

## Holiday Trains 2024 – Metro-North & Operation Toy Train

By WALTER E. ZULLIG JR., New York Chapter NRHS (All text and photos)

During mid-December I was able to visit and photograph two holiday trains that operated in the New York Metropolitan area. The first was the traditional *Metro-North RR Holiday Train* that visits railroad facilities throughout the system at various hours of the day and night. The second was the “*Operation Toy Train*” that traversed several railroads to collect donated toys for distribution to less fortunate children.

The Metro-North holiday train had visited all terminal and shop locations over a two-week period. Its final stop was at Grand Central Terminal between noon and 2:30 pm on Thursday, December 12th. This provided an opportunity for those who work in Grand Central and the nearby Graybar Building headquarters to visit the train and meet the executive staff. I arrived about 2 pm to find the train on Track 34, the traditional departure track for 20th Century Ltd. And behold—at the bumper block was the Hickory Creek, one of the two observation cars assigned to the Century. In front of that was Swift Stream, a former New York Central Railroad double bedroom-lounge car. These cars are owned by the United Railroad Historical Society of New Jersey and were loaned to Metro-North to replace one of its two Phoebe Snow observation cars now undergoing repair.

Ahead of the Swift Stream was MN #3, a former New York Central Empire State Express coach now converted to a table car. Metro-North’s second Phoebe Snow observation car was the head car and the motive power was P32 #214, the unit “wrapped” with photos of present and retired MN employees. MN’s President, Cathy Rinaldi, was just inside the entrance to greet each incoming person and various executives were scattered throughout the train. Staff in the MN #3 car offered refreshments and “munchies”, more of which were available at tables on the platform. Each person exiting the platform was handed this year’s gift, a nice Metro-North backpack. Before leaving I photographed the employee tribute locomotive up front as well as the Hickory Creek on the rear, properly pointed. (Continued on p. 3)



**20<sup>TH</sup> CENTURY LIMITED - The Hickory Creek, one of the two observation cars assigned to the Century.**

# NRHS NEWS – FEBRUARY 2025

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## Announcements

### NRHS RailCamp in 2025

*RailCamp is held at two locations: RailCamp East (Newark, Delaware) and RailCamp Northwest (Tacoma, Washington). April 1, 2025 is the final deadline to apply for 2025 RailCamp.*

- **RailCamp East: June 22 – June 28, 2025**, headquartered at the University of Delaware in Newark, DE.
- **RailCamp Northwest: June 22 – June 28, 2025**, headquartered at the University of Puget Sound, WA.
- The **Application Form** for the 2025 RailCamps is available by clicking [here](https://nrhs.com/site/wp-content/uploads/2025/01/2025-RailCamp-ApplicationFinal4.pdf) or using this link <https://nrhs.com/site/wp-content/uploads/2025/01/2025-RailCamp-ApplicationFinal4.pdf>

### 2025 Spring Conference - May 1 – 3, Johnson City, Tennessee.

*Sponsored by the George L. Carter Chapter.*

- **Thursday**, registration and opening reception at Johnson City Railroad Experience; **Friday**, tour of Knoxville Locomotive Works and excursions on Three Rivers Rambler and Star of Knoxville riverboat; **Saturday**, NRHS business meetings and evening railroad heritage food & beverage walking tour.
- **Register** at [secure.nrhs.com](https://secure.nrhs.com). Fee is \$170 per person for the full conference, or \$30 for the Saturday meetings only.
- **Lodging** - Carnegie Hotel, 866-757-8277. Mention "NRHS meeting" for group rate (May 1, \$149, May 2, 3, \$199 per night + taxes), by April 1.
- Up-to-date info at [www.nrhs.com](http://www.nrhs.com).

### Submission Deadlines for NRHS News

- February 7th, 2025, deadline – March 2025 issue (print / mailed)
- March 9th, 2025, deadline – April 2025 issue (online PDF)
- April 6th, 2025, deadline – May 2025 issue (online PDF)

### About the NRHS News

NRHS News is published nine times a year by the National Railway Historical Society. Six full-color issues are published usually in even-numbered months. The three remaining issues are printed in black-and-white and mailed to members across the year. Issues are available (pdf file) online at <https://admin.nrhs.com/NRHSNews/>  
 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

# Holiday Trains 2024 – Metro-North & Operation Toy Train

By WALTER E. ZULLIG JR., New York Chapter NRHS (All text and photos)

(continued from p. 1) Operation Toy Train traversed several railroads this year. Its trip over the New York, Susquehanna & Western Railway occurred on Saturday, December 14th. It would make toy collection stops at Rochelle Park, Hawthorne, Midland Park, Wyckoff, Franklin Lakes, Oakland, Pompton Lakes, Butler, Newfoundland and Sparta on the Susquehanna, and at Vernon on the former Lehigh & Hudson River Railway, now operated by the Susquehanna. The detailed schedule had been distributed well in advance to enable residents to acquire and bring new toys to be loaded on to the train during the stops. The collected toys will be distributed to less-fortunate children in Bergen, Essex, Morris, Sussex and Warren Counties in New Jersey. I had wanted to photograph the train passing through my former hometown of Maywood before its first stop in Rochelle Park. Unfortunately, traffic was slow in some areas and I heard the train on the radio while driving on I-80. Realizing that I would never be able to intercept it in Maywood, I headed directly to Rochelle Park where the train had just arrived. A good crowd was on hand with bags full of toys. I took a few photos and was glad to see that engine 3024 was up front; this is the SD40-2 painted in the heritage silver and maroon color scheme which dated to the early 1950's to blend with the Budd-built stainless-steel coaches the RS1's of that era would be pulling.



**OPERATION TOY TRAIN - Engine 3024 led the train, wearing livery in the 1950's heritage silver and maroon color scheme.**

In addition to several coaches, the train had a dining car that used to run on Lackawanna's Phoebe Snow train, now owned by the Dining Car Society and kept at Port Jervis, NY. A couple of former Ringling Brothers cars, boxcars and two cabooses, one Conrail, the other a yellow Chessie car, completed the consist. The train was scheduled to leave Rochelle Park at 9:30 but I departed at 9:15 to be at the next stop, Hawthorne, prior to its arrival there. Luckily, this worked well and I was able to photograph the train arriving at Hawthorne station which is now a museum. When I had viewed the scheduled stops, I noted that the first five were at former passenger stations and the sixth was near the site of a former station but they were not shown as such. For example, in Wyckoff the location is shown as "PTO Economy Shop" which is close to the station where the train stops. The location for Midland Park was listed as "Hot Dog Caboose" which turned out to be at the former Wortendyke station. That was a bad photo location so I did not bother stopping but pushed on to a location on a curve a little east of the Wyckoff station. There, along with a few others, I got a good photo of the train on a curve.



Next, I went the short distance to Wyckoff station which is privately-owned and in good condition. After a few photos I heard a CRUNCH and noticed that a large military truck had backed into a parked auto, something that attracted great interest from the many people on the scene. My final stop was at the Pulis Avenue grade crossing in Franklin Lakes at the former site of the Campgaw passenger and block station. The Campgaw passing siding was rather full of covered hopper cars. After the train had passed, a huge traffic jam developed with people attempting to deliver toys to the train. Satisfied with my photos, I returned home to northern Westchester County, NY, a 75-minute drive. The weather was clear and it had been a good day.

I later received information about the number of toys collected on the train. During its day on the Susquehanna, 21,749 toys were collected which is the greatest number collected on a single day since the inception of the program. The most (3,207) were collected at Rochelle Park with Pompton Lakes (2,362) as the second most generous community along the line. So along with some interesting train operations, the event resulted in much happiness for many girls and boys.

## 2024 Polar Express - With Help by St. Louis Chapter

*By EILEEN WEBER, St. Louis Chapter (Text and Photos)*

On December 15, 2024, the Polar Express journeyed to the North Pole four separate times. Car Captains were on board for safety and train operations while the talent entertained our guests. The Express was staffed by nine "car captains".



**POLAR EXPRESS CAR CAPTAINS - From left: Tammy Herzog, Kelvin Wilke (\*), Eileen Weber (\*), Rick Sprung (\*), Bruce Herzog (\*), Jane Herzog (\*), Randy Allard, Patti Meyer, David Huelsing (\*).**  
(\* indicates St. Louis Chapter member.)



# Niagara Frontier Chapter Unveils Historical Marker

By BECKY GERSTUNG, Niagara Chapter NRHS (All text and photos)

EL-2 Switch Tower in North Tonawanda, NY, belongs to the Niagara Frontier Chapter as part of their museum project. Acquired in 1997 from Conrail, the chapter replaced the roof, repaired concrete and brick work with assistance from the Iroquois Job Corps, replaced exterior windows and wood parts of the second story, built all new interior windows from original patterns and restored electric power to the building. EL-2 is one of only two remaining free-standing switch towers in the western portion of New York.



***EL-2 TOWER – Historical marker and Bruce Becker, Treasurer of Niagara Frontier Chapter.***



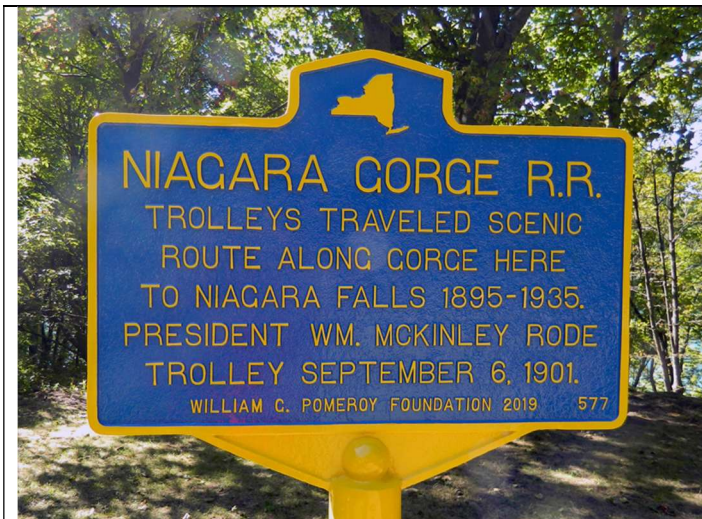
***HISTORICAL MARKER AT EL-2 TOWER – Bruce Becker, Treasurer and Jim Ball, President, with the marker.***

The Erie Railroad was first on the scene when the New York Central Railroad decided to extend a line east crossing two Erie tracks in the middle of a busy North Tonawanda Street. After several accidents with injuries,



fatalities and property damage, the New York Central was charged with building the tower. This tower would have automatic gates (motor vehicles), meaning they would be controlled by the tower operator. The tower would be the most modern in Western New York, being completely controlled by electricity. It was a prototype of the Federal Signal Company's experimental all-electric interlocking system. The tower was placed in service March 19, 1912. In 1964 after a fire and the tower was reconstructed. The original tower was converted into an automatic interlocking plant with an operator on duty. Signal operators continued to use the building through the 1980's.

Chapter member Anton Schwarzmuller has been very active arranging for historic markers. He does the necessary research and application process. To date, some of the many markers he has secured grants for the route of the Niagara Great Gorge Railway; ruins of the Lewiston-Queenston Suspension Bridge used by the Great Gorge Railway; the 1863 Customs House in Niagara Falls adjacent to the Amtrak station. Also included is Midway Park, an amusement park owned by the Jamestown, Westfield and Northwestern Railway (formerly Jamestown & Lake Erie).



**ARTPARK 1 – Lewiston, New York.**



**ARTPARK 2 – Lewiston, New York.**



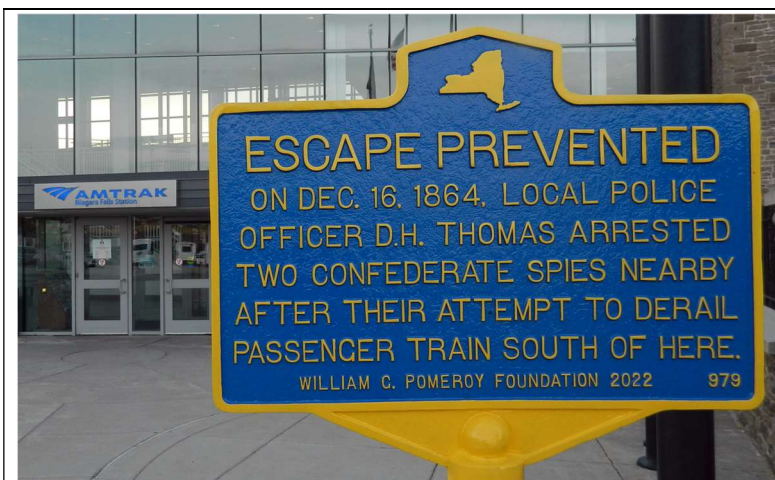
**CUSTOM HOUSE – Niagara Falls, New York.**



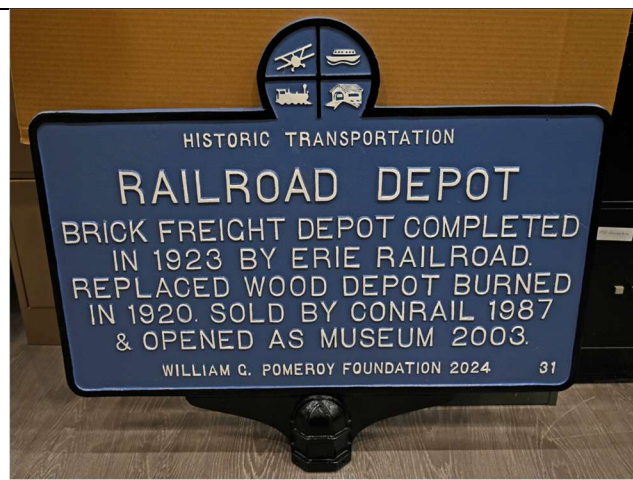
**MIDWAY PARK – Bemus Point, New York.**

The "Escape Prevented" marker is located in front of the Amtrak Niagara Falls Station where two Confederate saboteurs were captured in 1864, EL-2 and most recently the marker for our Erie Railroad Freight House, home of our museum (to be installed).





**SPY MARKER – Niagara Falls, New York.**



**STATION – North Tonawanda, New York.**

New York State no longer funds historic markers. This leaves communities to raise their own funds. The William G. Pomeroy Foundation grant program was established in 2005 making this funding available. Their main initiative is to help people celebrate their community's history. They feel strongly that markers help educate the public, encourage pride-of-place and promote historic tourism. The foundation, offering grants for markers and plaques nationwide, has several programs with a variety of themes. We are proud to be the recipient of the first marker (#1) in their new Historic Transportation marker program.

Check with your local, county and State governments to see if they have such programs. There is so much rail history everywhere you look. It is rewarding to bring some of these "lost" stories to life and share them with the public.

## NRHS Historic Plaque Program

**This program formally recognizes landmarks in Railroad History by placing a bronze plaque at/on the site.**

Recognizing Railroad Landmarks, education, railroad history, and railway preservation efforts intersect in the National Railway Historical Society Historic Plaque Program. This program formally recognizes landmarks in Railroad History by placing a bronze plaque at/on the site. Some notable, formally recognized rail preservation sites have included:

- Chicago Union Station
- Baltimore & Ohio Railroad Roundhouse & Museum
- Rockville Bridge
- Baltimore & Ohio Railroad Museum

### How to Apply for an NRHS Historic Railway Landmark Plaque

Applications are typically sponsored by or pursued in conjunction with a local NRHS Chapter and are frequently done in conjunction with a historic milestone event for that rail landmark, such as a rededication, restoration, or a "birthday" (e.g., 75 or 100 years old). The presentation of the historic plaque may also be accompanied by a press release from the NRHS, providing additional railway history education and public relations opportunities.

To apply, please [download this form](#) and fill it in. The form has fields; just click in the area and the field should appear, then type in the field.

When completed, there are two ways to send in the completed form – by mail or by email. Paper copies may be sent to: National Railway Historical Society, Inc., 505 South Lenola Road Suite 226, Moorestown, N.J. 08057, "Attn: Historic Plaque Committee". Email copies may be sent to: [Chair of the Historic Plaque Committee](#).

# Railroad Museum at Ardenwood – Central Coast Chapter Visit

*By STEVE FERRARI, Central Coast Chapter NRHS (Photos courtesy of Steve Ferrari or source shown in photo)*

On Sunday August 18, 2024, the Central Coast Chapter NRHS offered its members and their guests a field trip to ride and view the historic equipment at the Railroad Museum at Ardenwood, which is operated by the Society for the Preservation of Carter Railroad Resources (SPCRR). The Railroad Museum at Ardenwood is located at Ardenwood Historic Farm Regional Park in Fremont, California. This visit also included a ride aboard newly-restored historic equipment.



***LOOK THIS WAY! - Central Coast Chapter Members on board Ardenwood Railroad Museum train.***



***SMILE! - Coast Chapter Members on board Ardenwood Railroad Museum train including young railfan watching locomotive.***



The brothers Thomas and Martin Carter had railroad car building shops in Northern California that were active from 1874 to 1902. For over 28 years, Carters has probably built about 5,000 cars. They specialized in narrow gauge equipment, but also built horse cars, cable cars, a few electric streetcars and some standard gauge equipment.

Early shops were in Monterey, Sausalito and San Francisco California. By 1877 they built what would be their final shop in Newark, California on the South Pacific Coast Railroad, less than a mile from Ardenwood Farm.

These shops were located just east of the Newark South Pacific Coast station and were adjacent to the South Pacific Coast Railroad's back shop and roundhouse. They had a significant influence upon the operation of the South Pacific Coast Railroad, which was an 80-mile narrow-gauge rail line that ran from Alameda, Newark and San Jose to Santa Cruz. The line was known for its (then) high-speed passenger service (the trip from San Francisco to Santa Cruz took three hours and 55 minutes including the ferry ride across the bay to Alameda).

Freight consisted of redwood lumber and lime from the Santa Cruz Mountains, fruit from the Santa Clara Valley and Mountains and explosives from the California Powder Works. The South Pacific Coast was purchased by the Southern Pacific Railroad in 1887 and was standard gauged in 1906.

SPCRR works to research and restore Carter Brothers' railroad artifacts, including collections of photographs, documents, drawings and physical remains of railroad cars and equipment. They also have other significant narrow-gauge equipment in their historical collection. The shop, which we believed to be worthy of viewing, is set up to do regular restoration work of historic equipment.

This was a drive-to-field trip. All that was required was admission to the park and museum which was \$6 for adults, only \$5 for seniors, and free for our members' children under four years old.

Upon arrival, we were able to briefly tour the historic artifacts in the depot followed by a train ride from the depot to the shops. The shops are not usually open to tours except for special occasions, but if you contact them in advance, they will consider opening for interested railfans. They set up a special tour for us led by managers and supervisors responsible for many parts of the restoration projects. Our group of approximately twenty were able to receive detailed and interesting explanations of the status of their collection of equipment. It was a worthwhile and very enjoyable outing for us.

They are currently restoring narrow gauge Northwestern Pacific caboose #6101 (5591) built circa 1890 by the North Pacific Coast RR in Sausalito. Normally it is not available for public rides, but we were able to have a special ride aboard it on our return trip to the depot.

They also showcased their newest acquisition, Kiso Forest Railway 0-4-2RT 9 built by Baldwin Locomotive Works in 1929. Although not historic to Northern California, they have included it on the list of upcoming planned restorations.

The Railroad Museum at Ardenwood is an interesting operation that highlights Western narrow-gauge equipment, especially those that operated in Northern California. It is worth a visit when your travels bring you to the San Francisco or San Jose area in California.



***CABOOSE IN YELLOW - Northwestern Pacific caboose #6101 (5591) built circa 1890 by the North Pacific Coast RR that is in the process of being restored and Central Coast Chapter members were able to ride aboard.***



***BOXCAR #472 - South Pacific Coast (subsidiary of Southern Pacific Company) boxcar #472 was originally built for the Oregonian Railway. It is a typical Carter Brothers car. It was transferred to the Southern Pacific-owned South Pacific Coast after 1887. When the SPC was standard gauged in 1906, it was transferred to the Nevada & California subsidiary of the Southern Pacific RR.***

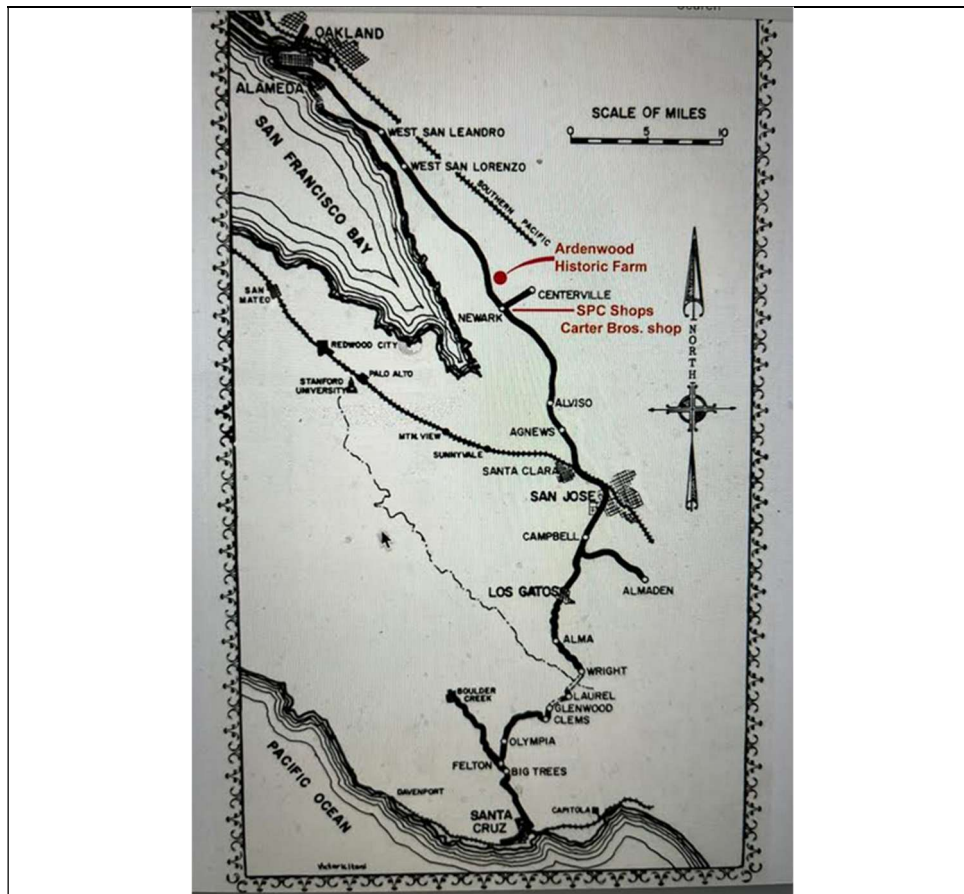




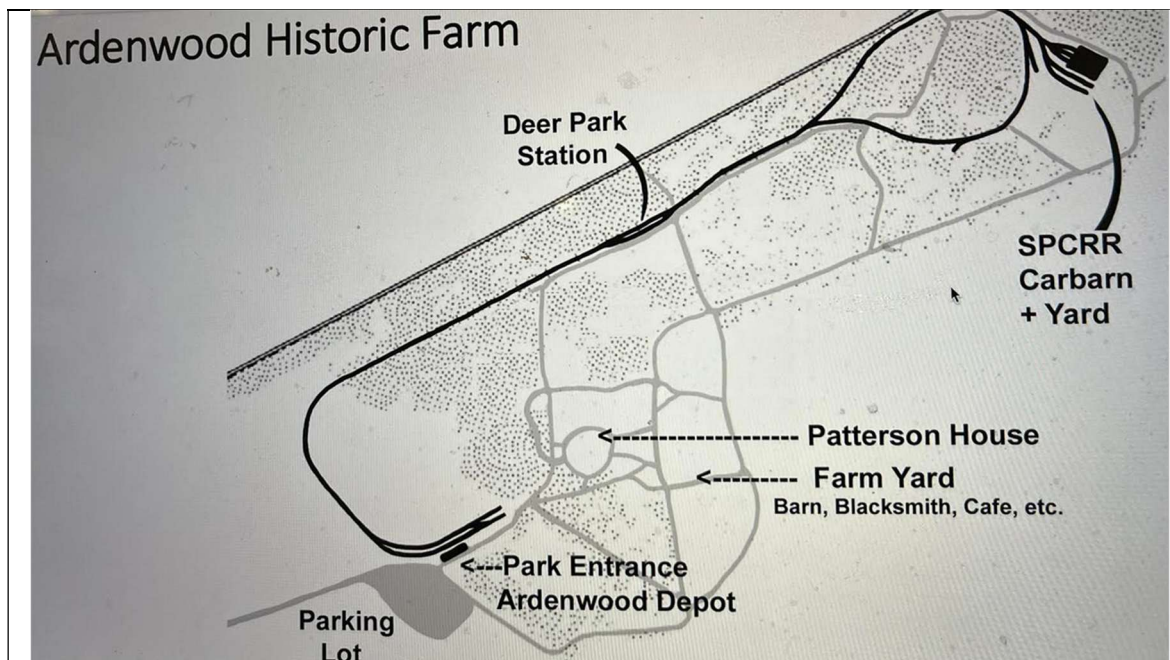
***ALWAYS SOMETHING GOING ON - Inside Ardenwood Railroad Museum Shops with restoration work going on.***



***STARTING EARLY - Young railfan and Dad riding in the cupola of Northwestern Pacific caboose #6101.***



**MAP OF SOUTH PACIFIC COAST RAILROAD - With notations for Carter Brother Shops along with Ardenwood Park and Railroad Museum. (Don Marenzi collection)**

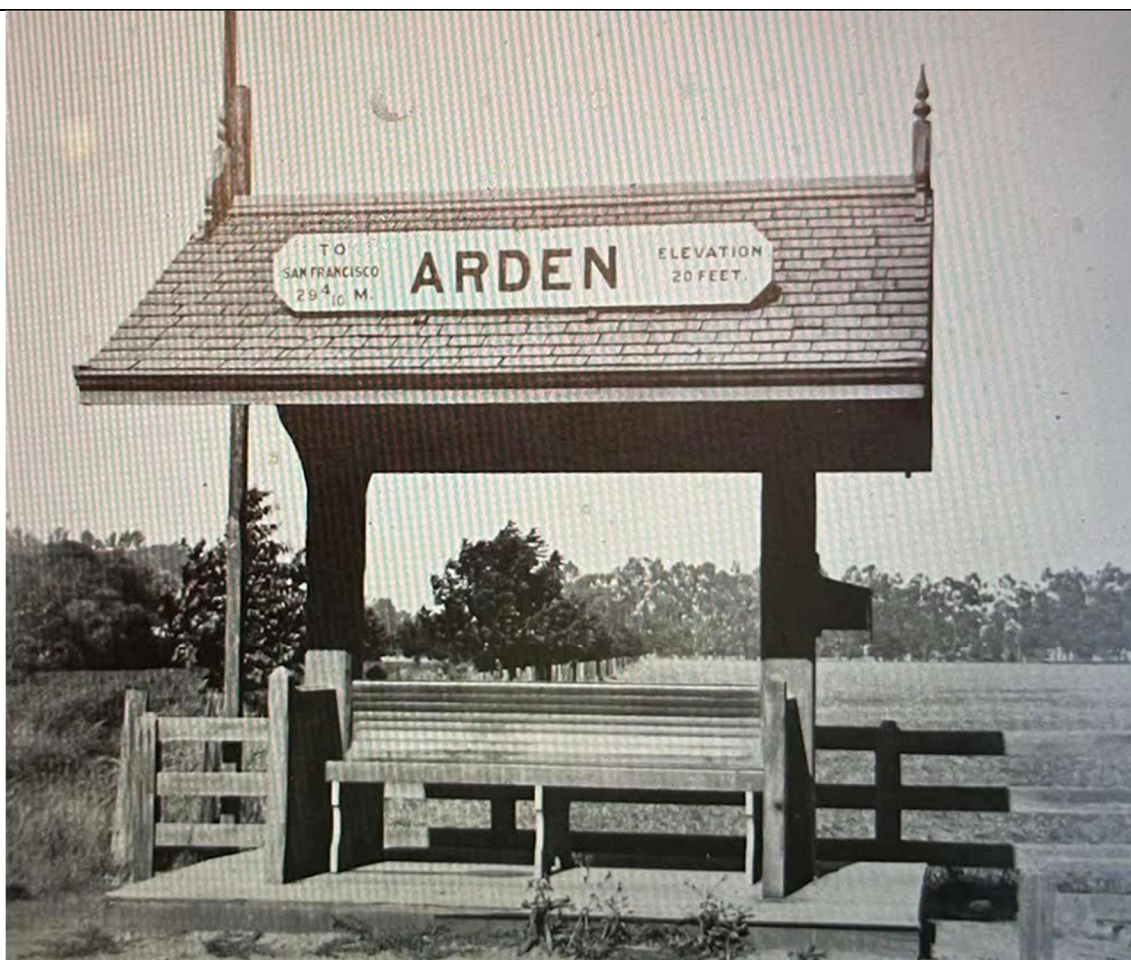


**ARDENWOOD HISTORIC FARM - Map of Ardenwood Park and Railroad Museum and shops. (Don Marenzi collection)**





**HISTORIC PHOTO OF SOUTH PACIFIC COAST CENTERVILLE BRANCH - This branch was always horse drawn. (Don Marenzi collection)**



**ORIGINAL SOUTH PACIFIC COST ARDEN RAILROAD SHELTER - Located on the SPC main line, this stop was for Patterson Ranch, which is now Ardenwood Park, Farm and Railroad Museum. (Don Marenzi collection)**





**NEWEST ACQUISITION - Kiso Forest Railway 0-4-2RT #9.** Originally 1929 Baldwin built as 30" Kiso Forest #17 renumbered #9. It was brought to California by Henry Sorenson Southern Pacific and rebuilt to 36" gauge for his Humboldt Northern Railway as #11 and later #6. It was donated to California State Railroad Museum in 2004 and then donated to SPCRR at Ardenwood in 2024. Argent Lumber 2-6-2 #5 is in the background. (Don Marenzi collection)



**SOUTHERN PACIFIC COMBINE # 1010 -** Car 1010 was built by the San Joaquin & Sierra Nevada Railroad in their shops near Lodi, California in 1882. The car's original number is not currently known. Originally built as a coach, the car was later converted to a combine. The SJ&SN was sold to the Southern Pacific in 1885. The SP merged the SJ&SN into its Northern Railway subsidiary where the car was numbered 1010. In 1904 the SP standard gauged the line and the car was transferred to the SPC, where it was used until 1907. It was then sent to the N&C where it became car 16. In late 1913 the car was set aside at Mina, Nevada and converted to a house for railroad workers. It was purchased by Richard Datin in 1960. He sold it to SPCRR in 1990. (Don Marenzi collection)





*Typical train leaving from Ardenwood Depot. (Don Marenzi collection).*



Society for the Preservation of Carter Railroad Resources

**<http://www.spcrr.org/>**

**&**

**<https://www.facebook.com/spcrrmuseum/>**

# Capital Limited '79 – A Look Back at the 1979 Convention

ALEX MAYES, *Potomac Chapter NRHS*

The 1979 convention of the National Railway Historical Society (NRHS) was sponsored by the Washington D.C. Chapter, commonly known as DCNRHS, and was headquartered in Washington D.C. Titled “Capital Limited ‘79”, the convention events included an interesting variety of steam, diesel and electric-powered excursions over local mainline and branch lines. As in previous years, the convention was held over the Labor Day weekend, August 31<sup>st</sup> to September 3<sup>rd</sup>.

On September 1<sup>st</sup>, a rather intense excursion, named the “West Virginia Limited”, originated in Virginia and went through Maryland and West Virginia. Passengers boarded at the Alexandria, VA Southern Railway/Amtrak station and the train first headed north on the Richmond, Fredericksburg and Potomac main powered by Southern Railway FP7s Nos. 6133 and 6141. At RO Tower, just north of Potomac Yard, the train stopped and the FP7s were replaced with a pair of Western Maryland Railway F7s, Nos. 7173 and 7163.

Since the passenger extra would be running over former B&O lines from this point, a Chessie System crew took over running the train. The train then passed through freight-only Virginia Avenue tunnel and then crossed the Anacostia River into the small freight yard. At this point, the train reached B&O’s Alexandria Branch and continued north to JD Tower Hyattsville, MD where it transferred to B&O’s Washington D.C.-Baltimore Washington Branch.

At Camden station in downtown Baltimore the train was wyed and then proceeded west on the Old Main Line to Point of Rocks, then continued to Harpers Ferry, WV, where a photo runby was held at the bridge over the Potomac River. By this time, I was familiar with runbys so made a fast run to the east edge of the Amtrak boarding platform to get this shot (shown below), along with dozens of other photographers.



**EMD POWER – Western Maryland Railway F7s, Nos. 7173 and 7163.**

Following the runby, the train continued to Martinsburg, WV where it was wyed for the return trip. After picking up passengers at Harpers Ferry, the train headed east on the Metropolitan Subdivision to Washington Union Station, then south back to Alexandria. Teresa and I rode this trip, which was very enjoyable.

We sat with CBS journalist Wes Vernon, an active railfan and mileage collector, on the return trip. We became friends with Wes through our memberships in the DCNRHS. Wes was a columnist for Railfan and Railroad Magazine and was resident and board member of the Chesapeake Railway Association. Read more about Wes at <https://railfan.com/wes-vernon-journalist-and-railfan-railroad-columnist-dies-at-89/>.



# CHAPTER ANNOUNCEMENTS / EVENTS

**NORTHERN SHENANDOAH CHAPTER BANQUET – SATURDAY, MARCH 8, 2025**

## Northern Shenandoah Chapter, NRHS

# ANNUAL BANQUET

March 8 • 6:30 pm

**Guest Speaker:**  
**Bill Schafer**

**Director of Strategic Development  
for Norfolk Southern (retired)**

- *Instrumental in Conrail Merger*
- *Advisor on Historic Equipment*

**Director of Development for the  
Tennessee Valley Railroad**

- *Short-Line Consultant*
- *Author, Preservationist*



**Featuring  
Fizzles BBQ**

Meal includes a choice of  
Pork or Chicken

*plus*

Mac and Cheese

Cole Slaw

Green Beans w/Ham Hock

Bread

Fresh Brewed Tea



### **Fantastic Door Prizes:**

Railroad Swag      Tourist Railroad Tickets  
Discount Coupons for RR Attractions

**Cost:**      \$25 / Chapter Member  
              \$35 / non-Chapter Member

**Reservation**

**Deadline:**      March 3, 2025

**Location:**    578 Front Royal Pike  
                  Winchester, VA 22602

**Information:**

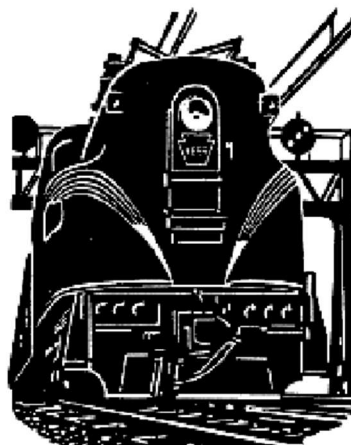
WinchesterNRHS@gmail.com  
703.554.9681

### **Three Ways to Reserve a Seat:**

1. On-line at WinchesterNRHS.org. *Minimum Fees apply*
2. Snail-mail. Mail check, made out to Northern Shenandoah Chapter, to PO BOX 364, BLUEMONT, VA, 20135 – 0000. Please indicate the names of those attending.
3. In person at regular Chapter Meeting.

*Thirty Seventh Annual HARRISBURG***RAILROAD SHOW &  
COLLECTORS MARKET****SATURDAY, MARCH 8, 2025****9 a.m. to 3 p.m.**

The Scottish Rite Harrisburg  
2701 N. 3rd Street  
Harrisburg, PA 17110



Conveniently located just south of I-81 in Harrisburg, PA. From either direction, use exit 66 off I-81, then go south (down river) on Front Street 1.4 miles. Turn left on Division St., go four blocks and turn right on Fourth Street. The Complex is on the right with a large parking lot. Parking is also available in the lot on Third St. For a map, Google "Scottish Rite Harrisburg".

- Railroadiana
- Model Railroad Items
- Books, Videos, Apparel
- Program by Dan Cupper on EBT at 11 am
- Snack Bar
- Train Layouts
- Test Track

**HARRIS TOWER and PDO  
WILL BE OPEN THIS DAY.  
SEE BACK FOR DETAILS**

**SPONSORED BY THE HARRISBURG CHAPTER, NATIONAL RAILWAY  
HISTORICAL SOCIETY, INC.** (a non-profit educational organization)

**Donation at the Door: \$5.00      Children under 12: FREE**

**Vendor Information:**

Date \_\_\_\_\_

Name \_\_\_\_\_ Types of items sold \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (D) \_\_\_\_\_ (N) \_\_\_\_\_ e-mail \_\_\_\_\_

\_\_\_\_\_ (#) 8' Tables @ \$25.00 each = \$ \_\_\_\_\_

\_\_\_\_\_ (#) Additional admissions = \$ \_\_\_\_\_

**Note: Each table includes two admissions.  
Make check to Harrisburg Chapter, NRHS.**

Total Enclosed = \$ \_\_\_\_\_ Wall space \_\_\_\_\_ Electricity \_\_\_\_\_

Information and Table Reservations: Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA 17050

Telephone: 717-343-7182 (For table confirmation, please send a stamped, self-addressed envelope.)

Website: <http://harrisburgnrhs.org>E/mail address: [irvinwepfer@msn.com](mailto:irvinwepfer@msn.com)

Harrisburg Chapter NRHS will not be responsible for lost, stolen or damaged items or any accidents of any kind.

**NOTICE:** All vendors are responsible for collecting 6% PA Sales Tax. State law requires that all vendors have a temporary or permanent PA Sales Tax License.



## **TWO INTERACTIVE EXHIBITS OPEN TO THE PUBLIC**

Located in downtown Harrisburg at the corner of 7th and Walnut Streets (across from The Forum), Harris Tower Railroad Museum will be open for visits on March 8, 2025. The Museum is a railroad control tower built by the Pennsylvania Railroad in 1929 to control all train movements through downtown Harrisburg, PA. Listed on the National Register of Historic Places, the tower once controlled the switches and signals that routed more than 100 passenger trains a day through the Central Pennsylvania area. The tower was used by the PRR, the Penn Central Railroad and Amtrak until closing in 1991. Upon closing, the Harrisburg Chapter of the National Railway Historical Society purchased the building and began the process of restoration. Following an extensive restoration project spanning more than 15 years and thousands of dollars and volunteer hours, Harris Tower opened to the public as a living history, interpretive rail museum in 2008. The centerpiece of the exhibit is the tower's Interlocking Machine and Model Board, both of which are fully operable. Visitors to Harris Tower can actually operate the levers of the Interlocking Machine and observe the illuminated model board and follow the simulated train movements, exactly as it was done decades ago. The Interlocking Machine and Model Board have been linked to a computer simulation that is programmed with the actual Pennsylvania Railroad train schedules from the early 1940's. It is then up to the visitor to throw the proper levers to route the trains to their correct destinations. In this way, rather than simply viewing a static display, visitors to Harris Tower can actually operate the equipment and experience for themselves what it would have been like to work for the PRR in its heyday. And this year, come see and operate a full-size PRR position-light signal outside the Tower with your cell phone. To the best of our knowledge, **there is no other exhibit like Harris Railroad Switch Tower anywhere in the world.**

The tower lies adjacent to very active railroad lines, making Harris a perfect vantage point for youngsters and railroad buffs to view and photograph numerous Norfolk Southern and Amtrak trains each day from a safe location, regardless of the weather. Admission is free, but donations to benefit the Chapter's educational programs and on-going preservation initiatives are welcome. Souvenir T-shirts, coffee mugs, railroad prints and other items are sold at the tower to benefit the chapter. From the train show at the Scottish Rite Entertainment Complex, return to Division Street and turn right. Proceed to N. Seventh Street and turn right. Continue on N. Seventh to the next traffic light at Maclay St. and turn left. Proceed to next light and turn right on N. Cameron (Burger King on the right). Continue approximately one mile to Market Street and turn right. Immediately after the next overhead bridge (railroad), turn right on Fifth St., then right at the light on Walnut. Harris Tower is directly ahead; the parking lot is just past the Tower on the right. When you are ready to leave, turn right from the parking lot to exit. For a schedule of times when Harris is open during 2025 or for additional information or for group visits visit [www.harristower.org](http://www.harristower.org) or contact the Harrisburg Chapter of the NRHS at 717-232-6221 or by e-mail at [HarrisTower@verizon.net](mailto:HarrisTower@verizon.net).

Just three blocks from Harris Tower is the **Harrisburg Power Directors Office**. This facility is located **on the second floor of the Harrisburg Transportation Center (the Amtrak Station) at 4th & Chestnut Streets**. It once controlled the overhead catenary used by electric locomotives from Harrisburg eastward to near Philadelphia, from the Enola Freight Yard (across the river) to near the PA/MD state line, the Pennsy's famed A&S Low Grade Line and other electrified lines. The Harrisburg NRHS obtained a lease for the facility in May of 2022 and is in the process of restoring it as an educational exhibit. While this is a work in progress, it will also be open to the public in addition to Harris Tower and we invite you to stop by and visit! Tours/talks will begin on the hour. Here is the easy walk **from Harris Tower**:


- Proceed west on Walnut Street toward downtown for one block to Fifth Street.
- Turn left on Fifth Street and proceed for one block. The train station is straight ahead.
- The **entrance to the Power Directors Office is the last door at the far end of the building**. There is a sign on the door. Enter there and take the stairs to the second floor.
- An elevator is available at the opposite end of the train station, behind the fireplace in the main lobby. Take the elevator to the second floor, turn right and follow the corridor to the end.

**We hope to see you at Harris Tower and the Power Directors Office on March 8, 2025!**

# THE RAILROAD EXPLORER V – SATURDAY, APRIL 26, 2025


**EXTRA! EXTRA! tickets can be purchased through our website at [www.lehighlines.org](http://www.lehighlines.org)**

*Two groups...*



**Railroad Historians of the Lehigh Valley**  
and the  
**Lehigh Valley Chapter, NRHS**  
[www.lehighlines.org](http://www.lehighlines.org)  
-ANNOUNCES-

*...one mission!*



## The RAILROAD EXPLORER V

### A Railfan R.D.C. Branchline Excursion

## SATURDAY, APRIL 26, 2025

Ride the Reading C Northern's RDCs over the entire length of the Lehigh Division Main Line (former Lehigh Valley/CNJ trackage) from Nesquehoning Regional Railroad Station. Experience the splendor of Lehigh Gorge State Park, then battle the rugged grades over Penobscot Mountain. Upon arrival at Pittston, explore rare mileage on the Taylor Branch, then travel the Susquehanna Branch to Tunkhannock and Vosburg Tunnel.

\* The Railroad reserves the right to substitute motive power.

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**Boarding begins at 8:30. Train Departs Nesquehoning *promptly* at 9:00**

Nesquehoning GPS Address is: 1 Iron Horse Way, Nesquehoning, PA 18240


- A route map will be provided -

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**Your choice of Turkey, Italian, or Ham Hoagie \***

**Please list your choices on the Ticket order form, below.**

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



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**FARE: \$ 99.00/per Rider**

***All are welcome, membership not required!***

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

**PLEASE RESERVE BEFORE APRIL 4, 2025**

Information or questions-- KGJR1554@earthlink.net

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

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

**\* ALL Tickets will be held for pickup the day of the Trip . \***

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✂

RIDER NAME(S)	1.	2.	3.
*FOOD CHOICE	Hoagie	Hoagie	Hoagie

clip

ADDRESS: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

AMOUNT ENCLOSED: \$ \_\_\_\_\_,00 TELEPHONE: ( \_\_\_\_\_ ) \_\_\_\_\_ EMAIL: \_\_\_\_\_



# DCNRHS PRESENTS 'BLUE RIDGE RAMBLER' – SUNDAY, JUNE 1, 2025

The National Railway Historical Society, Washington, D.C. Chapter, Inc. (DCNRHS) presents the

## Blue Ridge Rambler

Sunday, June 1, 2025



Dover Harbor at Roanoke; photo by Richard Shell

Experience luxurious rail travel aboard the classic Pullman car *Dover Harbor*—traveling to Roanoke VA.

After an 8:15AM departure from Washington Union Station, then boarding stops at Alexandria VA and Manassas VA, enjoy the scenic ride as Amtrak's *Regional* train #151 ambles south along the eastern edge of the Blue Ridge Mountains. Make new friends as we pass through Charlottesville and Lynchburg. Relax in the comfortable Pullman surroundings while our white-jacketed attendants serve you beverages, libations, and Brunch!

At 1:16PM, *Dover Harbor* will arrive at Amtrak's Roanoke station. You'll have three hours in downtown Roanoke on your own to visit nearby attractions such as the Virginia Museum of Transportation, Science Museum of Western Virginia, and Taubman Museum of Art (all within a few blocks walk) or stroll up the hill to the Hotel Roanoke, to enjoy mountain air and the view overlooking downtown.

*Dover Harbor* is scheduled for a 4:23 PM northward departure from Amtrak's Roanoke station with Amtrak's *Regional* train #66. A delicious supper will be served enroute to an evening return to Manassas, Alexandria then ultimately at 9:28PM, Washington DC!

### PER PERSON FARES (FIRST CLASS)

All fares include round trip rail travel on *Dover Harbor* between the listed cities and meals as described above, beverages, snacks, and spirits aboard the car while enroute.

Washington/Alexandria/Manassas to Roanoke and return

**DCNRHS Members: \$419**

**Nonmembers: \$469; Child (ages 2-12): \$389**

### CONDITIONS:

1. The Washington D.C. Chapter, NRHS makes every effort to accommodate the physically challenged; however, *Dover Harbor* as a historic railroad car is not wheelchair accessible. Operator requires those physically challenged passengers requiring special assistance from others to travel with someone who is able to assist them.
2. Those with special dietary needs such as food allergies or vegetarian /vegan meals must notify the reservations agent at least two weeks in advance of the trip. Please include a note in the comments line when placing your order or send an email to [reservations@dcnrhs.org](mailto:reservations@dcnrhs.org).
3. No refund or credit of purchased tickets after May 1, 2025 other than by operator's cancellation of the trip or reselling of the space. The operator suggests passengers obtain trip insurance to cover cancellations resulting from personal emergencies, illness or other causes.
4. Package does not include hotel accommodations, gratuities, personal incidental charges, tours, admissions, local transportation or meals except enroute aboard *Dover Harbor* as described above.
5. Children's fares apply to ages 2 – 12. Children under age 2, not occupying a seat travel free (submit names of children under 2 with your reservation). Each child must be accompanied by a fare-paying adult. Above age 12, the full fare is applicable.
6. The General Conditions for tours, trips, excursions, and events as published on the DCNRHS web site ([www.dcnrhs.org](http://www.dcnrhs.org)) apply. By making a reservation, participants agree to be bound by both the General and these specific Conditions.

**RESERVE YOUR PLACE ONLINE NOW AT [WWW.DCNRHS.ORG](http://WWW.DCNRHS.ORG) (Handling Fee Applies)**

**Questions? E-mail [reservations@dcnrhs.org](mailto:reservations@dcnrhs.org) or call 202-627-6978.**

### BLUE RIDGE RAMBLER: June 1, 2025

I'm ready to go! My reservation and payment are enclosed:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone: ☐ day ☐ evening \_\_\_\_\_

Mobile phone (day of trip): \_\_\_\_\_

E-mail: \_\_\_\_\_

Reservation confirmations are sent by e-mail. Please ensure your spam filter will accept e-mails from [reservations@dcnrhs.org](mailto:reservations@dcnrhs.org); contact us at this address if you do not receive confirmation within one week of booking.

### PAYMENT METHOD

☐ Check payable to Washington D.C. Chapter, NRHS

☐ Charge to my Visa/Mastercard:

Card No.: \_\_\_\_\_

Exp. Date (mm/yy): \_\_\_\_ / \_\_\_\_ CID # (on back of card) \_\_\_\_\_

Signature: \_\_\_\_\_

Please reserve the following spaces (please check boarding location):

**TO ROANOKE from** ☐ Washington ☐ Alexandria or ☐ Manassas

# \_\_\_\_\_ DCNRHS Member(s) at \$419 = \$ \_\_\_\_\_

# \_\_\_\_\_ Nonmember(s) at \$469 = \$ \_\_\_\_\_

# \_\_\_\_\_ Child (ages 2-12) at \$389 = \$ \_\_\_\_\_

**TOTAL AMOUNT:** \$ \_\_\_\_\_

**ALL PASSENGER NAMES (Required) / DCNRHS Member No.**

\_\_\_\_\_/\_\_\_\_\_

\_\_\_\_\_/\_\_\_\_\_

\_\_\_\_\_/\_\_\_\_\_

\_\_\_\_\_/\_\_\_\_\_

DCNRHS Member Number is required for the discounted Member Fare.

Comments: \_\_\_\_\_

PLEASE NOTE: DCNRHS is not responsible for delays to orders sent via U.S. Mail, and encourages booking reservations at [www.dcnrhs.org](http://www.dcnrhs.org) via our secure online reservation system which is available 24 hours a day, seven days a week.

Mail to: WASHINGTON DC CHAPTER NRHS, c/o Chuck Ellison, Reservations Agent, 8360 Greensboro Dr., #122, McLean, VA 22102-3552



# 2025 - Dover Harbor Is The Way To A Fun Day!

By WASHINGTON D.C. Chapter, NRHS

# 2025

## DOVER HARBOR

A Classic Pullman Private Railroad Car



*Dover Harbor rolls through North Philadelphia with the southbound Silver Star enroute to Washington DC. Photo by Bob Vogel.*

JANUARY							FEBRUARY							MARCH							APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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Available for charter to destinations across the U.S.A. from the  
**National Railway Historical Society, Washington DC Chapter, Inc.**  
**202.627.6978 • [www.doverharbor.com](http://www.doverharbor.com)**