



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT VERMONT CONVENTION – *The second runby on the June 20 trip to Hoosick Junction was held at the iconic former Bennington & Rutland Railroad station in North Bennington, Vt., built in 1880. Passengers detrained at the station and formed photo lines on both sides of the track just south of the station. Once the photo lines were set up, the excursion train pulled past the station, providing outstanding photo ops for the 200-plus photographers.*

NRHS News

NEWS FOR ALL NRHS MEMBERS

AUGUST 2015

NRHS members explore Vermont during convention

By Alex Mayes, Potomac Chapter NRHS

Over 600 people participated in portions of the NRHS 2015 Convention, based in Rutland, Vt. NRHS officials selected Rutland because it is the center of operations for the Vermont

Rail System (VRS) with lines extending from there to Burlington, Bellows Falls, Whitehall, N.Y., and Hoosick Junction, N.Y.

Rutland is a very old and historic city in the western part of the state, at the junction of four rail lines. The convention featured excursions over all four lines, three of which are mostly freight-only and provided “new mileage” for serious mileage collectors. A chartered trip on the Saratoga & North Creek Railway in neighboring New York, which included photo runbys in scenic locations, was also offered.

In addition to the rail excursions, the convention also offered an interesting variety of other activities, including trips to local museums, a tour of the Burlington, Vt. roundhouse, vis-

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The president's corner...

Convention goes on without a hitch; volunteers thanked

By Al Weber, NRHS President

Thanks for the emails and newsletters. Please keep them coming. I read all the newsletters, letters and emails. This is how the officers solve your NRHS problems.

The Rutland, Vt. 2015 convention went well as all trips and events went off without a hitch. There are two reports in this issue. Please thank Walter Zullig and his committee for all the work they did for this excellent event.

As in the last few years, our total attendance was down but those that attended had a very good time.

Convention income looks like it will break even with no loss expected as of now. We will not have in all the bills for a few months, however.

The convention volunteers were the main reason that the convention was a success. The convention committee did an excellent job of keeping the convention costs down while still providing a full and very good convention for all to experience.

In 2016 we are planning a convention in the Denver area, July 19-24. Many are working on the events, and we will have more to announce soon. Please save those dates and plan on attending your convention.

The new membership database is now getting in the final updates that we know about. This will need updating, and we will be coming out with a way for you to help us verify your data soon.

RailCamp East was a success. As I write this, RailCamp West is just starting. Again the volunteers are the big reason for this program. We also have had many donations for this key program.

The next conference is the Fall 2015 event in Utica, N.Y., Oct. 23-25. Please make plans to attend and participate.

The winter conference originally scheduled for Dallas in 2016 has been canceled. We decided that we do not have enough NRHS business that must be done to justify the expense of holding a winter conference.

A group is going to National Library Relocations in Three Rivers, Mass., to start sorting through the items that are in storage there. Our first task is to get a handle on the boxes of corporate records that were shipped from Fernley & Fernley when we left there. We still will need to work through what we must do to get our collection in shape.

I am looking for someone to help with scanning the chapter newsletters for news, photos and feature articles that can be used in the *NRHS News*, and to then contact officials from those chapters to secure the information and photo files for the *News*.

If you are interested, please contact either me or Charles Williams, *NRHS News* editor, at <nrhsnews@charter.net>.

Also, please remember to "like" and to submit chapter photos and news for the NRHS Facebook page. This is more important in this day as many people post and view Facebook for current information. As with your information for the *News*, email it to <nrhsnews@charter.net>.

Finances are still tight and will be for a few years but, as of now, we are not spending more than we take in. We will have the 2014 audit data to the auditors by the time you get this *NRHS News* issue. I am sure the auditors will have many questions, but Bob Bitzer, your treasurer, and Bob Heavenrich, the NRHS comptroller, have done a very good job of pulling together all the 2014 data for the audit. Please thank them as they are doing a large amount of work and doing it very well.

New 'recruits' are being sought for NRHS 'Wednesday Regulars'

The NRHS "Wednesday Regulars," who meet at 1601 Walnut Street in Philadelphia, are looking for new recruits.

The volunteers at the NRHS office in Philadelphia office answer requests for information and file chapter newsletters.

If you live within the circle bounded by Long Island City, N.Y., Atlantic City, N.J., Alexandria, Va., and Harrisburg, Pa., you are welcome to join in the NRHS research activities. Coming from a greater distance, you are welcome to visit our facility. Before coming to Philadelphia, however, please contact NRHS officials.

By email, contact Les Dean at <research@nrhs.com>. By telephone, contact Burton Eisenberg at 267-312-4703.

'Go By Train/Smithsonian Days' planned in Missouri Sept. 26

The St. Louis Chapter NRHS will sponsor the second annual "Go By Train/Smithsonian Days" Saturday, Sept. 26, 9 a.m.-3 p.m., at the Museum Of Transportation in Kirkwood, Mo.

The event will have railroad-themed activities for all ages. Included are motorcar rides sponsored by NARCOA, trolley rides, special equipment displays, a model train show, and activities for children. Union Pacific officials will bring a heritage unit. There will be displays by Operation Lifesaver, as well as many of the railroad historical societies and clubs in the area. There will be a car show of antique brass and nickel era cars.

NRHS awards grants totaling \$13,000 to nine organizations

The National Railway Historical Society has awarded railway heritage preservation grants totaling \$13,000 to nine museums and organizations, through the society's Railway Heritage Grants Program.

The Heritage Grants Program is one of the signature programs of the NRHS. This year, over \$140,000 in requests were received.

Receiving grants this year are:

- **Old Dominion Chapter NRHS**, Richmond, Va. — \$1,000 to install adequate lighting to properly display the various artifacts, drawings and equipment owned by the Old Dominion Chapter NRHS-owned Richmond Railroad Museum;
- **Mid-Continent Railroad Museum**, North Freedom, Wis. — \$1,000, for the exterior renovation of the East Jordan and Southern combination Car No. 2, built in 1864;
- **Rural Retreat Depot Foundation**, Rural Retreat, Va. — \$1,500, to create museum/event space by rehab/restoring entry doors and windows on the historic Norfolk & Western Rural Retreat depot, retaining the 1949 configuration and style;
- **New England Electric Railway Historical Society**, Kennebunkport, Maine — \$2,000, to restore the exterior of the 1912 Portland Lewiston Interurban No. 14, *Narcissus*;
- **National Railroad Museum**, Green Bay Wis. — \$1,500, to restore CB&Q No. 30 dynamometer car to operational status;
- **Rutland Region Chamber of Commerce**, Rutland, Vt. — \$1,500, to support the construction of a necessary and required shelter over historic 1913 Rutland No. 551 passenger rail car;
- **Historical Society of Windham County**, Newfane, Vt. —

\$1,500, for the restoration of the 1880 Newfane railroad station, for the purpose of creating a Museum of the West River Railroad;

- **Alexander Chapter NRHS**, Hickory, N.C. — \$1,000, to purchase the final, necessary materials (wood, steel, engine parts, bearings) to restore a narrow gauge maintenance-of-way gang car that was built and used by the East Tennessee & Western North Carolina Railroad; and

- **Maine Narrow Gauge Museum**, Portland, Maine — \$2,000, to restore an original caboose waycar No. 557, a 24-foot-long caboose built in 1913 by the Maine Central Railroad's Waterville Shops for the 2-foot gauge Sandy River & Rangeley Lakes Railroad.

Since 1991, the NRHS has provided \$500,000 to rail preservation efforts, through hundreds of grants to NRHS chapters and other organizations not affiliated with the NRHS.

The NRHS Railway Heritage Grants Program provides financial support to projects that contribute to the preservation of, and education about, railway history. This includes grants for stabilization and restoration of railroad equipment such as steam locomotives and steam trains and diesel locomotives, railway buildings and for the preservation and archiving of historical records and train pictures. Although most grants in the past have been made for preservation activities, we also encourage projects in research, education, and publications.

The largest numbers of grants have been for preservation of:

- Rail equipment – locomotives (both steam and diesel), passenger cars, freight cars, cabooses, and an electric streetcar;
- Railway depots and towers; and
- Archival documents, photographs and pictures (train pictures, railway pictures, photos of trains, etc.).

Deadlines set, guidelines explained for submissions to NRHS News

The deadline for submissions for the October issue of the *NRHS News* is Tuesday, Sept. 15. Photos and articles should be submitted as early as possible as the layout of the newsletter is an ongoing process. Information on chapter events should be submitted no later than two weeks following the date of the event.

The *NRHS News* is published in “even” months: February, April, June, August, October and December. The deadline is always the 15th of the preceding month.

Please submit articles as a text file or in the body of an email. Photos should be submitted as separate, high resolution files attached to an email. Please do not include photos intended for publication in the body of text files. Photos included in the body of emails cannot be used. All submissions should in-

clude the name and chapter affiliation of the author and/or photographer(s). Flyers on upcoming events cannot be printed.

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. If your chapter has an upcoming event, submit it to Charles 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.

Wide variety of trips offered during convention along Vermont rails

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its to historic sites, the annual NRHS membership meeting, the annual NRHS banquet, and other activities.

The convention headquarters hotel was the Rutland Holiday Inn. There were over 500 registrants.

Major components of the convention were planned by members of the national NRHS organization, headed by Walter Zullig, chairman for this year's convention, and Bart Jennings and his wife Sarah, who planned the rail excursions and heritage tours. Additionally, Tony White handled the arrangements for the hotels, food, and other logistical tasks, and Stephen Miller handled the complex bus contracts for the convention. Eileen Weber, wife of NRHS president Al Weber, handled ticket sales and new registrations at the Holiday Inn, a tedious task which required long hours, and resulted in over \$10,000 in additional revenue. A large number of other volunteers participated in the planning and operation of the convention.

The convention officially began on June 14 with a chartered "mixed train" on the former Green Mountain Railroad between Rutland and Smithville, now part of the VRS. The train was comprised of five freight cars and three coaches, and



PHOTO BY GORDON BJORAKER, PRESIDENT, POTOMAC CHAPTER NRHS

MIXED PHOTO FREIGHT — *A photo freight train was operated for convention attendees on the Green Mountain Railroad (ex-Rutland) between Rutland and Ludlow, Vt. on Sunday, June 14. This was a working mixed train as the five covered hoppers were dropped off in Ludlow to serve the talc plant in nearby Smithville. The train was powered by ALCO RS1 No. 405 with three ex-CNJ coaches on the rear. Multiple photo runbys were held at scenic locations. This photo was taken at the bridge over Okemo Ridge Road near Ludlow.*

was powered by former Green Mountain ALCO RS1 No. 405, a rare diesel built in 1951. This trip catered to serious photographers and was designed to provide outstanding photo ops of a first generation diesel on a local freight train in remote, scenic locations. The participants were well rewarded as photo runbys and posed photos were held en route at seven locations. Later that evening a seminar was presented at the Holiday Inn.



PHOTO BY DOUG SCOTT, CAPE COD CHAPTER NRHS

MONDAY EXCURSION — *NRHS members had the chance to ride on a special trip on the Saratoga & North Creek Railroad on Monday. This photo was taken at Corinth, N.Y.*

Convention attendees were treated to an interesting day of train riding and photography the following day, June 15. Riders boarded Amtrak's *Ethan Allen Express* at Rutland at 8 a.m. and rode over the former Delaware & Hudson line to Saratoga Springs, N.Y., where they boarded a chartered train on the Saratoga & North Creek Railway. The 57-mile trip departed from the Saratoga Springs, N.Y. Amtrak/S&NC station and went to North Creek, N.Y. This line was previously the



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

FROM RUTLAND TO BELLOWS FALLS — An all-day, 106-mile round-trip excursion was run between Rutland and Bellows Falls, Vt. on Tuesday, June 16. The trip ran over the former Green Mountain Railroad, an all-freight line now part of the Vermont Rail System. The passenger special was comprised of 12 historic cars and was powered by former Green Mountain Railroad GP40 No. 304 and Vermont Rail System GP40 No. 301. This photo was taken at the runby on the return trip at milepost 45.9, near East Clarendon, Vt.

Adirondack Line of the Delaware & Hudson Railway.

The line was built by Thomas C. Durant in 1871. North Creek station is where Theodore Roosevelt learned he was to be-

come president of the United States following the assassination of President William McKinley in 1901. During World War II, magnetite, ilmenite, and titanium were shipped over this line from Tahawus by the D&H Railway.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

PHOTO OPPORTUNITY — The main event on June 17 was a trip to the Rutland Railroad Museum, which is housed in the former Rutland Railroad's Center Rutland station, built in 1912. The museum has an outstanding collection of very old photos, artifacts and other memorabilia from the four railroads which were built in Rutland in the mid-1800s. During the visit, we heard Vermont Rail System train FLSW1 on our scanners approaching, so we formed a photo line at the south end of the station and took this shot. The line on the left is the former Delaware and Hudson Railway to Whitehall, N.Y., currently used by Amtrak's Ethan Allen Express.

The chartered train was comprised of one dome car and two passenger cars including former Long Island test car 3005A/B, and was powered by rare BL2 No. 52. The BL2 was previously Bangor & Aroostook Railroad's No. 52, built in March, 1949. The Electro-Motive Division of General Motors built the four-axle BL2s to serve as road switchers, so the crew could see both to the front and rear, since they could only see forward with F-units. Only 59 BL2s were built, and only eight still survive, at museums or on tourist lines. Photo runbys were held at two locations on the trip. Participants rode the Ethan Allen Express back to Rutland.

On June 16, an all-day, 106-mile round-trip excursion was run between Rutland and Bellows Falls, Vt. The trip ran over the



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

ON FREIGHT-ONLY LINE – On Thursday, June 18, a chartered passenger train was operated on the Vermont Rail System between Rutland and Burlington, Vt. The all-day, 140-mile round trip excursion ran over the freight-only Vermont Railway. The 12-car train was powered by VRS GP40 No. 301 and VRS GP40-2LW No. 311, painted in a striking red, white and gold 50th anniversary paint scheme. This photo shows the train on the return trip, three miles north of Leicester, Vt.

former Green Mountain Railroad, an all-freight line now part of the Vermont Rail System. The passenger special was comprised of 12 historic cars and was powered by former Green Mountain Railroad GP40 No. 304 and VRS GP40 No. 301.

Buses transported riders from the Holiday Inn to the Rutland Amtrak station, where the train was boarded. Runbys were held at the old former Rutland Railroad passenger depot at

Ludlow and at East Clarendon, Vt. At Bellows Falls, the engines were run around the consist for the trip back to Rutland.

Several events on June 17 began at 7:30 a.m. and ran until 7:30 p.m. The first event was a trip to the Rutland Railroad Museum, which is housed in the former Center Rutland station, built in 1912, and once jointly owned by the Rutland and Delaware & Hudson railroads. The museum has an outstand-



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT OMYA FACILITY – An excursion over the Vermont Railway main line and a side trip on the branch line to the Omya Verpol facility near Florence, Vt., was the main event on Friday, June 19. The excursion train departed the Rutland Amtrak station and proceeded north to milepost 65.10, where it diverged onto the industrial lead into the facility. The train was comprised of three vintage coaches and operated in “push-pull” fashion, with a diesel on each end. This photo was taken shortly after the passenger special arrived at its destination in the facility, after about a mile of “rare mileage.”

ing collection of old photos, artifacts and other memorabilia from the four railroads which were built in Rutland in the mid-1800s.

Shortly after arriving at the museum, a group of about 40 railfans formed a photo line on the nearby abandoned Clarendon & Pittsford Railroad bridge over Otter Creek and photographed Amtrak's *Ethan Allen* departing Rutland shortly after 8 a.m. A half-hour later, the group photographed VRS train FLSW1 passing the Center Rutland Station en route to the Rutland yard, and then an hour later train FLSW1 passing the station heading back to the Omya facility, near Florence, for an afternoon of switching.

Also on this day, the first of three heritage tours took conventioners to an interesting variety of Vermont historic sites, an artesian bakery, an elegant glass blowing and pottery facility, and state parks. In the afternoon the NRHS advisory council meeting and the board of directors' meeting were held. Running concurrently were afternoon and evening seminars, and later the Roundhouse Society Reception was held at the Holiday Inn.

The following day, a chartered passenger train



PHOTO BY ALEX MAYES
NRHS PRESIDENT – Al Weber, NRHS president, addressed the attendees at the annual banquet. Weber thanked the many volunteers and others who planned and ran the convention, and also the organizations which assisted in running the convention.



PHOTO BY ALEX MAYES
KEYNOTE SPEAKER – Jerry Hebda, former president of the Green Mountain Railroad Company and vice president of Vermont Rail System, was the keynote speaker for the convention banquet.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS
PHOTO LINE – Cameras stayed busy among the members of the photo line during another “rare mileage” excursion on Saturday, June 20, between Rutland and Hoosick Junction, N.Y., on the freight-only Vermont Railway line of the Vermont Rail System (VRS). The 12-car train was powered by VRS GP40 No. 301 and VRS GP40-2LW No. 311, painted in a red, white and gold 50th anniversary paint scheme. The first of two runbys was held in a gravel pit at milepost 40, en route to Hoosick Junction.

was operated on the VRS between Rutland and Burlington, Vt. The all-day, 140-mile round-trip excursion ran over the freight-only Vermont Railway. Passengers had the option of detraining at Sherburne, Vt., to tour the famous Shelburne Museum, which was the second heritage tour, or continuing northward to Burlington for six additional “rare miles.” At Burlington, an optional tour of the VRS roundhouse was offered. The 12-car train was powered by VRS GP40 No. 301 and VRS GP40-2LW No. 311, painted in a striking red, white and gold 50th anniversary paint scheme.

An excursion over the Vermont Railway main line with a side trip on the branch line (former Clarendon & Pittsford mainline) to the Omya Verpol facility near Florence, Vt., was the main rail event on June 19. Omya is a leading global producer of calcium carbonate, which is produced from crushed limestone. Large deposits of limestone are found in Vermont and other parts of the world. Calcium carbonate is used in a wide variety of products, including ceramics, paints, adhesives, pharmaceuticals, paper coatings, and other commodities. Much of Omya’s product is shipped by rail, and it is the VRS’s biggest customer.

Due to capacity constraints, there were two groups for this excursion. Group A went by rail to the Omya facility, and Group B went by bus. The excursion train departed the Rutland Amtrak station and proceeded north to milepost 65.10, where it diverged onto the industrial lead into the facility. The train was comprised of three vintage coaches and operated in “push-pull” fashion, with a diesel on each end.

As the passenger extra arrived at its destination within the plant, it was photographed by Group B, which arrived ahead of the train and set up a photo line. Then the two groups switched, with Group B boarding the train and Group A establishing a photo line. The train was photographed departing the facility by Group A.

During the trip to the Omya plant, the third heritage tour was conducted. This tour went to the New England Maple Museum, the Vermont Marble Museum, Wilson Castle and the Sugar & Spice Restaurant.

Also on this day, the annual NRHS membership meeting was held. Later that evening, the 2015 NRHS banquet was held at the Governor’s Room at the Rutland Holiday Inn. Walter Zullig, this year’s convention chair, opened the banquet by thanking the many people who worked hard to plan and run the convention, including Bart and Sarah Jennings; Bob Bitzer, NRHS treasurer; and Bob Heavenrich, NRHS comptroller.

Following Zullig’s comments, Carl Jensen provided an update about the RailCamp program and thanked the NRHS chapters that assisted with this program. Baskets were then passed among the attendees for donations to the RailCamp program. A total of \$2,057 was collected, which set a record for NRHS banquet donations. An anonymous NRHS member agreed beforehand to match the amount collected, dollar for dollar.



PHOTO BY BRENT LAMB, GULF COAST CHAPTER NRHS
PHOTO FREIGHT — Former Green Mountain ALCO RS1 No. 405 pulled a mixed photo freight on the first day of the convention.

Al Weber, NRHS president, then took the podium and also thanked the many individuals who worked hard on the planning and running of the convention, and also the many sponsors, including Amtrak, VRS, Bet-Cha Transit, the City of Rutland, Washington D.C. Chapter NRHS, Rutland Holiday Inn, Omya Verpol, Rutland Chamber of Commerce, Saratoga & North Creek Railroad, the Shelburne Museum and several other organizations.

The keynote speaker was Jerry Hebda, former president of Green Mountain Railroad Company and vice president of VRS. Hebda spoke about his long and interesting career in railroading with several carriers, including VRS, and then pro-



PHOTO BY MARK EYER, NRHS DIRECTOR, DISTRICT 2
THURSDAY TRIP — The “main event” on Thursday was a 140-mile round trip from Rutland to Burlington, Vt. on the VRS line. In this photo, the train passes the station at Charlotte, Vt.



AT STONEY CREEK – The southbound Saratoga & North Creek excursion passes the 1,000 Acres Golf Course at Stoney Creek, N.Y.

vided an overview of the five railroads which comprise today's VRS. He also described the services the VRS provides and commodities carried. He concluded his presentation with images and narrative about the major damage that Hurricane Irene inflicted on the VRS in 2011.

Another "rare mileage" excursion was operated on June 20 between Rutland and Hoosick Junction, N.Y. on the freight-only Vermont Railway line of the VRS. The 12-car train was powered by VRS GP40 No. 301 and VRS GP40-2LW No. 311.

The first of two runbys was held at Stafford Pit, the site where the Rutland Railroad once burned wooden equipment to salvage their metal, at milepost 40, en route to Hoosick Junction. The second runby was held at the iconic former Bennington & Rutland Railroad station at North Bennington, Vt., built in 1880. During the stop, tours of the station were made available thanks to volunteers from the local community. Following the second runby the train backed all the way to Hoosick Junction, and then reversed direction back to Rutland.

On the last day of the convention, Sunday June 21, the NRHS ran a chartered train for the general public and convention attendees between Rutland and Ludlow to celebrate Father's Day. More than 200 people rode this trip, which was powered by Green Mountain ALCO RS-1 No. 405, using seven passenger cars. Photo opportunities for the passengers were provided at Ludlow as No. 405 ran around the train and posed on a nearby bridge still labeled "RUTLAND RR." NRHS convention attendees who rode the Ludlow trip were able to transfer from the passenger special to the departing Amtrak *Ethan Allen* train upon return to Rutland. With this train's arrival back in Rutland, the 2015 NRHS Convention was officially concluded.

Next year's NRHS convention will be held in Denver July 19-24, and plans are currently being developed. To find out more about this convention as the plans are announced, periodically check the NRHS website at <<http://www.nrhs.com/>>.

(Editor's note: A large number of photos from the convention were submitted for publication. There wasn't enough room for all of them, but we will include them in future editions as space permits).



PHOTO LINE – Photographers gathered for a runby at the former Rutland station at Ludlow, Vt. during the round trip excursion between Rutland and Bellows Falls, Vt. on June 16. The trip ran over the former Green Mountain Railroad, an all-freight line now part of the Vermont Rail System.

Convention chairman expresses thanks for help with 2015 event

By Walter Zullig, Chairman of 2015 NRHS Convention Committee

The idea of hosting an NRHS convention in Vermont was first proposed to national NRHS leaders two years ago by Dr. Barton Jennings, who has extensive experience in organizing rail excursions and had business contacts with Vermont Rail System executives and other carriers in the region.

After receiving approval to explore such a convention, Bart and his wife, Sarah, as well as Tony White, Greg Molloy and I, spent a significant amount of time working with the various railroads, hotels, local officials, and other groups. These efforts paid off well, as the convention was another well planned and run event, with no major problems and all excursion trains arrived back at their destinations on time or early.

This was the first NRHS convention to be based in Vermont.

No convention is without its problems and we had our share of them. One interesting development was when a friend in Burlington called a day before our trip there to advise that the city had roped off the station platform and was painting it green. A few phone calls solved the problem as the painting project was stopped and the city removed the rope barricades several hours before our train arrived with about 330 passengers.

Our first rail trip was on Sunday, June 14 when over 100 riders enjoyed a photo freight between Rutland and Smithville. That evening we had our first presentation, "Photographing Railroads: Like Day and Night," featuring the photographs of Kevin Burkholder.

This was followed on Monday by our ride on Amtrak's *Ethan Allen Express* over the former Delaware & Hudson line from

Rutland to Whitehall and on to Saratoga Springs. There the group boarded a special train on the Saratoga & North Creek Railroad operating between those cities. After lunch at North Creek, we returned to Saratoga via the same route. A runby had been conducted in each direction.

Although it had been on time or ahead of schedule most days during the convention, that day Amtrak's *Ethan Allen* was over a half-hour late, so many of the riders had dinner in the Amcafe which had been stocked with extra provisions.

Tuesday, June 16 was the day for the round trip to Bellows Falls over the former Green Mountain Railroad. A photo runby was conducted in each direction, and lunch was served on board the train. Our consist for this trip was two VRS locomotives pulling a coach-combine, several former CNJ commuter-style coaches, two table cars, a VRS lounge car, the Pullman *Dover Harbor* owned by the Washington, D.C. NRHS chapter, a full dome car leased from the Saratoga & North Creek Railroad, and the VRS open platform observation lounge car *Macintyre*.

Wednesday brought an early morning visit to the museum at Center Rutland station, where the visitors were treated to several passing trains. An all-day tour of Vermont points of interest required two buses to transport the 83 participants. The afternoon was reserved for the meetings of the advisory council and board of directors, and the evening brought a PowerPoint presentation on "Lost Short-lines of Vermont by Dwight



PHOTO BY ALEX MAYES
**CONVENTION CHAIR—
Walter Zullig, this year's
convention chair, made
opening remarks at the
NRHS annual banquet
on June 19.**



PHOTO BY WALTER ZULLIG, NRHS CONVENTION CHAIRMAN
FINAL EVENT — The "Father's Day Special" trip from Rutland to Ludlow was the final event of the convention. Motive power for the trip was provided by former Rutland locomotive No. 405, and ALCO RS-1 built in 1951.

Smith,” followed by an added surprise: a 35 mm. slide show of Central Vermont Railway steam powered trains during the 1937-1951 era.

Our long trip to Burlington operated on Thursday. Departure from the Amtrak Rutland station was at 10 a.m. with Burlington arrival about 2:30 p.m. Northbound, we had a photo meet with a southbound freight at Charlotte and a runby on the return trip. This trip featured two additional options: a visit to the Shelburne Museum enjoyed by 54 people and a tour of the VRS Burlington roundhouse in which the permitted capacity of 30 participated. Most of the other riders enjoyed lunch at one of the restaurants near Lake Champlain in Burlington.

An interesting variety of activities was scheduled for Friday. First out at 8 a.m. was a motor-coach tour billed as “Rutland Maple & Marble Heritage.” This was followed by two groups in a train/bus trip to the Omya facility, the largest freight customer of the Vermont Rail System.

The afternoon featured a seminar discussion on the history of the Rutland Railroad led by Jim Shaughnessy, a noted photographer and author of *The Rutland Road*. Next on the agenda was a presentation on the West River Railroad Project by Larry Robinson, a member of the Champlain Valley Chapter NRHS. That chapter also set up an excellent photo display by the NRHS help desk in the lobby.

The NRHS membership meeting was held later in the afternoon, and the convention banquet took place on Friday evening. The guest speaker was Jerry Hebda, former president of the Green Mountain Railroad and retired vice president of Vermont Rail Service.

The Saturday trip to North Bennington and Hoosick Junction was enjoyed by about 260 riders. The consist was the same as the Belows Falls and Burlington trips, and photo stops were conducted. Sunday featured a shorter Fathers’ Day trip from Rutland to Ludlow, aimed at families living in the area. The power was former Rutland Alco RS-1 No. 405.

A group of dedicated people worked together to create a successful convention. Special thanks go to Tony White, coordinator of the four hotels and many other things; and Bart and Sarah Jennings, for planning and running the rail trips, the bus tours and researching and

writing the convention book. Thanks also are due to Eileen Weber, Helen Shaak and Steve Siegerist, who expertly ran the help desk; Steve Miller, the bus coordinator; and Bob Bitzer, national treasurer, who did extra duty as convention treasurer. Their efforts made it happen and my thanks go out to all of them. Thanks also to the outstanding staff of the Rutland Holiday Inn, our convention headquarters hotel, and Vermont Rail System, Amtrak and the Saratoga & North Creek Railroad.



PHOTO BY DOUG SCOTT,, CAPE COD CHAPTER NRHS
COORDINATING TRIP – Bart Jennings, foreground, and his wife, Sarah, planned and coordinated the rail and bus trips for the convention and also prepared the convention book. He’s shown with Bob Popovac, Vermont Rail System director of train operations for the convention.



PHOTO BY DOUG SCOTT, CAPE COD CHAPTER NRHS
VERMONT COUNTRYSIDE – The mixed photo freight on the opening day of the convention, powered by ALCO RS-1 No. 405, rolls through Shrewsbury, Vt.

J 611 thrilled thousands with Fourth of July holiday excursions



PHOTOS BY ALEX MAYES, POTOMAC CHAPTER NRHS

BUSY WEEKEND — Former Norfolk & Western Class J No. 611 pulled its final series of excursions scheduled for this year over the Fourth of July weekend. Two trips ran out of Roanoke, Va., each of the three days, with morning trips to Lynchburg over Norfolk Southern's Blue Ridge District, and afternoon trips to Walton Junction over the Radford District. The powerful 4-8-4 pulled a 22-car consist over the 1.3 percent Christiansburg Grade, and 1.2 percent Blue Ridge Grade with little effort. The consist included vintage coaches, lounge cars and observation cars, including three dome cars, plus a tool car. The trains were turned at Lynchburg and Walton Junction for the return trips. All six trips were sold out, with about 900 passengers on each trip. This year's excursions with N&W 611 were made possible through the collaborative efforts of the "Fire Up 611" committee, Norfolk Southern Corporation, the Virginia Museum of Transportation, the Roanoke Chapter NRHS and other organizations and volunteers. The upper photo shows the 611 crossing the Roanoke River at Glenvar, Va., on the Friday afternoon run to Walton Junction. The photo below, taken from the Blue Ridge Parkway, shows Saturday morning's trip to Lynchburg, eastbound at Glade Creek.



Former engineer laid to rest on day 611 returned to Roanoke

By Millie Rothrock and reprinted, with permission from the Wytheville (Va.) Enterprise

Wohlford was on crew for N&W J No. 603 featured in famous O. Winston Link photo

(Editor's note: The following article is a combination of articles written by Millie Rothrock for the Wytheville Enterprise on Saturday, June 8, 2013, and Wednesday, July 1, 2015).

Doug Wohlford, who was aboard Norfolk & Western steam locomotive No. 603 when famous train photographer O. Winston Link snapped one of his iconic photos, died Wednesday, May 27, 2015, in his home by the railroad tracks near Berea Road in Wytheville, Va. He was 86.

Wohlford lived his whole life along the tracks and worked for the railroad as a fireman and engineer. He is buried in the Berea Christian Church Cemetery, overlooking his farm and within earshot of train whistles coming from locomotives that chug along the nearby rails.

"I can't imagine a better place for him to be laid to rest," said his son, John Wohlford.

On the day he was buried, May 30, Norfolk & Western J611 steamed from Spencer, N.C., where it had been completely overhauled, to its home in Roanoke. She now serves as a mobile ambassador for the Virginia Museum of Transportation.

Wohlford worked on the 611 and eventually became a train engineer. He was looking forward to seeing it restored. One of his last wishes was to blow the whistle of the restored 611.

"He wanted to live long enough to see it move under its own steam power," his son said.

But Wohlford was on the 611 in spirit: one of his honorary pallbearers, Boyd Vaught, Eastern Region Road Foreman of Engines for Norfolk Southern, could not attend the funeral because he was inside the cab of the 611 as she made her way to Roanoke on May 30.

On Christmas Eve, 1957, Wohlford was stoking the fire inside the 603 when the train slowed down as it approached the Rural Retreat depot. The engineer told Wohlford to stick his head out the window to see what was going on.

At that moment, Link photographed the engine. He also recorded the locomotive as it lumbered into Rural Retreat. Link was famous

for his black-and-white photos and recordings celebrating the final years of the steam locomotive.

Two years ago, Wohlford was a special guest at the National Train Day Celebration sponsored by the Virginia Museum of Transportation in Roanoke. His body bent, his mind straining to keep up, Wohlford recalled that crisp Christmas Eve when he was young and strong and tending the fire that propelled The Pelican from Bristol to Roanoke.

"I was 28 and good looking," he joked.



PHOTO BY MILLIE ROTHROCK, COURTESY OF WYTHEVILLE ENTERPRISE
WITH FAMOUS PHOTO — Doug Wohlford is shown with a print of O. Winston Link's famous photo taken at the Rural Retreat depot.

What he doesn't remember is why train engineer Bill Brickley decided to pull the massive Norfolk & Western steam locomotive to a complete stop. Orders were to slow down to 35 mph as the train approached the Rural Retreat depot.

"The engineer decided to stop; I don't know why," Wohlford said. "He said, 'Hey, J.D., stick your head out and see what's going on.'"

So, he did. As he leaned out the window, his eyes met a blinding light. In that second, time stood still. History was made.

For between the train and the depot stood Link, who not only photographed the moment, but made an audio recording as well.

Link was famous for his black and white photos and recordings celebrating the final years of the steam locomotive. He custom built equipment and flashes that allowed him to photograph on a large scale. There is a museum in Roanoke dedicated to his work.

Earlier, while in Rural Retreat meticulously plotting how he would photograph *The Pelican*, Link visited Frye's Store and heard the 6 p.m. organ chimes resonate from Grace Lutheran Church. Intrigued, he tracked down church organist Kathryn Dodson and asked her to play the chimes as steam engine 603, train No. 42, lumbered into Rural Retreat on Christmas Eve night.

It was one of the last times a steam engine would power its way through Wythe County. By the New Year, diesel engines traveled the rails.

In an interview with National Public Radio in 2001, Dodson said that Rural Retreat residents Dr. Sam Huddle and his wife acted as lookouts. The doctor stood outside and as soon as he spotted the train, signaled his wife to tell Dodson to start playing. In the recording, Christmas carols



ICONIC PHOTO — *O. Winston Link's iconic photo of Norfolk & Western steam engine was made on Christmas Eve 1957.*



PHOTO BY MILLIE ROTHROCK, COURTESY OF WYTHEVILLE ENTERPRISE
IN THE CAB OF THE 611 — *Doug Wohlford got the chance to sit at the controls of the N&WJ 611 two years ago when he was a guest of honor at the Virginia Museum of Transportation's National Train Day celebration.*

echo as the mighty train rumbles down the track, its baritone whistle blowing.

“It went on down through here and almost to Crockett before it faded out,” Dodson told NPR.

After Link developed the iconic photo, he mailed Wohlford a copy.

Years later at a book signing, Wohlford teased the photographer, telling him, “You owe me some money. I’m the guy who made all that smoke and steam for your picture!”

A lifetime love affair with the railroad

Growing up, it was inevitable that Wohlford would be a train man; his family is thick with railroad workers. Wohlford’s great uncle, Reed Corvin, was an engineer who even survived a head-on collision when a double-header collided with a rock slide near his same Berea Road home, killing three of the four men in the crews on the two steam locomotives.

When asked what he was thinking while buried under all that rock and digging his way toward a sliver of light above, he said, “Well, I was thinking that I was just too close home to die.”

In the 1800s, an ancestor built a log cabin off Berea Road within throwing distance of the tracks. Over the years, additions have been made to the house, where Wohlford and his wife, Geneva, raised their children.

Throughout his life, Wohlford listened for trains to rumble by his home so he could wave to the engineers as they passed.

In Wohlford’s final years, his family friend and Norfolk Southern engineer, Jeff Womack, always played a special series of horn toots for Wohlford when he passed by the house on the train.

“I love running trains, and he loved it, too,” Womack said. “He wouldn’t get out of his chair for just anybody, but when I came by, he would be up out of that chair and on the porch. He said, ‘time stands still when you come by the house on that train.’”

If Womack came by at night, Wohlford signaled hello from the porch with a flashlight.

“Morning and night, even when he used a walker, we would get him out there to wave at Jeff,” John Wohlford said. “My dad’s illness eventually confined him to his bed, but I would raise him up into a semi-sitting position in his motorized bed and open his bedroom curtains and windows and, although he couldn’t get out of bed and go out on the porch anymore, he could still see Jeff pass by on the train out his bedroom window. He would still muster a smile when he heard Jeff’s special toots that he knew were meant just for him. He really loved that railroad.”



PHOTO BY ASTOR KINNEY, GREENSBORO CHAPTER NRHS
ON TRIP TO ROANOKE — Doug Wohlford wanted to blow the whistle on the J611 one more time. He was laid to rest on Saturday, May 30, the day this photo was taken (in Greensboro) of the 611 returning from Spencer to Roanoke.

Effort underway to acquire and restore depot featured in photo

The Rural Retreat Depot Foundation, a 501(c)(3) non-profit formed, plans to restore and manage (put it to good use) the former railroad depot in Rural Retreat, Va. The building was featured in one of the most famous photos of O. Winston Link, a noted rail photographer who was commissioned by Norfolk & Western (N&W) to chronicle the final days of steam railroading on the company’s lines.

When the foundation was established in 2011, the depot was privately owned and was in a state of serious decline. Within the first year, the foundation raised \$90,000 to purchase the depot, fulfilling the first phase of the foundation’s mission. Officials have now moved to the next phases and are restoring and managing the property.

The Rural Retreat Depot Foundation was the recipient this

year of a \$1,500 grant from the NRHS this summer as part of the society’s Railway Heritage Grants Program, The grant money will be used to rehab and restore the entry doors and windows to retain the 1949 configuration and style.

The depot was built in the 1850s by the Virginia & Tennessee Railroad (V&TRR), and the town of Rural Retreat grew up around it. The V&TRR was important to the South during the Civil War, so in 1864 troops under Union General Averell burned it, along with trestles and other depots all along the line.

The depot was rebuilt in 1867-68 with a unique Italianate architecture. The V&TRR went bankrupt by 1870, and was bought by the new N&W in 1880. N&W operated the depot as a passenger and freight station until the mid-1900s at which time it was sold to a company that used it as a warehouse.

Central New York Chapter NRHS celebrates 75th anniversary

By Edwin Post, Central New York Chapter NRHS

An anniversary banquet was held Saturday, June 6, at the Empire Room, New York State Fairgrounds, to celebrate the 75th anniversary of the founding of the Central New York (CNY) Chapter NRHS, which at that time was called the Central New York Division of the Railroad Enthusiasts (RRE). Approximately 40 members attended the banquet.

The buffet dinner featured roast sirloin of beef, Dijon chicken, and farfalle alfredo. The beautifully decorated commemorative cake was arranged by Jack Humphrey.

As a memento of the event, each attendee received a key ring with the chapter logo. The door prize, a railroad painting donated by Dick Palmer, was won by Tom Pierson.

The keynote after-dinner speaker was Richard Patrick “Pat” McKnight, historian/archivist of the Steamtown National Historic Site in Scranton, Pa. His presentation, “A Digital Tour of the Archives at Steamtown,” was well received by the attendees. McKnight presented a vast number of images and information on railroads cataloged and stored at Steamtown, including huge collections on the DL&W, Lehigh Valley and Erie.

Albert Kallfelz, chapter president, gave a presentation on the CNY chapter highlights over the past 75 years regarding events, projects and members. Jeff Paston served as master of ceremonies.

Before becoming a chapter of the NRHS, the group was founded as the Central New York Division of the RRE. Six members attended the first meeting of the Division on Feb. 23, 1940. The division was welcomed into the RRE at its April 1940 meeting.

NRHS records indicate that the Central New York Chapter was established in 1946. The earliest record of an organizational meeting of the CNY Chapter NRHS was from the May 1, 1946 meeting. At that time, chapter dues were 25 cents per person at each meeting attended.

The banquet was an enjoyable and well-organized event. Although no one would admit to being in charge, it appeared to me that Jeff Paston and Albert Kallfelz were mostly responsible for the event with Phil Edwards arranging for and setting up the presentation equipment, and Dick Palmer arranging for the speaker.



SPEAKER AND CHAPTER OFFICERS – Speaking at the Central New York Chapter banquet were, left to right, Jeff Paston, chapter vice president and master of ceremonies; Pat McKnight, Steamtown historian/archivist, keynote speaker; and Albert Kallfelz, chapter president and historical highlights presenter.



AT ANNIVERSARY CELEBRATION – Members of the Central New York Chapter NRHS celebrated the organization’s 75th anniversary with a banquet.

PHOTOS BY EDWIN POST, CENTRAL NEW YOPRK CHAPTER NRHS

Steamtown National Historic Site
Archives



SOON AFTER COMPLETION – This photo, from the archives of the Steamtown National Historic Site, shows the Nicholson Bridge soon after it was put into service.

Nicholson Bridge anniversary celebration scheduled Sept. 11-13

The community of Nicholson, Pa., will celebrate the centennial of the Nicholson Bridge, also known as the Tunkhannock Creek Viaduct or the Tunkhannock Viaduct, Friday-Sunday, Sept. 11-13.

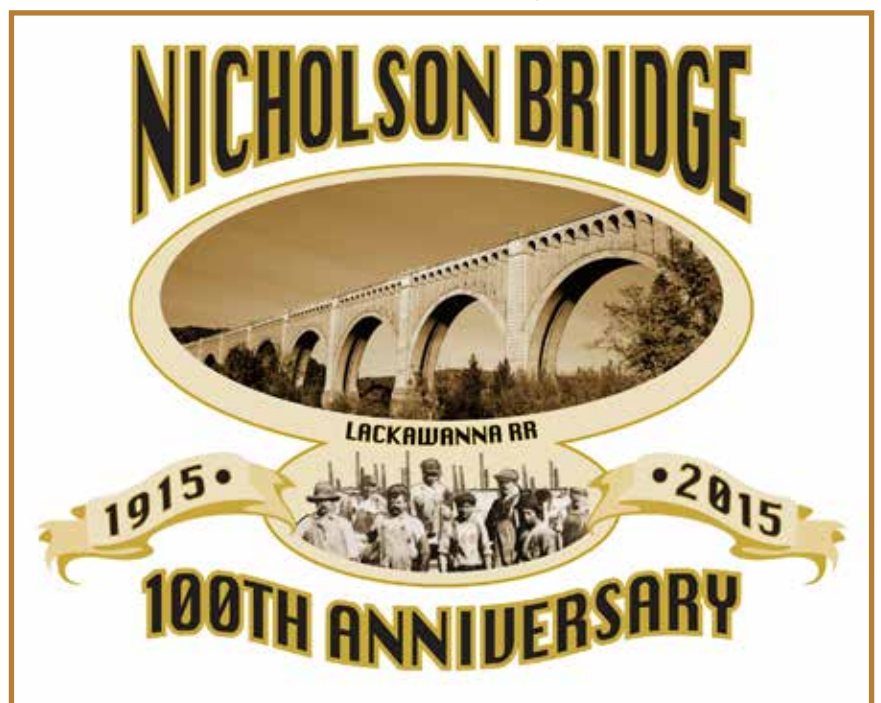
Construction on the Nicholson Bridge, built by the Delaware, Lackawanna & Western Railroad, began in 1912, and its completion, dedication and first use took place on Nov. 6, 1915.

There will be plenty to do during the anniversary celebration with events currently being planned for Friday night, all day Saturday, and all day Sunday.

More information is available at <http://www.nicholsonbridge100th.com>, including a Google map showing area accommodations. The schedule is subject to change, so check back for updates.

Additionally, the Brooklyn Historical Society will be celebrating the 100th anniversary of the Martins Creek Viaduct, also known as the Kingsley

Bridge, the weekend before the Nicholson Bridge event, on Saturday, Sept. 5, 2015, in Kingsley, Pa.



Old Dominion Chapter members compile video history of Hull Street Station

Three members of the Old Dominion Chapter NRHS recently combined their talents to produce a video covering the history of the Hull Street Station in Richmond, Va.

John DeMajo and Steve Tarrant spent time researching this



JOHN DeMAJO
is an IT specialist and historian at the Richmond Railroad Museum.



STEVE TARRANT
is an historian and researcher at the Richmond Railroad Museum.

Southern Railway station and its predecessors, including many hours combing the chapter's archives for interesting photos to illustrate the various stations used in Richmond.

All this information was distilled down into a script by Steve Tarrant and recorded as narration for the video by John DeMajo. The completed narration and scanned photos were delivered to Ray Potter for inclusion in the video. A joint editing session was held in June, when photo order, titles and credits were decided. The video was completed with some last minute photos and graphics, and the finished product was played for the membership at the June 15 chapter meeting.

Visitors to the Richmond Railroad Museum can see this video, along with many other interesting exhibits and demonstrations. The chapter members celebrated the 100th anniversary of the opening of the Hull Street Station (which is now the Richmond Railroad Museum) on Saturday, July 18.

Visitors were able to send telegrams from the station master's office to the end of the property. The telegraph demonstration was only one activity celebrating the centennial of Hull Street Station, which served the Southern Railway's Richmond passengers from 1915 to 1957.

During the day, historic interpreters portrayed Southern Railway personnel of the period. Tours and demonstrations were given throughout the museum.



PHOTO BY GORDON BJORAKER, PRESIDENT, POTOMAC CHAPTER NRHS

POSITIONING CARS — *After the photo freight special on the opening day of the NRHS convention, ALCO RS1 No. 405 performed switching moves to put away the coaches for the night.*

Washington Chapter NRHS and college partner to offer internship

Davis & Elkins College Press Release

Elkins, W. Va. — The Center for Railway Tourism at Davis & Elkins College and the Washington, D.C. Chapter of the NRHS (DCNRHS) have partnered to create a unique, year-long paid student internship that will benefit both organizations.

Established through a grant from the DCNRHS, the internship will provide hands-on experience to an undergraduate accounting student in the full life cycle of not-for-profit book-keeping and accounting.

The internship was organized by DCNRHS President Scarlett Wirt and the Davis & Elkins Division of Business and Entrepreneurship, with collaboration among Division Chair Dr. Carol Carter, Center Director Jim Porterfield and Instructor of Business and Accounting Lisa Daniels-Smith.

An official signing of the internship agreement took place recently at the Robert C. Byrd Center on the D&E campus.

Heather Snead, a junior from Bartow, W. Va., was selected as the first internship recipient and will soon begin work. Special computer software provided by DCNRHS will enable Ms. Snead to complete the accounting process on a self-paced schedule without leaving campus. Each piece will be reviewed by Daniels-Smith before it is returned to DCNRHS.

Ms. Daniels-Smith, a CPA and former treasurer for the city of Elkins, says what makes the internship unique is that its focus is on the not-for-profit sector – a process she describes as completely different from business accounting and one that isn't emphasized in most classrooms.



PHOTO COURTESY OF DAVIS & ELKINS COLLEGE

INTERNSHIP AGREEMENT — *Participating in the official signing of an internship agreement between Davis & Elkins College and the Washington, D.C. Chapter of the NRHS are: Seated, left to right — Dr. Carol Carter, associate professor of business and chair of the Division of Business and Entrepreneurship; student Heather Snead of Bartow, W. Va.; and Scarlett Wirt, president of the Washington, D.C., Chapter NRHS; Standing — Dr. Joseph Roidt, vice president for academic affairs; Lisa Daniels-Smith, instructor of business and accounting; and Jim Porterfield, director of the Davis & Elkins College Center for Railway Tourism.*

“Whenever accounting majors go through their classes — not only here, but typically at all college levels — the focus is on business accounting,” Ms. Daniels-Smith said. “They are usually subjected to just one course in not-for-profit accounting.”

Ms. Daniels-Smith pointed out that not-for-profit accounting is an ever-growing field with high demands on the accounting profession.

The internship will allow Ms. Snead, as well as the students who participate in the future, a chance to take part in the day-to-day transactions leading up to the annual IRS 990 filing required of certain federally tax-exempt organizations which includes information on the mission, programs and finances.

Wirt says the internship falls in line with DCNRHS’ mission to “expand the public appreciation of railroads and their history through preservation and education” and also serves the organization by segregating its accounting duties.

“We have a number of programs that we operate as a public service, including the historic Pullman sleeper-lounge-buffet car *Dover Harbor* and two former Amtrak railcars,” Wirt says. “With this we have a responsibility to our members to manage their money carefully, and we do. The intern will get to see the whole cycle of accounting and show the stability of our finances.”

Porterfield noted that this arrangement is one of a number of programs and services being developed by the Center for Railway Tourism to attract and prepare young people for work in the growing field of heritage tourism.

“This internship,” he said, “will not only serve participating students, the college, the Center and DCNRHS, but is one more step in introducing railway heritage and preservation to its next generation of stewards.”

The current internship will run through March 2016, when the next intern will be selected for participation.

The Davis & Elkins College Division of Business and Entrepreneurship is committed to excellence in education through a philosophy of liberal learning that entails individualized attention and service to students, according to press release. The program includes majors in accounting, business, economics, finance, hospitality management, management and marketing.

Related to the Presbyterian Church (U.S.A.), Davis & Elkins College is located in Elkins, two hours east of Charleston and four hours west of Washington, D.C.

For more information, visit the college website at <www.dewv.edu> or call 304-637-1243.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT LUDLOW, VT. — The convention trip on Tuesday, June, 16, was an all-day, 106-mile round trip between Rutland and Bellows Falls, Vt. The trip ran over the former Green Mountain Railroad, an all-freight line now part of the Vermont Rail System. The passenger special was comprised of 12 historic cars and was powered by Vermont Rail System GP40 No. 301 and former Green Mountain Railroad GP40 No. 304. This photo was taken at the runby at Ludlow, Vt. en route to Bellows Falls.

Railfan wanted just one more trackside outing to watch trains

By Craig Sanders, At-Large member of NRHS and president of Akron Railroad Club

(Editor's note: The article below was a post published on Wednesday, July 1, on the Akron Railroad Club's blog. While it is not a "typical" article found in the NRHS News, it shows the spirit shared by avid railfans and their love of chasing and watching trains).

Richard Jacobs wanted one last outing in Sterling, Ohio. It would not be an easy one to arrange.

Cancer was eating away at his body and he could not move on his own. Nonetheless, he arranged for a specially-fitted van to take him to Sterling on a Wednesday for one more outing with the Loopers, as the members of the group that gathers there weekly calls themselves.

He made sure that I knew about his planned outing, and I said I would be there.

Given Jake's condition, it wasn't a sure thing that he would be able to make it. The date was set for Wednesday, June 10.

As that date approached, Jake wasn't sure that things were going to go off as planned. He had grand plans. He would show his Colorado program — the same one he had planned to show to the Akron Railroad Club at its June 26 meeting — on the patio at Bradley's Restaurant.

Jake and the Loopers always went to Bradley's for dinner on Wednesday nights.

On the day of the event, I called Jake to make sure that everything was still on. It was, but his arrival time had been moved back.

We sat or stood around for what seemed an awfully long time. Where was Jake? It was getting to be 4 p.m.

Then word came that Jake was over at Bradley's, but he had gotten sick right after he arrived. It was unclear if he would be coming over to visit the Loopers or going back to the nursing home.

Finally, around 4:30, the word got out that Jake's grandson, Rob, would roll him over from Bradley's. About 10 minutes later, I could see Jake being wheeled through the parking lot for the hike and bike trail that is located on the former Erie Railroad right of way.

Jake came over and the visiting began. I was planning to make a photograph of him with a CSX train passing in the background.

But there was a problem. CSX traffic had been halted for hours due to a maintenance of way window. It was ending, but the workers still had odds and ends to clean up.

I could hear train crews nearby talking on the radio, but nothing came through Sterling.

At 6 p.m., the van arrived to take Jake back to the nursing home. There would be no slide show and Jake probably wasn't physically able to do that anyway.

"Never stop watching or photographing trains if it gives you pleasure in life. Someday the trains may not come anymore for you and there won't be a tomorrow to see another one."

Craig Sanders

See 'NEVER STOP', Page 23



PHOTOS BY CRAIG SANDERS, PRESIDENT OF AKRON RAILROAD CLUB
THE FINAL TRIP — *In the top photo, Richard Jacobs pauses just before returning to the nursing home after the last railfan outing of his life. He died nearly two weeks later. In the lower photo, a westbound manifest freight cruises through Sterling on a late Sunday afternoon on the day of Richard Jacobs' funeral.*

Lavino engine gets new life for operation on Colebrookdale Railroad

By Preston McEvoy, Lead for Project 02

A old steam engine will be coming home to Pennsylvania in August.

“Project 02,” a sister organization to the Colebrookdale Railroad, will be restoring a historic 1942 Porter 0-6-0 (known as 5002), to operation. It has six driving wheels with no lead or trailing truck and no tender.

The Colebrookdale Railroad, also known as the Secret Valley Line, is a tourist railroad located in Pennsylvania. The railroad operates between Boyertown in Berks County and Pottstown in Montgomery County.

This steam locomotive generates enough power to pull or push up to 12 fully-loaded passenger cars up a 2 percent grade.

The Old 02, as she is affectionately known, is a World War II veteran. Designed by Col. Howard Hill as suitable power for war-torn Europe, the S100 class tank engine weighed in at just 45 tons.

The S100-class tank engines were originally ordered by the Army Transportation Corps (USATC) and assigned to the armed forces that needed them. Many went to Europe but a few stayed stateside, including this engine.

No. 5002 was built in August 1942 by Porter Locomotive Works of Pittsburgh as the third of 382 that were built. S100 class locomotives were built by Porter, Davenport, and Vulcan respectively.

After delivery to the USATC, it is believed this engine was assigned to the U.S. Navy Philadelphia Shipyard where she served for the duration of the war. In the 1950s, she was sold as surplus to E.J. Lavino, a steel company in Sheridan, Pa. The engine stayed there for many years until being sold to Tombstone Junction, a Wild West theme park located in McCreary County, Ky., near Cumberland Falls State Resort Park. The engine worked there one season with her



PHOTO COURTESY OF PRESTON McEVOY, PROJECT 02
UNDER STEAM – The S-100 class engine is shown in operation in 1952, 10 years after it was constructed.



PHOTO BY PRESTON McEVOY, PROJECT 02
BEFORE TRIP TO NEW HOME – The Porter 0-6-0 steam engine is shown at its former home in Kentucky in April.

“twin sister.” They were parked until being acquired by the Kentucky Railway Museum of New Haven, Ky.

There are 11 surviving S100 tank engines in the Western Hemisphere, of which only two are currently operational. 5002 will be the only one in Pennsylvania and the only operational S100 in regular service.

A Project 02 spokesman said that organization members “are proud to bring this historic locomotive to her home state. Project 02 would like to thank the Colebrookdale Railroad, the Wilmington & Western Railroad, and Kentucky Railroad Museum for their support now and into the future.”

Visit Project 02 on Facebook at <www.Facebook.com/USATC5002>. To assist with the effort, visit <<http://www.gofundme.com/project-02>>.



PHOTO BY PRESTON McEVOY, PROJECT 02

AT THE THROTTLE – Preston McEvoy, who is leading the project to restore the Porter 0-6-0 steam engine, tried out the engineer's seat in April.

Replica of Lincoln Funeral Train to be in Troy, Ohio Sept. 10-13

A replica of President Abraham Lincoln's funeral train will be on display Sept. 10-13 in Troy, Ohio. The display will be open Thursday and Friday, noon-8 p.m., and Saturday and Sunday, 10 a.m.-8 p.m. Admission is \$5 for adults, with anyone under 18 or in grades K-12 admitted at no charge.

The display will be set up on the west side of the Miami County Court House at 201 West Main Street.

The funeral train consists of a full-size reproduction of an 1860s-era steam railroad locomotive, No. 63, named *Levithan*, and tender. Built approximately five years ago from plans provided by the National Park Service, it is a faithful

reproduction of locomotives from the Civil War era.

The funeral car, *United States*, is a full-size reproduction of the original funeral car, built in 1864, for use by the president. Lincoln's only use of the car was to carry his remains from Washington, D. C. to Springfield, Ill. for burial. The reproduction car was completed in April, 2015 and used at Springfield to start the 150th anniversary procession and reenactment of the original Lincoln burial activities. The original car was destroyed in a fire in 1911.

Historical re-enactors will be on the courthouse lawn throughout the weekend.

'Never stop watching or photographing trains if it gives you pleasure'

CONTINUED FROM PAGE 21

But, worse, there would be no last train for Jake to photograph and watch. I look one last photo of Jake with the CSX tracks in the background. Jake joked with me that I could use Photoshop to add a train to make it look like one came by. But I didn't.

The next day Jake called to say that shortly after we both left the trains began running almost non-stop.

Thirteen days later, Jake died. His funeral was this past Sun-

day, and I stopped in Sterling on my way back home. I wanted to get that train that had eluded both Jake and me during his last outing.

Jake saw and photographed countless trains during his lifetime, starting at the age of 9 and continuing until two months before he died at age 83.

Therein lies an important lesson. Never stop watching or photographing trains if it gives you pleasure in life. Someday the trains may not come anymore for you and there won't be a tomorrow to see another one.

Last Lehigh & New England diesel locomotive, No 611, saved

By Jim Rowland, Lehigh Valley Chapter NRHS President

Mark Twain's famous quote, "Rumors of my demise have been greatly exaggerated", has become one of the most well-known lines of all time. While he was taking a jab at reports of his death, if he were alive today, he could certainly apply it to one of the most significant diesel locomotives still in existence, the former Lehigh and New England Railroad (L&NE) ALCO S2 No. 611.

The L&NE was one of those road names synonymous with anthracite coal. Indeed, when it came to selecting an appropriate paint scheme, the color choice of black and white was not by accident.

The 178-mile L&NE dieselized in 1948-49. From ALCO came a fleet of FAs, RS2s, and S2s. Lovingly maintained at the road's Pen Argyl, Pa. shops, this fleet of motive power served the L&NE well until the road's unfortunate demise on October 31, 1961.

No longer an operating railroad, the L&NE sold off its assets. The vast majority of the motive power was acquired by the Louisville and Nashville Railroad and construction firm Raymond International. Through the ensuing years, the motive power was retired and traded in or scrapped.

While it would appear that the L&NE motive power fleet would

be consigned to the same fate as most of its mainline, L&NE S2 611 would have a different fate. Retained by the L&NE for shuffling cars around the shop complex for repair, as well as powering some rail removal trains, 611 operated in a white lead primer and would be the last LNE diesel on the property.

Upon completion of the dispersal of the rolling stock, 611 was sold to a private owner in the Pen Argyl area for use at a scrap yard, but that lasted for a brief period of time.

The unit was sold again to Ford Motor Company for use at their Detroit area steel facility. The unit was then sold in the 1980s to a tourist line in Ohio, until it folded.

As fate would have it, 611 again found employment again at a grain elevator in Emporia, Ind. Toiling away in obscurity, this 1949 graduate from Schenectady continued performing its daily chores until increased loadings dictated a need for higher horsepower.

Circa 2007, once larger power was obtained, the 611 was parked at the grain mill and sat. The photo below shows the unit as it was March 14, 2011.

The unit was largely forgotten about, though there were some attempts by private individuals to acquire the unit. It had



PHOTO COURTESY OF KERMIT GEARY JR.

FOUR YEARS AGO – *This photo of the ALCO 611 was taken in March 2011 when it was parked at a grain mill.*

been reported circa 2011 that the unit was acquired and was about to be shipped to a location in New York State when the deal fell through and the unit was reportedly scrapped. It appeared that the unit had reached the end of the line and had joined the rest of its brethren in the Eternal Engine Terminal in the sky.

In late 2014, word surfaced that the unit had not been scrapped as previously reported and that the owner was aware of its significance and was willing to sell. The unit, though not used regularly, was still having its fluids maintained and was periodically started. It was this news that was the impetus for the partnership between the Lehigh Valley Chapter NRHS and the newly-formed Lehigh and New England Railroad Preservation Society. Their common goal was the preservation of the unit.

Once the funding was in place to acquire the unit and a home was located once it arrived back home, the unit was purchased in early April 2015.

With the unit now acquired, the next phase is the movement

of the unit back to its native Pennsylvania for restoration. The unit is to be restored to its as-delivered Lehigh and New England paint scheme by the Central Penn Rail Corporation.

Since the unit is operational, it will be used on the Allentown & Auburn Railroad, the current operator of the former Reading Company Kutztown Branch.

Donations are being accepted toward the goal of moving and restoring the engine, the only diesel left from the storied L&NE. The groups are setting a goal of \$40,000 for both phases of the project.

Donations are being accepted by the Lehigh Valley Chapter NRHS for the "Restore LNE 611 Project." Any contribution would be greatly appreciated for this cause. To donate, make checks payable to Lehigh Valley Chapter NRHS and mail to Lehigh Valley Chapter NRHS, 1266 Riverview Drive, Walnutport, PA 18088; or visit the LNE Railroad Preservation Society's Facebook page at <<https://www.facebook.com/lne611?fref=ts>> and select the "Donate" tab to make a donation using PayPal.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

UNDER COALING TOWER — Former Norfolk & Western Class J No. 611 ducks under the iconic concrete coaling tower at Vicker, Va., on Saturday afternoon, July 4, during its final series of excursions scheduled for this year over the Fourth of July weekend.



PHOTO BY MARK W. HOFFMAN, LANCASTER CHAPTER NRHS

AT RAIL MUSEUM – After delivering Norfolk Southern’s Office Car Special 956 to the Railroad Museum of Pennsylvania in Strasburg, NS crew members depart the museum’s yard for their van ride return to Lewis Yard in Lancaster, Pa., Friday afternoon, June 12. The special – consisting of F-9As 4270 & 4271, NS 7 Pennsylvania sleeper observation car, and the NS exhibit car – was in Strasburg to help celebrate Norfolk Southern Days at the museum on June 13-14. Recently retired AEM-7 No. 915, built in 1981 and donated by Amtrak, arrived the previous day on the Strasburg Rail Road and is now the youngest locomotive in the museum’s collection. To the left, GG1 4800, the “Old Rivits” GG1 Prototype and gift of the Lancaster Chapter NRHS to the museum, awaits restoration.

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PHOTO BY JOHN S. HOLMGREN, NORTH FLORIDA CHAPTER NRHS

RESTORATION COMPLETED – The cosmetic restoration of Atlantic Coast Line engine No. 1504 by the North Florida Chapter NRHS was completed Friday, July 3. The white stripe on the exterior of the cab was painted on Friday, and the touch-up of various areas (including the wheels and tires) completed the work. An article on the restoration was included in the April 2015 edition of the NRHS News.