

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

DECEMBER 2022

Season's Greetings & Happy New Year from the NRHS

By ALEX MAYES, Potomac Chapter NRHS (all photo credit)



'OVER THE RIVER AND THROUGH THE WOODS'– Montreal-bound VIA Rail train kicks up swirls of snow.

VIA Rail heads west on the Canadian National main four miles east of Drummondville, Quebec in February 2012. This train originated at Palace Station in downtown Quebec City and will terminate at Montreal Central Station. Powering the six-car train is General Electric P42DC No. 915, one of 21 such diesels on VIA Rail's roster. This photo was taken from a public road crossing.

Find any new trainsets under your tree? Take any rail trips during holidays? Read good railway books recently? Please submit these good times to the February News!

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Upcoming Conferences and Conventions

<p style="text-align: center;">May 16 - 21, 2023 2023 NRHS Spring Conference* Sparks, Nevada</p> <p>*Combined R&LHS, NRHS and Southern Pacific Historical Society conference Register at https://www.splives.org/sprhc-rlhs-joint-meet-may-2023</p> <p style="text-align: center;">September 1-6, 2023 2023 NRHS Annual Convention Fort Lauderdale, Florida</p>

Upcoming Deadlines for Submissions

February 2023	Online issue	January 15, 2023
March 2023	Print / mail issue	February 10, 2023

2023 NRHS Convention Announcement

By JOHN GOODMAN, National Convention Chairman

The 2023 NRHS Convention will be located in Fort Lauderdale/Deerfield Beach, Florida. The dates are Friday, September 1st through Wednesday, September 6th, 2023.

The host hotel will be the DoubleTree hotel located in Deerfield Beach, Florida. This is also a stop on both Amtrak trains operating from New York to Miami.

This hotel is not as yet ready to accept reservations. The nightly price will be \$129.00 per night plus taxes.

The Convention Committee hopes to have trips that week including a trip over Brightline, a steam trip over the U.S. Sugar line up at Clewiston, a visit to the Gold Coast Railroad Museum in Miami and a visit to the Henry Flagler Home/Museum in Palm Beach.

Saturday, September 2nd will have the meetings of the Advisory Council followed by the Board of Directors. Later that day will be the annual Membership Meeting.

There will also be an annual banquet during the convention.



***HENRY FLAGLER'S PRIVATE CAR – Railcar No. 91 was built in 1886 by the Jackson and Sharp Company. He travelled in this “Palace on Wheels” in 1912 along the Overseas Railway to Key West to celebrate the completion of the Florida East Coast Railway to Key West. It is located in the Flagler Kenan Pavilion, on the Flagler Museum grounds.
Photo by Elizabeth Guenzler***

RailCamp East & Northwest - Back on Track for 2023!

By BECKY GERSTUNG, Chair RailCamp Committee, NRHS

Plans are underway to offer a week of once-in-a-lifetime activities once again for boys and girls interested in railroading. "The best week of my life!" is the most often heard comment at the end of the week. Start planning your summer now.

The tentative date for RailCamp East is June 18–24, 2023. The date for RailCamp Northwest is July 23-30, 2023. Our partners are very generous with their time and staff. Other activities such as Thomas the Tank Engine visits and employee work schedules dictate when we are able to go to the various venues. The final dates will be posted on the NRHS web page.

All of our past partners are anxious to continue with the RailCamp program. Campers not only visit a location, but they also go "behind the scenes" with access to areas not generally open to the public. These young people get a good idea of what it takes to run a railroad, operate a tourist line and preserve our rail history.

It has been a difficult couple of years for all of us. Emotional, medical and financial issues have affected everyone. In planning the activities for 2023 we are facing some price increases. Know that the NRHS understands and is ready to help. Financial assistance and scholarships are available.

Applications will be available January 1, 2023. If you applied for a year that was cancelled, you must fill out another application. Direct your questions to railcampnrhs@yahoo.com.

Enjoy these scenes of RailCamp's exciting experiences and unique hands-on activities.



Photo courtesy of Greg Gerstung

LEARNING TOGETHER - The Railroad Museum of Pennsylvania offers an opportunity to research a piece of equipment and then share what you learn with the rest of the campers.



*Photo courtesy of Greg Gerstung
WORKING ON THE REAL RAILS –
 Strasburg Railroad provides a look at
 the hard work involved with running a
 railroad from the ground up.*



*Photo courtesy of Greg Gerstung
HANDS-ON TRAINING WITH SIMULATORS-
 Amtrak training facility, off limits to the public, gives campers a chance to operate the
 simulators.*



*Photo courtesy of Greg Gerstung
**ALL ABOARD! - Tacoma Rail, a busy
 international port, makes time for campers.***



Photo courtesy of John Cox

HEARING FROM THE EXPERT - Well-known railroader Doyle McCormack guides campers through the facilities at the Oregon Rail Heritage Center.

Photo courtesy of John Cox

LOOKING UNDER THE HOOD - The Northwest Railway Museum gives campers a look at various restoration projects underway.



Photo courtesy of John Cox

ON THE RAILS AGAIN - This complete restoration will be operating in 2023.

Holiday Steam in Action!

By T. TRENT STETZ, Pacific Northwest Chapter NRHS (All photo credit to T. Trent Stetz)

Trains and the Holidays just seem to go together. December was a time when many people traveled long distances to reach home or to see relatives. Most of these journeys before the 1940s would involve a train ride. Likewise, the nation's railroads were a primary means of transporting packages around the country at the holidays. There's a combination of excitement and nostalgia that happens when a person boards a train. However, there's an added layer of adventure when that experience goes from a simple train trip to a themed train adventure, especially during the Holidays.



Polson Logging Co. No. 2 at Springwater Trail near Oaks Park. Built 1912 by Baldwin. A 2-8-2 Mikado type. Photo on Nov. 27, 2022.



McCloud River No. 25 at Oregon Coast Scenic Railroad in Garibaldi. Built 1925 by ALCO. A 2-6-2 Prairie type. Photo on Nov. 26, 2022



Santa Maria Valley No. 205, a 1924 Baldwin 2-6-2 prairie-style locomotive, on the Albany & Eastern pulling a Holiday Train Ride. Photo taken on Dec 23, 2021

Holiday Rails – Kempton, Pennsylvania

By JOHN COWGILL, Washington D.C. Chapter NRHS (photo credits to John)

Wanamaker, Kempton, and Southern Railroad



With Your Help, We Will Do It!

By ROBERT ERNST, President, NRHS Fund, Inc.

You've likely been a lover of trains for many a year . . . that's why you are a member of NRHS!

What is your Society about? Preserving the great history and heritage of all things connected to iron rails. The NRHS membership's contribution to that mission is our Heritage Grants program! In 2022, \$100,000 was distributed to 21 grant recipients. You'll find the full list of recipients on the NRHS.com website.

Now, your NRHS Board of Directors has upped the ante and set a goal for the NRHS to distribute \$125,000.00 in 2023. But this will only happen if you help by making a generous donation to the NRHS Heritage Grants Program. Please know that 100% of all donation dollars received designated for the Heritage Grants is used directly for funding the Grants program.

Once again, an anonymous NRHS member has returned with another challenge. All donations to the NRHS Heritage Grants Program up to \$5,000.00 will instantly be doubled, making each dollar you donate worth double the money! The challenge has been met two years in a row and with your help, we'll make it three.

Every year the Grants Committee receives more applications than there's grant money available. So, with whatever amount you can afford ... be part of this "preservation endeavor" with your tax-deductible donation.

The end of the year is nearly upon us, so the time to donate is now ... thank you and thank you!

- To make an online donation by credit card, please go to the NRHS.com website, click on the GIVING button, then scroll down the right column to "Heritage Grants".
- You can make a Qualified Charitable Distribution (QCD) from your retirement plan, as noted in last month's NRHS News.
- If you would rather send a check, make it payable to "NRHS Fund Inc." and note "NRHS Heritage Grants". Then mail to:

NRHS Heritage Grants Challenge
505 South Lenola Road, Ste 216
Moorestown, NJ 08057

Thank you again for helping preserve our nation's great rail history.

NRHS Art Auction – January 5 - 6, 2023

A variety of rail-related artwork owned by the NRHS will be auctioned and sold in January 2023. Eight pieces are available and each depicts a rail scene. Done in oil, acrylic or both, the artwork sizes range from 31 inches by 47 inches to 8 inches by 10 inches.

For the detailed list of each piece, please see the Sale Notice available on the NRHS website at [NRHS Art Auction \(https://nrhs.com/site/wp-content/uploads/2022/12/NRHSartAuction.pdf\)](https://nrhs.com/site/wp-content/uploads/2022/12/NRHSartAuction.pdf).

Membership Matters

By HUGH HARRIS, Arkansas Boston Mountain Chapter NRHS

On October 1st, 2022, I resigned as Membership Administrator. As some of you will remember I took on that job back in about 2011 and 2012 and worked with Al Weber during the period when the Society was very short on funding. We've gone through a lot of trials together and I've tried very hard to keep the Society's Membership records accurate and current. I want to state that the job could not have been done without the magnificent support provided by Mary Birdsell and Steve Siegerist of the Saint Louis Chapter.

I'm now almost 85 years old and can no longer drive so it has become more difficult for me to coordinate efforts and review problems. It is therefore time for me to 'hang it up' and retire. I want to thank all the Membership for their support and help and to extend my very best wishes to Tony White and his team as they take on these responsibilities. You can contact me at hughharris64@gmail.com and by phone at 765-669-1313, but please, in future, contact the new Administrator, Patti Webb, or Tony for "MEMBERSHIP MATTERS".

Heritage Grants Application Due January 31, 2023

By CHARLES WEBB, Chair, Heritage Grants Committee NRHS

The 2023 NRHS Heritage Rail Grant Program application form is **now live** on the NRHS website. The deadline for submission (electronically) is January 31, 2023. The link to the application page is at <https://nrhs.com/programs/heritage-grants/>.



Reminder: You Can Be 'The Face Of Change'

By WESLEY ROSS, Director Emeritus NRHS

Everyone who participates in the Combined Federal Campaign is doing their part to help make change possible. The National Railway Historical Society is proud to be a participant in the campaign again this year. The funds realized are used for our projects and programs to promote railroad history which includes Heritage Grants, Rail Camp and Film Preservation, to name a few.



Participation in the Combined Federal Campaign is limited to Federal workers, Uniformed Services personnel and retirees. The campaign began on September 1, 2022 and runs through January 14, 2023. The NRHS CFC Number is 10276. I would like to encourage all members who are in one of the categories above, to seriously consider making a pledge to the NRHS.

Remember, your pledge can be automatically deducted from your paycheck or retirement check each pay period during 2023 or you can make a one-time donation. The easiest way to contribute is as follows:

- Log in to this Web Site: <https://cfcgiving.opm.gov/welcome>
- After signing in, you must designate what charities, and how much money you wish to donate or pledge.
- The National Railway Historical Society is Number 10276.

Thank you very much.

Holiday Rails – Walkersville, Maryland

By JOHN COWGILL, Washington D.C. Chapter NRHS (Photo credits to John)

The Walkersville Southern Railroad



Amtraking to Cleveland and Back for Thanksgiving

By Walter Zullig, New York Chapter NRHS

Suzanne and I now are on the Lake Shore Limited, running just about on time between Rochester and Syracuse, returning from our Thanksgiving visit with Craig and family in Cleveland. This year we decided to use Amtrak, despite the early arrivals and departures at Cleveland.

We started on Tuesday, November 22nd with an on-time departure from Croton-Harmon at 4:24 pm. The train consisted of P32 locomotive 714 pulling seven cars. Behind the engine were three Amfleet II coaches, followed by a Viewliner diner, two sleepers and a baggage car. One of the sleepers was an original Viewliner, the other was a new one. Our bedroom was in the new car. Although “new”, the car had developed several defects, including the room door being off its track. The thermostat in our bedroom in the new car was in Celsius whereas the hall temperatures and, according to the attendant, the other rooms were displayed in Fahrenheit. There did not seem to be any way to change it.

Dinner along the Hudson is usually nice so we went to the diner about 5:30. Both of us ordered the salmon dinner which Suzanne found to be too salty. And it is a little upsetting to see a beautiful new dining car being used to serve frozen meals in cardboard boxes. I have heard that soon will change on the *Silver Service* Florida trains and hope improvements will come to the other long-distance trains using single level equipment. Sadly, there is no present indication that any such change will be forthcoming.

We had finished dinner by the time of the Albany arrival so I stepped outside to note the consist. The Boston section had come in earlier and was across the platform with three P42's pulling a Viewliner sleeper, two Amfleet II coaches and an Amfleet II café/business class car. After the P32 had been removed from the NY section, the Boston cars were reversed on to it for our departure at 7:05 pm. A walk through the entire train revealed a good passenger load, certainly expected at this time of year.

In view of the scheduled 3:53 am arrival at Cleveland, we had the beds made up early and were ready for sleep after Syracuse where we arrived 15 minutes early and departed on time at 10:05. As requested, the attendant woke us at 3:15 am for the expected 3:53 arrival which was on time. Our son, Craig, was there to meet us and drove us to our hotel in Beechwood, the city in which they live.

Wednesday was devoted to sleeping late followed by family visits. We spent Thanksgiving at Craig and Olga's where about 20 family members helped devour their large turkey. Friday was my planned day to ride the Greater Cleveland Regional Transit Authority rapid lines which I did after our granddaughter, Dalia, drove me to the Green Road station on the Shaker Rapid. My first phase was to ride the Green Line from there to Tower City station downtown. After purchasing my Senior Day Pass for \$2.50 from a machine, I picked up some timetables from the well-supplied racks and walked across to the heavy rail Red Line which I rode to the airport with a stop for photos at Puritas station. During my 20+ minutes at Puritas, four freight trains passed on the adjoining New York Central Railroad trackage. More freights were seen later in the day so I assume operations had slowed for Thanksgiving and now they were catching up to normal. After Puritas I headed east to Windermere with a photo stop at Little Italy where a CSX freight came along in perfect sun. Next it was back to Tower City where I went outside to see Public Square.

My experience on the Red Line was much more positive than Tony Fitzherbert's a few months ago. I found the stations and the cars to be clean with the exception of salt on the car floors tracked in by passengers boarding at the outdoor platforms which had been treated for snow several days earlier. There were a few “odd” passengers, but nothing threatening. One man boarded the Shaker Rapid and wanted to pay a “disabled fare”. When the operator asked to see his eligibility card he said, “It's home on my breakfast table.” Another person started putting dollar bills into the farebox but the Shaker fares are paid in Tower City station upon arrival. The operator told him to stop but he eventually inserted \$5 so the machine gave him a Day Pass. No harm done. He kept saying, “I'm not from around here.”

My last trip was the Blue Van Aken line to Warrensville and return to Shaker Square. There I called Craig who picked me up at Green Road. My overall impression was that things could be better but considering the age of the equipment I consider it okay. Everything I rode was exactly on time. The Red Line was on a 15-minute headway and each branch of the Shaker was on a 30-minute headway. The Waterfront Line remains closed until the bridge over the CSX/NS main tracks is repaired. That evening we all enjoyed a delicious dinner at the famous "Momma Santa's" in Little Italy.

Saturday was a day with family. We went to bed earlier than usual due to the need for a 4:15 AM wakeup call on Sunday. The call came an hour early at 3:15 but we snoozed until about 4. Craig was waiting out front at the agreed upon 5:00 AM meeting time and drove us through very empty streets to the Amtrak station where lots of activity was in progress. The train was in the station, having arrived 22 minutes early at 5:16. It is empty and quiet during the day but gets busy between 1:00 AM and 6:00 AM when four trains arrive and depart. This time our car was "4811", one of the original Viewliners. Both original and the new Viewliners have some desirable features as well as some not-so-desirable. The attendant quickly made the beds so we dropped off for 2 ½ hours of light sleep after the departure at 5:52 (5:50).

We finally arose and entered the diner about 9:15 before the 14 minutes late arrival at Buffalo-Depew. Some snow was on the ground but much of the five to six foot snowfall had melted away. For breakfast I had a three-egg omelette with orange juice and coffee. Suzanne had the breakfast sandwich (EggMcMuffin), a blueberry muffin and coffee. There was a problem with the water line in the dining car so I had to go to the other end of our sleeper to fetch the coffee. (First class travel at its best). Various staff, including station personnel at Buffalo, attempted to fix the water line without success. I wonder if the car went west the next day with the same problem.

The train lost a little time between Erie and Buffalo where we had arrived 14 minutes late. The lateness continued to the next stop, Rochester, where I had my first daylight view of the new station. The substantial station building is on the south side of the tracks and the trains stop at a wide high level island platform which enables two trains to be in the station simultaneously. I was told a similar facility will be built at Syracuse where the relatively new station has a high-level platform serving but one track. The Syracuse departure was one minute late and the Utica arrival was on time. The former New York Central steam locomotive appears to have been repaired from the damage sometime back when vandals released the brakes on a freight car that crashed into the locomotive.

The Schenectady arrival was seven minutes early but for unknown reasons we sat in the station a long time and left town 31 minutes late, making for a 24-minute late arrival at Albany. That was one of the times I wished I had packed my radio; with it I probably could have heard the reason for the delay. In any event, no problem as the schedule provides ample time at Albany (from 2:53 to 4:10). After getting the full consist I went up into the station to find it quite full. Some were waiting for #448 to Boston, others for the 4:30 NYP departure and some to board #48. In fact, as was the case in Buffalo, a number of riders boarded the sleepers at Albany for the ride to New York, taking rooms that had been occupied by passengers who already had detrained.

The Boston section's two diesels and four cars departed on time at 3:27 pm. Thereafter a P32 reversed onto our train and we were off to an on-time departure at 4:10 for a fast ride down the Hudson. After quick stops at Rhinecliff and Poughkeepsie, we reached our home station of Croton-Harmon three minutes early at 5:50 pm. A large crowd with luggage was on the platform awaiting a Metro-North train that we had overtaken around Garrison. A waiting taxi delivered us home about ten minutes later.

With the exception of the odd arrival and departure times, the trip was good. I must say, however, that while some of the on-board service crew members provided good service, others looked rather sloppy.

That condition also prevailed on my *Silver Star* trip from Florida last August. I guess it is harder and harder to get good help these days. And, of course, the dining car meals, while "okay", leave great room for improvement.

We had a great Thanksgiving and I hope everyone reading this did as well.

WEZ, December 2, 2022

CONSIST: Train #49 CRT-CLE Nov. 22-23, 2022.

Engines:	714 P32	NYP-ALB
	107, 130 & 87 P42	ALB-CHI <i>from BOS</i>
Cars:	62028 Viewliner Sleeper	ALB-CHI
	48184 Amfleet II Café/business class	ALB-CHI
	25040 Amfleet II Coach	ALB-CHI
	25077 " " "	ALB-CHI
	25028 " " "	NYP-CHI <i>from NYP</i>
	25115 " " "	NYP-CHI
	25043 " " "	NYP-CHI
	68009 <i>Concord</i> Viewliner dining car	NYP-CHI
	62045 Viewliner sleeper	NYP-CHI
	62500 <i>Portage River</i> Viewliner sleeper	NYP-CHI
	61002 Baggage car	NYP-CHI

CONSIST: Train #48 CLE-CRT Nov. 27, 2022.

Engines:	93 & 130 (50 th Aniv.) P42	CHI-ALB <i>to BOS</i>
	??? P32	ALB-NYP
Cars:	62028 Viewliner Sleeper	CHI-ALB <i>to BOS</i>
	43378 Amfleet II Café/Business class	CHI-ALB
	25040 Amfleet II Coach	CHI-ALB
	25077 " " "	CHI-ALB
	25028 " " "	CHI-NYP <i>to NYP</i>
	25115 " " "	CHI-NYP
	25143 " " "	CHI-NYP
	68014 <i>Jackson</i> Viewliner dining car	CHI-NYP
	62045 Viewliner sleeper	CHI-NYP
	62515 <i>Savannah River</i> Viewliner sleeper	CHI-NYP
	61002 Baggage car	CHI-NYP
	??? Deadhead café car	CHI-NYP

NOTE: Some of the same cars were on both trains.

Rail History Through Photos – NRHS Photo Gallery

By Marlin Taylor, Digital Archive Committee NRHS

We, the Digital Archival Committee, is pleased to announce the introduction of the **NRHS Photo Gallery**, a collection of 800 photographs out of the thousands that have been donated to your Society for preservation ... which so far have been scanned digitally with visual corrections made where appropriate and documentation attached.

This may not seem like a big accomplishment. However, when you consider the time-consuming work and tedious detail involved for each original photo, to reach this level is a solid beginning. Remember, your Society depends on volunteers for all that it does ... and when it comes to an endeavor like this, professionalism and accuracy are of the utmost importance.

Here are the steps to view the photographs:

1. Start at the NRHS web site (<https://nrhs.com>)
2. Click on [Programs](https://nrhs.com/programs/) in the header (<https://nrhs.com/programs/>)
3. Look below for the link to Photo Gallery.
4. Go to Search to choose the particular category of rail history of personal interest.

Enjoy! Thank you for being an NRHS member and supporting the Digital Archive projects.

You may contact the committee by email at heritagefilms@nrhs.com.



CAMELBACK – Reading Company L-5a 4-6-0 589, built by Baldwin in 1912, Photographer unknown but picture taken on May 4, 1941 in Newton, Pennsylvania. This has special meaning to the author as the station was a block away from his first home as a child. He would watch these trains serve the local industries along the line, including a coal yard just across the tracks from his home.

Heritage Grant Project – Harris Tower Restoration 2021

By John Smith, President, Harrisburg Chapter NRHS

The Harris Tower restoration project began in 2020 with a \$2,000 grant from NRHS-National Railway Historical Society. Chapter members donated another \$11,000.



The project includes two main areas: cleaning and sealing of the tower exterior, and restoration and repainting of windows and brick mold trim. Although the exterior was previously sealed around 1997, this previous work lost its effectiveness a long time ago. We know water is penetrating HARRIS, as white deposits are present on the first-floor masonry walls and plaster damage on the second floor. Efflorescence is the leaching of the lime from the lime cement mortar. To show up as efflorescence the water has to travel through the 5-6 different layers of brick on the solid brick wall. Harris is more susceptible to rain penetrating the walls. Two side walls are parapet walls that extend above the roof with no overhang to keep rain from hitting the building.

With the eight-story Forum Place next to Harris Tower, rain is often accompanied by driving winds. Over time this leaching of the lime from the mortar will weaken the joints and allow more water infiltration of the building. The beginning of the cleaning and sealing was delayed when it was found that the soldier courses and sills on the parking lot side windows exhibited separation cracks between the mortar and brick. These were cut out and repointed. The second-story storm windows were removed to allow access to the windows and trim. The cleaning solution is caustic, requiring covering of the windows before application. While still wet, the brick was power washed. After drying, the sealant was applied with a spray gun. The tower required 40 gallons of sealant called Siloxane.

With the masonry cleaned and sealed, the next step was to remove the deteriorated paint from the brick mold trim and windows. The second floor of HARRIS has 18 double-hung windows and the first floor 14 double-hung windows. Previous work on the brick mold had involved painting over existing-leading to a cracked and rough surface. This process took several weeks of lift time as propane torches and scrapers were used to remove the old, deteriorated paint.



**HARRIS TOWER
WINDOWS - After
paint removal.**

The now exposed brick mold had a wood hardener applied and final sanding before repainting. The previous 2017 painting of the first-floor windows had not held up well, so the 64 sashes were sanded, wood hardener applied and deteriorated areas filled with plastic wood before repainting. We worked on cleaning the inside of the windows with a razor blade and fine steel wool and helped the painter in doing the same to the exterior window.



HG – New, fresh sign.

Holiday Rails – Greenbank, Delaware

By John Cowgill, Washington D.C. Chapter NRHS (Photo credits to John)

Wilmington and Western Railroad

Holiday Lights Train



Potomac Chapter Celebrates Their 50th Anniversary

By Alex Mayes, Potomac Chapter NRHS

In the late sixties, a group of railfans who resided in the Silver Spring/Bethesda, Maryland area decided to create a new railfan club. They were members of the Washington D.C. Chapter NRHS, but since the chapter meetings were in downtown Washington, they wanted to have their own organization closer to home. In 1969 they drew up organizational documents and formed the Capitol Railroad Club, which was comprised of about a dozen members. A few months later, after some members suggested they apply for membership in the NRHS, they did so, and the Potomac Chapter NRHS was officially established in 1970. Over the years, with the Potomac Chapter's participation in the Southern Railway/Norfolk Southern steam excursion program and other activities, membership grew to over 100.



Photo courtesy of Teresa Renner

MEMBERS FROM THE START - Five charter members of the Potomac Chapter, which was established in 1970, attended the banquet. Seated is Rudy Volin, Left to right are Wayne Sherwin, Paul Dolkos, Bill Hopkins and John R. King.

To celebrate the chapter's 50th anniversary, the chapter's Banquet Planning Committee began planning an elaborate banquet in 2020, which was the chapter's actual 50th anniversary. However, due to Covid pandemic restrictions imposed by local county and Maryland State administrators, the banquet could not be held. The committee tried again to hold the banquet in 2021, however due to continued concern over Covid it was decided to postpone the banquet once more.

By autumn 2022, Covid anxiety had diminished so the Banquet Planning Committee went back to work and created a most fitting banquet set for October 15. The banquet was held in the Innovation Room of the Doubletree Hilton Hotel in Gaithersburg, MD. Chapter Treasurer Jay Creswell did a great job negotiating with hotel staff to get the room we wanted booked on the day we wanted, and our choices for the menu. Six of the dozen charter members, Bob Bitzer, Paul Dolkos, Bill Hopkins, John R. King, Wayne Sherwin and Rudy Volin, attended the banquet.

The committee was fortunate to have scheduled Kevin P. Keefe as the keynote speaker. Kevin is the former editor of Trains Magazine, a major contributor for Classic Trains Magazine, former editor of Passenger Train Journal and a Director for The Center for Railroad Photography & Art, among several other prominent roles he has held in the railroad publishing industry. Kevin presented "Potomac Railroad," A Guided Tour of the Washington D.C. area which was comprised of most of the best photos from Kalmbach Media's David P. Morgan Library. Rob McGonigal, former editor of Classic Trains, and Tom Hoffmann, librarian of Kalmbach Media Library provided much assistance for the creation of this most unique presentation. Most of the photos were from the steam to diesel transition era, which included extraordinary images of B&O, C&O, RF&P, Southern Railway and Pennsylvania Railroad in the Washington D.C. region in the 1950s and 1960s. Each image had a caption and a photo credit, the audience was pleasantly surprised to see three of Potomac Chapter member W.E. (Bill) Hopkins' images. Bill, who is a charter member, was in the audience.

Kevin was scheduled to make the presentation in-person months before the banquet, however two weeks prior he tested positive for Covid and he was advised by his physician to not attend any social gatherings. So, he presented this program via Zoom technology from his home in Milwaukee. As each image appeared on the screen Kevin provided interesting commentary. The images were sharp and colorful, as was Kevin's narrative. The chapter was very grateful for the Zoom technology expertise of chapter secretary Bill Holdsworth, Vice President John Sery and his son Stephen who made sure the audio-visual systems worked properly.



Photos courtesy of Tom Panfil
POTOMAC CHAPTER'S TEAM OF I.T. EXPERTS - Making final preparations for the Zoom presentation with keynote speaker Kevin P. Keefe. Kevin presented the program from his home in Milwaukee. Left to right: John Sery, Chapter Vice President, Bill Holdsworth, Chapter Secretary and John's son Stephen.

THREE PRINCIPAL BANQUET SPEAKERS - Seated on the left is Gordy Bjoraker, Potomac Chapter president, on the right is Tony White, the new National NRHS president. Above is Frank Sheer, Curator of the Railway Mail Service Library which is housed in the former Norfolk and Western Railway's Boyce, Virginia station.

Following Kevin's presentation Dr. Frank Scheer took the podium and gave a short talk about the Railway Mail Service Library, of which he is the curator. During 1980, Frank purchased the Railway Mail Service Library and continued adding to the collection. The artifacts and documentation out-grew his home, so a search for a suitable building began during 2003. As luck would have it, Norfolk and Western Railway's vacant Boyce, Virginia passenger depot was available for sale and a perfect match for the collection because it had been used as the town's post office for nearly 30 years. In addition, it had been used by railway and highway post offices. Following Frank's presentation, long-time chapter member Rudy Volin was awarded his 75 Year NRHS Membership Pin and Certificate. Rudy joined the NRHS in 1948! This was a most enjoyable event for such a notable achievement.

The final speaker was Tony White, the newly-elected National NRHS President. Tony spoke about the accomplishments of his predecessor Al Weber, the success of RailCamp and other NRHS programs. Tony discovered the NRHS from a friend at the Danbury Railway Museum when he asked Tony and several others



Photo courtesy of Teresa Renner
A REMARKABLE TIME - Long-time Potomac Chapter member Rudy Volin (seated, center) was awarded his 75 Year NRHS Membership Certificate and Pin at the banquet. Overseeing this remarkable event is newly elected NRHS president Tony White and Potomac Chapter Membership Chairman Rick Davidson. Seated on the left is Rudy's wife Ann Ruth, seated on the right is Bob Bitzer, National NRHS Treasurer and a National NRHS Director.

to attend the 1998 NRHS convention in Syracuse. The Western Connecticut Chapter was making a bid to host the 2000 convention. As a railfan, the convention became the most exciting time of his life while experiencing life in railcars he had only seen in videos and museums. He said he felt like a VIP riding in the first-class cars.

Tony joined the NRHS afterwards and immediately got on the Western Connecticut Chapter New Haven Rails 2000 convention committee. Three years later, he became a member and then the chapter's National Director.

The final event was the popular raffle of items which members brought to the banquet. Since there were no banquets over the past two years, attendees brought a lot of items. All were taken!



Photo courtesy of Stephen Sery
OFFICERS AND MEMBERS - Left to right: Chapter vice president John Sery, charter member John R. King, Bill Schafer and charter member Bill Hopkins.

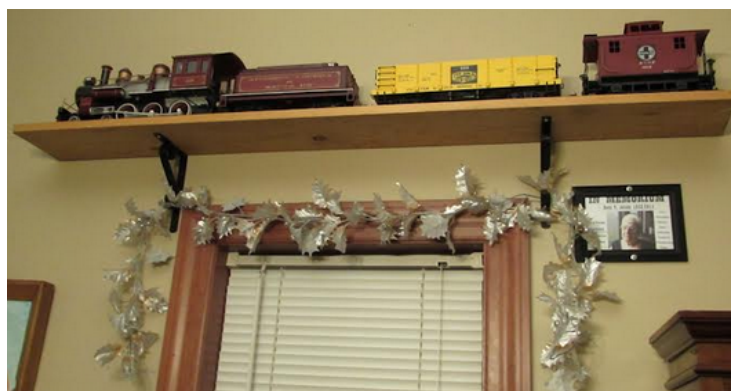


Photo courtesy of Tom Panfil
TAKE IT PLEASE - A popular tradition at Potomac Chapter banquets is the raffle of items which members donated. These are some of the items which were donated at this year's banquet. All found a new home!

The banquet was a well-planned and enjoyable event, with 41 attendees. Members thoroughly enjoyed socializing with long-time friends, some of whom they had not seen in 20-30 years. The banquet was a most appropriate tribute to the 50th anniversary of the Potomac chapter.

Holiday Rails – Flemington, New Jersey

The Black River and Western Railroad



Membership Renewal Season Is Here!

By *TONY WHITE, President NRHS*

The board and officers of the National Railway Historical Society appreciate your NRHS membership. Renewal season is upon us!

A 2023 membership renewal form is reproduced below, with dues at \$50.00 per Regular Member. Family Member (spouse, child, etc., living at the same address as the Regular Member) rate is \$7.00, and the special discounted Student Member rate is \$16.00. Please note that even in these times of inflation and escalating costs, your NRHS dues have not changed.

Payment may be made by check, or you may pay online through our website, www.nrhs.com (look for the "online membership renewal site now open" link on the home page).

Many members choose to support the NRHS operating funds at renewal time. For your convenience, you may elect to donate to the General Fund, Film Preservation Fund, RailCamp™ Fund, and/or Heritage Grants Fund below or online. These funds rely on the generosity of NRHS members in order to advance the important work of railway preservation.

Once again, thank you for your continued membership in NRHS.

Best wishes for a safe and successful 2023.

2023 NRHS DUES RENEWAL

Name: _____

Address: _____

City/State/ZIP: _____

Annual Dues (\$50 per regular member; \$16 student age 13-24) \$ _____

Family Member (\$7.00 per; name:) _____ \$ _____

Family Member (\$7.00 per; name:) _____ \$ _____

Donation to Heritage Grants Fund \$ _____

Donation to RailCamp™ Fund \$ _____

Donation to Film Preservation Fund \$ _____

Unrestricted donation to the General Fund \$ _____

Total \$ _____

Donations in excess of dues paid may be deducted as a charitable contribution to the extent permitted by law. NRHS is a 501(c)3 charitable organization.

Mail with payment to: NRHS Membership, PO Box 31074, St. Louis, MO 63131-0074

Please remit by January 1, 2023, to ensure uninterrupted membership.

President's Corner - Happy, Healthy Holidays To All!

By *TONY WHITE, President NRHS*

The NRHS thanks all of you who have renewed your membership online. You have saved our lone volunteer a lot of manual processing. For those of you renewing by mail, we thank you also. For 2023, we expect to run all of our programs and like a telethon, we would like to exceed the amounts awarded for each program. Thank all of you who choose to donate; you are a part of our giving legacy.

While on the subject, it is my pleasure to announce that Patti Webb of the Harrisburg Chapter has graciously accepted the membership duties and has been the Membership Chair for the past month.

In the beginning, two groups in Pennsylvania formed the NRHS. These two Chapters, Lancaster and Philadelphia continue to be the backbone of the Society and help us maintain our legacy. Now there are over one-hundred Chapters.

At-Large members can enhance their NRHS experience by joining any number of chapters for a few dollars each. Many of our members belong to several. There are chapters across the United States, in Canada and in Japan. The enhancements come in

the form of meeting other NRHS Members, gaining access to chapter functions and the receipt of wonderful newsletters from these chapters. There are far more articles within these newsletters than can be put into the NRHS News. In these articles, you receive local and regional rail information often written by Railroaders. These articles contain historical and current information. Imagine the history and information that you can learn. Chapters also share newsletters from other chapters so you get even more bang for your buck. In addition, many chapters host Zoom programs in which the best photographers from their area show their work. In many of the Zoom programs that I watch, former railroaders provide more information about the photo than you can ever get from a caption. You already like railroading and trains, why not make it even more rewarding by joining a chapter.

Finally, with the holidays approaching, I wish everyone a warm, happy, peaceful and safe holiday regardless which holiday you observe. Happy New Year!

Editor's Note – Be Merry, Be Happy, Watch for Deer

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

Many wishes for a wonderfully Merry Christmas, a healthy Happy New Year and all the special holidays at this time of year. As we turn the calendar towards 2023, be happy, wise and cozy.

Even as we look forward to the rail adventures of 2023, I want to thank the members of the News team for their consistent and patient help with the News throughout 2022. Elizabeth Guenzler and Eileen Weber make the News look good and read better for the NHRS members and friends. As any good editor acknowledges, the team makes the News a success; any errors, delays, overlooked articles and other concerns are my errors. Thanks to the members who sent their compliments on the News, and to NRHS leadership for looking out for the News team all year long.

A special word of thanks to John Cowgill, who shared his photography of holiday bedecked trains and museums with us. His images provide a festive touch to this month's News. Like what you see?

Enjoy more of John's rail discoveries at [Stories of the Railroad](https://johncowgillstoriesoftherailroad.com/) (<https://johncowgillstoriesoftherailroad.com/>). Live well, be healthy and watch for deer. Wishing everyone the best wherever you may be, Val.

About the NRHS News

The *NRHS News* is published nine times a year by the National Railway Historical Society. A full-color issue is published each even-numbered month and is available as a pdf file on the NRHS web site. The three remaining issues are printed black-and-white and mailed to members in March, July and either September or November. Valli Hoski, Harrisburg Chapter NRHS, Editor. Alex Mayes, Potomac Chapter NRHS, Content Assistant. Elizabeth Guenzler, Central Coast Chapter NRHS, Editorial Assistant. Eileen Weber, St. Louis Chapter NRHS, Editorial Assistant.

Email submissions to News@nrhs.com or mail to NRHS News, c/o Valli Hoski, P.O. Box 234, York Springs, PA, 17372.

The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. Membership information changes should be sent to Patti Webb at Membership@nrhs.com.