

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

MAY 2023

Hawaiian Railway Society

By VIRGIL REWICK, *Hawaiian Railway Society*

Hawaii has an extensive and diverse railroading history dating back to the late 19th century. Plantation railroads operated on all of the major Hawaiian Islands. Common carriers operated on Oahu, Maui, Kauai and the Big Island of Hawaii and in addition, the Military had an extensive rail network on Oahu. When the Oahu Railway and Land Company (OR&L) mainline operation on Oahu ended in 1947 the Navy took over a 15-mile portion of the mainline between the Lualualei Ammunition Depot on the west coast of Oahu and Pearl Harbor. When the Navy ceased mainline operations in 1970, the Hawaiian Railway Society (HRS), founded that same year to preserve the history of railroading in Hawaii, was instrumental in having that OR&L/Navy right-of-way placed on the National Historic Register to protect it from encroachment and inevitable destruction. The HRS' ultimate goal is the restoration of the entire historic right-of-way but for now, it maintains seven miles in running condition, operating an excursion train from its facility in Ewa Beach to Nanakuli on the west shore of Oahu, using mid-1940 vintage ex-Navy locomotives and repurposed flat cars. *(Continued on page 7.)*



PHOTO COURTESY OF VIRGIL REWICK

THE EXCURSION TRAIN, KOOLINA

2023 NRHS Heritage Grant Awards Announced (see p. 3)

NRHS NEWS – MAY 2023

Table of Contents

Hawaiian Railway Society.....	1
<i>Table of Contents</i>	2
<i>Upcoming NRHS Conferences, Conventions and RailCamp</i>	2
<i>Upcoming Deadlines for Submissions</i>	2
NRHS Heritage Grant Awards for 2023 – Round One	3
NRHS Heritage Grant Awards of 2023 - Round Two	4
Hawaiian Railway Society (continued)	7
Winchester Chapter Revises Their Annual Banquet.....	10
Ex-Western Pacific GP35 Project Collaboration.....	13
Steam Returns to EBT’S 2023 Winter Spectacular.....	14
Auto-Train Northbound – April 2023.....	22
Railway Restoration Project 113.....	25
USPS Commemorates Railroad Stations “Forever”	26
Event Board - Chapters & Members Railroad Events	27
POTTSTOWN & READING CHAPTER ANNUAL PICNICRAIL	27
SUSQUEHANNA VALLEY RAILWAY HISTORICAL SOCIETY 60TH ANNIVERSARY	28
GULF WIND CHAPTER HOSTS ‘DEPOT DAY’ CELEBRATION – MAY 20, 2023	29
President’s Corner – The Good, the Bad and Ending on a High Note.....	30
Editor’s Note – Make a Promise? Keep a Promise!.....	30
News RPO & Corrections	30
The Back Page: The Circus Train	31
About the NRHS News	31

Upcoming NRHS Conferences, Conventions and RailCamp

May 16 - 21, 2023, NRHS Spring Conference*

Reno (Sparks), Nevada

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

*joint with the Railway & Locomotive Historical Society and the Southern Pacific History Centre

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

June 2023	Online issue	May 25, 2023
August 2023	Online issue	July 15, 2023

NRHS Heritage Grant Awards for 2023 – Round One

By CHARLES L. WEBB, NRHS Heritage Grants Chair

The members and officers of the National Railway Historical Society are excited to announce the first round of 2023 NRHS Heritage Grants award recipients.

Mid Continent Railway Historical Society Inc, North Freedom, WI	16 reproduction bottom and seat back cushions for East Jordan & Southern No. 2 combination car. Reproduction of the seats is the last step in restoration	\$5,000.00
Chesapeake & Ohio Historical Society, Clifton Forge, VA	Window seals, glass & gaskets to eliminate water infiltration. Gadsby's Tavern car, a heavyweight diner erected by the Pullman Company in 1922.	\$4,200.00
New Mexico Steam Locomotive & Railroad Historical Society, Albuquerque, NM	Installation and wiring of electrical equipment in the NMSX3939 baggage car. The importance of the acquisition and future conversion to a support car is critical to the operation of our historic engine, ATSF 2926.	\$5,000.00
The Goldfield Historical Society, Goldfield, NV	Tonopah & Goldfield freight cars. Building hanging and painting of three sliding doors of two historically significant freight cars. The work will include replacing broken or missing boards on the body of the freight cars and paint.	\$4,100.00
Missouri Pacific Historical Society, St. Louis, MO	Purchase additional archival shelving for collection. The MPHS recently received a large collection from a charter member's estate.	\$2,500.00
Gulf Wind Chapter NRHS, Tallahassee, FL	Stabilize the southwest corner of the historic Lloyd Depot in Lloyd, FL followed by restoration of the masonry at that corner of the building, then a reconstruction of the freight door entrance on the station's platform.	\$5,000.00
East Troy Railroad Museum Inc. East Troy, WI	Upgrading Car 107 is part of a larger educational project to install ADA bathroom. This grant is specific to ADA-related upgrades to accommodate students and to supplement the existing budget for classroom items. The ADA accommodation needs are specific to ingress/egress from the car and bathroom accessibility.	\$5,000.00
North Carolina Railway Museum, Inc., New Hill, NC	The project is to scrape loose and peeling paint, repaint the interior wall, repair the floor to be safe for visitors, and remove, repair and re-install the four side doors on our 1916 Pullman F-9 Atlantic Coast Line Baggage and Express Car #704. Also to remove and repair the two end doors on the car.	\$5,000.00
Center for Railroad Photography & Art, Madison WI	The Center acquired the collection of Richard Steinheimer, one of the pre-eminent railroad photographers of the 20th century. Shirley Burman Steinheimer, transferred the first installment last summer. She plans to send more materials in the future, including her own railroad photography as well as Steinheimer's papers. All materials will be accessioned into the Center's archives as the Richard Steinheimer and Shirley Burman Steinheimer Collection. To preserve and provide access to the collection for posterity, we will arrange, rehouse, catalog, and selectively digitize the 30,000 color slides, 4200 prints, and 2700 negatives that are currently on hand.	\$10,000.00
Total (First Round)		\$45,800.00

NRHS Heritage Grant Awards of 2023 - Round Two

By CHARLES L. WEBB, NRHS Heritage Grants Chair

The members and officers of the National Railway Historical Society are excited to announce the second round of 2023 NRHS Heritage Grants award recipients.

Kentucky Railway Museum Inc	The cocooning of historic rail car, former L&N No. 665 coach circa 1905 and Jim Crow car. The cocooning will allow No. 665 protection from the elements and further deterioration until it can be housed in an all weather building and fully restored and preserved.	\$5,000.00
Arts Services Inc, Buffalo, NY	Trolley Park: Midway Memories is the latest documentary film from award winning documentary filmmaker Peter Daulton. The film is complete and scheduled to be aired on PBS in the summer of 2023. Trolley Park Memories visits one of the oldest trolley parks in the Country. The NRHS Grant will be used for PBS Distribution expenses.	\$5,000.00
National Museum of Transportation, St. Louis, MO	The National Museum of Transportation (TNMOT) seeks support building a canopy over the Chicago, Rock Island & Pacific #3, commonly referred to as the Aerotrains. The canopy will have a durable fabric cover that is also UV-blocking, stainless steel support beams and open walls to maximize the visibility of the artifact while protecting it from the elements. After considering a number of options, the Museum selected a bid from Big Top Manufacturing to custom-build and install this canopy.	\$5,000.00
Friends of The SP4449. Portland, OR	Exterior restoration and painting of the GN-1 1928 era steam generator car. With a previous grant from another source, The Friends of the SP4449 were able to complete exterior repairs to one side of the car and purchase all the primer paint and most of the finish paint required to complete painting the entire car. The funds awarded will complete the exterior body repairs on both ends, the other side of the car and paint the entire car.	\$5,000.00
Nashville Steam Preservation Society, Nashville TN	The primary objective of the Nashville Steam Preservation Society (NSPS) is to restore to operation the NC&StL Railway steam locomotive No. 576, a dual-purpose 4-8-4 "J3" class engine. No. 576 was built by ALCO in 1942 and is the only remaining mainline steam locomotive from the NC&StL Railway. The restoration is well over 50% complete with the main focus this year to reinstall the rebuilt wheel sets and complete the work in the boiler by installing new tubes and flues along with completing work on the firebox. The current phase of this project is to install 1,500 staybolts in the firebox.	\$5,000.00
Friends of the Railroad Museum of Pennsylvania, Strasburg, PA	A renewed lease of a large format scanner at \$10,000 for five years will permit Museum volunteers to continue to work on digitizing the impressive collection of 74,000 historic blueprints and drawings from the Vulcan Iron Works, having just scratched the surface with over 2,700 scans completed thus far.	\$5,000.00
Old Dominion Chapter NRHS, Richmond, VA	The chapter owns a 1943 Davenport locomotive which is currently not operational. This grant will be used to forward the Chapter's goal to have it in running condition to maintain its viability and to use it to move all the rolling stock located at Hallsboro yard. Moving the cars there would greatly add to the lubrication of the wheels, bearings and axles.	\$7,500.00

West Jersey Chapter NRHS, Palmyra, NJ	In 2031, Bordentown, N.J. will celebrate the 200th Anniversary of construction of the Camden & Amboy Railroad (C&A RR) through the village. During 1831, the John Bull Steam locomotive was assembled, tested and operated for the first time on the newly built railroad in Bordentown. This village is the first site on earth where Stevens' style iron rails were used. Such rails are the precursor to standard steel rails used for nearly every railroad worldwide. The West Jersey Chapter of the NRHS, in cooperation with the City of Bordentown, Bordentown Historical Society and Bordentown Downtown Association, is actively preparing for this historic celebration. These organizations collectively have completed or plan to complete the following: 1) Wrote and submitted the document needed by the National Park Service (NPS) to create a National Historic Site of the Bordentown District of the Camden & Amboy Railroad. 2) Developed plans to install 3 replica railbeds used by the Camden & Amboy Railroad. Replica 1 will display stone sleepers that supported wood rails and strap rails on which the John Bull was reassembled during early summer 1831. Replica 2 will display stone sleepers that supported Stevens' style rolled iron rails used for the roadway from the Bordentown to South Amboy and built during summer 1831. Replica 3 will display wood ties, wood rails, and strap iron rails used for the branch railroad from Bordentown to Trenton built in 1837. 3) Developed plans to install multiple information signs at various locations within Bordentown City to explain and highlight the early railroad features of the community. NRHS Heritage Grant funds will pay costs associated with construction of the Replica 2 stone sleeper displays and some of the early railroad information signage.	\$5,000.00
High Plains Railroad Preservation Association (HPRPA), Cheyenne, WY	2095 is an 1870s NCS caboose, originally numbered 1150, it is the oldest known Union Pacific caboose and potentially oldest UP railroad car in existence. Our goal is to restore this amazing piece of history and move it to the Cheyenne Depot Museum where it can be enjoyed by citizens of Cheyenne, as well as visitors from the region and around the world. When restored, UP 2095 will be an incredible window into the past. Funds will go towards the purchase of the materials needed for the restoration of the interior framing, exterior siding and exterior roofing of Caboose 2095. The Caboose originally had horizontal siding, a unique feature that will draw attention to the historical significance.	\$5,000.00
Mid West Railway Preservation Society, Cleveland, OH	The project is a complete exterior restoration of the 1924 Pullman, 10 Section solarium lounge car "M. Baxter". The car will be completely sand blasted, body work completed and quality, long-lasting exterior coatings applied. The NRHS Grant will be used to purchase materials needed to finish painting the entire car.	\$5,800.00
Sumpter Valley Railroad Restoration, Inc, Baker City, OR	Sumpter Valley Railroad Restoration, Inc. is having a building constructed to house our archive and book collection. We seek matching funds to cover the cost of HVAC equipment and installation for the building. Our contractor will be able to complete the HVAC component that is the subject of the grant in 2023.	\$4,600.00

City County Preservation Committee, Harlowton, MT	The Phase 2 project for the 1910 passenger car is restoration of the roof, which is in bad disrepair. This is necessary to preserve the roof and to be able to move on to Phase 3, which will consist of window replacement. Phase 2 will consist of removing and replacing the top band of wood and other wood components/trim at or above roofline. Power Washing and preparing roof for new topcoat. Applying new seal coat to roof and seal and or paint replaced wood components Media / Ice Blasting if required.	\$5,000.00
Denver South Park & Pacific Historical Society, Denver, CO	Coop project with the Galloping Goose Historical. Society. Acquiring and transporting rail for the recreation of the Como, CO railyard and mainline to Denver trackage to the King Wye.	\$5,000.00
Galloping Goose Historical Society of Dolores, inc, Dolores CO	The Galloping Goose Historical Society (GGHS) has entered into an agreement with the Denver South Park & Pacific Historical Society (DSP&PHS). DSP&PHS will load and transport 350 pieces of rail they own. GGHS will unload and stack rail. DSP&PHS will receive 500 sticks in return.	\$3,750.00
Llano River Railroad (LLR), Llano TX	The City of Llano is in possession of a vintage (1950's era) Pullman P72 passenger rail car that was actually used to transport tourists to Llano in the 1990's. Coach #2906 was one of 25, 120-seat commuter coaches manufactured at the Pullman Standard's Osgood Bradley plant in Worcester, MA. It was delivered in June 1955 and the cars were numbered 2901-2925. \$5,000 to be spent on noxyde primer application to the passenger car exterior after LRR volunteers treat it for rust and power wash.	\$5,000.00
Baltimore Streetcar Museum, Inc, Baltimore, MD	Baltimore Streetcar Museum is applying for a \$2,500 matching grant for a mural on the exterior of their substation museum, as well as further landscaping improvements A previous project was managed by 2 Eagle Scout candidates. This was also part of an ongoing beautification project led by high school student volunteers. The Baltimore Streetcar Museum is looking to build on this success and complete a second landscaping project and historical mural enabling both another museum project as well as an opportunity for additional youth-led projects	\$2,500.00

Second Round Total \$79,150.00



RAILWAY HERITAGE GRANTS

Since 1991, the NRHS has provided a half million dollars to rail preservation efforts, through hundreds of grants to NRHS Chapters and other organizations not affiliated with the NRHS.

The NRHS Railway Heritage Grants Program provides financial support to projects that contribute to preservation of, and education about, railway history. This includes grants for stabilization and restoration of railroad equipment like steam locomotives and steam trains and diesel locomotives, railway buildings and for the preservation and archiving of historical records and train pictures. Although most grants in the past have been made for preservation activities, we also encourage projects in research, education, and publications.

Hawaiian Railway Society

(Continued from page 1)

For over 50 years the Hawaiian Railway Society has been accumulating, restoring, maintaining and operating a collection of historic equipment and rolling stock. Notable current projects include No. 64, the founder Benjamin Dillingham's private parlor-observation car built by the OR&L in 1901, and No. 57, a second-class coach built in the OR&L shop in 1922. No. 64 is maintained in running condition and joins the excursion train once a month. No. 57 will do the same when complete.



PHOTO COURTESY OF JEFF LIVINGSTON
MAINTENANCE OF WAY EQUIPMENT – No. 64 private parlor-observation car and No. 57 second-class coach shown in the background.



PHOTO COURTESY OF JEFF LIVINGSTON
No. 64 private parlor-observation car and No. 57 second-class coach shown in the background.

In addition to the rolling stock, the HRS has amassed an extensive collection of documents, photographs and artifacts relating to the history of railroads in Hawaii. The collection is primarily housed in a pair of re-purposed 40 foot shipping containers which, though climate-controlled and offering protection from the elements, are far from ideal.

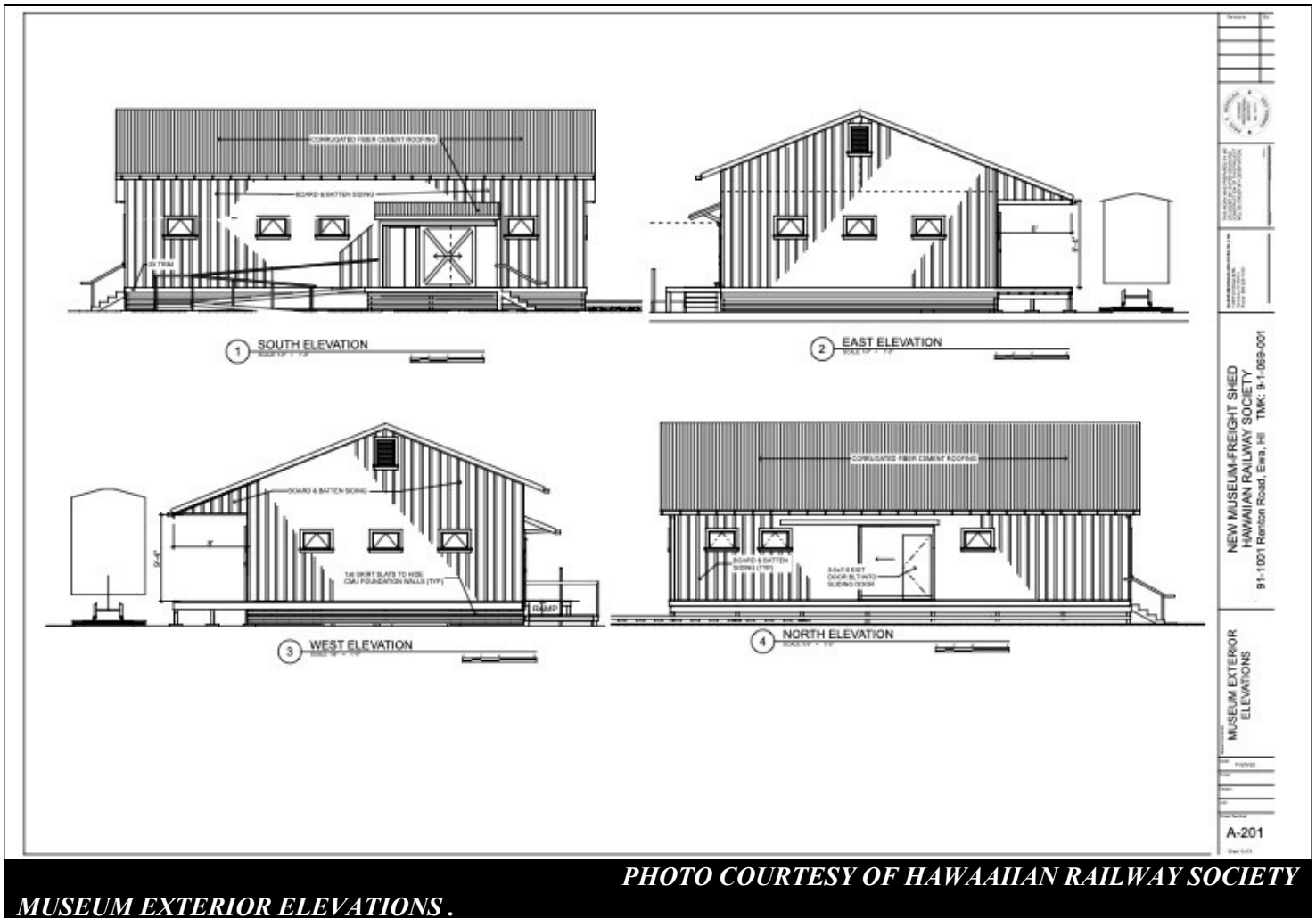


**PHOTO COURTESY OF JEFF LIVINGSTON
THE LIBRARY CONTAINER.**



**PHOTO COURTESY OF JEFF LIVINGSTON
THE ARTIFACT CONTAINER.**

With the generous support of its members, donors and organizations (such as the NRHS) the HRS will soon break ground on a new museum structure designed to resemble an early 20th century OR&L freight building. The new museum will provide a secure environmentally-controlled space to store, conserve, curate and display the HRS' collection. This is part of a larger rail yard development project including a replica OR&L station and a covered rolling stock storage and display facility,



**Aloha and Welcome to the
Hawaiian Railway Society**

Be sure to visit the HRS Web site at: <http://www.hawaiianrailway.com/>

Winchester Chapter Revises Their Annual Banquet

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

The Winchester Chapter successfully made some major changes for their 2023 annual banquet. On March 11, 2023, it was held in the spacious Fellowship Hall of the Calvary Covenant Brethren Church in Winchester, Virginia instead of the ornate and expensive ballroom of a hotel used last year. Secondly, instead of a nationally-known speaker, the program had representatives from three Virginia railroads talk about their companies' history, current operations, plans for the future and other topics. For the third change, instead of an elaborate and costly buffet menu with open bar, the meal was a single main entrée with sides, a simple dessert, and coffee & tea by a local caterer.

This revised banquet was priced at only \$20 per person and had 49-chapter members and guests, with some coming from as far as Richmond, Virginia, as well as the three speakers. The intention was not to make a profit, but to provide entertainment, education and socializing opportunities.

The railroads represented were the Buckingham Branch, the Shenandoah Valley and the Winchester and Western. The banquet program was called a "Regional Railroad Roundtable" because these three railroads are in our western region of Virginia. After their presentations, a question-and-answer session was held. The first question on many attendees' minds concerned hazardous materials ("HazMat"). All three speakers remarked that a major incident as occurred recently on the Norfolk Southern in East Palestine, Ohio was highly unlikely on their lines as all their train operations are limited to ten mph.



PRESENTERS AT BANQUET - *The three guest presenters shown here during the question-and-answer session are (left to right): Mr. Jim VanDerzee, Manager of Industrial Development of the Buckingham Branch; Mr. Doug Long, General Manager of the Winchester and Western; and Mr. Lars Byrne, Chief Dispatcher of the Shenandoah Valley.*

The first speaker was Mr. Jim VanDerzee, Manager of Industrial Development of the Buckingham Branch Railroad (BB) (and a former CSX Industrial Development manager). He first provided a brief history of the BB, which began when long-time C&O/CSXT employee Bob Bryant, along with his wife Annie, acquired the 17-mile branch line between Bremo and Dillwyn, Virginia from CSXT in 1988. Operation began with one locomotive and two employees. Bryant's son, Mark, and daughter, Lois, also joined the family business in the early years and continue to do so today. The first BB train ran on March 6, 1989. Over the years, more trackage, customers and employees were acquired, and currently the BB has 280 miles of track and 79 employees. The story of the BB from its early days to present is very wide-ranging and interesting. To learn more about the BB visit their website at <http://buckinghambranch.com/history/>.

The next speaker was Mr. Doug Long, General Manager of the Winchester and Western Railroad (and a former CSX trainmaster). Mr. Long first spoke about the original Winchester and Western's (W&W) line between Winchester and Wardensville, WV which opened on May 25, 1921. The W&W was initially built to tap the forests of Hampshire County, West Virginia and Frederick County, Virginia, to supply railroad ties and lumber to the Baltimore and Ohio Railroad, which had a connection at Winchester. Throughout the 1920's, the railroad was primarily a busy freight line with limited passenger service. The W&W's first passenger car (or railbus) was an automobile bus with flanged steel wheels. The railbus made two round trips daily between Winchester and Wardensville with seventeen intermediate stops along the way. Later, the line was cut back to Gore, Virginia where a huge sand mine was located. This mine is still in service and the W&W provides rail service to it twice a week. This train is affectionately known as "The Sand Man". Mr. Long then spoke about the W&W acquiring the former Pennsylvania Railroad's line between Winchester and Hagerstown, Maryland from Conrail in 1986, which added forty-two miles. In 1987, the W&W purchased three shortlines in southern New Jersey. The company now has two divisions: the "Virginia Division" and the "New Jersey Division". In September 2019, the W&W was purchased by OmniTRAX. The company has a very interesting history, for more details visit this website: <https://www.american-rails.com/winchester.html> .

The third and final speaker was Mr. Lars Byrne, Chief Dispatcher for the Shenandoah Valley Railroad. The current Shenandoah Valley Railroad should not be confused with a previous railroad which had the same name. The original Shenandoah Valley Railroad was completed in 1882 and ran through the Shenandoah Valley between Hagerstown through the eastern West Virginia Panhandle into Virginia. In September 1890, it went into bankruptcy and became part of the Norfolk and Western Railway's Shenandoah Subdivision. The current Shenandoah Valley Railroad (SV) is a 20.2-mile shortline which runs between Staunton and Pleasant Valley, Virginia and began operations in 1993. The SV interchanges with CSXT and the Buckingham Branch Railroad in Staunton and Norfolk Southern in Pleasant Valley. It is currently operated by the Durbin and Greenbrier Valley Railroad. The Durbin and Greenbrier Valley Railroad also operates Cass Scenic Railroad and the West Virginia Central Railroad. For further details about this amazing shortline visit their website at <http://www.svrr-llc.com/>.

Newly elected Chapter President Val Welton organized and emceed the banquet. He also recognized two long-time Chapter members for their many years of service for the Chapter. He first gave Mr. Mike Clark a Certificate of Appreciation for his eight years as Vice President and 16 years as President. He then awarded Mr. Mason Cooper the Chapter's newly-established Bent Spike Award for his recent five years as the editor of the Chapter's newsletter "High Iron", as well as many years of providing articles and photos for the newsletter.



MR. MIKE CLARK RECEIVED CERTIFICATE OF APPRECIATION - Newly-elected Chapter President Val Welton recognized Mike Clark for his eight years as Vice President and 16 years as President.



MR. MASON COOPER RECEIVED BENT SPIKE AWARD - Newly elected Chapter President Val Welton awarded Mr. Mason Cooper the newly established Chapter's Bent Spike Award

The evening ended with the three speakers providing various souvenirs for the attendees, some given to all and some distributed by drawing names out of a box.

The Winchester Chapter NRHS was founded in 1967 by several local railfans and model railroaders. The monthly meetings are held on the second Saturday of most months at the Calvary Covenant Brethren Church in Winchester, Virginia, 578 Front Royal Pike (U.S. Route 522) in Winchester. Guests are welcome, please visit our Facebook page for details about meetings and our other activities.

Significant assistance for the preparation of this article was provided by Winchester Chapter President Van Welton and Winchester Chapter Treasurer Carl Stephanus.

Ex-Western Pacific GP35 Project Collaboration

By TED ITCHON, Promontory Chapter NRHS

On Wednesday March 15, 2023, a Utah Transit Authority (UTA) crew used UTA 901 'Snowflake' to move the former Western Pacific GP35 into the UTA Warm Springs Shop, where preparation and restoration work will continue to take place. When the prep work is done, it will be moved into Frontrunner's newly completed Paint Booth. Once complete, this locomotive will roll out of the shop wearing its original orange and silver Western Pacific scheme, and numbered back to its original number of 3002.

This project is a collaboration between Ogden City, The Union Station Foundation, UTA Frontrunner and volunteers (mostly Promontory Chapter members).

This locomotive was donated by the Arkansas Midland Railroad to the Utah State Railroad Museum in May 2022. Arrangements were made to have it stop off temporarily at the UTA Shop for the restoration work. Upon restoration, it will be delivered to the Utah State Railroad Museum in Ogden for preservation and display.

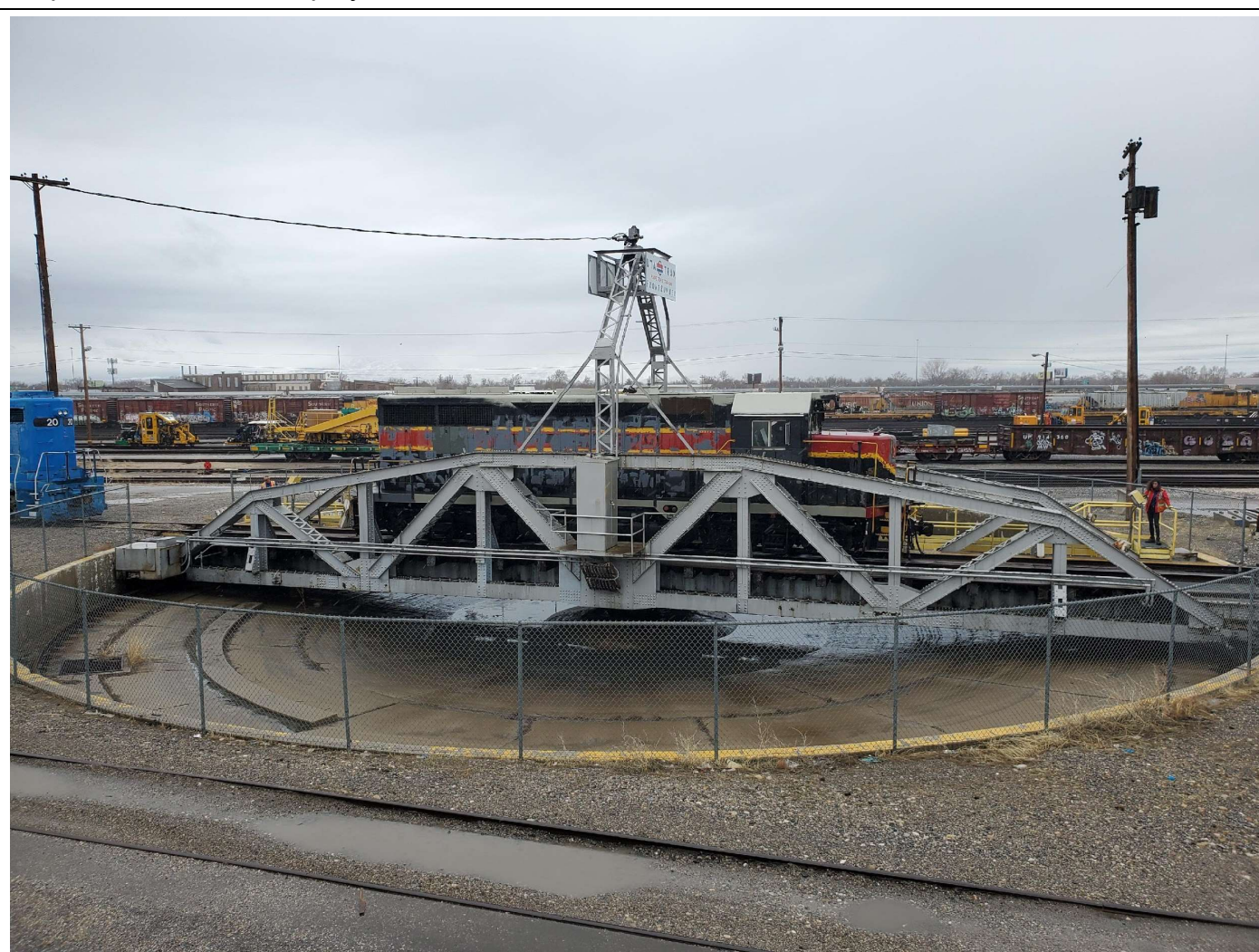


PHOTO COURTESY OF TED ITCHON

EX-WESTERN PACIFIC GP35 – Once work is completed, the locomotive will wear original orange and silver Western Pacific scheme and its original number 3002

Steam Returns to EBT'S 2023 Winter Spectacular

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

One of the highlights among railfans during the bleak winter months for many years was East Broad Top Railroad's Winter Spectacular. This two-day event was held over the President's Day weekend on the third weekend in February in Orbisonia, Pennsylvania. The first Winter Spectacular was held in 1966 and they continued until 1981. The popular events were discontinued due to the harsh winter weather being too rough on the historic equipment. Fall Spectaculars, held over the Columbus Day weekend, replaced the Winter Spectaculars in 1982. In past years, multiple steam engines were fired up and powered passenger trains and "photo freights" comprised of vintage cars and a caboose ran to the end of serviceable track at Colgate Grove during the Winter Spectaculars.

Due to several factors the EBT ceased operation in 2011 and remained dormant until January 2020, when a newly formed company, the EBT Foundation, Inc. (EBTF), purchased 27 miles of main line, six Baldwin 2-8-2 steam locomotives, a fleet of passenger and freight cars, EBT's facilities in Orbisonia which included a machine shop which dates to the 1880's, a roundhouse and a turntable.

The machine shop is considered one of the best-preserved examples of U.S. late 19th century/early 20th century industrial complexes. It still retains its overhead shafts and pulleys which powered lathes, drill presses, metal shears, milling machines, planers and other equipment, all of which were powered by a stationary steam engine.

The EBTF has made an astounding number of improvements since their acquisition of the EBT. These include the rebuilding of all the tourist-era trackage, acquired a standard gauge tamper and converted it to three-foot gauge to upgrade track to exceed FRA standards, hired a master mechanic and began the restoration of two historic steam engines, returned engine No. 16 to service, purchased four new passenger cars, structurally stabilized the historic machine shop and restored the overhead shafts and pulleys back to service, created "joint-ticket" options with the nearby Rockhill Trolley Museum, restored the Winter Spectacular and many other significant improvements.

After a 40-year absence, the Winter Spectacular was reinstated on February 20, 2021. This event was a much scaled-down version compared to previous Winter Spectaculars as the major activity was rides in EBT's vintage gas-electric motorcar M-1 and wooden caboose No. 28 which was coupled behind the M-1. The 2.2-mile trips ran over newly reconditioned track to McMullen's Summit and back, which as far as the track had been reconditioned. The two steam engines which were undergoing restoration were not completed.

This year's Winter Spectacular was held February 18-19, 2023. The trains were powered by EBT's newly restored three-foot gauge 2-8-2 No. 16, which had not run since 1956 when the EBT shut down.

Shortly after the EBT was purchased by the EBT Foundation, Inc. in 2020, four of EBT's steam engines were evaluated for restoration and No. 16 was found to be in the best condition. During the evaluation, it was discovered that it needed boiler repair, new flues, repairs to the suspension and other work. EBT's restoration team utilized expertise from highly-skilled steam restoration experts from the Strasburg Railroad and FMW Solutions to complete the restoration.

On February 9th, No. 16 finally moved on its own following an almost three-year restoration. Shortly after this EBTF management announced No. 16 would be powering trains at this year's Winter Spectacular. The 107-year-old Mikado powered five trains on both days of the event and ran flawlessly.

In addition to the steam powered runs, trips with the EBT's unique gas-electric railcar M-1, with caboose No. 28 coupled behind, ran on both days at 11:00, 1:00 and 3:00 to Colgate Grove and back. Rides in EBT's vintage motor car M-3 were provided on both days from the Orbisonia yard

south to the Route 475 crossing over restored EBT trackage. The fare for these trips was \$10.00. All trains were sold out for this year's Winter Spectacular.

The EBT will begin running regularly scheduled trains in May. To check their schedules, visit their website at: <https://eastbroadtop.com/>.

The Rockhill Trolley Museum, located a short walk from EBT's Orbisonia station, ran their Winter Spectacular on the same two days as did the East Broad Top. The museum operated a wide variety of trolleys, streetcars and snow sweepers both days. Both events were well-attended. The Rockhill Trolley Museum will also be running their trolleys and other equipment beginning late spring. To check their operating schedules, visit their website at: <https://rockhilltrolley.org/>.

Tour of EBT'S Winter Spectacular

This is the first train that ran during the Winter Spectacular, which was Saturday's 8:00 AM "Morning Freight Run" from Orbisonia to Colgate Grove and return. This is the first revenue run of a train powered by 2-8-2 No. 16 since it was placed back in service. The last time this engine ran was in 1956 just before the EBT shut down.



FIRST TRAIN ON THE FIRST DAY OF THE WINTER SPECTACULAR - First revenue run of a train powered by 2-8-2 No. 16 since 1956.

This is the first "Morning Freight Run" passing through the Orbisonia yard to board passengers at the station. These trains were comprised of one red boxcar, seven empty coal cars and EBT wooden caboose No. 28.



MORNING FREIGHT RUN, REDUX, SUNDAY 8:00 AM - Consist for both Saturday and Sunday was comprised of one red boxcar, seven empty coal cars and EBT wooden caboose No. 28.

Another "Morning Freight Run" ran on Sunday at the same time (8:00 AM) with same consist. The fare for both of these trips was \$250.00 per person, both trips were early sellouts. Passengers rode in the caboose; seating capacity was ten persons. The temperature was 24 degrees. This shot was taken of the northbound train as it passed through a field a mile north of Orbisonia.



INAUGURAL NORTHBOUND RUN – The train was approaching the Runk Road overpass 3.5 miles north of Orbisonia.



EBT'S NO. 16 SPEWS A THICK PLUME OF STEAM AND COAL SMOKE – On February 18th, the newly restored 2-8-2 pulls the southbound four miles north of Orbisonia.



WORKING UPGRADE – The Saturday southbound “Morning Freight Run” approaches McMullen’s Summit north of Orbisonia. The run was from Orbisonia to Colgate Grove and return.



GOING DOWNGRADE – After cresting McMullen's Summit on Saturday, No. 16 southbound headed downgrade.



NO. 16 THROWS A MONOCHROMATIC PLUME - Black coal smoke and steam as the train pulls the consist a half mile north of Orbisonia.



EBT'S VINTAGE MOTOR CAR M-3 – Rides were provided on both days from the Orbisonia yard south of Meadow Street to the Route 475 crossing over restored EBT trackage. Fare for this trip was \$10.00.

Motor Car M-3 was built from scratch by EBT employees in 1923-24 using Maxwell automobile components and other parts fabricated in their machine shop. It was originally equipped with a Maxwell engine, which was replaced with an engine and transmission from a 1924 Nash automobile during a major rebuilding in 1928. The M-3 was used for track inspection throughout its life until the EBT shut down in April 1956.



EBT'S UNIQUE THREE-FOOT GAUGE GAS-ELECTRIC MOTORCAR M-1 – Rides were offered on both days at 11 AM, 1 PM and 3 PM.

The trips originated at the Orbisonia station and went north to Colgate Grove. Then, they were turned on the wye, and returned to Orbisonia.



EBT'S THREE-FOOT GAUGE GENERAL ELECTRIC 50-TON DIESEL-ELECTRIC LOCOMOTIVE M-7 – Waiting for another switching assignment in the Orbisonia yard. M-7 was previously used for switching at the Algoma Steel plant in Sault Saint Marie, Ontario. The EBT purchased M-7 in 1993.



RAILFANS LINE THE TRACKS ALONG EBT'S ORBISONIA YARD - The Saturday "Morning Freight Run" heads back to the station to discharge passengers.



UP CLOSE AND PERSONAL – The first passenger run passes through a field a mile north of Orbisonia.

Four of EBT's newly constructed cars comprised the consist. These include the three new coaches, new combine No. 17, plus vintage wooden caboose No. 28.



ONE LONG, LAST LOOK FOR THE DAY – EBT's newly overhauled 2-8-2 No. 16 discharges an impressive plume of smoke and steam, heading back Orbisonia.

Auto-Train Northbound – April 2023

By WALTER E. ZULLIG JR., Member New York Chapter NRHS

My wife Suzanne and I started making plans for the return trip in early February 2023 and were able to reserve a bedroom on the Auto-Train for a departure on April 5. We packed and loaded the car on April 4 for an early departure the next morning. It really was not that early as we did not get underway until 9:20 am.

The traffic was not too bad but there were numerous slowdowns until after West Palm Beach. From there it was clear sailing. We departed at 9:20 AM and reached the Auto-Train terminal in Sanford at 1:45 PM after a drive of 242 miles which included a 45-minute lunch stop. As in the past, a line of cars had formed on the street leading to the AT Terminal but it moved along and we soon reached the entrance. When checking in, we learned that the 5 pm dinner sitting was available so booked it. We would have preferred 7 pm but that was taken and the earlier hour was far better than the 9 pm sitting we had southbound.

Boarding started on a sort of informal basis shortly after 3:15 pm. Our car was just outside the station door so after settling into our room, I went outside to note the consist of the sixteen passenger cars. At Sanford, the platform does not accommodate the entire train so the coaches and coach café car are on a stub end track and switched onto the back of the train once everyone is on board and the doors are closed. My walk from front to back to jot down the consist took considerable time and most car doors had been closed when I was finished. Our car attendant knew I was outside so kept the door open until I returned. Briefly stated, the consist was nine sleepers, a lounge car for sleeper passengers, a dining car, four coaches and a café car for coach passengers. All passenger cars were Superliners.

Once I returned to the room, we walked back to the lounge for drinks followed by 5 pm dinner in the adjacent diner. Several on board crew members were in the lounge car but when I went up to the bar counter I was told “We’re not open yet.” One employee said he would be glad to get drinks for us but “I don’t want to interfere with her [the bar tender’s] cash.” The fact that we would pay by credit card did not matter; it was just an excuse. Well, when would the bar open? At 4:45, we finally learned it would open at 5 pm, the exact time we would enter the diner for dinner. What stupidity! So much for a before dinner drink. Numerous announcements were made on the PA while we were in the lounge car, but so many people were talking that it was difficult to hear the announcements. One was that we had 557 passengers on board. I could not hear how many autos or how many were in coach or sleeper. It was interesting how many people just kept talking and paid no attention whatsoever to possible important announcements.

The diner was set up nicely and gave a very favorable impression upon entering. The menu had five basic choices, namely flat iron steak, chicken, salmon and two other items. They also had five dessert choices. We both ordered the steak which I found to be good—not excellent but quite good. For dessert, Suzanne had a large slice of rich cake while I enjoyed a large serving of vanilla ice cream with chocolate sauce. Our table companions were a very friendly couple from around New Brunswick, New Jersey, who had been in Naples, Florida for several months. They were delightful people and we had enjoyable conversation, thus once again disproving Stephen Gardner’s stated view that people do not like to be seated with strangers in the dining car. We all became carried away in conversation to the point that the crew very politely asked that we leave so they can set up for the 7 pm sitting. “You can continue your conversation in the lounge car.”

Once back in our room we did some reading and I listened to the conversations between engineers and the dispatchers on my scanner. Soon it was about 9:45 and the attendant came by to make up the beds. That accomplished, we turned in for the night after opening the plastic bags containing the blankets and adding them to the beds. For countless years, Pullman and Amtrak had made the beds with blankets but now the customers must open the plastic bags and attempt to spread the blankets. Such is progress under the guise of health and sanitation.

The following morning, I woke up a few minutes prior to the 6:30 am call to breakfast. Once dressed I walked four cars back to the diner and enjoyed a nice breakfast with table companions from Upstate New York. I had the same jovial waiter as for dinner the previous evening. When finished I walked to the lounge car to obtain a box breakfast for Suzanne, who did not want to walk through the cars of the moving train. She enjoyed her coffee, juice and breakfast in the room which the attendant had set up for day travel by the time I returned.

I had not noticed any unusual stops or delays through the night and slept through several of them, including the servicing stop at Florence, South Carolina. In the morning, the conductor announced that we would reach Lorton about a half hour late.

Here are my notes on the schedule:

LV Sanford	4:43 pm	
PS JAX	7:43 pm	
PS Folkston	8:32 pm	
PS Richmond	8:34 am	Brief stop to discharge an Amtrak employee
PS Ashland	8:50 am	
AR Lorton	10:34 am	

After a brief time, the station and the outside areas were crowded with those 557 riders awaiting their autos. This process took a long time and our car did not come off until shortly after noon.

We finally got underway about 12:15 pm and after two miles, encountered a stoppage on I-95. Way up ahead there was a bad accident with numerous ambulances and other equipment. Yet another delay occurred on the Baltimore-Washington Parkway a few miles north of DC with an accident. We exited I-95 at White Marsh, Maryland to have a sit-down lunch in a restaurant instead of a fast-food place, then rejoined the road.

Around Torresdale, Pennsylvania, there was yet another stoppage, this one due to police action with three police cars surrounding one auto. Drug bust? We exited I-95 on the New Jersey side of the Delaware River to New Jersey 29 to Route 202 to I-287, thence across the Gov. Mario M. Cuomo Bridge to New York Route 9 to our entrance roadway.

These slowdowns, stoppages and the lunch break cost us some time and we did not get back to Ossining until 7:30 pm after the 309-mile drive from Lorton. It was good to be home and I was grateful that I did not have to drive the entire way.

Consist of Auto-Train #52 April 5 - 6, 2023

Engines: 821 & 832
(P40)

Cars:

32105	Superliner sleeper
32080	Superliner sleeper <i>Idaho</i> [our car]
32116	Superliner sleeper <i>Tennessee</i>
32502	Superliner sleeper <i>W. Graham Clayton Jr.</i> –10 bedrooms upstairs
33101	Superliner Lounge Car
38053	Superliner Dining Car
32504	Superliner Sleeper
32101	Superliner Sleeper
32102	Superliner Sleeper
32107	Superliner Sleeper
32106	Superliner Sleeper
37006	Superliner Café/Lounge car
34127	Superliner Coach
34122	Superliner Coach
34129	Superliner Coach
34121	Superliner Coach

followed by an unknown number of auto-transport cars.



AUTO TRAIN PLATFORM AT LORTON STATION. Superliners are lined up on left, with autoracks visible at the right.



AUTO TRAIN AUTORACKS LINED UP AT THEIR LOADING RAMPS.

Attribution for above two photographs.

LEFT: Rails at en.wikipedia, CC BY-SA 3.0 <<https://creativecommons.org/licenses/by-sa/3.0/>>, via Wikimedia Commons. Accessed at https://commons.wikimedia.org/wiki/File:Auto_Train_Platform.jpg

RIGHT: Rails at en.wikipedia, CC BY-SA 3.0 <<https://creativecommons.org/licenses/by-sa/3.0/>>, via Wikimedia Commons. Accessed at https://commons.wikimedia.org/wiki/File:Auto_TrainAutoracks_Front.jpg

Railway Restoration Project 113

By ALEX MAYES, Member Potomac Chapter NRHS



Members of the Railway Restoration Project 113 Organization conducted tests of their ex-Central Railroad of New Jersey 0-6-0 No. 113 on November 6, 2022 at their headquarters in Minersville, Pennsylvania. The tests were performed to ensure the 99-year-old engine would perform well during Santa Trains scheduled to operate out of Minersville December 10 and 11, 2022.

The 113 was built by the American Locomotive Company's Schenectady Works in 1923 and was one of five class B7s 0-6-0 switchers built for the Central Railroad of New Jersey (CNJ). Since it was intended to work in CNJ freight yards in the heart of anthracite country it was built with a wide Wootten firebox designed to burn anthracite. The test runs ran on the former Philadelphia and Reading's Minersville Branch from the Minersville passenger station to Westwood Junction, about three miles.



PHOTO COURTESY OF ALEX MAYES

MINERSVILLE STATION AS 113 WAS RETURNING FROM ONE OF THE TESTS. – Coupled behind is a 100+ year old former CNJ heavyweight business car. The 113 performed flawlessly.

USPS Commemorates Railroad Stations “Forever”

By United States Postal Service

Train stations have long been gateways to exciting journeys, business travel and even mail transportation at one time across our land. The Postal Service celebrates the history, nostalgia and romance of train travel with its Railroad Stations Forever stamps.

America was still in its infancy when rail transportation became a feasible proposition in the mid-1820s. In the following decades, new railroad companies rushed to lay tracks across the continent, bringing the possibility of prosperity to the areas they traversed and oblivion to those they bypassed. Throughout the 19th and early 20th centuries, railroads were the only practical means of traveling over any significant distance; everybody rode the trains.

Noteworthy stations began brightening the American landscape by the 1870s and, although many fell to the wrecking ball once they had outlived their original purpose, hundreds survived. These new stamps feature five architectural gems that continue to play a significant role in their community.

The spectacular art deco **Union Terminal** opened in Cincinnati at the height of the Great Depression, in early 1933. The Ohio municipality had become an industrial and commercial center by 1900, as well as the country's 10th largest city and a major gateway and transfer point for rail passengers traveling between much of the Midwest and the South. The New York architectural team of Alfred T. Fellheimer and Steward Wagner devised a design that mirrored the prosperity and optimism of the 1920s: a monumental half-dome rising from an enormous, raised plaza, with interior mosaics celebrating the city's important industries. However, soon after construction kicked off in August 1929, Wall Street crashed. Union Terminal would be among the last great train stations built during the railroad era. Designed for 216 trains per day, the station was welcoming just a handful by the time passenger service ended altogether in 1972. The city renovated and reopened it in 1990 as the Cincinnati Museum Center, and the next year Amtrak restored passenger rail service there.

Pennsylvania's **Tamaqua Station**, built by the Philadelphia & Reading Railroad, opened in 1874, replacing a wood-frame depot that had burned down. It was thanks to the railroad, which first arrived in Tamaqua in 1831, that the town emerged as an anthracite coal center and regional hub. The new station's Italianate elegance underscored this. Residents and visitors alike enjoyed the station's restaurant, along with the manicured garden and fountain at Depot Square Park in front of the building.

The Gothic Revival **Point of Rocks Station**, in rural but suburbanizing Frederick County, MD, stands at a crossroads. It was built on the spot where the Baltimore & Ohio Railroad's Metropolitan Branch, to Washington, D.C., split from the original main line, which ran between Baltimore and the Midwest.

Founded in 1827 as the country's first long-distance freight and passenger railroad, the B&O reached Point of Rocks in 1832. Forty-one years later, the company opened the Metropolitan Branch. It hired Baltimore architect E. Francis Baldwin to design a new headquarters building in Baltimore, as well as the Point of Rocks station, completed in 1875, and numerous other notable stations.

In 1971 Congress consolidated twenty long-distance passenger lines into the National Railroad Passenger Corp., or Amtrak. Point of Rocks became a commuter stop only, served by the B&O until the Maryland Area Regional Commuter (MARC) rail line took over in the mid-1980s and expanded service. The station building now houses offices for CSX Transportation, the successor to B&O's freight service.

Main Street Station, in Richmond, VA, calls to mind a French chateau, but one embraced by train tracks and a highway. Built by two of the railroads that once served the city — the east-west Chesapeake and Ohio and the north-south Seaboard Air Line — it opened in 1901 in a busy commercial district at the edge of downtown. The Philadelphia firm of Wilson, Harris and Richards, specialists in railroad architecture,

When the **Santa Fe Depot** opened in San Bernardino, CA, in 1918, it was advertised as the largest railroad station west of the Mississippi River. The Atchison, Topeka and Santa Fe Railroad had arrived in San Bernardino in 1886 and built a wood-frame station. After a fire destroyed the structure in 1916, company architect W.H. Mohr designed its replacement in the Mission Revival style, adding Moorish elements.

Just as the railroad represents progress and movement, railroad stations hold stories: of industry and commerce, of migration and hope for the future, of reunions and goodbyes. They are gateways, and crossroads where lives meet. The Postal Service is proud to honor these five historic American railroad stations.

Source: United States Postal Service Press Release. <https://about.usps.com/newsroom/national-releases/2023/0309-new-forever-stamps-commemorate-railroad-stations.htm> Accessed May 4, 2023

Event Board - Chapters & Members Railroad Events

Pottstown & Reading Chapter Annual Picnicrail

Pottstown & Reading Chapter, NRHS

A fundraising event to sponsor a camper to the NRHS Railcamp East

We invite all local chapters and societies to help with this effort.

PRESENT

PICNICRAIL' 23

SATURDAY JULY 8, 2023

1 P.M. UNTIL ?

MAIER'S GROVE BLANDON, PA

**EVENING SHOW BY STEVE BARRY – RAILFAN and RAILROAD MAGAZINE'S
CHIEF EDITOR**

The hosting group and guests will have some of their fundraising items for sale during the afternoon prior to the show.

Arrive early and enjoy the action on the Norfolk Southern's busy East Penn Main, adjacent to the grove.

Included are snacks and beverages during the afternoon and a buffet meal with BBQ chicken served promptly at 5 PM.

The grove is located on Grove Drive in Blandon diagonally across from Stoney Creek Rentals (the old Agway). You've shot trains from here before, now get out and enjoy the action along the East Penn under the grove's trees, or in case of inclement weather, we'll have a good time under the pavilion. (Picnic is rain or shine.)

Prices: Adults \$20.00

Children 3-12 \$10.00



**Pottstown & Reading Chapter
National Railway Historical Society**



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/>

Gulf Wind Chapter Hosts 'Depot Day' Celebration – May 20, 2023

By Dave Hodges, Gulf Wind Chapter President

It's time for Depot Day!



DEPOT DAY OPEN HOUSE

The Gulf Wind Chapter of the NRHS extends a cordial invitation to railfans, visitors and area residents to the organization's free Depot Day open house scheduled for Saturday, May 20, in Jefferson County, FL, at the historic Lloyd Depot, Florida's oldest remaining train station.

The month of May also marks the founding of the Gulf Wind Chapter in Tallahassee back in 1973, so a 50th anniversary celebration is also planned, and there will be cake.

"It's hard to believe our organization has arrived at this 50-year milestone, but what better occasion to have our friends, family members and railroad history enthusiasts join us for a big celebration," said Dan McDaniel, chapter vice president. "We will have displays of historic artifacts relating to the Lloyd Depot's past, as well as an exhibit about our chapter's origins and its accomplishments."

A centerpiece of the Lloyd Historic District, the depot was built in 1858 by the Pensacola & Georgia Railroad and is the older of the two surviving antebellum railroad depots in Florida. Depot Day is a chance for the chapter to put numerous railroad artifacts and memorabilia on display and to discuss the building's historic significance.

Among the exhibits will be various pieces of vintage equipment used at the depot over the years, along with the chapter's fully restored and functioning Fairmont S2 motorcar, which was built in 1938. Chapter member Larry McPherson also built an operating G-scale train layout, which will be featured in the building's freight room.

The event takes place from 10 a.m. to 2 p.m. A free hot dog lunch will be served.

The Lloyd Depot was in service until the 1960s. When the building was closed by the Seaboard Coast Line Railroad in 1966 and faced demolition, railroad officials agreed to transfer the building to the Jefferson County Historical Association for preservation. The Gulf Wind Chapter assumed ownership of the building in 1975 and the organization has carried out several phases of restoration work since that time.

The next phase of that restoration later this year will involve repairs to the masonry at the building's southwest corner, along with the replacement of the freight room door on the station's platform and associated repairs. The Gulf Wind Chapter, a tax-exempt nonprofit, is indebted to various entities for past grants received, including the state's Division of Historical Resources and the NRHS Railway Heritage Grant program, as well as generous donations from various individuals.

The Lloyd Depot is located at 8781 Old Lloyd Road in Lloyd, right on the Florida Gulf & Atlantic Railroad's main line through the county. To get there from Interstate 10, use the State Road 59 exit and proceed south, then turn left at the flashing caution light at Old Lloyd Road.

For more information, visit the chapter's website at gulfwindnrhs.org. Be sure to follow the chapter on Facebook at <https://www.facebook.com/GulfWindNRHS>.

President's Corner – The Good, the Bad and Ending on a High Note

By TONY WHITE, *President NRHS*

The NRHS continues to look for a volunteer who has an accounting background and is knowledgeable in using QuickBooks. We went through a period 13+ years ago when volunteers did not come forward and the Society needed to pay for services and nearly became bankrupt. We are at the point of needing to hire a firm to assist in the necessary upkeep of our finances so that we maintain our 501c3 non-profit status and keep our tax filings done on time to avoid penalties.

Now the good news! One of our advertising methods that is showing tremendous success is due to the dedicated work of Wesley and Shirley Ross. They tirelessly work on producing the Discount List of Attractions annually, which is a membership benefit. The importance of this besides the discounts is that most of the organizations request our Membership Brochure to be displayed at their site. This advertising method is increasing our membership. When the Ross's receive a request for brochures, they notify Jon Baake who gets the brochures printed and then mails the package of said brochures to the organizations,

which includes clubs, amusement parks, rail related features, etc. Several rail-related sites have noticed the work we have done with our Heritage Grants and RailCamp programs. Thank you Wes, Shirley and Jon.

Chapters and members attending any event, show or are simply railfanning, should always have the NRHS Membership and RailCamp brochures as well as a something that identifies their Chapter such as a rack card as these are proven successful in drawing attention and visitors who may take advantage of joining the NRHS and the Chapter.

The Membership Committee, The Advisory Council, The Heritage Grants Committee, The RailCamp Committee, The Heritage Photos and Films Committee, The Convention Committee, The Webmaster, Bulletin Editor, The News Editor and The Board have all been busy taking care of business for the benefit of all of us. Please continue to support each group or person. Thank you all on behalf of the NRHS!

Editor's Note – Make a Promise? Keep a Promise!

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

The *NRHS News* has several new features which I hope the members are enjoying. The ideas for these features are the result of discussions with Tony, Elizabeth Guenzler and a few others. The goal is to 'freshen up' the *News* a bit, make chapter activities more visible in a separate section, encourage new and current members to submit their favorite photo, etc. if we promise our members more of the *News*, you'd better deliver. The *News* team is committed to doing so!

Remember the 'good old days' of the Ringling Brothers', Barnum and Bailey Circus? Elephants, aerial gymnasts, ladies riding horses, clowns, fire-eater and more amazing wonders? And of course, the Circus Train (RBBX)! This month's 'Back Page' is a reminder of when elephants rode the rails. To take a look, just turn the page.

The *News* does have a few limits. To share news and announcements, the *News* team must receive such.

As members of NRHS, we enjoy local rail events, excursions, regional conferences and the NRHS annual convention. The *News* is a useful source to find out about upcoming chapter dinners, celebrations as well as the NRHS-wide events. The *News* is a visible way to get the word out about local chapters, regional and national events.

To share that news, the *News* must receive that news. Chapters – please send your announcements or invitations early, and of course, often. National – please confirm the conferences and convention dates, location, schedule and more as in advance as is feasible. Members expect news. The *News* team wants members and their chapters to be pleased with us. Share announcements and event details together, early, often and accurately. Hope to see you soon, Val

News RPO & Corrections

By NRHS Members and Chapters

Many thanks to the Pacific Northwest Chapter for their friendly comments in the *Trainmaster* newsletter, May 2023 issue: "thanks to Valli for the March NRHS News lead article *Portland's Brooklyn Yard Turntable Nears Completion* by Roger Woehl (ORHF Vice-President)"

In reply to "It would have been nice to note in the otherwise excellent article that the Chapter is one of the partner ORHF organizations," the Pacific Northwest Chapter supports and is a partner organization of the Oregon Railroad Heritage Foundation. Also, the NRHS RailCamp Northwest will visit ORHC on June 21, 2023 .

The Back Page: The Circus Train

By GARRY FASICK & VALLI HOSKI, Member Harrisburg Chapter



Photo courtesy of Garry Fasick

CIRCUS TRAIN CROSSING THE YELLOW BREECHES CREEK, NEAR BOILING SPRINGS PENNSYLVANIA, APRIL 2017 – The Ringling Brothers and Barnum & Bailey Circus Train on its final run.

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. 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.

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20230513-1500