

Rails, Mills and Manufacturing in the Northeast

By JOHN COWGILL, D. C. Chapter NRHS

There is so much history to the city of Boston, but what about its suburbs, specifically Lowell? That city, founded in 1826 and named after Francis Cabot Lowell, played a major role as the cradle of the Industrial Revolution. It was the home of textile mills and manufacturing sites and became the largest industrial complex in the nation.



Sadly, the industries died in the town and the structures were abandoned ... until the National Park Service claimed the properties and made them into the Lowell National Historical Park. Today, the textile factory is open to the public and is a window to the workers' lives as they created textiles to be sent around the nation and world.



The Lowell National Historical Park preserves a historic textile mill and was not built around the railroad. How does this fit into our hobby?

There are many displays showing factory life and history, as well as a trolley, which at the outset, might seem out-of-place

(Continued on pg. 3)

APRIL 2026

Table of Contents

<i>Rails, Mills and Manufacturing in the Northeast</i>	1
APRIL 2026	2
Table of Contents	2
Submission Deadlines for NRHS News	2
NRHS Events, Conventions, Conferences	2
NRHS Spring Conference - Salt Lake City, Utah. May 28 to 30, 2026.....	2
NRHS 2026 Conference - Cleveland, Ohio. September 21 to 25, 2026	2
About the NRHS News	2
2026 Outstanding Railroad Historic Preservation Award – Coming in June	4
Spring 2026 NRHS Conference: May 28 - May 30	5
Coming Soon – 2026 National Train Day, May 9 -10	6
Intermountain Chapter – 2026 Activities (so far)	7
Steam Engines at Their Best With the NRHS, 1991	9
John M. Emery Rail Heritage Trust - 2026 Grants	10
The Last Stop - Member Passings	12
Chapter Events and Activities	14
CNJ, L&NE and LV Shippers Guides - Reprinted / Bound Copies Now Available	14

Submission Deadlines for NRHS News

- May 2026 (online PDF) – deadline May 8
- June 2026 (online PDF) – deadline May 26

NRHS Events, Conventions, Conferences

NRHS Spring Conference - Salt Lake City, Utah. May 28 to 30, 2026

- See Conference Announcement on p. 3.

NRHS 2026 Conference - Cleveland, Ohio. September 21 to 25, 2026

- Trip itineraries and hotel details to be announced.

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. On occasion, a “special” issue might be published. All issues are available (pdf file) online at <https://admin.nrhs.com/NRHSNews/>

Valli Hoski, Harrisburg Chapter NRHS, Editor. Elizabeth Guenzler, Central Coast Chapter NRHS, Associate Editor. Alex Mayes, Potomac Chapter NRHS, Content Assistant. Eileen Weber, St. Louis Chapter NRHS, Editorial Assistant. Email submissions to News@nrhs.com or mail to NRHS News, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372.

The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. Membership information changes should be sent to Doug Scott at Membership@nrhs.com. Membership dues should be mailed to NRHS - Membership, PO Box 31074, St. Louis, MO 63131-0074 or you may join or renew online at www.NRHS.com/membership.

NRHS Bulletins Available for Chapters

If you are participating in a train show and want some older NRHS Bulletins to use as giveaways or wish to send several Bulletins to new members, please contact Al Weber at aweber@nrhs.com. He will send you a variety box of Bulletins for this use.



When the city of Lowell and the mills were erected in the 1820's, there was no alternative to walking to work, but in 1864, the Lowell Horse Railroad Company provided a new option, that of riding a horse-drawn trolley.



In 1889, electric trolleys took over. However, one of the passenger railroad's enemies, the automobile, became more popular and the trolley service ended in 1935. In 1984, the National Park Service brought back the trolley, acquiring open-car trolleys that were designed as replicas of trolleys built by the J. G. Brill Company for the Eastern Massachusetts Street Railway Company, successor to the Bay State Railway Company. The GOMACO Corporation of Ida Grove, Iowa, built the park's small fleet of trolleys. Because the old trolley tracks were torn up from Lowell's streets during World War II, the park's trolleys run on tracks of the former Boston and Maine Railroad. An overhead 600-volt line of direct current powers the cars. Each of the park's two open-air cars seats 90 people; the enclosed trolley seats 48.

These trolleys operate between the Visitor Center, the boat ride and the factory museum and some of the old trolley tracks are visible.



While waiting for the trolley, displayed Boston and Maine 0-6-0 410 and B&M combine 1244 pay tribute to the role that the railroad played in Lowell's economy.

2026 Outstanding Railroad Historic Preservation Award – Coming in June

By *THE NATIONAL RAILWAY HISTORICAL SOCIETY*

The National Railway Historical Society (NRHS) and Railway Age have joined for a fourth year to recognize and honor a North American common carrier railroad for a historically significant preservation project currently in operation, accessible to the public, or on display in the United States, Canada or Mexico. This award is intended to recognize the most outstanding example of historic preservation achieved within the railroad industry itself.



PREVIOUS AWARD RECIPIENTS - Iowa Traction (2023), Union Pacific (2024), Reading & Northern (2025).

The criteria for the Outstanding Railroad Historic Preservation Award are as follows:

- Projects may include locomotives or any type of rolling stock, buildings, stations, rail line, or significant rail line features such as a bridge, viaduct, tunnel.
- Projects that result in returning the asset to use as originally intended will be prioritized vs. a static display or no longer operational asset.
- Projects accessible to the public will be prioritized for recognition (for example, periodic operation of historically significant railroad equipment, scheduled excursion train service, publicly accessible historically preserved railroad stations, or buildings and/or museums displaying historic railroad artifacts).
- Historic railroads, tourist lines and museums not operated by common carrier railroads are ineligible for this award

Nominations have closed. The 2026 honoree will be announced at the [Railway Interchange](#) conference on Wednesday, June 3, 2026.

For further information about this award, please contact [Mike Yugas](#).

Spring 2026 NRHS Conference: May 28 - May 30.

The Spring 2026 NRHS Conference takes place in Salt Lake City, Utah, in late May. The Promontory Chapter, our host, has arranged a full weekend, including a tour of Ogden Union Station and an excursion on the Heber Valley Railroad. And of course, NRHS business meetings!



A Heber Valley Railroad passenger car.

Conference timetable:

- Registration welcome center opens Thursday, May 28, 4:00 pm, in the Cheyenne room of the Little America Hotel, 500 South Main Street, Salt Lake City.
- Friday, May 29: Our deluxe chartered motor coach leaves the hotel bright and early for a fun day of railroad activity. The journey starts with a tour of Ogden Union Station. Locomotives on display include Union Pacific gas turbine electric 26, UP DDA40X 6916, and the chapter's D&RGW SW-1200 133.
- In the afternoon we ride on the Heber Valley Railroad to the end of the line and return. A box lunch is served on the train, with choice of ham, turkey, roast beef or vegetarian sandwiches, or a lettuce wrap.
- Saturday, May 30: Advisory Council and Board of Directors meetings.
- 2026 is the 60th anniversary of the Promontory Chapter! Conference attendees will join the celebration by attending the chapter's buffet-style banquet on-site at the hotel's Idaho room featuring prime rib, chicken and fish.

The Conference fee is \$250 for the full weekend, or \$25 for members who wish to only attend the Saturday meetings in person.

Registration for the full weekend is open through May 20. To register, please see the Spring Conference notice that was emailed to each member on February 22nd.

Conference headquarters is the Little America Hotel, 500 South Main Street, Salt Lake City. Our group rate is \$139 per night, plus taxes. Please note hotel space is limited, so book early to avoid disappointment.

To book a hotel reservation, please see the Spring Conference notice that was emailed to each member on February 22nd. Click on the information link (there will be additional emails before the deadline). Or log in to your membership portal at <https://secure.nrhs.com> and click the conference link.

We're looking forward to seeing you in May!

Cordially, Promontory Chapter and the NRHS Conference Team

On the horizon

The NRHS 2026 Convention will take place in Ohio in late September. Details to follow.

Coming Soon – 2026 National Train Day, May 9 -10

By *PACIFIC NORTHWEST CHAPTER, NRHS*



**OREGON RAIL
HERITAGE CENTER**



OUR NATIONAL TRAIN DAY CELEBRATION IS BACK! – We're adding an extra day of fun. Be sure to save the dates!

Join us as we celebrate all things trains with exciting activities for all ages. You can look forward to train rides, steamed-up locomotives, and plenty more to enjoy!

Learn more at orhf.org

Intermountain Chapter – 2026 Activities (so far)

By *ROBERT BREWSTER, Intermountain Chapter NRHS*

Welcome to Spring! Trees are sprouting and flowers are blooming, a sure sign of friendlier weather, except for an occasional blizzard along the way. I'll bet those involved in the 70-vehicle pileup on I-70 the other day wish they were on Colorado's Mountain Rail instead! We look forward to the day when we'll have daily trains into the mountains year-round.

The Intermountain Chapter has been busy this year! Highlights include two separate trips on Amtrak's Winter Park Express, our monthly meetings, and sales tables at the gigantic Rocky Mountain Train Show at the National Western Complex, sponsored by our friends at the Rocky Mountain Division - Train Collectors Association (RMD-TCA).

April 11 - The Chapter staffed six tables with assistance from Members Tom Peyton, Chip Sherman, Bob Williams, and Don Vogel. Yours truly could not have managed the event alone!



Photo courtesy of Chip Sherman

THE BIG TRAIN SHOW – Tom Peyton (right) trolley enthusiast with (left) a well-known huckster of rail goods staff the Chapter's tables at the big train show.

Lots of books and a massive selection of the finest rail VHS tapes known to mankind. And lots of trinkets. All these items have been donated to our Chapter by our loyal members and some by our friends at the Rocky Mountain Railroad Club as they disbursed their remaining inventory. All proceeds have been, and will be, distributed to our great rail history venues in Colorado. Several thousands of dollars have been raised and distributed to date. While this year's show only generated \$666 in proceeds (hope *that's* not an omen!) most shows generated well over a thousand dollars. Next show is Thanksgiving weekend ...stay tuned.

March 26 ... Chapter members enjoy themselves in Winter Park during the layover of Amtrak's Winter Park Express. Perfect weather, a great lunch and a wonderful ride through our majestic foothills and mountains. We'll do it again next ski season!



WINTERPARK LUNCH – Enjoyed by chapter members.



POST-LUNCH ACTIVITIES – Were definitely ‘bearable’.

Steam Engines at Their Best With the NRHS, 1991

By ALEX MAYES, Potomac Chapter NRHS

The 1991 NRHS convention was headquartered in Huntington, West Virginia and featured trips with three massive steam engines: Norfolk & Western Class A No. 1218, Nickel Plate Berkshire No. 765 and Pere Marquette Berkshire No. 1225.



NRHS AND STEAM AT ITS BEST - Nickel Plate Berkshire No. 765 and Pere Marquette Berkshire No. 1225.

On August 9th, the two Berkshires ran side-by-side on the former Chesapeake and Ohio main between Huntington and St. Albans, West Virginia, with the 1225 pulling a passenger train and the 765 hauling a string of coal hoppers and a caboose.

Three stops were made on this trip with the two engines next to each other, two of the stops were photo runbys. This runby was held at Hurricane, West Virginia which was one of the most incredible runbys ever photographed.

Thank you Robert B. and W. Graham Jr. Claytor for allowing these excursions. Can you imagine any of the Class One railroads agreeing to running trips like this now?

John M. Emery Rail Heritage Trust - 2026 Grants

By *JOHN M. EMERY RAIL HERITAGE TRUST*

March 13, 2026

The JOHN H. EMERY RAIL HERITAGE TRUST is pleased to announce the following grants for this year. John Emery was a long-time Chicago resident who was an avid rail enthusiast who loved to ride trains around the world and wanted to help preserve rail equipment and infrastructure that will allow future generations to share his experiences during what he considered the “Golden Age” of railway travel, from 1920 to 1960.

Thirty-two (32) applications were received requesting almost \$ 900,000. After extensive research and serious consideration by advisors of the Trust, twenty (20) organizations were awarded grants totaling \$250,000. The John Emery Rail Heritage Trust is one of the largest trusts in the US that makes 100% of its awards solely for railroad restoration purposes.

For 2026, grants were approved for the following organizations/projects:

1. Adirondack Scenic Railroad: \$11,100 for the rehabilitation of New York Central Railroad RS-3 locomotive #8223.
2. Anthracite Railroad Historical Society: \$10,000 to aid rebuilding the generator for EMD F7 B unit engine #664B.
3. Colebrookdale Railroad Preservation Trust: \$25,000 for work on Hydronic Heating for the Pullman Woodland.
4. Connecticut Electric Railway Association: \$2,350 for the painting of the Chicago, Aurora & Elgin interurban car #303.
5. El Dorado Western Railway Foundation: \$1,000 to assist with repairs for the ex-Placerville and Sacramento (ex-Southern Pacific) historic track.
6. Fox River Trolley Association: \$5,000 to help with seat rehabilitation for Chicago, Aurora & Elgin interurban car #20.
7. Friends of S.P. 4449: \$10,000 for assistance with body and vent repairs for dining car DLMX #1349.
8. Gold Coast Railroad Museum: \$11,000 to help with roof, window, seat repairs and paint for Florida East Coast Railway Coach #136.
9. Minnesota Transportation Museum: \$20,000 for electrical and cooling system replacements for passenger cars.
10. Nashville Steam Preservation Society: \$45,000 for electrical components for Nashville, Chattanooga and St. Louis 4-8-4 steam locomotive #576.

11. Norfolk & Western Business Car 300 Preservation Society: \$7,000 for window repairs for ex-Norfolk & Western Pullman Hollins College.
12. North Carolina Transportation Museum: \$5,000 for work on restoration of ex-Norfolk & Western combine car #1506.
13. Oregon Rail Heritage Foundation: \$27,000 for the restoration of pistons, cylinders & crossheads for Oregon Railroad & Navigation Co. 4-6-2 steam locomotive #197.
14. Pacific Southwest Railway Museum: \$10,000 for help with mechanical refurbishment and restoration to original appearance of ex-Southern Pacific GP-9 locomotive #3709.
15. Railways to Yesterday: \$5,000 for assistance with the seat reupholster of Chicago, Aurora & Elgin interurban car 315.
16. Smoky Hill Railway & Historical Society: \$10,000 for help with the painting of Smoky Hills Railway (SHRX) GP-9 locomotive #102.
17. Tri-State Railway Historical Society: \$10,000 for assistance with rewiring of EMD F3 A unit engine #663.
18. Watauga Valley Railroad Historical Society and Museum: \$15,550 to help with truck repair on the ex-Clinchfield Railroad office car #100.
19. West Chester Railroad Heritage Association: \$5,000 for repairs of Ex-Reading Company Cars WCRL #9114 & #9124.
20. Western Michigan Society for Industrial Heritage: \$15,000 for help with repair and painting of ex-Canadian National coaches #5180 and #5208.

Congratulations to all the groups who received a grant and the best of luck as they continue to preserve our railroad heritage!

First Option Bank, Trustee of the Emery Rail Heritage Trust, provides ongoing support throughout the application and selection process. Through careful investment management, the Advisory Committee hopes to expand the Trust's impact on the preservation of historic rail passenger travel. For information on establishing a foundation or contributing to the Emery Rail Heritage Trust, please contact First Option Bank at 913-294-9222.

Applications for the next round of grants will be due no later than February 1, 2027.

Check for details at <http://emeryrailheritagetrust.org/WP/>.

©2026 All Rights Reserved Emery Rail Heritage Trust

The Last Stop - Member Passings

By NRHS MEMBERS & CHAPTERS

Ed Brady, Perryville Chapter NRHS

[Submitted by Rich Hafer, President Perryville Chapter NRHS]

With deep sorrow, I am letting you know, one of our friends and Chapter Members passed away this week, Ed Brady. Ed worked with Jim Miller and Al Walton putting the Gallery back together in the Fall of 2022 after MARC renovated the Station and was there through the early transition of the Chapter in 2023 and 2024. Ed and I worked together when we were on the Board of Directors of the Aberdeen B&O Station Restoration Group.

I got to see Ed for the last time at the B&O Station in Aberdeen while railfanning on March 31 and gave me the unfortunate news of his health condition and that he was in Hospice at Home and he introduced me to one of his grandsons. We all had a good conversation despite his poor health and his health prognosis.

Here is the link to his final arrangements for those of us who wish to pay their respects.

<https://www.mccomasfuneralhome.com/obituaries/william-brady>

Michael C. Sudol, Jersey Central Chapter NRHS

[Submitted by Mitch Dakelman, President JCRHS]

Michael C. Sudol Jr., of Metuchen, NJ, died peacefully at his home on March 7, 2026, after 89 remarkable years. He died following a short battle with pancreatic cancer.

Born on Jan. 12, 1937 in Passaic, New Jersey to Michael C. Sudol Sr. and Mary A. Ryzowitz, Michael was raised in Wallington, NJ and was the valedictorian of his 1954 graduating class at East Rutherford High School. He attended the Massachusetts Institute of Technology in Boston and graduated with a degree in chemical engineering. He was a member of his college's Sigma Phi Epsilon fraternity.

Upon graduating, he briefly worked for E.I. DuPont and Co., in Newburgh, NY, then Schering-Plough in Union, NJ as a chemical engineer. Michael then embarked on a 33-year-career at Merck & Co., Rahway, NJ, as a patent law attorney. While working at Merck, he obtained a juris doctor from Seton Hall University School of Law and rose in the Merck ranks to become the director of international litigation for intellectual property. He specialized in patent prosecution and litigation and was instrumental in defending pharmaceutical drug patents owned by Merck. He retired from Merck & Co. in April, 1997.

Michael served for three months in the U.S. Army's chemical corps at Fort Dix, N.J. followed by more than five years in the U.S. Army Reserves.

While his job required much travel to the likes of Canada, Germany and Switzerland, he developed a passion for travel long before that. Michael traveled all over the world, documenting his trips in photographs and doing it mostly by train, which was his other longtime past-time. He visited countries in five of the seven continents – his favorite country being Switzerland. Michael likely embarked on every major rail line in the U.S. as

well as international railways and amassed a collection of model trains. He especially loved riding Amtrak's Northeast Regional line from New York to Boston or Washington D.C. He was also an avid hiker and skier, only deciding to give up the sport at the age of 82 after skiing with his grandson.

His two passions only took a back burner to his family, to whom he was especially devoted. Michael was married to his loving wife Carol for 63 years. The two met at a hot dog roast at Fairleigh Dickinson University and married in 1963. They settled in Metuchen in 1968, which they called home for the next 58 years, and raised their two daughters there.

Michael also enjoyed spending time with his family at the beach on Long Beach Island. He and his grandson shared a love of train travel, mapping out directions, riding bikes together at the beach and eating fudge and clam chowder.

Michael also believed strongly in giving back to his community by serving as a Metuchen Zoning Board member for four years and an AARP tax volunteer at Metuchen's Senior Center for at least 10 years. He was a longtime member of the Jersey Central Railroad Club, Miramar Ski Club, Appalachian Mountain Club and a parishioner at St. Francis of Assisi Cathedral, Metuchen.

Michael was a quiet, reserved man but shared his witty, dry sense of humor with his family. He was a steady presence and thoughtful advice-giver to his family.

In lieu of flowers, donations can be made to the National Railroad Historical Society at <https://secure.nrhs.com/forms/giving>

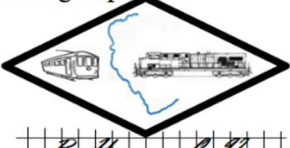


EMD F7a # DIESEL-ELECTRIC LOCOMOTIVE, JULY 21, 1974 - Erie Lackawanna Railway, Susquehanna, Pennsylvania. Sandy Burton photograph, Jersey Central Chapter NRHS Collection.


Chapter Events and Activities

CNJ, L&NE and LV Shippers Guides - Reprinted / Bound Copies Now Available

Two groups **Railroad Historians of the Lehigh Valley** one mission!



&



Lehigh Valley Chapter, NRHS

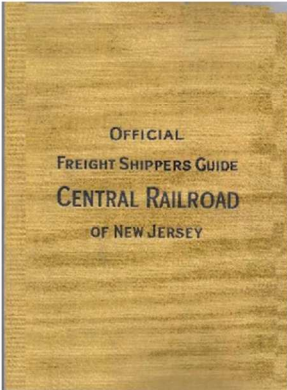
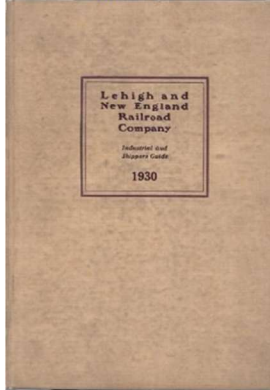
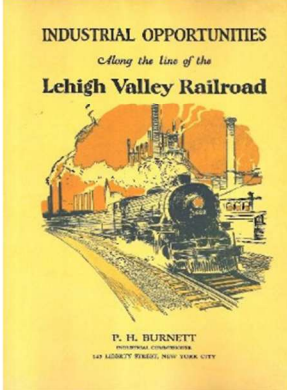
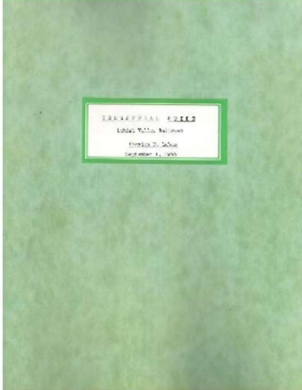
Dedicated to preserving the Lehigh Valley region's rich railroading history for the future.

Please visit us online at www.lehighlines.org or through our Facebook page.



Announcing the sale of professionally reprinted and bound copies of CNJ, L&NE, & LV Shippers Guides



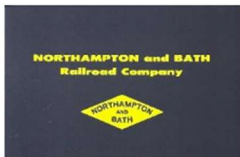
CNJ 1918	LNE 1930	LV 1926	LV 1965
			

Member: @ \$30
Public: @ \$40

Member: @ \$30
Public: @ \$40

Member: @ \$25
Public: @ \$35

Member: @ \$15
Public: @ \$25



Member: @ \$8
Public: @ \$10

Take a step back in time to an age when railroads actively advertised their services and took pride in their shippers. Key features of most books are descriptive directories of shippers, fold-out maps of port facilities, concise lists of all shippers located at every station, geographic descriptions of primary towns and boroughs along the railroad, period photographs and advertisements, and more. Whether a modeler or scholar, these books are a must for rail enthusiasts. All items have been painstakingly reproduced in their entirety. The books retain their as-delivered appearance and format. All reproductions are perfect-bound and printed on high quality paper. Additionally, the 16-page N&B pamphlet was produced by the railroad in 1955. It contains a map, a history of the railroad, and descriptions of the towns located along their mainline. *Please note, member rates apply only to those who have active membership with RHLV.* Join today to receive member rates!

Name: _____

Address: _____

Book Subtotal \$ _____ + Shipping (\$10 single book, \$15 multiple books) = Total \$ _____

E-mail address: _____

Send checks made payable to Lehigh Valley Chapter, NRHS to Jim Rowland PO Box 397 Cobb Island, MD 20625