

## Great Northern #1246 Finally Comes Home

By *MARTIN E. HANSEN*

On April 27, 2023, a dream long held by the Northwest Railway Museum and its Executive Director, Richard Anderson, finally came to fruition. It was on that day that Steven Butler and his crew unloaded Great Northern F-8 2-8-0 #1246 at the Museum grounds in Snoqualmie, Washington. This was an important first step on a project that the Northwest Railway Museum has been working on for many years. *(Continued on page 3.)*



*ALL PHOTOS COURTESY OF MARTIN E. HANSEN COLLECTION*

*GREAT NORTHERN #1246 – Returns to Snoqualmie, Washington. April 27, 2023.*

**2023 NRHS CONVENTION HOTEL ANNOUNCED**

**DoubleTree by Hilton Hotel Deerfield Beach - Boca Raton**

*Hotel reservations may be made online or by calling the hotel directly.*

*See page 2 for details*

# NRHS NEWS – JUNE 2023

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### **Upcoming NRHS Conferences, Conventions and RailCamp**

**June 18 - 25, 2023, RailCamp Northwest**

**June 25 - July 1, 2023, RailCamp East**

**September 1 - 6, 2023, NRHS Annual Convention**

**DoubleTree by Hilton Hotel Deerfield Beach - Boca Raton**  
100 Fairway Drive, Deerfield Beach, Florida 33441 +1-954-427-7700

***Hotel reservations may be made by calling the hotel directly (ask for National Railway Historical Society rate code CDTNRS) or book online (link below).***

<https://www.hilton.com/en/book/reservation/rooms/?ctyhocn=DERDTRDT&arrivalDate=2023-09-01&departureDate=2023-09-06&groupCode=CDTNRS&room1NumAdults=1&cid=OM%2CWW%2CHILTONLINK%2CEN%2CDirectLinkhttps://www.hilton.com/en/book/reservation/rooms/?ctyhocn=DERDTRDT&arrivalDate=2023-09-01&departureDate=2023-09-06&groupCode=CDTNRS&room1NumAdults=1&cid=OM%2CWW%2CHILTONLINK%2CEN%2CDirectLink>

### **Upcoming Deadlines for Submissions**

**July 2023**

**June 28, 2023**

**August 2023**

**July 20, 2023**

# Great Northern #1246 (continued)

By *MARTIN E. HANSEN*

*(Continued from page 1.)*

Built in 1907 by the Baldwin Locomotive Works, #1246 was one of the F-8 Class 2-8-0's that were used throughout the Great Northern system. #1246 was the last active steam locomotive in Great Northern's Cascade Division in the early 1950s. Even though she had suffered a serious wreck in the late 1940s which resulted in her being rebuilt with a non-original Vanderbilt tender, she was the locomotive that was selected by the Great Northern to be put on display at Woodland Park in Seattle, Washington in 1953. The locomotive was fully shopped and given a beautiful cosmetic paint and polish job at the GN Seattle Interbay shops before being trucked to its display site at Woodland Park in June 1953.



***GREAT NORTHERN #1246, JUNE 2, 1953 – In Seattle, Washington.***



***GREAT NORTHERN #1246, JUNE 3, 1953 – In Seattle, Washington.***

#1246 was an important display piece at Woodland Park and its neighboring zoo for many decades. Unfortunately, as the years and the Seattle rain took its toll on #1246 and as the zoo changed in configuration, #1246 was deemed to be “in the way” of further progress and the City of Seattle put her up for sale.



Only three bidders came forward in 1980 to place bids for GN #1246. One bidder was a neighboring town that offered to take the locomotive provided that the City of Seattle paid for the move and new display site for the engine. The second bidder was the Northwest Railway Museum who bid only \$1 on #1246. Finally, Fred Kepner and his recently formed Great Western Railway Museum came forward and bid \$1,500 for #1246. Mr. Kepner was selected by the City of Seattle as the successful bidder in March of 1980. Mr. Kepner had until May 1980 within which to remove #1246 from the Woodland Park property.

At the time Mr. Kepner placed his bid on #1246, he believed he had an agreement with the organization that was attempting to restart the Grand Canyon Railway that they would lease #1246 from him to run there. That organization wanted to return steam operations to the Grand Canyon Railway and #1246 was identified as being an ideal candidate for restoration and operation on that line. Unfortunately, before Mr. Kepner could move the engine, the proposed agreement with the Grand Canyon Railway party fell through and Mr. Kepner now had a locomotive with no place to operate it.

True to his word, Mr. Kepner did move #1246 out of Woodland Park by the May 1980 deadline. He had the locomotive trucked, at his own expense, down to the John Mansfield plant south of Chiloquin, Oregon. That plant agreed to store the locomotive in its facility for a number of years while Mr. Kepner looked for a more permanent home for the locomotive. Finally in the 1990s, Mr. Kepner moved #1246 down to his storage site in Merrill, Oregon where it joined the rest of his steam locomotive collection.

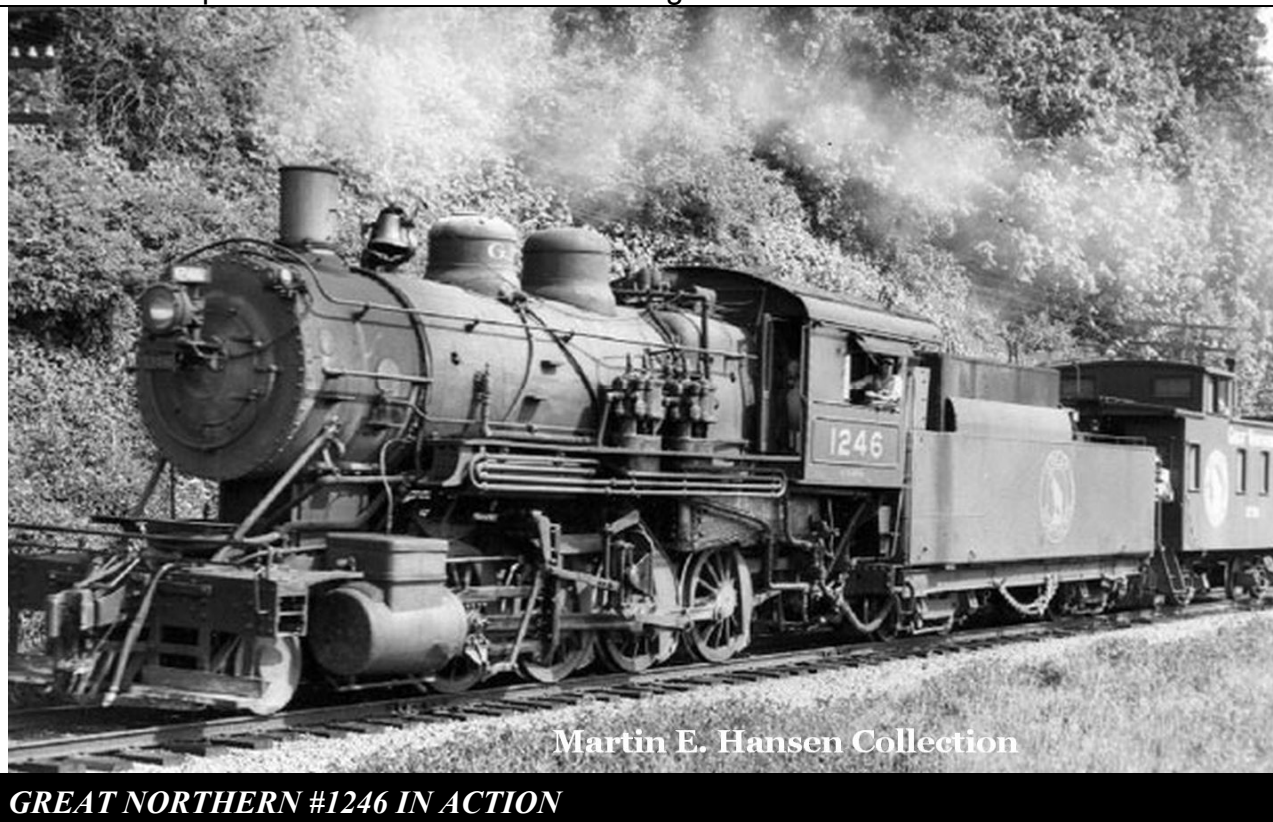
For the 20 years prior to Mr. Kepner's passing in 2021, he looked for parties interested in purchasing GN #1246. One of those parties that approached Mr. Kepner was Richard Anderson, Executive Director of the Northwest Railway Museum. Unfortunately, Mr. Anderson was never able to put together an agreement with Mr. Kepner for the sale of the engine and #1246 continued its storage outside at Merrill, Oregon until Mr. Kepner's passing in October 2021.

Shortly after Mr. Kepner passed, I worked with Fred's relatives who sold the entire Kepner railroad collection to the Oregon Coast Scenic Railroad. OCSR intended to keep some of the Kepner steam locomotives and sell the rest, including #1246. GN #1246 was now finally again on the market for sale. In 2022, OCSR traded the Vanderbilt tender that had been displayed with #1246 while in Seattle, to the Heber Valley Railroad in exchange for a passenger car. That left #1246 without a tender.

The Northwest Railway Museum and OCSR started a series of discussions that led to an agreement to exchange OCSR's #1246 for the Northwest Railway Museum's 2-8-0, former Union Pacific 529. The big Union Pacific 2-8-0 had last been used by the Edward Hines Lumber Company on log train service out of Seneca, Oregon. As a result of this trade, #1246 was able to go back to its home state of Washington and eventually OCSR will move 2-8-0 #529 back to Oregon where it last operated.

With #1246 finally on the Museum grounds in Snoqualmie, the Museum personnel will undergo an exploration and examination of #1246 to determine how best to preserve and restore the locomotive, even if only cosmetically, for future preservation. There are currently two potential tenders that would be available to be modified to resemble the original tender used behind #1246 for most all of its operating career. Those tenders are being studied by NWRM to see which they want to use behind #1246.

Now some 43 years after GN #1246 left its home state of Washington, it has finally come back home thanks to the preservation efforts of Fred Kepner and the collaboration between the Northwest Railway Museum and Oregon Coast Scenic Railroad. The addition of #1246 to the Northwest Railway Museum's collection is an important step for that Museum to interpret one of the most important railroads to ever operate within the state of Washington.



# Metro-North Railroad ‘Rebrands’ Diesel Locomotives to Celebrate Its 40th Anniversary

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

A subsidiary of New York’s Metropolitan Transportation Authority, Metro-North Railroad began operations on January 1, 1983 when it took over the former Conrail operations on the Harlem, Hudson and New Haven Lines. As part of its 40<sup>th</sup> anniversary celebration, the railroad is rebranding four of its P32ACDM locomotives as a Heritage Series to observe its history and that of the predecessor railroads on its lines. A fifth unit will be decorated to recognize the railroad’s employees, several of whom have been serving the public for the entire 40 years.



The first Heritage unit, #208, made its initial revenue trip on May 23, 2023 with Train #728 departing Croton-Harmon station at 7:31 AM pulling seven coaches. President Catherine Rinaldi and numerous other company officers were on board enroute to the Company headquarters near Grand Central Terminal.



**PHOTO COURTESY OF WALTER E. ZULLIG**

**UNIT 208 AT CROTON-HARMON STATION**—This unit now carries the blue, burgundy and light gray scheme that Metro-North had applied to its rebuilt FL9 dual mode locomotives as well as the F10 units it had acquired from Boston’s MBTA.

In addition to the employee dedicated unit, three other locomotives will carry the following color schemes:

- New York Central “lightning stripes.”
- Penn Central blue and yellow as had been applied to some of the FL9 fleet.
- Conrail blue.

There was no need to prepare a unit to honor the former New Haven Railroad as Metro-North operates four P32’s bearing the NH McGinnis era livery. Thirty-one P32’s are in a pool to provide service on the northern ends of the Hudson and Harlem Lines as well as the Danbury and Waterbury Branches of the New Haven. They operate on trains to or from Grand Central Terminal.

## Help Promote The NRHS

*By JON BAAKE, New York Chapter NRHS*

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

Let us know how many you want and where to send them and we will get them out to you at no cost. By doing this, we hope to increase awareness of the NRHS and membership in the society. Requests should be sent to Jon Baake at [jbaake@outlook.com](mailto:jbaake@outlook.com).

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

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



**Lackawanna  
& Wyoming Valley  
Railway Historical Society**

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

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

# NRHS Spring 2023 Conference

*By J. L. GATTIS, Arkansas-Boston Mountains Chapter NRHS*

The National Railway Historical Society Spring 2023 Conference was held as part of a meeting organized by Southern Pacific Railroad History Center and Railway & Locomotive Historical Society. The home base for the event was the Nugget Casino Resort at Sparks, Nevada. (The city of Sparks is the northeast quadrant of Reno.) The venue is across the street from a former Southern Pacific, now Union Pacific, yard. The records show 37 NRHS registrants, with at least three more late walk-ups on Saturday.



*PHOTO COURTESY OF EMMETT SAWYER*

*SPARKS RAIL YARD - The hotel provided guests on the south side with a fine view of the Sparks yard, its container handling operation, and a pair of daily Amtrak trains.*

The **Wednesday, May 17** program called for two buses to depart for the Nevada State Railroad Museum in Carson City. With an emphasis on the first transcontinental railroad and Virginia & Truckee Railroad, which connected Comstock Lode mining production with the transcontinental route, this museum emphasizes quality, not quantity.





**PHOTO COURTESY OF J. L. GATTIS**  
**NEVADA STATE RAILROAD MUSEUM - Once inside the Nevada State Railroad Museum in Carson City, it was obvious that museum professionals had prepared the exhibits.**

Those on the tour saw locomotives and cars dating as far back as the 1870's, and an operational 1910 McKeen Motor Car, all restored to a condition comparable to classic automobiles. The main building features a floor map (60 to 70 feet long) depicting the Central Pacific and Union Pacific routes, with milestone dates marked along the way.

The tour then proceeded to Virginia City to ride two coaches pulled by steam on Virginia & Truckee (V&T) track remnant. On the return steam run, those that wished were able to step off and stroll through the V&T shop/yard area at the south edge of Virginia City.



**PHOTO COURTESY OF EMMETT SAWYER**  
**V&T NO. 29 - Dispatched to pull the two conference coaches. Here, it is approaching the Virginia City depot.**



*PHOTO COURTESY OF J. L. GATTIS  
THE V&T STEAM RUN PROCEEDED SOUTH FROM VIRGINIA CITY -  
This was followed by a reverse move.*

Two buses transported the **Thursday tour-goers** to Portola, California and the Western Pacific Railroad Museum. Highlights of this tour included a narrated walk through the grounds and shop building, and a short hop of many cabooses pulled by WP switcher No. 1503. Thursday's outing concluded with a side trip to view the Quincy Railroad, a Sierra Pacific forest products switching operation.



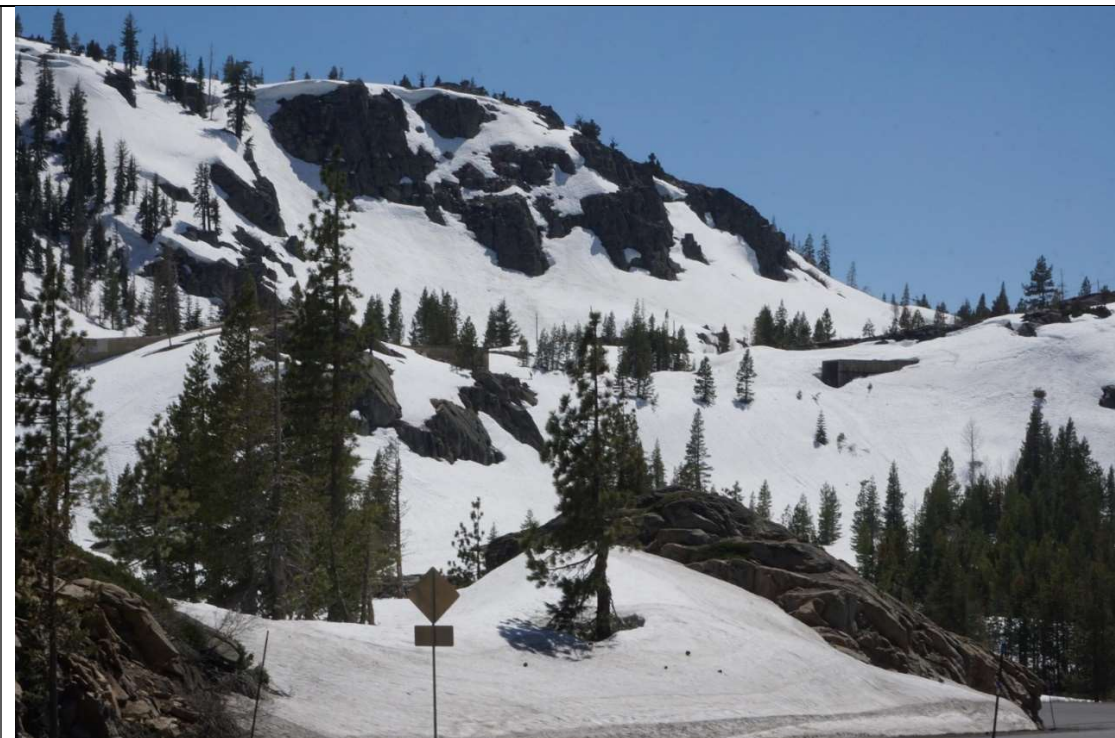
*PHOTO COURTESY OF J. L. GATTIS  
WESTERN PACIFIC RAILROAD MUSEUM - Five cabooses of mixed  
heritage were in the runs at the Western Pacific Railroad Museum.*



*PHOTO COURTESY OF J. L. GATTIS*

*QUINCY RAILROAD - That overhead wire at Quincy Railroad was for cartop worker safety-harness hookup.*

The intent was for the **Friday, May 19** tour to enter Central Pacific's Tunnel No. 6 in the Sierras. (In 1993, the railroad had realigned the rails through a new tunnel to the south.) Unfortunately, most of the mouth of the tunnel was still buried from this past winter's near-record snows.



*PHOTO COURTESY OF J. L. GATTIS*

*SIERRA SNOW LINGERING IN MAY - Snow still covers the former rail alignment, which runs horizontally across the middle of this frame. A partially exposed tunnel/snowshed opening is visible in the middle right of the view.*

So, the riders from the one bus viewed the tunnel opening from a nearby roadway bridge. Afterwards, the bus stopped at the former Truckee, California. Southern Pacific depot, which is a long block west of a hook and a rotary snowplow on display.

Two aspects of the tours were “not the usual.” Both the Thursday and the Friday bus routes were often in sight of Union Pacific main lines, but alas, no trains were spotted. The closest we came was at the tunnel, where a horn was heard. Unseasonably warm weather had pushed May temperatures to 15 degrees higher than usual.

The Thursday, Friday, and Saturday programs also featured panels of prominent railroaders discussing and dissecting Southern Pacific history of the later 1900s. Among the panelists were Ron Batory, Federal Railroad Administration head during the last Republican administration, and Rob Krebs, who led Southern Pacific, Santa Fe and BNSF. These insiders related war stories ranging from the humorous to the bizarre.



*PHOTO COURTESY OF J. L. GATTIS*

***HEAVY HITTING DISCUSSION - One of the many panels comprised of retired Southern Pacific heavy hitters.***

Among the topics discussed were the competency – or lack thereof – of former railroad executives, and quirks of labor relations. Krebs noted the contrast between the dysfunction he observed at Southern Pacific, followed by experiencing a well-run operation at Santa Fe. One panelist, with a dry sense of humor, when asked a broad question, responded “When I finish discussing that, I’ll talk about the Peloponnesian War.” Listening to some of the panelists describing continuing relocations during their railroad careers, they moved as frequently as the main character in “The Fugitive.”

One former superintendent related his concern that a train derailment which occurred near the end of the week in his division would reflect poorly on him, but a long timer reassured him with mention of “The Friday night rule”: something worse will happen before Monday morning and take the spotlight off you. Sure enough, something worse happened over the weekend, so the manager with the derailment was off the hook.

The manager of the *Daylight* train that ran to the Louisiana World's Fair in 1984 relayed a bit of wisdom that had been given to him: when operating through a tunnel where a steam locomotive will have to work hard, it's good to have a diesel helper to share the load, else the steam exhaust will loosen years of accumulated diesel soot, which will rain down upon your shiny steam locomotive.

Over time, Southern Pacific made managerial improvements. Panelists said SP was the first to develop and implement double stack containers. SP also was innovative in evaluating whether the best economic potential for the company was to abandon a line, sell it to a short line operator, or sell it to a public transit agency. Many of the panel sessions were recorded, and the Southern Pacific group plans to sell digital downloads through the History Center's website by mid- to end summer.

The NRHS Advisory Council and Board of Directors meetings were held on Sunday, May 21.

## Views From The North Shore Electroliner Railfan Seat

*By RUSS ISBRANDT, Northstar Chapter NRHS (All photo credit Russ Isbrandt)*

This being the 60th Anniversary of the end of the Chicago Milwaukee and North Shore Railroad, it seems appropriate to reminisce about the line.



**VIEW ALONGSIDE THE ELECTROLINER.**

The most successful interurban streamliners were the Electroliners. The trains entered service in February 1941 and ran until the last day of operation on January 21, 1963. For railfans, the best seat in the house was next to the motorman's cab in the lead car of the four-car articulated train. Often the motorman left the cab door open. The speedometer could be seen from the aisle seat in the first seat.

My first ride was out of Milwaukee on the 2:00 pm Electroliner in summer of 1958. I was fortunate enough to get that first seat. At 2:00 pm with a couple of clangs from the air gong and a couple of clicks of the controller, we nosed into traffic at the line's 6th and Clybourne terminal, gently floating through the terminal throat switches onto the 6th Street viaduct.

In a moment we were clumping over the first of two drawbridges. With a pair of buzzes from the communicating buzzer from the conductor indicating we'd cleared the bridge, the motorman opened the controller a couple of notches. We ran through Milwaukee's S. 6th St like a streetcar swinging over to S. 5th St at Scott St. Passengers would hail the train at Mitchell Street, National and Greenfield Avenues. Harrison Street was the final Milwaukee stop. Here we entered the private right-of-way high above S. 6th Street on a fill, crossing over the North Western's line to Madison and Oklahoma Avenue, slowing for the gauntlet track through girder bridge over the Milwaukee Road. Then it was off to the races, quickly reaching 75- 80 mph. The only sound was the whistling of the wind around the nose of the train and the periodic muffled hum of the air compressor motor. There was almost no rail joint sound. As Ryan Road and the North Western's "new " freight line crossing approached, the motorman sounded the train's foghorn single note air horn.

One of my favorite experiences was on a miserable January 1963 day during Christmas break. There had been freezing rain and parallel US-41 was an ice rink. When we got to Waukegan the train was packed to standing room only, nevertheless we rolled along at 80 mph.

Third rail train operation in freezing rain is great fun to watch with all the arcing as third rail pick up shoes briefly lose contact. On the return from a day of railfanning in Chicago, my companion and I went into the Electroliner diner Lounge for an Electroburger. As we ate, we crossed the North Shore Canal which came before the transition from third rail to trolley pole operation. We really lit up the countryside with all the arcing.

Then from our railfan seat we watched as the train raced down the Skokie Valley through a hallway of catenary bridges. All the while my companion and I discussed the quality of the ride as compared to the Milwaukee Road and Chicago & North Western (C&NW).

The "Liner" floated along like an updated C&NW 400 coach. As we approached the gauntlet track bridge over the Milwaukee Road we began to wonder when our motorman would apply the air as were still going at mainline speed. Finally, he made a heavy brake application as we approached the bridge.



***LOOKING FORWARD IN THE ELECTROLINER .***



***THE ELECTROLINER AT RYAN ROAD.***

While Electroliner 801 / 802 has been cosmetically restored and running gear overhauled, interior restoration is ongoing at the Illinois Railway Museum. Oh, to ride that railfan seat at speed again!

# Baltimore Chapter Holds Its Annual Banquet

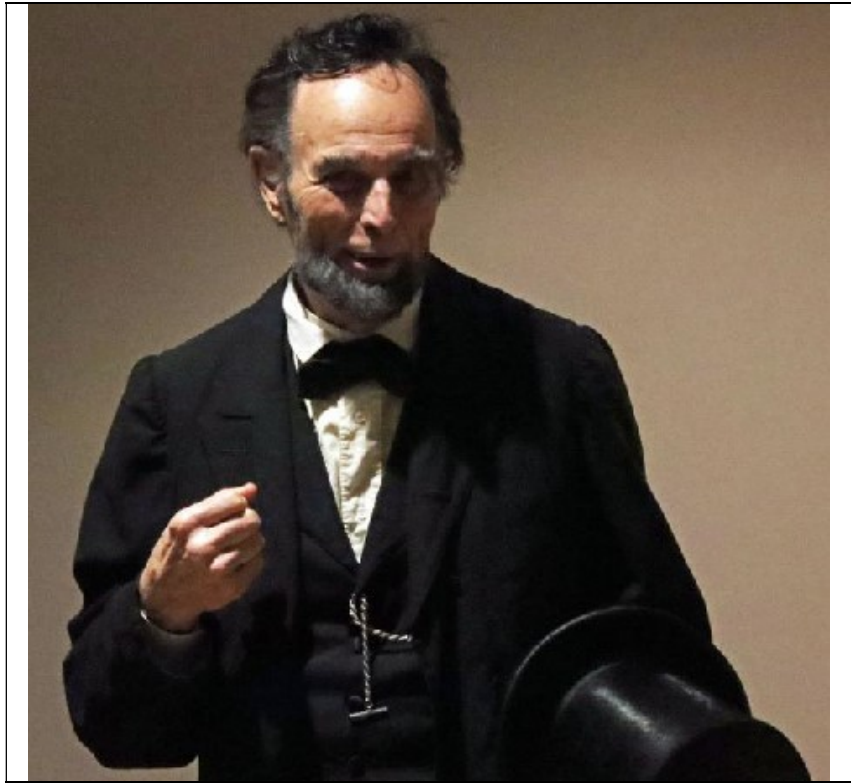
*By ALEX MAYES, Potomac Chapter NRHS*

The Baltimore Chapter NRHS held its annual banquet on March 25, 2023, at Columbus Gardens in Baltimore, Maryland.

The chapter's program co-coordinators developed a most creative and interesting three-part program centered around President Abraham Lincoln, our nation's Commander-in-Chief during the Civil War.

President Lincoln was instrumental in building the nation's Transcontinental Railroad; he signed The Pacific Railway Act in 1862, providing government support for what would become the Transcontinental Railroad.

Before the meal began, the group was entertained with a Railroad Trivia Quiz, testing the most railroad-knowledgeable attendees on their savvy of Maryland rail history.



*PHOTO COURTESY OF ALEX MAYES*

**FRITZ KLEIN PRESENTS 'ABRAHAM LINCOLN' - An outstanding presentation on "President Lincoln, A Person of Faith. "**



*PHOTO COURTESY OF BOB BITZER*

**PRESIDENT LINCOLN CHATS WITH THE CROWD – President Lincoln spoke with guests throughout the buffet line.**



The team of **Shannon Brown**, Project Leader of the Lincoln Funeral Train, and **Steve Torrico**, general superintendent of the Harrisburg, Lincoln and Lancaster Railroad, provided a detailed talk on the history of the funeral train, to include the locomotive, their rebuilding and move to their current home at Stone Gables Estate in Elizabethtown, Pa. Stone Gables is situated on a site containing a three-mile site section of the track on which the funeral train passed over on its long route, of which .62 miles of track have been reconstructed with more to be done.



***PHOTO COURTESY OF ALEX MAYES  
LINCOLN FUNERAL TRAIN PROJECT – Project  
Manager Shannon Brown told the guests how the  
project came together and how it is progressing at  
Stone Gables Estate in Elizabethtown, Pennsylvania.***

The funeral train was originally built by the United States Military Railroad to be the Presidential Train, the Air Force One of its day, in 1865. President Lincoln was scheduled to inspect the newly constructed train on April 15, the day after he and his wife attended the play at Ford's theater. Secretary of War Edwin Stanton directed that the train carry the body of the President and his son Willie, who had died in 1862, back home to Springfield, Ill., to their final resting place.



***PHOTO COURTESY OF BOB BITZER  
LINCOLN FUNERAL TRAIN – Steve Torrico provided  
detailed information on rebuilding and operation of the  
Train at the Harrisburg, Lincoln and Lancaster Railroad.***

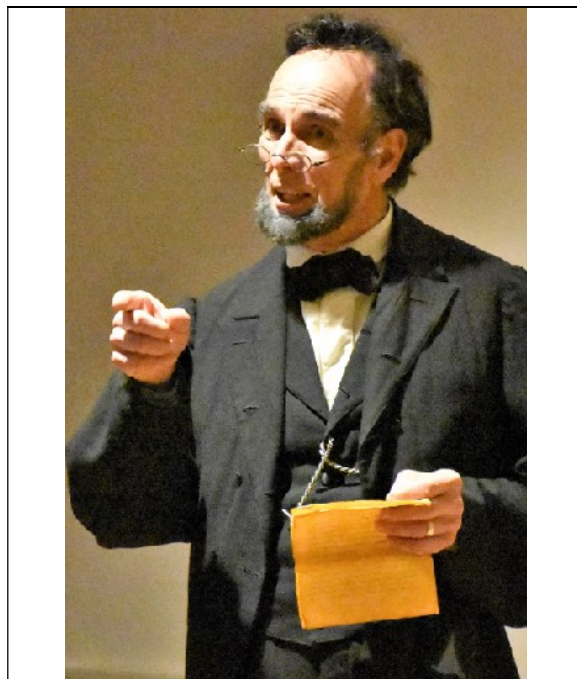
Another important piece of the HL&L Railroad is the steam locomotive, and exact replica of Leviathan, built in 1868 by Schenectady Locomotive Works for the Central Pacific Railroad in Sacramento. This 4-4-0 locomotive was completed in 2009 and purchased by Stone Gables Estate in 2018. Among artifacts in the Stone Gables collection is the podium used by President Lincoln when he delivered the Gettysburg Address.

Local historian **Scott Mingus** provided an in-depth discussion of the entire funeral train along all twelve stops, nearly replicating the trip President-elect Lincoln took when he traveled to Washington, D.C. Scott has detailed the trip of President Lincoln and his son Willie, who was disinterred in Washington and placed aboard the funeral train to accompany his father to their final resting place, in his book, "Carnival of Grief."

Scott was a very popular presenter at a Chapter meeting in 2022, discussing his book "This Trying Hour - The Philadelphia, Wilmington & Baltimore Railroad in the Civil War" co-authored with Robert L. Williams. The Chapter looks forward to hosting him as meeting presenter in 2023.



*PHOTO COURTESY OF ALEX MAYES*  
**THE LONG FUNERAL TRAIN** – Author and Historian Scott Mingus provided details of the long funeral train from Washington D.C. to Springfield, Illinois in his book "Carnival of Grief."



*PHOTO COURTESY OF BOB BITZER*  
**GETTYSBURG ADDRESS** – President Lincoln delivered his iconic Address to conclude the program.

The afternoon of presentations concluded with President Lincoln delivering his moving and iconic Gettysburg Address.



*PHOTO COURTESY OF ALEX MAYES*

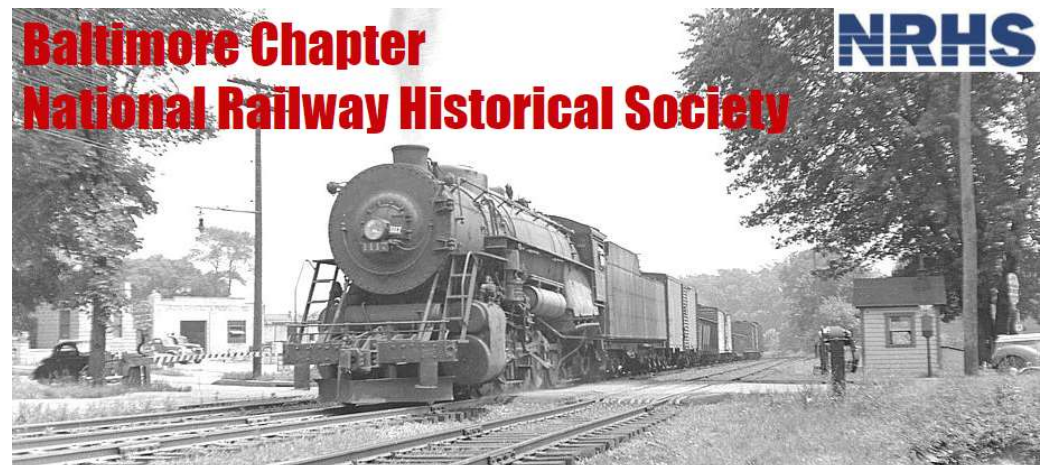
*BALTIMORE CHAPTER ANNUAL BANQUET 2023 – (Left to right) Fritz Klein, Steve Torrico and Shannon Brown with Chapter Secretary and program coordinator Cynthia Atwood, getting ready to begin presentations.*

After the presentations ended, all four of the presenters were on hand for questions and answers, to pose for photographs, and provide autographs in books sold or what attendees had on hand.



*President Gary Pace welcomed members and guests to open the 2023 Banquet.*

*Significant assistance for the preparation of this article was provided by Baltimore Chapter President Garry Pace and Baltimore Chapter Secretary Cynthia Atwood.*



# Auto Train Southbound and the Trip That Almost Wasn't - February 10, 2022

*By STEVE GOULD, Member, Long Island Sunrise Trail Chapter NRHS*

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I read with great interest Walter E. Zullig Jr's article about his northbound trip on #52 in April 2023 in the NRHS News issue of May 2023. What piqued my interest was his comment about collecting the consist information at a time when all the passengers had boarded and the Superliner doors were closed by the time he had finished; and he had arranged with his Car Attendant to let him in when he was done. There was a parallel here with my trip in 2022.

On February 10, 2022, my wife Leen and I were about to embark on our 24th trip on Amtrak's version of Auto Train (also two trips prior on Eugene Garfield's auto-train in the 1970's). We had arrived the previous night from Connecticut staying at the Holiday Inn Express at the Auto Train terminal exit on I-95. We queued up for car check-in at 10:38 AM and were still tenth in line. As they would not start to accept cars until 11:30 am, I walked into the building to get our dinner reservations. Actually, since COVID protocols were still in effect, dinner was to be served in our bedroom. We turned in our car to the loaders at 11:40 am.

At around the same time, Bob Kessler (DC NRHS Chapter), who had driven over from Reston, Virginia to see us off, arrived in the terminal parking lot. He treated us to lunch at Glory Days Grill, a chain sports bar/cafe similar to Applebee's that was in a nearby mall. On the way back to the terminal, we stopped at the Virginia Railway Express station, which was about a mile north of Auto Train. There we caught a CSX intermodal #1031 with a DPU tucked in the middle. It really was an example of Precision Scheduled Railroading as it was two trains coupled together. This was followed by southbound VRE #301, enroute to Spotsylvania, a new station just south of Fredericksburg. (A side bar here: Bob and I have known each other since 1957 when we were first-year students at American University and we have railfanned together ever since.)

When we returned to the Auto Train terminal, it was around 2:00 pm. We had checked in with Julie, Amtrak's automated agent previously to find out #92, the Silver Star, was running 36 minutes late. The terminal interior was crowded with passengers waiting for the boarding announcement. Since it was a warm day, Leen decided to move our baggage cart outside and wait on a bench while Bob and I walked down to check out the two P40's (#835 and 874) and wait on a nearby berm for #92's passing, estimated at 2:40 pm.

At 2:40 pm, I had a urgent cell phone call from Leen with the following message: "They started loading passengers at 2:30 pm and an Amtrak employee asked me, seeing me all alone, if I was taking the train. Yes, I am but my husband and his friend are down taking photos. He told me that we needed to be on the train in five minutes or we would have to figure out how to get our car in Florida! You need to get back here now!" Well, I didn't need to hear that again so I high-tailed it to get Leen and the baggage cart. We were in a panic racing towards our sleeper, the last one on that very long platform. An Amtrak employee saw us and yelled, "What is your car number?" I yelled back, "the 5345 car". He told me to pound on the sleeper door and the Car Attendant will let us in (you see, like Walter, all the doors were now closed). This I did – twice – and he opened the door and welcomed us aboard. Whew! That was too close for comfort. To miss a train due to railfanning? Unforgivable!

Once we were settled in Bedroom A on the upper level of Superliner #32105, my cell phone rang and it was Bob on the platform outside of our car. He told me that the blue flag had not been removed from in front of the P40's and, as it turned out, we sat at the platform for another 30 minutes while auto carriers were being switched out. Another P40, #821, was carrying out the switching move, a job normally handled by a P32-8. Bob took off, and we ended up departing on time at 4 pm.

I decided to head to the sleeper lounge car to get two gin and tonics but, alas, the bar was not open and sleeping car passengers had to walk to the coach lounge, called the “Cross Country Lounge” to get drinks and snacks. For me, it required walking through nine more cars to get to it. When I got there, I saw a lengthy line waiting. Sleeper passengers approached from the north end while coach passengers from the south end to get served. I got online as we passed over Powell’s Creek and was served well beyond Quantico Marine Base. I got two “nips” of gin, a can of tonic water, and a bag of Vickie’s potato chips for \$24 (I tipped the crew well for service under pressure!). I knew for our northbound trip home; we were going to bring our own “nips” and tonic water!

As Walter said, it usually was very pleasurable sitting with new people in the dining car for dinner. We always looked forward to it but it would not be on this trip. Dinner in the compartment was fine except I knocked over my complimentary wine after one sip! I tried to wipe it up but found out my socks had absorbed all the wine from the carpet. We both had pan roasted chicken which was quite tasty as well as excellent carrot cake for dessert.

I did get to hear the announcement with all the statistics for the day: 15 passenger cars, 33 auto carriers for a total of 48 cars; 298 coach passengers, 146 sleeper passengers, 224 automobiles of which 30 were for priority unloading.

Arrival in Sanford was at 8:30 am the next morning and we got our car at 10:14 am. The Sanford terminal is a suitable place for train watching while waiting for your car number (ours was #60) to be called as I saw six Sun Rail commuter trains, #91 the Silver Star, and a CSX unit running light.

So, there you are – a trip that almost wasn’t. Three weeks later, we boarded #52 Auto Train for the trip home.

**AUTO TRAIN #53 CONSIST, FEBRUARY 10-11, 2022**

<b>Number</b>	<b>Line Number</b>	<b>Type</b>	<b>Comments</b>
835		P40	
874		P40	
34119	5313	Superliner Coach	
34122	5312	Superliner Coach	
34128	5311	Superliner Coach	
34130	5310	Superliner Coach	
37004		Superliner Lounge	Cross Country Lounge
32114	5348	Superliner Sleeper	
32106	5346	Superliner Sleeper	
32102	5344	Superliner Sleeper	
32113	5342	Superliner Sleeper	
32505	5340	Superliner Sleeper	
38052		Superliner Diner	
33100		Superliner Lounge	
32500	5341	Superliner Sleeper	Palm Bay
32101	5343	Superliner Sleeper	North Carolina
32105*	5345	Superliner Sleeper	Oregon

\*our car, Bedroom A

Total Cars: 15 passenger cars and 33 auto carriers = 48 cars.

298 Coach passengers; 146 Sleeper passengers; 224 Automobiles including 30 priority vehicles.

# Event Board - Chapters & Members Railroad Events

## Cape Cod Annual Banquet

### Cape Cod Chapter National Railway Historical Society Annual Banquet

**Wednesday, June 21, 2023**

6:00 PM Cocktail Hour      7:00 PM Dinner

\*\*\*\*\*

# Mezza Luna Restaurant

**253 Main Street, Buzzards Bay, MA**

- ✂ Penne Pasta with Meatballs \$24.00
- ✂ Chicken Parmigiana over Penne Pasta and Tomato Sauce \$34.00
- ✂ Baked Stuffed Haddock with minced crab & scallop stuffing, \$36.00

**Fresh vegetable and baked potato**

All dinners include garden salad, dessert course of Italian mini pastries, Coffee or Tea

**Our Guest Speaker is Jean Fox  
Director of Community Engagement  
MBTA South Coast Commuter Rail**

**She will provide a presentation on the project to restore commuter rail service from Boston to New Bedford and Fall River**

The Mezza Luna Restaurant is located on the north side of Main Street in Buzzards Bay, Massachusetts approximately ¼ mile west of Belmont Circle and 8/10 mile east of the Buzzards Bay Train Station.

Reserve your seat by completing the reservation form below and mail to:  
**Fred Pegnato, PO Box 1026, Monument Beach, MA 02553**

Please make check payable to Cape Cod Chapter, NRHS. You will receive a confirmation by email or telephone.  
Please reply by June 14, 2023.

.....  
Cut here

NAME: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Penne Pasta # \_\_\_\_\_ @ 24.00    Chicken Parmigiana: # \_\_\_\_\_ @ 34.00    Baked Haddock: # \_\_\_\_\_ @ 36.00

Amount enclosed: \_\_\_\_\_

## **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](mailto: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/>



# Editor's Note – NRHS Good Times & Partnerships

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

Summer 2023 is well underway in this fine month of June 2023. RailCamp Northwest begins June 18 followed by RailCamp East on June 25. President Tony White is very engaged with RailCamp this year so his column is on hiatus this month. Mr. Tony, pay attention here – we all look forward to hearing about your fun times with RailCamp in an upcoming issue, and fun, fun, fun is anticipated, so we hope.

Speaking of good times, the 2023 NRHS Convention is almost here. I've heard that Florida is planning to give us all a rather sunny time with unique excursions, entertaining programs and rides on the Brightline. My family and I are looking forward to seeing everyone there and are packing sunscreen, hats and water bottles galore. Speaking of which – President Tony sir, how about an NRHS water bottle as a new souvenir item? (For safety's sake, no 'spike' is to be included with this beverage container.)

While we're on the convention track, the latest hotel information is shown on page 2 of this issue. Convention hotel is the Doubletree by Hilton Hotel, 100 Fairway Drive, Deerfield Beach, Florida 33441. Reservations may be made online or by phone.+1-954-427-7700 and ask for National Railway Historical Society rate code ' **CDTNRS** '.

Continuing on track, NHRS continues to expand its partnership with other organizations to recognize railroad history and preservation efforts. The latest exciting collaboration was announced in late May 2023. The NRHS has partnered with the Railway Age magazine and Railway Track & Structures magazine on a new award for "Outstanding Railroad Preservation". From the NRHS side, the award team includes members R. Victor Varney, Edward M. Berntsen, Tony White and Mike Yuhas. Watch for more about this latest collaboration in the next issue of the *NRHS News*. Safe travels, Val.

## About the *NRHS News*

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

Valli Hoski, Harrisburg Chapter NRHS, Editor. Alex Mayes, Potomac Chapter NRHS, Content Assistant. Elizabeth Guenzler, Central Coast Chapter NRHS, Editorial Assistant. Eileen Weber, St. Louis Chapter NRHS, Editorial Assistant. Email submissions to [News@nrhs.com](mailto: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](mailto:Membership@nrhs.com). Membership dues should be mailed to NRHS - Membership, PO Box 31074, St. Louis, MO 63131-0074.