



NRHS News

NEWS FOR ALL NRHS MEMBERS

APRIL 2015

PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY

MAJESTIC VERMONT – The beauty of Vermont will serve as the backdrop for the 2015 convention.

Members from almost 40 states will attend convention

By Barton Jennings, Manager of Rail Operations, and Walter Zullig, Chairman for 2015 NRHS Convention

Sales continue for the 2015 NRHS convention, hosted by the Vermont Rail System (VRS) in Rutland, Vt.

As sales continue, a number of ticket classes have begun to sell out, and the convention committee has been working to add capacity to several events so that all interested

members, as well as the general public, can participate in the first convention based in the Green Mountain state. NRHS members from almost 40 states and Canada have already signed up to participate. Thanks to local and national publicity, more than 30 new NRHS members have already registered for the event, and the general public has begun buying tickets for the Fathers Day charter on Sunday, June 21.

The convention features six charter trains on the Vermont Rail System, a charter on the Saratoga & North Creek, and a ride on Amtrak's *Ethan Allen Express* passenger train. Tours of the VRS roundhouse in Burlington and the joint Rutland/D&H station at Center Rutland, as well as the many historic structures and equipment displays at the Shelburne Museum, highlight

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members, as well as the general public, can participate in the first convention based in the Green Mountain

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The president's corner...

Renewals still being accepted; changes to bylaws considered

By Al Weber, NRHS President

We are still taking in 2015 renewals, and we have 6,238 members who have rejoined with 4,082 who have not renewed from 2014. This includes regular members and family members. I know that many have problems with supporting the NRHS in our current condition, but please see if you can get your fellow members to renew for 2015.

The 2015 convention in Rutland, Vt. is coming together, and we are now having to add hotels since we sold out the main convention hotel. The convention committee has found other hotels that offer very good rates.

Many sections of events are still available, so if you are thinking about attending, get your tickets now. I think it will be a very good convention in a really nice part of the country.

Some members of your board of directors have been working on a few changes to the NRHS bylaws. The first is term limits for the president and vice president. We are going to offer to the board and membership for their approval a proposal for staggered four-year terms with no more than two consecutive terms in office. Then the office holder would not be eligible for one term before being able to run for that office again.

The second is making a change to the bylaws stating that we need only two conferences each year. The four meetings just cost too much both in money and time, and we are moving toward using the Internet and other means to get all the society's day-to-day work done. We are not prohibiting more meetings and, for the next year, we already have four scheduled, but we are taking the requirement out of the bylaws. The society will still have a conference at the national conventions and a membership meeting.

The third item that no one is working on just yet, though many are discussing is changing the bylaws to remove 100 percent chapter membership in the national to remain a chapter. We all need to talk this through. Many chapters have "local only" or "newsletter subscriptions" or a "separate but equal club." Other chapters are still requiring 100 percent of their local chapter members to have a national membership.

The "one size fits all" has not worked for many years. We have chapters that are just railroad history groups, and others that are museums, model railroad clubs, railroad car owners, etc. The list is very long, but we all are trying to preserve railroad history. We must keep the general goal but evolve. We need to remember we must have paying members to be in business. The board needs ideas on how we can do this successfully.

The membership committee is working on a new database for our membership. Committee members are trying to find the best fit for our type of organization, and they have put in

many hours looking for and trying different systems. As all of you know, the NRHS is made up of many different types of groups with railway history preservation at the core.

Both RailCamps are coming together, and events and contracts are being negotiated with the parties involved. Please support this as these campers are our future. We are accepting applications and donations. See the web site for further information.

Many railroad groups are participating in National Train Day events on May 9. See if your local museum or chapter can work with others and help make it a big event in your area. My local chapter is attending the event at the Kirkwood Amtrak Station here in St. Louis. The chapter has participated for many years. Last year was a big success. Over 300 communities all over the country are celebrating the event.

Many museums are also holding National Train Day, so go and get your local chapter involved. If you cannot get them, go and ask if you can help yourself. This is the way we get the word out about railroad history preservation and maybe get a few new members. The website is <http://amtraktraindays.com/>.

Now that we are a few months into 2015, I am seeing what it costs to run the Society. We have a lot of every-month expenses, as well as some large once- or twice-a-year expenses. A short but not complete list includes: accounting, audits and writing checks, *NRHS News*, legal, email to members account, web page, new office and supplies, library, phone (both a phone line and conference calling), insurance, membership services and computing. This all adds up to between \$12,000 and \$20,000 per month. This does not cover the convention, RailCamp or other events like conferences, which all cost us funds.

I am trying to get volunteers and others to take over many of the projects that we paid for in the past, and many have stepped forward. Thank you. We are still in a very tight financial position but your officers and board are working on keeping our spending under our income. We still have outstanding bills, and will be very tight on cash at the end of the year. With basically 5,000 regular members, we have to budget to that income level.

Finally, I do read all the newsletters and emails that come my way. I try to reply to most if not all emails. Postal letters are a little harder and take more time but I do write many reply letters. If you have any questions, please contact me, any board member or your advisory council representative.

Al
email aweber@nrhs.com.



PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY

IN RUTLAND — A passenger excursion rolls past the depot in Chester, Vt., a classic example of an early 1900s depot.

Tickets selling fast for 2015 Vermont convention trips

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other rail activities available to those who attend.

Based at the Holiday Inn in Rutland, all convention meetings, seminars, banquet, transportation to off-site events and train excursions start here. The convention rate at the Holiday Inn (\$99 for one person, \$119 for two, \$139 for three and \$159 for four) includes a free hot buffet breakfast, scheduled to be offered in advance of event departures each day.

The Rutland Holiday Inn now is fully booked Monday, June 15 through Friday, June 19. As this issue was nearing completion, rooms were available there Thursday, June 11 through Sunday, June 14, and there were some rooms open on Saturday, June 20 through Monday, June 22. Phone the Holiday Inn directly at 1-802-773-6130 to make your reservation. So, if you want to just do the Hoosick trip and/or the Fathers' Day trip, you may still be able to get a room at the Holiday Inn.

NRHS officials have arranged for two overflow hotels.

The Hampton Inn (Hilton chain) is adjacent to the Holiday Inn. Officials have set aside some rooms for us at \$139 per night plus taxes, but reservations were to be made by March 31. Call them at 1-802-773-9066 and ask for Lannie or Mark. This hotel is 50 yards from the Holiday Inn, and breakfast, parking and Wi-Fi are included. As of the date of publication we understand that the Hampton Inn is nearly fully booked.

The Best Western Inn & Suites will give the NRHS up to 40 rooms. Their special NRHS rate is \$109 for a standard room for one or two people, and \$139 for a one-bedroom suite with full kitchen, dining area, living room and bedroom with two queen beds. All prices are plus taxes. Their rate includes breakfast and parking. Call them at 1-802-773-3200, and be sure to request the NRHS conference rate.

The Best Western is three miles from downtown and about 4-1/2 miles from the Holiday Inn where our buses will arrive and depart. Thus persons using the Best Western are advised to have an automobile available.

Ticket Updates

As this is being written, tickets are still available for all events, although some premium class tickets, such as the *Macintyre* business car and lounge seats, are sold out. However, there are still tickets available for the dome car and *Dover Harbor* lounge car on all VRS trips. Additionally, coach and table seating is also available on all VRS trips. On the Saratoga & North Creek trip, the dome has sold out but plenty of coach seats are still available. The online registration system provides a real-time status of all ticket availability, so please register and check the current status there.

A closer look at the convention events

The February *NRHS News* looked at several of the convention events in detail, including the photo freight, Burlington Train, and the Father's Day trip. In this issue, we will look at a few more of the events.

On Monday, June 15, we will operate a charter train on the Saratoga & North Creek Railway, covering 115 miles round trip. Departing from the Amtrak station in Saratoga Springs, N.Y., this train will cover the former Delaware & Hudson line northward to North Creek, N.Y. Featuring several photo run-bys, the train will be pulled by several historic BL-2 diesel locomotives, a rare type of diesel locomotive even when they were built.

For history buffs, this route has a historic past, following the Hudson River and being the route that Theodore Roosevelt took after being informed that he had become president of the United States. To learn more about this part of the Adirondacks, use your ticket as a pass into the North Creek Depot Museum. For rail buffs, the station area will feature several pieces of equipment on display, possibly including a display on the operating turntable.

During the several hour layover at North Creek, feel free to wander the town or enjoy a lunch at The Copperfield Inn, a full service hotel and restaurant located across the street from the train station. The restaurant is scheduled to have a full buffet lunch, and will also provide box lunches, but reservations are required 15 days in advance. For those interested, please contact them at (518) 251-2200 and mention the NRHS special lunch.

For those wanting an extra adventure, transportation between Rutland and Saratoga Springs is available using Amtrak's *Ethan Allen Express*. The NRHS has obtained a special joint rate which includes both the S&NC and Amtrak ticket. This package provides a full D&H route from Rutland to Saratoga Springs and on to North Creek, making for a full day of train riding.

The Rutland to Bellows Falls passenger train

On Tuesday, June 16, the convention features a 110-mile



PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY

VERMONT COUNTRYSIDE – A Vermont Rail freight rolls through the majestic countryside in Vermont. The schedule for the 2015 convention includes a special photo freight.



PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY

OUR HOST FOR THE CONVENTION -- Vermont Rail System will host the 2015 convention. The railway operates in a variety of conditions, though the snow should be only a distant memory by June.

round trip between the Amtrak station at Rutland and the Amtrak station at Bellows Falls, Vt. This route follows those of the original Steamtown excursions, over the Green Mountains and along the rivers to the falls on the Connecticut River at Bellows Falls. Along this route, the train will pass over the highest summit on the original Rutland Railroad, through the ski slopes at Okemo Mountain, by the talc plant at Smithville, several covered bridges, and the original Steamtown location at Riverside.

This train features table car, coach, lounge, dome and business car seating. Departing at 10 a.m. from the Amtrak station in Rutland, the train will travel the route of the Rutland's Boston-to-Montreal passenger trains, connections to The Mont Royal and Green Mountain, returning to Rutland about 8 p.m. Along this route, the train will stop several times for photos. A lunch will be served on the train, and light snacks and drinks will be available for purchase.

The Vermont products and parks heritage tour

On Wednesday, June 17, the convention is offering an all-day tour of a number of famous Vermont attractions for those wanting to play tourist. Included in this tour is a visit to the King Arthur Flour Bakery and Store in Norwich. Internationally known for its catalog of foods and cooking appliances,

this visit will let you see the company in all of its glory. Next is a stop at Quechee Gorge Village, home of Cabot Cheese, Vermont Spirits Distilling, and the Vermont Toy and Train Museum. This town actually features a large number of tourist attractions and restaurants, and the stop is perfect for those wanting to do a little shopping.

The tour also will make a stop at nearby Quechee Gorge State Park. Located on land originally owned by the A. G. Dewey Company, a major wool processor in the 19th Century, the focal point of the park is Vermont's deepest gorge. You can look down at the Ottauquechee River, flowing 165 feet below, formed by glacial activity approximately 13,000 years ago.

The final two stops include Simon Pearce Glassblowing and the Calvin Coolidge State Historic Site and Homestead District. The Coolidge State Historic Site features a number of structures from the farm of President Coolidge which he often used as his vacation White House. Simon Pearce has developed a worldwide reputation for his artfully created products, and this is your chance to visit his store.

The tour, which departs the Holiday Inn at 8 a.m., and returns at approximately 5:45 p.m., includes bus transportation and all admittance fees. Lunch is on your own, so you can choose from several options throughout the day. The tour will be led

by a representative of the NRHS who is familiar with the stops and can provide some advice about the area.

Convention registration information

For more information about the convention and all of its events, check out the details in the "Registration Package" part of the convention section at <http://www.nrhs.com>. This 30-plus page package is updated on a regular basis with the latest information about ticket availability and any changes in schedules and capacities.

You can also register for the convention at the <http://www.nrhs.com> by clicking on the "Tickets on Sale Now" section of the convention information. This system provides a real-time report of ticket availability and lets you know immediately that your order is confirmed and that tickets are being

issued in your name.

Until April 15, only NRHS members can register for the convention. If your membership is not current, you can join through the same registration system that you use to register for the convention. After April 15, individual tickets go on sale to non-members for just a small fee. Those wanting to attend the convention should consider this when planning their orders.

Site for 2016 convention has been selected

The 2016 NRHS national convention will be held in Denver, Colo., July 19-24. NRHS officials have not yet determined which hotel will serve as the headquarters for the event.

More information on the event will be included in future issues of the *NRHS News* and on the NRHS Facebook page.



BEFORE THE MOVE -- As this vintage bumper sticker proclaims, Steamtown USA was once located in Bellows Falls, Vt. One of the excursions during the 2015 convention will travel along the former Steamtown tackage.



PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY

COVERED BRIDGE -- A Green Mountain excursion passes the rebuilt covered bridge at Bartonville, Vt.



PHOTOS BY DRAKE RICE, CENTRAL OKLAHOMA CHAPTER NRHS

WINTER ACTIVITY – *Steam engine 643 is shown with smoke box door off for repair. The engine is undergoing cleaning and cosmetic restoration for display.*

Central Oklahoma Chapter members stay busy during winter

By Drake Rice, Secretary, Central Oklahoma Chapter NRHS

The Central Oklahoma Chapter NRHS has been busy this winter with a number of shop projects.

Work continues on the interior of the Rock Island caboose that is being restored to its original condition during World War II. Work on the exterior was completed this past September. Now the carpentry members have turned their talents and have rebuilt the conductor's desk, cabinets and ice box, and are working on the interior bunks. When complete, it will be placed with the Rock Island RS1 No. 743 for display. At the present, the chapter mechanical members are evaluating the cost to restore No. 743 to operational status.

The SW-8 No. 2034 rolled into the shop under its own power after the December Christmas trains program, and the chapter mechanical crew began making repairs to the sanders and recertification of the brake system. Since those repairs were made, the unit has been stripped of the old paint, and preparations are being made for repainting in colors for the



PHOTOS BY DRAKE RICE, CENTRAL OKLAHOMA NRHS

FRESHENING UP – *Chapter member Steven Kamm painted the interior of the Rock Island caboose back to the original colors.*



PHOTOS BY DRAKE RICE, CENTRAL OKLAHOMA CHAPTER NRHS

TAKING MEASUREMENTS – *Members Bob Cook and Greg Hall measure for MKT nose striping on the chapter's SW-8. When finished, the unit will be MKT green and yellow.*

MKT Railroad that served the area of the museum. The unit will be repainted Katy green and yellow. The engine is a former military engine that saw duty in Korea and around the US prior to coming to the chapter in 2008.

This past December, the fairgrounds donated the ATSF 2-8-0 No. 643 to the chapter's museum. It was put in the shop, and work has started on cosmetic repairs for future display. The engine was built by the ATSF at its Topeka shop in 1887 and had been on display at the fairgrounds since 1955. It is undergoing a major cleaning and repair and will make a nice exhibit for the chapter's museum.



PHOTOS BY DRAKE RICE, CENTRAL OKLAHOMA CHAPTER NRHS

READY FOR PAINT – *The SW-8 2034 is shown in the shop prior to being repainted in MKT colors. Behind it is the Rock Island caboose. The exterior of the caboose was recently restored.*



PHOTO BY JOHN S. HOLMGREN, NORTH FLORIDA CHAPTER NRHS

PAINTING UNDERWAY – The repainting of the former Atlantic Coast Line engine No. 1504 started in mid-March. Paint was applied to one side of the engine before inclement weather moved in.

North Florida Chapter cosmetically restoring engine No. 1504

By John S. Holmgren, North Florida Chapter NRHS

Cosmetic restoration is currently underway by members of the North Florida Chapter NRHS on the former Atlantic Coast Line steam engine No. 1504.

The USRA 4-6-2 Light Pacific engine was built in 1919 by the American Locomotive Company in Richmond, Va., and has been on display since the mid-1980s in the parking lot of the Prime F. Osborn Convention Center in Jacksonville, Fla.

The coal-burning steam engine spent most of its career pulling passenger trains between Richmond, Va., and Jacksonville. The engine is the last remaining original U.S. Railway Administration locomotive in essentially as-built condition.

The engine was included in the first-ever “most at risk” list compiled by the NRHS and released in 2013. The Society’s Legacy Initiative is a 12-point program designed to raise public awareness of and coordinate support

for threatened railroad artifacts and resources.

Prior to the start of the restoration work, the engine was deteriorating rapidly due to exposure from the harsh Florida sun and salt air.



PHOTO BY PAULMAC MCCOMAS, NORTH FLORIDA CHAPTER NRHS

FITTING WINDOW – A North Florida Chapter member test fits a window on the steam engine during a volunteer work session.

In 2013, the chapter was selected for *Trains Magazine's* annual \$10,000 preservation award. That money was matched by a \$10,000 grant from the CSX Corporation. The money is being used for the cosmetic restoration work.

Because of the size of the undertaking, a local painting contractor was engaged in the washing and the priming of the locomotive. The spraying and brush painting of the locomotive began when the weather conditions coincided with a lull in the convention center's schedule.



A volunteer day was held on Saturday, Feb. 21. Chapter members, as well as volunteers from other interested groups, scuffed and sanded rust spots and removed ACL logos on the sides of the tender. The logos were made of vinyl and had cracked and become baked onto the surface. The power grinding removal of the logos was just one of many jobs performed on the volunteer day.



The contract painters began work on Wednesday afternoon, March 11, under less than ideal meteorological conditions, beginning to spray-paint the locomotive and tender. The left sides of the locomotive and tender were painted black. The painting of the right side was interrupted due to rain.

PHOTO BY JOHN S. HOLMGREN, NORTH FLORIDA CHAPTER NRHS
PAINTING THE STEAMER – Contract paint crews began their work on the former ACL steam engine in March.

Once the locomotive is painted, a volunteer with sign painting expertise will stencil and paint the logo onto the tender surface.

Additional items to be performed after the locomotive is painted include: clean-up and painting inside the cab, painting of the white striping, repainting white circles on the wheels and tires, signage, etc.



PHOTO BY JOHN S. HOLMGREN, NORTH FLORIDA CHAPTER NRHS
BEFORE AND AFTER – The vinyl ACL logo, cracked and discolored due to age and wear, was removed from the tender with grinders.

The areas that were painted sure look shiny and new!



PHOTO COURTESY OF ENGINE 557 RESTORATION COMPANY

RESTORATION WORK – *Volunteers Mike McKerrvey and Ron Dudley work on a steam pipe joint on the cylinder block of the 557.*

Restoration of Alaska Railroad No. 557 is continuing

By Dick Morris, Engine 557 Restoration Company

The restoration of Alaska Railroad steam locomotive No. 557, a 2-8-0 built in 1944, is continuing, thanks to another grant to the Engine 557 Restoration Company.

Restoration officials in Wasilla, Alaska recently announced the awarding of a \$10,000 grant from the Matanuska Electric Association (MEA) Charitable Foundation's "Operation Roundup" program for use in the restoration on the railroad's last steam locomotive.

Restoration Company President and Project Manager Pat Durand said, "My appreciation goes to the MEA Foundation and the MEA members who 'round up' their monthly payments to support charities throughout the Mat-Su area. The foundation's generous contribution to the 557 restoration brings Anchorage, Wasilla, Palmer, Turnagain Arm, and other communi-

ties along the Alaska Railroad ever closer to experiencing the sights and sounds of an Alaska Railroad steam locomotive returned to life."

The non-profit Engine 557 Restoration Company was established in 2012 and has passed the halfway point of a four-year-long major overhaul and restoration of Engine 557. For the past 30 months, Wasilla has been the home of the most complex historic rail preservation project ever undertaken in Alaska.

Financial support from the MEA, Rasmuson, and Atwood Foundations, area businesses, and individual donors from as far away as Germany and the United Kingdom has been supplemented by over 15,000 hours of volunteer labor and generous in-kind donations from dozens of businesses and individuals throughout Anchorage and the Mat-Su area.

In 2014, the NRHS Railway Heritage Grants Program contributed \$5,000 to the Alaska Community Foundation for the restoration of the engine. According to the application, "The grant will fund the purchase of boiler stay bolts, a vital step in the locomotive's restoration to operating condition."

In an article in the February issue of the *NRHS News*, Patrick Durand, president of the 557 Restoration Company, said that the NRHS grant demonstrated a national interest in the project, adding that "the NRHS grant, of course was the *Good Housekeeping Seal of Approval*" and has assisted the group in obtaining other grants.

No. 557 was the last steam locomotive to operate on the Alaska Railroad, making its final trip in 1962. The engine was later sold and moved to a private railroad museum in Washington State.

The S-160 class Consolidation 2-8-0 locomotives, built for the Army Transportation Corps between 1942 and 1945, became the largest single class of locomotives ever built in America. Of the 2,120 units built, 12 were used for service in Alaska. U.S. Army No 3523 was built by the Baldwin Locomotive Works in 1944, and was one of the 12 that went to Alaska. It became the Alaska Railroad No. 557.

In June of 1959, engine No. 557 was cleaned and painted for railfan excursions between Whittier and Anchorage. It made its last run in Alaska, on Sept. 5, 1960, to the state fair in Palmer.

The locomotive was donated back to the Alaska Railroad in 2012 with the requirement that it be restored and used in tourist operations. The steam engine was transported back to Alaska on a barge and moved to a new steam shop in



PHOTO COURTESY OF ENGINE 557 RESTORATION COMPANY
IN TENNESSEE – The drivers for No. 557 were shipped to the Tennessee Valley Railroad Museum (TVRM) where the tires, journals, and crank pins were turned. There are no facilities in Alaska to do the work on the drivers.

Wasilla for the beginning of the major restoration.

Upon completion of the restoration, No. 557 will be used for special weekly excursions from Anchorage and in special operations to other communities on the Alaska Railroad.

For more information on the engine and the restoration process, visit <http://www.557alaskarails.org>.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS
MOTIVE POWER FOR CONVENTION – Saratoga and North Creek's New York Express is shown arriving at the S&NC/Amtrak station at Saratoga Springs, N.Y. on July 1, 2013. This train originated at North Creek, NY, and went 56.5 miles south on the former Delaware & Hudson branch to Saratoga Springs. On the point is E8A No. 518 (ex-CNW). Trailing is rare BL2 No. 52 (ex-BAR). These engines are scheduled to power the June 15 excursion on the Saratoga and North Creek Railroad during this year's convention.

Rutland Railroad caboose donated to chapter museum

By Richard Arnold, Connecticut Eastern Chapter NRHS

The former Rutland Railroad caboose No. 40 was donated recently to the Connecticut Eastern Railroad Museum (CERM) at Willimantic, Conn. The museum is operated by the Connecticut Eastern Chapter NRHS.

After a period of discussion and planning, the caboose was transported from its former home in Plymouth, Mass., to the museum in November.

To protect the exterior of the caboose from the elements, a protective covering with framing was built seven years ago. It was after the cover was completed that an extensive restoration program began. That work was approximately 85 percent complete when the owner, John G. Talcott Jr. of Plymouth, Mass., died. That's when the discussions about the donation of the caboose to the museum began.

History of Rutland cabooses

The Rutland Railroad constructed eight new cabin cars for its routes in the Green Mountains of Vermont in the early 1920s. They were given road numbers 90-97 and later — on Nov. 22, 1924 — they were re-numbered 40-47.

The 40 series cars were built of wood on American Car & Foundry steel frames. They rolled on friction bearing, leaf spring trucks and were painted Tuscan Red with the name

“Rutland” in white with a line under the ‘utland’ part of the name. The road number was centered below the name.

These cars were designed with a high cupola and so had an outside platform on the sides so crews could walk around the cupola rather than over it. They also had unusually large “J” shaped drip caps over the windows, which were of double hung and pocket slider types.

The Rutland ended service in 1961.

F. Nelson Blount purchased No. 40 for his Monadnock, Steamtown and Northern Railroad in July 1961 and later transferred it to the Green Mountain Railroad. The Green Mountain Railroad eventually offered No. 40 for sale by sealed bid.

Talcott won the bid in 1979 and went to Bellows Falls, Vt., to see No. 40, as he had only seen photos of the car. The Green Mountain Railroad told him, however, that because another caboose was in an accident, No. 40 was out on the line, having been returned to service.

Talcott made arrangements for the caboose to be shipped by rail to the New Haven Railroad yard in Plymouth. It was moved by dolly to Talcott's estate and set up on a 60-foot section of track in the yard of his home. He loved to show it



PHOTO BY ROBERT A. LAMAY, CONNECTICUT EASTERN CHAPTER NRHS

MOVE TO ROUNDHOUSE — Dick Arnold operated the car-mover as it moved Rutland No 40 to the museum village, Columbia Junction, where the caboose will be housed, inside its six-stall roundhouse.



PHOTO BY ROBERT A. LAMAY, CONNECTICUT EASTERN CHAPTER NRHS

INTERIOR OF CABOOSE – The former owner of the Rutland caboose spent \$250,000 on the restoration of the interior.

to his family and friends. With age and weather, however, the No. 40 fell into disrepair and rot.

Restoration of caboose begins

In 2005, Talcott purchased a tubular steel frame with a canvas cover to protect the caboose and hired restorer Kenneth Gedutis to rebuild the caboose.

Talcott sold his estate to a developer, who then built a golf course on the property. Talcott, however, retained life use of his home and a number of acres surrounding the house. He transferred ownership of No. 40 to the Talcottville Railroad Company LLC, which was comprised of his grandchildren and son, John G. Talcott III, and wife, Dottie.

Work on No. 40 continued until Talcott Jr. died in 2013 at the age of 105. His heirs had just six months to clear out the property as the owners of the golf course took over the land. They considered moving the caboose to Talcottville, Conn., where his son resided in the family home of six generations. They decided, however, that was not the best option, and contacted the CERM to see if the members were interested in receiving it.

Dick Arnold, a member of the acquisitions committee for the CERM, met with the family. He then travelled to Plymouth to see the caboose firsthand on Oct. 18, 2013. He was amazed to find the caboose had been completely rebuilt from the steel frame up.

The restoration involved new exterior siding, a new roof, new end beams, and new doors and windows. The interior of the roof was returned to a varnished natural finish, and the interior walls were repainted. New bench cushions were made with horsehair filling and new leather covers. The railroad had replaced the cupola seats in the 1940s with cast iron framed seats, so they were just cleaned up and reupholstered with new leather cushions and arm rests.

The coal burning stove was replaced by the Green Mountain Railroad, as the original was stolen while the car was being transported to Plymouth. Talcott Jr. spent approximately \$250,000 on the restoration.

Connecticut Eastern Railroad Museum and Rutland No. 40

Arnold told the Talcotts that the CERM would love to have Rutland No. 40 in its collection. The family agreed to donate

the caboose to CERM with the agreement that the car would be housed inside the museum's restored Columbia Junction Roundhouse and open for display to the public.

Arnold also told the Talcotts that the museum could not afford to transport the caboose from Plymouth to Willimantic but would prepare the car for the move and assist with the loading and off-loading. Talcott III said that he would personally donate the money to the museum to cover the cost of the move.

The move would be a difficult one as the caboose was inside a building in the middle of the Old Sandwich Golf Club, considered by many to be one of the best golf courses in the United States. The narrow, winding roads through the course and the rolling terrain posed special problems as No. 40, even without its wheelsets, was very tall. Golf course officials granted a one year extension as the process, paperwork and contracts exceeded the estate terms of six months.

One of the largest and best crane and rigging companies in New England, Shaughnessy & Ahern Company of Boston,



PHOTO BY STEPHEN MELADY, CONNECTICUT EASTERN CHAPTER NRHS
CABOOSE COVER – A tubular steel frame and canvas cover protected Rutland No. 40 from the elements while it was at Plymouth.

was asked to bid on the move. They estimated it would cost approximately \$45,000.

Since golf course officials were not open to having new and wider roads cut through their property, it was decided that



PHOTO BY ROBERT A. LAMAY, CONNECTICUT EASTERN CHAPTER NRHS
PREPARING FOR LIFTOFF – Crews worked with strapping so that the caboose could be safely lifted into the air and then onto its own wheels upon arrival at the Connecticut Eastern Museum.

the only way to get the caboose out of the middle of the course was to load it on a short, high clearance trailer and move it to an area next to the gatehouse, where it could be off-loaded from the high trailer and then reloaded onto a double-drop, extendable low bed trailer for the move over the public roads.

The trip to Willimantic had to be made on secondary roads as the load was too tall to travel on the Interstate highway system. The route was mapped through Massachusetts, Rhode Island and Connecticut. The moving company had to survey and travel the route and certify that it was clear and able to accommodate this oversize load. Because some of the trip would involve traveling into the oncoming lanes of traffic, a police escort was required in all three states.

Getting No. 40 Ready for the Move

On Aug. 14, 2014, Arnold, Bob Hassett, Adrian Atkins and Ken Sigfridson, all mem-



PHOTO BY ROBERT A. LAMAY, CONNECTICUT EASTERN CHAPTER NRHS
***WHEELSETS** – Once the wheelsets arrived at the CERM, they were moved into position to be placed under the caboose.*



PHOTO BY ROBERT A. LAMAY, CONNECTICUT EASTERN CHAPTER NRHS
***INTO POSITION** – Workers move one of the wheelsets for the caboose into position on the track before the crane lowers the car.*

bers of the museum, traveled to Plymouth to determine what work was necessary to prepare No. 40 for the move.

All of No. 40's steps had to be removed, along with the air brake hoses, brake rods and brackets, as well as the smoke stack. Officials agreed to disassemble the tubular steel and canvas structure and transport it to Connecticut since the family agreed to also donate it to the railroad museum. When all of the terms of the donation and transport were agreed upon, a schedule was worked out.

On Oct. 9, 2014, a team of seven museum members, including Arnold, Atkins, Bob Hassett, Ken Sigfridson, Stephen Melady, Rolf Johnson and Duke York, went to Plymouth with four trucks and a trailer. They then took down the canvas structure and loaded it onto the trailer.

The parts of the caboose that needed to be removed were then loaded onto trucks and taken to the museum in Willimantic and unloaded during a 16-hour workday.

On Nov. 4, museum members Arnold, Hassett, Atkins and Jeff Laverty again went to Plymouth and loaded the wheelsets onto a flat bed trailer for transport to Willimantic.

The main body of the caboose was then loaded onto a brand new Landall trailer and pulled through the golf course with no major problems. Just a bit of tree trimming was required. The crane was set up again at a wide area of road next to the club gatehouse. The caboose was then lifted, and the Landall trailer was pulled from under it. The double-drop extendable low bed trailer was backed under the caboose for the trip over public roads. The caboose was then left on the golf course property for the night.

The Big Move from Plymouth To Willimantic

Early on Nov. 5, a procession made up of a police car, a pickup truck with a clearance pole attached, the trailer with the loaded caboose, a second trailer with the wheelsets and a rigging truck departed Plymouth, headed to the CERM.

The group arrived in Willimantic approximately six hours later, where another crane was waiting to lift the caboose off the low bed truck and place it back on its wheelsets. Museum workers lubricated the bearings and coupled the caboose to the museum's car mover. Rutland No. 40 was then moved into the museum compound, onto the Armstrong turntable, and was put in bay No. 6 of the Columbia Junction Roundhouse.

This was a year-long dream come true, thanks to the museum volunteers, the Talcott family, attorney Donald Quinn, and Shaughnessy & Ahern Company, which flawlessly planned and completed the complicated move and billed the museum much less than the original estimated cost.

Rutland No. 40 will be a primary display at the CERM. Work is



PHOTO BY ROBERT A. LAMAY, CONNECTICUT EASTERN NRHS

KEY PLAYERS — *Among the important people involved with the acquisition of the caboose, left to right, were Cliff Lund and Dick Arnold, both representing the CERM; Than Aletha Talcott Parsons, daughter of John Talcott III and one of the principals of the Talcottville Railroad Company (she also was the donor of No. 40); and Than Donald Quinn, John Talcott's attorney and one of the key players in arranging the donation.*

in progress to outfit it as it was in its original service for the railroad for 55 years. The museum also plans to rebuild the brake system and the running gear to allow the caboose to be moved about on the museum's tracks. A dedicated fund has been set up for this.

The museum is a 501-(c)(3) nonprofit corporation with an all volunteer work force and seeks tax-free donations to continue its mission. It is located at 55 Bridge Street in Willimantic, and is open to the public on Saturday and Sundays from May to October.

Baldwin-built 2-8-0 to be restored and returned to operation

SPENCER, N.C. – The North Carolina Transportation Museum Foundation (NCTM) has reached an agreement to sell Buffalo Creek & Gauley 2-8-0 No. 4, a 1926 Baldwin-built steam locomotive with deep West Virginia roots, to the Durbin & Greenbrier Valley Railroad for restoration and operation in the Mountain State.

The locomotive will be moved this spring to the shop in Cass, W. Va., at the Cass Scenic Railroad, now operated by the Durbin & Greenbrier Valley, for the completion of boiler work and other repairs. It is hoped that the restoration will be completed in time for the locomotive's 90th birthday in 2016.

When done, No. 4 will appear as it did in the early 1960s when it gained fame as one of the last steam locomotives in regular service in the United States. Because it was a saturated steam locomotive, it often showed signs of leakage on its smoke box front, thus earning it the nickname "Old Slobberface."

The Baldwin Locomotive Works in Philadelphia, Pa., built the locomotive for use in Mexico, but instead it was sold to the Buffalo Creek & Gauley in Clay County, W.Va. It became one of the most photographed steam locomotives in the eastern United States, making its last run in 1965.

The locomotive was sold to the Pennsylvania-based Quakertown & Eastern excursion operation in 1967, the Southwest Virginia Scenic Railroad in Hiltons, Va., in 1972, and the non-profit support organization for the N.C. Transportation Museum in 1978.

Restored in 1986 and lettered and numbered as a replica of Southern Railway 2-8-0 No. 604 which had been based at Spencer, the locomotive pulled the museum's three-mile on-site train ride for years. It last operated in November 2001 and was partially restored in the 2000s before other priorities at the museum resulted in the restoration being stopped.

No. 4 was the first piece of rolling stock that a group of Southern Railway retirees restored at Spencer in 1986, a move that is regarded as the turning point for the North Carolina museum that today is the home to the largest preserved roundhouse in the nation, and hosts major events such as the "Streamliners at Spencer" festival in 2014. The museum is serving as the site for the restoration of Norfolk & Western Class J No. 611. Proceeds from the sale will be used to upgrade the museum's permanent rolling stock.

"We appreciate the role that No. 4 played in the development of the NCTM," said Steve Mersch, president of the NCTM Foundation. "We owe a debt of gratitude to this locomotive, and we want to see it run again in its authentic garb and in its home state. Returning it to West Virginia, where it can be restored and operated, makes this a real homecoming."

"We are looking forward to returning this historic West Virginia steam locomotive to service not far from where she once operated," said Durbin & Greenbrier Valley President John Smith. "We are truly thankful to the NCTM Foundation for entrusting us to carry on the legacy of the Buffalo Creek and Gauley No. 4 steam locomotive."



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

AT FESTIVAL – The Steam Railroading Institute, located in Owosso, Mich., sponsored "Train Festival 2009" July 23-25, 2009. Eight live steam engines were at Owosso for the occasion. Steam-powered excursions were run out of Owosso each day. On July 25, ex-Nickel Plate Berkshire No. 765 powered the all-day trip to Alma and return. The huge 2-8-4 was built for the Nickel Plate Road in 1944 by the Lima Locomotive Works, and was used in freight service until 1958. This photo was taken on the return trip, with the 765-powered train passing through Ithaca, Mich.

Over 300 communities set to observe expanded ‘Train Days’

By Amtrak Public Relations Department

In the past seven years, over 300 communities in all 50 states have celebrated their love of trains on National Train Day. This year, Amtrak is expanding the celebration to better support all communities and evolve it into a traveling, community-centric experience under the new name of Amtrak Train Days.

Amtrak Train Days is kicking off at Chicago Union Station on May 9. Officials will then hit the rails, traveling to over 20 locations across the country May through October.

While the touring event can't stop in every community, Amtrak invites local stations, state partners, rail industry colleagues and communities to join in the celebration of train travel by hosting their own Amtrak Train Days events, whether on May 9, as part of the kick-off, or during a local event that your community chooses on another date.

Previously, Amtrak conducted a National Train Day on the second Saturday in May, although some communities held their own celebrations a week earlier. To be called Amtrak

Train Days, the events are designed to celebrate with local communities why trains matter and reasons to ride.

Events will focus on reaching current and new audiences across America to reinforce the importance, benefits and value of passenger train travel.

Events will feature a combination of outreach tools, including the Amtrak Exhibit Train in select markets, interactive displays at events sponsored by community organizations, Amtrak employee guest speakers, media and event promotions, and a toolkit to support local community activities.

Additional information is available online at <<http://Amtrak-traindays.com>>.

Amtrak officials are still in the planning stages, but if you or someone in your community would like to host an event, enter your email address at the above website, and they will send you updates and information as plans are finalized.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

NARROW GAUGE STEAM – Cumbres & Toltec Scenic's (C&TS) morning excursion train to Antonito, N.M., passes by famous Juke's Tree, a mile east of Chama, N.M. on Sept. 13, 2009. In the lead is three-foot gauge ex-Denver & Rio Grande Western 2-8-2 No. 484, one of 10 Class K-36 engines built for the D&RGW by Baldwin Locomotive Works in 1925. Of the 10 original K-36s, five are owned by the C&TS, and four by the Durango and Silverton Narrow Gauge Railroad. The tenth K-36, No. 435, was badly damaged in a yard accident in Salida, Colo., in 1955 and was scrapped.

Connecticut Eastern Museum to sponsor fourth annual ‘Railroad Day’

Officials of the Connecticut Eastern Railroad Museum (a unit of the Connecticut Eastern Chapter NRHS) in Willimantic, Conn., are making plans for the fourth annual “Railroad Day,” scheduled for Saturday, Sept. 5, at the museum.

The third annual event was held on Aug. 30, 2014.

Members will also sponsor “Metal Fest” on Saturday, May 2, 10 a.m.–4 p.m. at the museum, located on Bridge Street. The program will include blacksmiths making items from hot metal, as well as many other demonstrations.

Food and beverages will be available for purchase. Museum members will offer train rides for \$3 per person. There will be no charge for handcar rides. There will also be turntable and gallows signal demonstrations, museum tours and displays of locomotives and rail cars, including the restored Rutland Railroad caboose No. 40. There will be live music during the afternoon.

Admission for the event is \$5 for adults, \$1 for children ages 8–12, and no charge for children under the age of 8. Group rates are available.

For more information, phone (860) 456-9999, visit the museum website at <http://www.cteastrrmuseum.org>, or “like” the museum on Facebook.



PHOTO BY ROBERT A. LAMAY, CONNECTICUT EASTERN NRHS
FAMILY FUN – Two children attending the 2014 Railroad Day enjoy a ride on the handcar.



PHOTO BY ROBERT A. LAMAY, CONNECTICUT EASTERN CHAPTER NRHS
ON RAILROAD DAY – This photo, taken from the cab of the museum’s 44-ton GE engine, shows the passengers on the train and the people waiting to board during the Connecticut Eastern Railroad Museum’s third annual Railroad Day in 2014.

Program on Lincoln's funeral train scheduled for B&O museum April 21

For one performance only — on Tuesday, April 21, at 1 p.m. — American actor Richard Frederick “Fritz” Klein will portray President Abraham Lincoln at the B&O Railroad Museum in Baltimore, Md., one of the National Park Service’s “funeral” stops commemorating the 150th anniversary of Lincoln’s Funeral Train and the return of Lincoln’s body to Springfield, Ill. in 1865.

This first-person interpretation program consists of an introduction by a National Park ranger followed by a one-hour presentation of Lincoln portrayed by Klein, who has been portraying Lincoln for more than 30 years and is considered one of the nation’s top Lincoln interpreters.

There is no charge for the program. Klein will speak in first person as Lincoln during the first 20 minutes of the presentation. That will be followed by a 20-minute interactive third person question and answer session as Lincoln and another 20-minute session as himself.

This interpretation continues the museum’s exhibit “The War Came by Train” and commemorative events around Lincoln’s Funeral Train scheduled for the weekend of April 18-19. For

further information on these events visit <<http://www.borail.org/Civil-War.aspx>>. The museum’s nationally acclaimed exhibit, “The War Came by Train,” features special artifacts, including an exact reproduction of the overcoat Lincoln wore on the night of his assassination made by Brooks Brothers, a hand-made scale model of the Lincoln funeral car and Civil War veterans’ ribbons and uniforms in gallery exhibits that highlight the events of the year 1865 and the end of the war.

The B&O Railroad Museum, a full affiliate of the Smithsonian Institution, is dedicated to the preservation and interpretation of American railroading and its impact on American society, culture and economy. The museum is home to the oldest, most comprehensive collection of railroad artifacts in the Western Hemisphere, including an unparalleled roster of 19th and 20th century railroad equipment. The 40-acre historic site is regarded as the birthplace of American railroading and includes the 1851 Mt. Clare Station, the 1884 Baldwin roundhouse and first mile of commercial railroad track in America.

For further information on the museum, phone (410) 752-2490 or visit <<http://www.borail.org>>.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS
‘DAYLIGHT’ AT THE POINT — Ex-Southern Pacific “Daylight” 4-8-4 No. 4449 powered the all-day trip from Owosso, Mich., to Alma, Mich., and return on July 23, 2009, during “Train Festival 2009,” sponsored by The Steam Railroading Institute in Owosso. This photo was taken on the return trip, with the 4449-powered train passing through Ashley, Mich.

Stone ‘sleepers’ for early railroad found in New Jersey

By Pierre Lacombe

On Monday Sept. 12, 1831, the British-built steam engine *John Bull* headed north from the engine barn at White Hill Landing Wharf (WHLW) pulling three empty carriages. The train traveled about 3,000 feet along the Delaware River and crossed over Blacks Creek on a wooden trestle bridge. The train then climbed from 10 feet, to 55 feet above mean tide, through the 2,000-foot-long stone-walled Bordentown Cut.

In the cut, the train passed under the Prince Street, Farnsworth Avenue, and Second Street carriage bridges with newly constructed abutments and arches of sandstone. In the next 1,000 feet, the train crossed over Thornton Creek and, for the next 4,000 feet, the train got closer and closer to the Amboy Turnpike.

When the train traversed the causeway and culvert over Mile Hollow Run, the rails were within 50 feet of the Amboy Turnpike. The train came to a halt. Horse drawn carriages from Trenton, Bordentown, Burlington, Mount Holly and elsewhere lined both sides of the Amboy Turnpike for the next half-mile or more. For the rest of the day, John and Edwin Stevens and the rest of the Camden and Amboy Railroad (C&ARR) management offered free rides to dignitaries and common folk.

Today, the right-of-way is still used by Conrail and NJ Transit. More importantly, at least to me, thousands of stone



PHOTO BY PIERRE LACOMBE

AT MONUMENT – Some of the sleepers were used for the base of the C&ARR monument.

sleepers (rectangular supports for the rails in railroad tracks) and construction blocks used to construct New Jersey's first trans-state railway still remain from that primal day 184 years ago.



PHOTO BY PIERRE LACOMBE

FAMILYFUN – Stone sleepers such as this were used as the foundation for the early railbed.

Within the Bordentown Cut, most of the stone retaining walls and bridge abutments are original. Stone sleepers are not visible anywhere along the initial 2-1/4 miles of track, but thousands of sleepers likely still exist under today's wooden and cement ties, and hundreds of sleepers were reused in the WHLW area. About 7,600 sleepers — blocks of stone about 22 inches square and 11 inches thick — were used to support the rail on the first 2-1/4 miles of C&ARR.

Many researchers repeat the statement that sleepers of the C&ARR were imported from Sing Sing Prison in Ossining, N.Y., thus implying that all sleepers were from Sing Sing. But, why would cost-conscious Robert and Edwin Stevens pay to transport thousands of stone sleepers more than 300 miles from Sing Sing to Bordentown when there were scores of stone quarries within 20 miles of the Bordentown? In addition, history shows that prisoners at Sing Sing quarried marble, yet none of the sleepers in the Bordentown area are marble.

The purpose of this study is to identify the rock types and geologic formations, and show the local geologic regions that were quarried for stone sleepers that supported the rail and stone block used for retaining walls and bridge abutments on that initial autumnal day train ride.

Repurposed stone sleepers are found in four locations near the first completed section of the C&ARR. Sleeper stones make up the base of the C&ARR monument in Bordentown, are displayed as urban landscape in the parking lot of the NJ Transit Delaware Riverline station at Bordentown and are reused as retaining wall blocks along both sides of the tracks at WHLW. Thousands of slightly smaller stone construction blocks continue to be used for the retaining walls that line both sides of the Bordentown Cut, and abutments of the three active and one abandoned carriage bridges that passed over the railroad right-of-way. This initial section of right-of-way continues to be actively used, unlike the next more northeasterly section. As a result, there are no visible in situ sleepers.

Multiple lines of evidence support the hypothesis that sleepers in this section of right-of-way were from local quarries and not from quarries hundreds of miles away. The earliest piece of evidence is the newspaper advertisement of Oct. 16, 1830, placed by Edwin Stevens, financial manager of the C&A. The *Philadelphia Inquirer* ad seeks price quotes for 30,000 sleepers, 30,000 construction blocks, and 20,000 feet of stone rail to be delivered to the WHLW and to a new wharf on the Crosswicks Creek near where the C&ARR would cross the creek. It is highly unlikely that the *Philadelphia Inquirer* ad was read by the warden or sales office of the prison in Ossining, but this ad would be read by many quarrymen in the Delaware Valley.

Seven weeks later, Stevens penned a letter to his brother, Robert, who was in Great Britain to purchase the first C&A steam engine and at least 60 miles of iron rails. On Nov. 30, 1830, Edwin wrote to his brother that he received a minimum bid of 34 cents per sleeper delivered to the two wharves near Bordentown. Edwin further states that the minimum bid per sleeper at South Amboy and Old Bridge was 44-1/2 cents. Based on this letter, Edwin must have received multiple bids for sleeper delivery to the Bordentown area wharves. Interestingly, the minimum bid in Bordentown was 10-1/2 cents per sleeper less than was the bid for delivery to wharves on Raritan Bay. This cost difference strongly suggests that the source of the stones was much more local to Bordentown than to South Amboy.

From January to May 1831, the C&ARR likely purchased and laid down more than 7,560 sleepers between WHLW and the Amboy Turnpike Carriage Bridge. On May 16 and 19, 1831, two shiploads of rail arrived in Philadelphia. Within a month, the 2-1/4 miles of rail were laid on short planks of black locust or iron plates set on top of each sleeper and then spiked onto the sleepers.

In late August 1831, the *John Bull* was offloaded in Philadelphia and immediately transferred to WHLW. Within a week or two, the wheels, undercarriage, boiler, and other iron, wood, and brass pieces were reassembled in the newly constructed engine house at WHLW. Once reassembled, Isaac Dripps likely tested the engine by steaming it back and forth a number of times on the completed track. C&ARR trackmen constructed turnarounds with a diameter of 60 to 100 feet at each end of the track so Dripps did not have to back up at the end of each test drive. The tight curves of the turnarounds may have caused multiple derailings of the engine.

Peter S. Duponcean, 1777-1831

STONE WANTED.

PROPOSALS will be received by the subscriber until the 6th of November, for thirty thousand Stone Blocks, for the Camden and Amboy Rail Road Company.—2,000 to be delivered at Camden, N. J.; 2,000 at Bordentown, N. J.; and 26,000 at Crosswick's Creek Bridge, N. J. The Blocks may vary in shape—if square, to be not less than 18 inches, or more than 21 inches, and from 10 to 13 inches deep; if oblong, to be not more than 23 inches long, nor less than 14 inches wide, and from 10 to 13 inches deep; 12 inches of the upper side to be faced across the stone. It is necessary that the bottom of the stone be parallel, or nearly so, with the top; the other sides are not required to be parallel. Also, 20,000 Blocks, similar to the above, excepting the depth, which is not to be less than 7 inches. Also, 30,000 running feet of stone rail, 12 inches square, each rail not to be less than 5 feet long; they may vary in shape, but not to be less than 10 inches by 12, nor more than 14 inches by 16; the ends to be squared, and the top to be faced 3 inches wide from the edge to lay the iron on, and the side to be faced 2 inches wide from the same edge down. To be delivered in the same proportion as the above. Contracts will not be made for less than 2,000 Blocks, or 2,000 feet of rail; one half to be delivered by the first of January, and the remainder by the first of April next. The stone to be of such a quality as to resist the action of frost and water.

E. A. STEVENS.
Proposals to be directed to the subscriber, Union Line Office, foot of Chestnut street, Philadelphia. Oct 21-15N

PHOTO BY PIERRE LACOMBE
SEEKING SLEEPERS — Builders of the railroad sought bids for sleepers in this ad that was placed in the *Philadelphia Inquirer*.

On Sept. 12, 1831, the C&ARR railway held its first public exhibition of the *John Bull* and the railroad right-of-way. For the next five to 10 years, the sleepers were used daily. However, sometime within the next 10 to 15 years, the stone sleepers were covered by wood ties and ballast or they were removed and replaced by wood ties. Many of the removed sleepers in this area were reused near the WHLW.

On both sides of the existing tracks at WHLW, I have mapped the location and described the rock type and other characteristics of 672 sleepers. On the south side of the tracks, there are 411 exposed sleepers and an estimated 500 buried sleepers. The sleepers were reused to construct a three to five-foot high retaining wall about 300 feet

long. The northeast section of the wall is only 10 feet south of the existing tracks and is more than 200 feet long. The southwest section of the wall is 20 to 100 feet south of the existing tracks and is more than 300 feet long.

The southwest section veers off into the woods and rises to terminate about 10 feet above the existing tracks. There are an additional 261 stone sleepers between the north side of the tracks and the Delaware River. During construction, these

sleepers were stacked three to eight stones high to build multiple retaining walls to prevent erosion of the shoreline. However, due to more than 150 years of wave and tide action, many of the retaining walls have collapsed.

An additional 45 to 50 sleepers were reused as ballast within the cribbing of the WHLW. Based on the 672 exposed and identified sleepers, 281 sleepers (42 percent) are Proterozoic and Cambrian gneiss; 193 are Triassic sandstone; and 127 are Cambrian quartzite. The remaining identified 48 sleepers include Cenozoic sandstone, Jurassic basalt/diabase, Proterozoic and Cambrian schist and granite.

The nearest source of the metamorphic rocks (gneiss, quartzite, schist, and granite) is from quarries in the Trenton Prong, a suite of Cambrian to Proterozoic rocks in Philadelphia, Bucks and Mercer Counties. The nearest source of Triassic sandstone is the Stockton Formation in Mercer, Hunterdon and Bucks counties, and the nearest source of Jurassic basalt/diabase is from quarries in Hunterdon and Bucks Counties.

The gneiss used for sleepers and construction block is from multiple geologic units and is similar to stones used to construct the Mount Holly Prison and many edifices in Trenton, Philadelphia and Bucks County. The quartzite, regionally referred to as Chickies Quartzite, is quite recognizable and it was used to construct many homes and edifices in Langhorne, Pa., as well as the Old Barracks in Trenton.

Stockton Sandstone of Triassic age is exceptionally recognizable and cannot be easily confused with other rocks in the

region. Stockton Sandstone is a common building stone in Mercer, Burlington and Bucks counties. Mesozoic Sandstone is quite different than Triassic Sandstone. It was quarried from the bluffs in Bordentown, Fieldsboro, and many other Burlington and Mercer County locations. Mesozoic Sandstone deposits are small and it is commonly used for building foundations.

This suite of local sedimentary, metamorphic and igneous rocks also were used to construct the four C&ARR bridge abutments and retaining walls in the Bordentown Cut. The abutments for the Prince Street, Farnsworth Avenue, Second Street and Amboy Turnpike carriage bridges are constructed of nearly 100 percent Stockton Sandstone. The low retaining wall on the south side of the tracks from east of Blacks Creek to the Prince Street bridge is 100 percent Stockton Sandstone. However, the retaining wall in the Bordentown Cut from Prince Street to Third Street predominately is constructed of Stockton Sandstone and Trenton Prong gneiss, with a lesser number of blocks of basalt and schist.

Bordentown's Monument to the C&ARR is presently constructed of 45 stone sleepers for its base and capped by a 5'X7' foot high block of Baltimore granite. When the monument was dedicated on Nov. 12, 1891 at its original location along Amboy Avenue, its base consisted of 60 sleepers. The monument was moved to downtown Bordentown in 1970. Stones for the monument's base likely are from the causeway that was removed in the 1890s when the iron railroad bridge was installed to cross over Route 206.

A 100-foot section of the excavated causeway would have contained about 60 stone sleepers. Of the 45 stone sleepers used to construct the present base of the monument, 42 are gneiss, two are Stockton Sandstone and one is schist.

Two sleepers near the Bordentown light rail parking lot are composed of Chickies Quartzite. Photographs taken during construction of the parking lot in the 1980s show scores of sleepers reused as the foundation of the former Bordentown Railroad Station. Those repurposed sleepers remain in place under the parking lot.

The suite of original stonework along the first 2-1/4 miles of C&ARR is almost certainly from quarries within 20 miles of the right-of-way. Certainly, the stones are not from quarries near Ossining, N.Y.

Evidence to complement the thesis that the sleepers are from local rock quarries can be found in the next two miles northeast of this



PHOTO BY PIERRE LACOMBE

RETAINING WALLS — *Many of the sleepers that were used in the original roadbed have been re-used to build retaining walls along the line.*

initial section. On the Bordentown side of Crosswicks Creek, there are more than 500 buried in situ sleepers, and on the Yardville side of Crosswicks Creek there are another 40 in situ stone sleepers. Ten sleepers on the Bordentown side of Crosswicks Creek were exposed in 2012. All exposed sleepers are Trenton Prong gneiss with the same rock signature as exists in sleepers in the C&ARR monument and at WHLW.

The abutments for the 1831 C&ARR bridge used to carry the John Bull over Crosswicks Creek are composed of more than 5,000 blocks of Stockton Sandstone. On the Yardville side of Crosswicks Creek are about 20 in situ Stockton Sandstone sleepers along the causeway and another 18 in situ Stockton Sandstone sleepers in the right-of-way near the Acme Super Market. Between these two sets of in situ sleepers are more than 50 sandstone and metamorphic rock sleepers that have been bulldozed to the side of the tracks.

Conclusion

The very foundation of the C&ARR, America's first trans-state railroad, was built using local talent and local bedrock. Gneiss, sandstone, and quartzite from quarries in Bucks,

Philadelphia, Hunterdon, Mercer, and Burlington Counties were shipped via boat, barge, and buckboard from quarries located within 20 miles of WHLW. The sleepers were transported from the wharf to their workplace along the right of way via wagon and stone sled and then set onto stone ballast for rails or mortared into place for retaining walls and bridge abutments before May 1831.

By late May 1831, the first 2-1/4 miles of track arrived at WHLW. The rails were quickly laid on the stone sleepers, protected from abrasion by the stone using iron plates and black locust planks. The rails were then spiked into place. On Sept. 12, 1831, that famous date in NJ railroad history, legislators, ladies and lads of the local area rode the rails for the very first time and into the history books of our area on the most durable stones of the region.

(About the author: Pierre Lacombe has worked in New Jersey for more than 25 years as a hydrogeologist. All errors concerning identification of the rock types, timelines and site identification of the C&ARR are his responsibility. He would like to thank John Kilbride for his in-depth knowledge of the Camden and Amboy Railroad).



PHOTO BY PIERRE LACOMBE

TUNNEL — *Stone sleepers are believed to be used to construct a tunnel along the route of the Camden and Amboy Railroads.*



PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY

PHOTO OPS -- Vermont offers plenty of scenic backdrops for railfans throughout the year. The snow (hopefully) should be long gone by the time NRHS members meet in Rutland for the 2015 convention.

News submissions are listed; follow NRHS on Facebook

Since the *NRHS News* is now being published and distributed in a .pdf format, new deadlines have been established. Electronic distribution eliminates the one-month waiting period for the *News* to be printed and mailed to members.

The *News* is published in even-numbered months. The deadline for submissions will be the 15th of the preceding month. For example, the deadline for the June edition is May 15. For the remainder of the year, the deadlines are: August edition, July 15; October edition, Sept. 15; and December edition, Nov. 15. Any changes in deadlines will be posted on the NRHS web page <<http://www.nrhs.com>> or on the NRHS Facebook page.

Submissions are welcome from both chapters and members. If you have an interesting railfan photo, feel free to submit it

for consideration. Send submissions to <nrhsnews@charter.net> or Charles S. Williams, Editor, *NRHS News*, 4712 Brushy Mountain Road, Moravian Falls, NC 28654.

Also, NRHS members are invited to “like” and follow the NRHS page on Facebook. The focus of the Facebook content will be expanding to include announcements of upcoming NRHS events on the local and national levels. If your chapter has an upcoming event, from an open house or visit by Thomas the Tank Engine, to picnics and excursions, submit it to Williams at the addresses listed above to have it posted on the Facebook page. We’ll even list regular chapter meetings so perhaps NRHS members from other chapters, or potential members in your area, can attend. Chapter newsletters may also be emailed to that address.



PHOTO BY IRA SILVERMAN, POTOMAC CHAPTER NRHS

NEW ENGINE ON THE MOVE — A new ACES64 is tucked in behind the diesel on Amtrak train No. 30 at Harpers Ferry on Feb. 25. The Amtrak Cities Sprinter electric engine, one of 70 ordered by Amtrak, was designed by Siemens Mobility. The new locomotives will operate on the Northeast Corridor (NEC) and the Keystone Corridor, replacing the railroad's existing fleet of AEM-7 and HHP-8 locomotives.

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PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

POTOMAC EAGLE -- The Potomac Eagle Scenic Railroad's excursion train crosses Route 28 south of Romney, W.Va., as it heads north on the former South Branch of the B&O Railroad on July 12, 2014. The train is returning to Romney after completing a three-hour trip to The Trough, where bald eagles are frequently spotted. Leading the nine-car train is former B&O passenger GP9 No. 6604, which has been restored to its original blue, grey and gold scheme. The Potomac Eagle Scenic Railroad's excursion trains run from Romney to Moorefield, W.Va., with occasional longer trips to Petersburg. The excursion trains operate over the South Branch Valley Railroad, which is owned by the West Virginia State Rail Authority.