour

(Continued from p. 1)

All are maintained at this CEMOF facility, which was a \$140 million project completed in 2007 near the site of the Southern Pacific Railroad Lenzen Avenue Roundhouse in San Jose. The facility includes an overhead bridge crane, drop table, wheel truing ability and even a train washer using 80% recycled water. Caltrain is currently in the process of electrifying the line between San Francisco and Tamien Station just south of San Jose, which is the portion of the line that it owns. The remaining service to Gilroy is run on a line primarily owned by Union Pacific Railroad and it will continue to be run by diesel equipment as it runs now. The electrification is expected to be complete with service beginning in 2024. For this service, Caltrain is in the process of acquiring 19 seven-car double-decker Stadler KISS electric multiple unit sets from Stadler Rail in Salt Lake City, Utah. The CEMOF has been enhanced to allow for EMU underside and rooftop inspection including pantograph inspection cameras.

Because of tightened security these days, information for each participant attending was required in advance. Security precautions were also taken for each vehicle entering the facility before being allowed to pass the guard at a locked gate. Once inside the facility, we were escorted from the East Yard located in the wye with the Union Pacific Milpitas line, down several flights of stairs to the tunnel under the tracks to get to the CEMOF building. Donning hard hats and reflective vests, we were led around the yard facility. There was a bit of rain at times, but that did not diminish the enthusiasm of the participants.



RAIN DOESN'T BOTHER US – The CEMOF tour was well worth getting a little damp.

The tour of Stadler KISS EMU set #304, one of four on the property at the time, was a real highlight. The EMU sets, not yet released to Caltrain, were still under Stadler's control.



BROAD VIEW AHEAD FOR THE ENGINEER – Clear line of sight with 180-degree view of the tracks and train operations shown on multiple screens.

One was powered up using hotel power for our group. The cabs for the engineers are spacious and have five computer screens arranged in a semicircle around the one seat in the middle. There is good vision with 180 degrees of windows for the engineer. For the passengers, there are various arrays of seats including tables at some seats, overhead luggage racks and some cars fitted with bicycle racks. Always considering where seats could be added with extra space, pull-down seats have been placed along certain walls and even extra single seats were added between bicycle racks so as to not waste space. Also to be appreciated are the large windows of the cars compared to older gallery cars.

Testament to the importance of maintaining current maintenance equipment, we saw engine MP36PH #924 now clean and shiny just having returned from contract upgrade work done at Mare Island in California. Also in the yard was Yard switcher MP-15DC JPBX #503 (ex SP 2691), one of two that they have.

We were able to photograph inspection car JPBX #505, which was originally a Budd self-propelled SPV-2000 acquired by Amtrak. It was later FRA DOTX T-10 track geometry car that Caltrain acquired in 2007. It is still used for inspection services. Also in the yard were the flatcars decorated and used for the yearly charity Holiday trains run every year.

We were happy to see that Caltrain has had the ability in the past, and will to be able to have the ability in the future, to keep their equipment clean and in good working order. We were extremely thankful to Caltrain's Dan Lieberman who set up the tour and guided us, along with CEMOF's John Henry, the key person who led us through and answered questions. Despite the rain, we had a good morning and were pleased with the ability to get an early look at the new EMU's and insight to this very important part of Caltrain's operations.

Saving the Last SP&S F7A - Locomotive #804

By DOUG AUBURG, Member Pacific Northwest Chapter NRHS

HERITAGE

The Spokane Portland & Seattle Railway (SP&S) owned four F7As. The F7A was EMD's most popular "covered wagon". They were numbered SP&S 803 to 806. The SP&S also owned three F3As, numbers 800 to 802. These locomotives were found to be very economical and soldiered on through the Burlington Northern (BN) merger where all four were renumbered into the BN numbering system where they were renumbered to 9754, 9756, 9758 & 9760. These units were leased to Amtrak briefly in 1971-72.

BACK STORY

Over the years the 804 ended up in Stillwater, Minnesota powering the Minnesota Zephyr Dinner Train. The dinner train operation ceased in 2008 and the ex-SP&S 804 (now renumbered 787) was acquired by Iowa Pacific Holdings and moved on a flat car in July 2015 to storage in Alamosa, Colorado, on the San Luis & Rio Grande Railroad. The locomotive has been in storage there ever since. In 2020 Iowa Pacific got into financial trouble and was forced into bankruptcy proceedings. One of Iowa Pacific's creditors acquired title to the locomotive and renumbered it SDCX 787.

ACQUISITION

Last June 15, 2022, I was a few days into a three-week rail tour of Eastern Europe when I got a call on my cell phone from Ed Berntsen. Ed called me in my role as president of the SP&S Ry Historical Society to say that his sources had just informed him that the last surviving ex-SP&S F7A would be sold for scrap at the end of the following week if a buyer could not be found. I have always loved the EMD "F-units" and recognized that this locomotive should be saved if at all possible.

But there were two huge barriers standing in the way of success: (1) I didn't know of any non-profit that would be willing to accept the locomotive, let alone be able to come up with the funds to purchase it on such short notice. and (2) I was in Europe and wouldn't return home until the 7th of July and it would be next to impossible to contact potential museums and tourist railroads who might be interested in the locomotive.

I bit the bullet and told Ed: "I will buy the locomotive, but "I do not want to own it!"" I clarified by telling him that he and I would have to find a home for it or we'd have to end up selling it to a scrapper. Armed with my promise to purchase the locomotive, Ed proceeded to contact the owner and negotiate its purchase. We reached a purchase agreement and the locomotive was finally purchased by the last week of July.

FINDING A HOME

When I got home, I started reaching out to museums and tourist railroads in the northwest but I kept getting refusals. They all had other projects that were monopolizing their time and resources.

My last chance was the *Inland Northwest Rail Museum* in Reardan, Washington. This museum, located about 40 miles west of Spokane, is run by the **Inland Empire Chapter NRHS**. I contacted their president, Dale Swant, and explained that we had a locomotive that needed a home. I owned the locomotive, but money would have to be raised to move it to Reardan and for its restoration and that would be the responsibility of the museum.

After some negotiations, they agreed to accept the 797/804. Ed agreed to work his contacts at Railmove LLC to get it repaired sufficiently to be movable on its own wheels.



Photo courtesy of Ken Bitten

F7A SP&S 804, temporarily renumbered SDCX 787, in shop at Alamosa CO, Feb 9, 2023, with both trucks removed for wheel change L&R 1-2-3-4.

GETTING READY FOR THE MOVE

Moving the locomotive to Reardan on a flatcar would be much more expensive than moving it on its own wheels. Not only is the freight charge higher, but heavy cranes are required at each end of the move.

Four used wheelsets with good wheels were purchased to be swapped out under the locomotive. Ed and Dale purchased four wheelsets with traction motors ("combos") from a used locomotive dealer near Spokane and had them trucked to Alamosa. Additional repair work is being done on the couplers to make them acceptable to the BNSF for dead-in-train towing.

FUND RAISING

The *Inland Northwest Rail Museum* (www.inlandnwrailmuseum.com) is in charge of raising money to pay for the restoration and move of the locomotive from Colorado to Washington and getting it back to operating condition. Ed and I hope you will support this very worthy project. We look forward to a time in the near future when we can visit this locomotive in Reardan, Washington.

Support Your Favorite Locomotive Restoration Project!

The Inland Northwest Rail Museum is restoring two historic locomotives that will be on display at the museum both during and after restoration is complete. Each project takes hundreds of man hours to accomplish as well as thousands of dollars to purchase parts, paint and supplies. Vol-

unteers are always welcome, but we need your financial help as well. The form below presents an opportunity for you to participate by donating to the restoration of your favorite locomotive that is already underway. Donations will be recognized with a special gift!



Great Northern #598



Spokane, Portland & Seattle F7-A #804

DONATE TO YOUR FAVORITE LOCOMOTIVE PROJECT

Choose the amount you want to donate under the description of each locomotive. You may donate to both or only one of the projects. Each dollar you donate is extremely important to the completion of a project and every dollar will be recognized. Donations of \$25-\$99 get two free passes, donations of \$100-\$500 receive a custom t-shirt, *with that locomotive on the front*, plus your name on a plaque in the museum. Donations of \$500-\$999 receive a t-shirt plus your name on a brass builders plate attached to the locomotive. Donations of \$1000 or more not only receive a t-shirt, name on the brass builders plate, but also a special remembrance under development. **Every person who donates will receive a lapel pin for the locomotive you support.** Donations will be deposited in special bank accounts to be used only for the project(s) you specify. You may send a check or use your credit card using this form. A special page on our website allows you to donate using your PayPal account. Donations by phone are accepted.. You may click on, or type in, this link to go directly to our website page: <https://inlandnwrailmuseum.com/make-a-gift/>

Spokane, Portland & Seattle F7-A #804 Donation:

\$25 \$50 \$100-\$500 (Fill In Amount) \$ _____ T-Shirt Size: _____ \$500 Plus (Fill In Amount) \$ _____

Great Northern #598/599 Donation:

\$25 \$50 \$100-\$500 (Fill In Amount) \$ _____ T-Shirt Size: _____ \$500 Plus (Fill In Amount) \$ _____

Your Name: _____ Phone: _____ Email: _____

Address: _____ City: _____ Zip: _____

Credit Card #: _____ Expiration: _____ 3-Digit Code: _____



Inland Northwest Rail Museum

PO Box 471 • Reardan, WA 99029 • (509) 979-6882 • Email: daleswant@yahoo.com
www.inlandnwrailmuseum.com



GETTING BACK ON TRACK – Inland Northwest Rail Museum is raising funds to restore SP&S Locomotive #804 and move it to the museum in Reardan, Washington. The brochure was distributed by the Pacific Northwest Chapter in their Trainman newsletter.

Harris Tower Op Session & PRR Harrisburg Power Directors Office Tour

By DAN RAPAK, Member Harrisburg Chapter NRHS (Photos courtesy of Dan Rapak)

Some time ago, a group of tower enthusiasts contacted the Harrisburg Chapter to request a private "Op Session" at our Harris Tower Museum. Harris Tower is still in its original location, adjacent to active Norfolk Southern and Amtrak rail lines. The tower was built by the Pennsylvania Railroad in 1929 and remained in service until the end of 1991. It still contains all of its original equipment including its 113 lever US&S interlocking machine and 20' wide model board. Everything in the tower actually works! Harris Tower is a fully interactive, hands-on exhibit. We've taken all of the equipment in the tower and tied it into a simulation computer programmed with the actual PRR train schedules from 1943. Trains appear on the territory in real time by way of the track occupancy lights on the model board. It's up to our visitors to throw the proper levers to route the trains to their correct destinations.

Harris Tower does not operate on a regular schedule during the winter months, but we do try to accommodate groups on a pre-arranged basis. This event was held on Saturday, January 21st and went off without a hitch. Brad Anderson, Jim Nowotarski, Dan Rapak and Sam Wills acted as docents. Eric Ohstrom also participated, arriving early to turn on the heat in the tower and test out the simulation prior to the group's arrival. There were approximately twenty tower enthusiasts in attendance; most of them were professional railroaders, representing Conrail, NS, RBM&N, SMS and York Rail.



VISITORS AT THE PDO - Active and retired railroaders and their guests visit the former PRR Harrisburg Power Directors Office.

The group assembled in the parking lot at Harris at 4:30 p.m., then walked three blocks to our newest exhibit, the Harrisburg Power Directors Office (PDO) which is located on the second floor of the Harrisburg Transportation Center (the Amtrak Station.) This facility was built in the 1930's and controlled the power in the overhead catenary, the signaling system and switch heaters for the PRR, Penn Central, Conrail and Amtrak until 2013. The territory stretched from Harrisburg eastward to near Philadelphia and from the Enola Freight Yard (just across the river from Harrisburg) to near the Pennsylvania - Maryland border.



THE WAY THE PDO FUNCTIONED - Visitors listen intently as Jim Nowotarski explains how the Power Directors Office functioned.

Only a few members of the group had ever seen a PDO before and the group was very impressed! Jim gave a presentation that lasted about twenty minutes. Two members of the group then arrived with many boxes of pizza and a cooler of beverages. The group broke for dinner, after which Jim held a Q&A session. The group then headed back to Harris Tower for the Op Session.



LATE NIGHT AT THE PDO - Railroaders gather at Harris Tower Museum for a full hands-on nighttime Op Session. Visitors assumed the roles of Train Director, Tower Operator, Listening Post and Levermen actually operating the tower's equipment to route "virtual trains" across the Harris territory.

As this was the first visit to Harris for many of them, a brief presentation on the history of Harris Tower was given followed by a description of how the interlocking machine operated. The men then rotated through the various positions of Train Director, Operator, Listening Post and Leverman. A train schedule was provided for the Train Director, train sheets were provided for the Operator and a train wire log was provided for the Listening Post. The group operated through the early morning rush in the wee-hours of the morning (between 1:30 a.m. to 6 a.m. simulation time.) It is during this time period that overnight trains from St. Louis, Chicago, Buffalo and other points west and north pass through Harris' territory en route to New York, Philadelphia, Baltimore and Washington for arrival in time for the start of the business day. That makes this period one of the busiest times of the simulation.



A LATE NIGHT'S FUN OF ROUTING TRAINS - The Train Director calling routes for the Levermen to establish.

The group had their hands full and really enjoyed routing the trains across Harris' territory. They were having such a great time that the Op Session continued until shortly after midnight (real-world time) before heading for home.

For more information, please visit our website at: <https://www.harrisburgnrhs.org/>



A Weekend on the Reading and Northern

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

With the end of the Reading and Northern's 2022 excursion season fast approaching, Teresa and I decided to head to the Reading, Pennsylvania (PA) area to ride and photograph a couple of their passenger trains over the first weekend of November. The Reading and Northern is a regional railroad that operates over former Reading, Lehigh Valley, PRR and Central Railroad of New Jersey lines in eastern Pennsylvania.

While the Reading and Northern operates primarily freight trains, they also operate a full schedule of diesel- and steam-powered passenger trains. A month before departing we ordered round trip tickets on-line for the Saturday trip from Pottsville to Jim Thorpe, PA.



RDC NUMBERS 9166 AND 9168 - Our two-car train prepares to depart from Pottsville Saturday morning .

The train was comprised of two vintage Budd Rail Diesel Cars (RDCs), Nos. 9166 and 9168, both of which were built by the Budd Company of Philadelphia in the 1950's. No. 9166 was built for the Boston & Maine; No. 9168 was built for the New York Central. Both RDCs were extensively reconditioned and are very reliable.



BOARDING THE RDCS - Passengers boarding our two-car train prior to departure from Pottsville Saturday morning.

We boarded in downtown Pottsville at the former Reading Railroad station which closed in 1981 when SEPTA eliminated all diesel-powered trains.



PASSENGERS ABOARD RDC NUMBER 9168 - Socializing just before departure from Pottsville. Both RDCs on our trip have been thoroughly restored with new windows, reupholstered seats and other upgrades.



RDC NUMBER 9166 – Includes a large snack counter with stools for drinks and light refreshments.



BOARDING PASSENGERS AT SCHUYLKILL HAVEN STATION – Note the new order boards in the distance. The train was sold out two months in advance.



ARRIVAL IN JIM THORPE - Our train discharging passengers shortly after arriving.

The trip to Jim Thorpe went smoothly and we had a three-hour layover to have lunch, ride the Lehigh Gorge Scenic Railway train and explore this historic town on the Lehigh River.



R&N'S NOON LEHIGH GORGE SCENIC TRAIN DEPARTING THE STATION – The eight-car train had an EMD SD50M leading and another SD50M on the rear.



READING AND NORTHERN'S STEAM TRAIN FROM READING OUTER STATION - Arrived in Jim Thorpe 15 minutes behind our RDC train. This 15 car-train, powered by ex-Gulf, Mobile & Northern 4-6-2 No. 425, pulled past the former Central Railroad of New Jersey station, built in 1888 by the CNJ. Fall foliage colors were at their peak.



AFTER THE RDC TRAIN ARRIVED BACK AT POTTSVILLE, WE STOPPED AT THE SHOPS IN PORT CLINTON - Found ex-Gulf, Mobile & Northern 4-6-2 No. 425 and ex-Reading 4-8-4 No. 2102 side by side outside the roundhouse.



EX-READING T-1 4-8-4 NO. 2102, POWER FOR THE SUNDAY STEAM EXCURSION – Originating at the Reading and Northern’s new Reading Outer Station, the excursion went to Jim Thorpe and return. The lighted switch stand signal in the foreground added a colorful touch.



THE 2102 DEPARTED THE STATION STARTING UP THE GRADE – Since there were not too many chasers on the 2102 trip to Jim Thorpe, we decided to stop at Port Clinton to see if the train had arrived, which it had not. After boarding passengers, the 2102 made a spectacular sight as it departed.



THE 2102 AT EAST MAHANNOY JUNCTION– Our final shot on Sunday’s chase of the 2102 trip at the East Mahanoy Junction. Several photographers formed a photo line at this popular location. The 2102 spewed a huge plume of smoke as it passed the photo line.

The Reading and Northern has a full schedule of passenger trains planned for 2023. To check the dates and order tickets visit their website at <https://www.rbmnr-passenger.com/>



NRHS Bulletin - Status

By JEFF SMITH, Editor NRHS Bulletin

Many members may have noticed that we are behind schedule with the NRHS Bulletin. This has been the result of several challenges coming together at the same time. While Covid-19 kept people inside for a year and allowed us to get caught up in 2020 and 2021, as 2022 progressed, our authors were considerably slower in delivering content as they were catching up on events and travel they had put off during the pandemic. We also had a few authors run into unexpected medical problems and I had to pull one article at the last minute due to the subject of the article being linked to criminal activity.

As I write this in mid-February, we are finishing up the layout for Vol 85 No. 3 and will have that on the press in the next two weeks. I have content edited and ready to go for Vol 85 No. 4 and we will start the layout process for that issue in March with a targeted distribution of late April. I have content on hand for Vol 86 No. 1 and 2 which is in various stages of the editing process. I expect that we will end 2023 having published three of the four 2023 issues, as is typical for the NRHS.

If you have any questions or have an idea for a Bulletin article, please reach out at bulletin@nrhs.com.

NRHS Bulletin - Looking for Specific Back Issues

By JEFF SMITH, Editor NRHS Bulletin

The NRHS has taken steps to archivally preserve three complete sets of the *NRHS Bulletin*. Archival preservation entails placing each individual magazine in a polyethylene bag which are then stored in a lay flat acid free archival storage box. The boxes are then stored in a climate-controlled storage locker.

We are looking for physical copies of issues from 1936 to 1939. We are missing some copies within these years and anyone who has these in their collection and would consider a donation to the NRHS, we would like to speak with you.

Please reach out to Jeff Smith at bulletin@nrhs.com for questions/comments.

NRHS Membership Committee Report, March 9, 2023

By PATTI WEBB, NRHS Membership Chairperson

Many thanks to Hugh Harris! New Membership Portal and Chair!

First and foremost, the Membership Committee extends its heartfelt appreciation to Hugh Harris for his many years as the NRHS Membership Chairman. His dedication to our number-one asset, the NRHS members, has been top-notch. Hugh was assisted by dedicated volunteer, Mary Birdsell. Thank you, Hugh and Mary, for blazing the trail for our committee in keeping our membership records straight.

As of October 2022, the NRHS Membership Committee has a new Chairperson, a new membership team, a new membership renewal process and a new membership card format (which has involved selecting a new printing company). Our membership database, Neon CRM, is not new; however the Membership Committee has discovered many hidden treasures!

One of the major changes the members may have noticed is our push to renew NRHS membership online and communicate by email. The goal of the Membership Committee is to make the online renewal process as transparent and user-friendly as possible. No paper, no envelope, and no postage cost! While we have experienced some unique glitches, the Membership Committee counts the overwhelming response to online renewals as a victory! We are making great progress in bringing the NRHS membership into the virtual/electronic age!

There has been a flurry of behind-the-scenes activity by the Membership Committee to unwrap the full potential of Neon CRM. A few notable treasures are: Capability to accommodate multiple addresses for our “snowbird” members; automatically-generated emails to acknowledge membership renewal; automatically-generated emails to acknowledge donations; and recurring membership renewals and donations.

Members have access to two important resources right now:

- The NRHS online member portal, at <https://nrhs.app.neoncrm.com>. Log in with your username or email to confirm or renew your membership, donate to NRHS, update your contact information, and more.
- Write to us at membership@nrhs.com to provide an email address for your account, a seasonal mailing address, or to ask specific questions. We love hearing from you!

More Changes in Upcoming Months and 2024

A few chapters still prefer to submit NRHS renewals for their members. The Membership Committee is in the process of developing a universal spreadsheet form for use by chapters which submit checks to the NRHS on behalf of their members for payment of their national dues. As noted at the beginning of this article, the Membership Committee encourages online membership renewal whenever possible. We do, however, understand that not all members wish to be part of our virtual/electronic membership renewal transformation.

Look for the capability to download a virtual membership card for 2024 membership renewals. The Membership Committee has been kicking around a few ideas to make the membership cards available to the members in an expeditious fashion by allowing a member to download their own membership card. More exciting news to follow on this project – stay tuned!

Last but certainly not least, the Membership Committee deserves a great deal of praise and gratitude for their dedication and hard work. We, as a committee, have made great strides in the overall renewal experience for our members. The list of these amazing volunteers are Mike Yuhas, Tony White, Becky Gerstung and Steve Siegerist. A special thank you to the Membership Committee for your commitment, knowledge and tenacity.

Your membership keeps the NRHS on track for the future!

Reminder – NRHS 2023 Spring Conference in Reno (Sparks) NV

By *THE SOUTHERN PACIFIC RAILROAD HISTORY CENTER.*

May 16 to May 21, 2023

It is our pleasure to announce an incredible opportunity to experience a joint meeting of three railroad history organizations in Reno/Sparks, Nevada. *The Southern Pacific Railroad History Center*, in partnership with the *Pacific Coast Chapter of the Railway and Locomotive Historical Society*, is pleased to invite its membership and the public. The conference will be at the Nugget Casino Resort in Sparks, Nevada, May 16 to May 21, 2023.

Joining us in the event is the national membership of both the *Railway and Locomotive Historical Society* and the *National Railway Historical Society*. This event will serve as the annual meeting of the R&LHS and as a business conference for the NRHS.

The History Center is sponsoring a three-day focus of Southern Pacific's last twenty-five years. This overview will be provided by panels and presentations. Confirmed speakers include Rob Krebs, Mike Mohan, Rollin Bredenberg, Mike Ongerth and Ron Batory. All of the speakers have unique observations that will help to fill in many portions of the story of this era of Southern Pacific that has yet to be told.

The Pacific Coast Chapter has arranged an array of outside events, including tours to Carson City, Nevada and Portola, Quincy, and Truckee, California. We encourage you to purchase your tickets now as seats are limited. The Southern Pacific Railroad History Center is also hosting two events at the Nugget: the Southern Pacific Employee Reunion and Meet Former Southern Pacific Officers Up Close and Personal, and tickets for the latter event are limited.

Adjacent to the former Southern Pacific yard at Sparks, the hotel rooms are in the Resort Tower with direct access to our meeting rooms by elevator. Reservations can be made by using this link: <http://bookings.ihotelier.com/bookings.jsp?groupID=3617296&hotelID=96145> or by phoning the Nugget at 1.800.648.1177 and requesting group code: GSPRHC. For best room locations, it is suggested that reservations be made early.

Please go to <https://www.splives.org/sprhc-rlhs-joint-meet-may-2023> for the event schedule, to purchase tickets, download registration forms and review important vendor instructions. Click the appropriate tabs under the Events tab. Have questions? Please email Bill Fowler at wefowler@pm.me.



Event Board - Chapters & Members Railroad Events

Oneida Clipper Revenge – Saturday, April 22, 2023

Oneida Clipper Revenge!!! Saturday, April 22, 2023

Limited Seating!



Photo Courtesy of Alex Wiedlich

Sponsored by the
Lackawanna & Wyoming
Valley Railway Historical
Society, NRHS



GP38 power leads a mixed train including passenger and freight equipment on the Reading & Northern main line and Hazelton branch. Full trip itinerary is available on the day of the excursion.

Each ticket includes a boxed lunch with drink. Turkey, ham or veggie sandwiches with additional drinks and snacks will be available to purchase on the train. Not eating? We will deduct \$5.00 from your ticket price.

Photo runbys are planned for the trip. Wear sturdy footwear. Dress for the weather. April in Pennsylvania can be cold.

Boarding 9:30 AM
Depart Reading Outer Station 10:00 AM
Return Reading Outer Station by 7:00 PM

Order at www.lwvrhs.org

Or, mail this form to **L&WVRHS Excursion**
P.O. Box 702
Dallas, PA 18612-0702

Make check or money order to "L&WV Chapter"

Lunch options are turkey, ham or veggie sandwiches. Indicate your preference or 'decline' below. Take \$5.00 off your total for each declined lunch. 1 lunch or decline per ticket. If you have multiple ticket and lunch orders, write on rear of form.

Ticket Class	Cost	Lunch/Decline	No. of Tickets
Locomotive Cab (2NB, 2 SB)	\$250.00 ea.		
Caboose (8 available, RT)	\$150.00 ea.		
Open Air (100 available)	\$150.00 ea.		
Coach (320 available)	\$110.00 ea.		
Total enclosed			

Questions?

Keep up to date on Facebook
**Lackawanna & Wyoming Valley
Railway Historical Society**

Ken Kertesz 570-814-6032
kkertesz@comcast.net

Name:
Phone:
E-Mail:
**** Write mailing address on rear of form, if you want tickets mailed. Tickets may also be picked up on date of departure.**



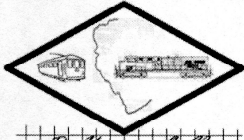
Train runs rain or shine.
No refunds. **All sales final.** First come, first serve. Final sale date is April 1. No walk-up sales.
Lackawanna & Wyoming Valley Railway Historical Society is a 501(c)3 organization.

Railroad Explorer II, Lehigh Valley – Sat. April 15, 2023

Two groups...

Railroad Historians of the Lehigh Valley

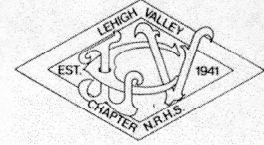
...one mission!



&
Lehigh Valley Chapter, NRHS

www.lehighlines.org

-ANNOUNCES-



The RAILROAD EXPLORER II

A Railfan R.D.C. Branchline Excursion

SATURDAY, APRIL 15, 2023

Ride the R & N's Budd R-D-Cs over historic rare mileage trackage of the P & R Mainline and The Mine Hill & Schuylkill Haven RR now branches of the Reading and Northern, through the Schuylkill County Anthracite Regions.

Ride thru Auburn, Landingville, Schuylkill Haven, Cressona, Westwood Junction, and Silverton Junction to TREMONT and MINERSVILLE. Numerous Photo Stops planned.

A Special Opportunity with Steam Locomotive Jersey Central 113 is planned.

* The Railroad reserves the right to substitute motive power.

Boarding begins at 8:30. Train Departs Port Clinton promptly at 9:00

Port Clinton GPS Address is: 1 Railroad Blvd. Port Clinton, PA 19549

- A route map will be provided -

**Your choice of Turkey, Italian, or Roast Beef Hoagie *
Please list your choices on the Ticket order form, below.**

SNACKS, SODA, & WATER WILL BE AVAILABLE ALL DAY AT AN ADDITIONAL COST - SOLD BY THE RAILROAD



All are welcome, membership not required!

FARE: \$ 119.00/per Rider

Includes train charter over rare mileage, limited seating, photo-stops, run-bys, and lunch.

PLEASE RESERVE BEFORE APRIL 2, 2023

Tickets will be mailed to the address you provide below.

Information or questions- KGJR1554@earthlink.net

Mail checks to: Kermit Geary Jr, 1266 Riverview Drive, Walnutport PA 18088

Make checks payable to: Lehigh Valley Chapter- N.R.H.S.

Please Include a Stamped Self-Addressed Envelope WITH Your Order - or Tickets will be held for pickup the day of trip



clip

RIDER NAME(S)

1.	2.	3.
*FOOD CHOICE	* Hoagie	* Hoagie

ADDRESS: _____ STATE: _____ ZIP CODE: _____

AMOUNT ENCLOSED: \$ _____ .00 TELEPHONE: (____) _____ EMAIL: _____

President's Corner – Welcome To New Happenings!

By *TONY WHITE, President NRHS*

Exciting happenings within the NRHS. On Saturday March 11th meeting of the Board of Directors, two vacant positions had to be filled, according to the NRHS by-laws. The Board has nine members, the President and Vice-President. A previously elected Board member and the Vice-President resigned due to emergency family matters.

Jon Baake filled the Board position and brings experience with the management of society matters. Jon has previously served on the Board; he knows and works well with other Board members.

The next business was to replace the Vice-President. The previous VP had emergency family matters to attend to and knowing that he could not sacrifice that, he resigned. The person chosen to replace Frank is Joe Maloney. Joe returns as Vice-President having already served in that position for eight years. Prior to that, he was the Secretary for the Board. He has maintained his service to the Society and has served as my Chief of Staff since September.

I am very happy to have Jon and Joe join the board now. With their combined experience in the NRHS, both will help steer the Board knowledgeably in the

business of the NRHS. They (like the rest of us) believe in the members of the NRHS. Welcome Aboard!

All committees are busy. The Heritage Grants Committee is busy reviewing the grant applications. The RailCamp Committee, despite not having the program since 2019, has many more applications than slots, thanks to the Chapters, members and other groups that have reached out and sponsored teens to participate. The Heritage Film Committee is constantly adding high-resolution photos on our NRHS website. The Membership Committee continues to process renewals.

The NRHS Bulletin is behind schedule due to forces outside of our control. The next issue is in publication and you should receive it soon. The NRHS News is as always good and members are reporting seeing news from all around about their chapters and projects that are dear to them and are happily showing them to the world.

Since Spring is in the air, let's dust off those cameras and projects and get back to recording rail history and preserving it.

Editor's Note – “Back Page” First Photo & More!

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

This April I have a virtual bouquet of fresh blooms! – These go out to members who contribute or submit their railroad adventures to the *NRHS News*. These writers and contributors keep the member-focused *News* relevant, fresh and fun to read. A trip story or field report might even be an event you attended recently or in the past. An article on new technology or a new trend in the hobby might urge you to try out photography with a drone or other rail image techniques.

Speaking of fresh features, Scott Muskopf submitted the very first “Back Page” photo! - Scott is a member of the St. Louis Chapter and does the Chapter proud by being First Submitter. You can have your own ‘Back Page’ moment of fame! Have some rail image(s) and you have not yet submitted a photo to the *News*? You are welcome and invited to select your best image and submit it to the *News*. Rail scenes and views are all welcome, except for a photo of a dark train, in a dark tunnel on a dark day. That would be dark, indeed.

Watch for these *spring attractions* coming to the *News* –

Directory of Rail Attractions for NRHS Members – Wesley and Shirley Ross compile this unique annual guide to rail attractions for our members. From well-known museums to local tourist lines, new rail adventures await your discovery. Help support and keep these rail attractions in business with your brief or extended visit whether on a day trip, family outing or vacation. They and the NRHS appreciate your support.

News RPO – Enjoy the *News*? Have a comment, suggestion or feature to suggest? Write and tell us, please. Don't have email? Put a stamp on it and send us a letter. Your ideas, requests and thoughts are welcome. Please include your e-mail address or postal address and indicate if you wish your name to appear or not.

Update Board - *March 2023 issue, p. 5*, top photo is the radial track, not the center pivot.

The Back Page: Decatur & Eastern Illinois Railroad, March 15, 2023

By *SCOTT MUSKOPF*, Member *St. Louis Chapter NRHS*



Photo courtesy of Scott Muskopf, St. Louis Chapter

DECATUR & EASTERN ILLINOIS RAILROAD (D&EI) (REPORTING MARKS: DREI) #101 EASTBOUND AT CAMARGO, ILLINOIS ON THE MORNING OF MARCH 15, 2023 - The train originated at Decatur and will go off-duty at Chrisman, Illinois. D&EI began operations in September 2018 on trackage purchased from CSX: Decatur, Ill. - Montezuma, Indiana is former B&O; Danville, Ill. - Terre Haute, Indiana is former NYC. In 2020, D&EI acquired neighbor and connection Eastern Illinois Railroad, a former N&W/Nickel Plate property extending between Metcalf and Neoga, Illinois, bringing D&EI's total mileage to 182. It is owned by Watco.

(Camera settings : Nikon D850 (digital) f5 – 1/250 sec ISO 100)

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 March, July and either September or November.

Valli Hoski, Harrisburg Chapter NRHS, Editor. Elizabeth Guenzler, Central Coast Chapter NRHS, Editorial Assistant. Eileen Weber, St. Louis Chapter NRHS, Editorial Assistant. Alex Mayes, Potomac Chapter NRHS, Content 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. Please mail Membership dues to: NRHS - Membership, PO Box 31074, St. Louis, MO 63131-0074.