

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

APRIL 2018

‘Cumberland Rails 2018’ convention is Aug. 7-12

By JOHN GOODMAN, NRHS Convention Chairman

Registration is set to open in early April for “Cumberland Rails 2018,” the annual NRHS convention scheduled for Tuesday-Sunday, Aug. 7-12, with headquarters in Cumberland, Md. The registration fee for the convention is \$49.

While the registration room for the convention will open in mid-afternoon on Tuesday, Aug. 7, the first event will be on

Wednesday with an all-day outing to Cass, W.Va., to ride the Cass Scenic Railroad up to Spruce, W.Va. At that point, there will be a “cross platform transfer” from the Cass steam train to the *Salamander* diesel train to Elkins, W.Va. Lunch will be served on the *Salamander*. Once in Elkins, NRHS members will re-board the buses for the return trip to the hotel in Cumberland.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

THE FIRST TRIP — *The first trip scheduled for the 2018 convention will be on the Cass Scenic Railroad. In this photo, the railroad’s Shay No. 11 pushes hard on the rear of a six-car train as it ascends the steep grade on July 26, 2017. This three-truck Shay was built for the Hutchinson Lumber Company’s operations in Oroville, CA in 1923. It was sold to Feather River Pine Mills in 1927, and, following a few additional ownership changes, came to Cass in October 1998. The boiler and other major components were found to be in good condition, and No. 11 was placed in service in 1999.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

POTOMAC EAGLE — *Shown is the Potomac Eagle, passing through Vanderlip, W. Va., as it heads south on July 12, 2014. Leading the nine-car train is ex-Bessemer and Lake Erie F7 No. 722, now painted in the B&O's blue, grey and gold passenger scheme.*

Coach class tickets for the trip are priced at \$199.

No trips are planned on Thursday as NRHS meetings will be held all day at the host hotel. The Advisory Council will meet in the morning. Then, after lunch, the Board of Directors meeting will take place, followed by the membership meeting. Following a supper break, the NRHS Fund Inc. meeting will take place. That evening, NRHS will hold an At-Large meeting for those members who do not belong to a chapter.

The Friday schedule includes an all-day chartered trip on the *Potomac Eagle* from Romney to Petersburg, W.Va. First class seating, which includes sit-down meal service, is \$225. Coach class seats, which come with a box lunch, are \$150. The trip features several photo run-bys. Cab rides will be offered in a raffle.

The Saturday, Aug. 11 trip will be over the Everett Railroad in Hollidaysburg, Pa., to be pulled by 2-6-0 steam engine No. 11 to Petersburg, Pa. Only coach class tickets, priced at \$149 each, will be available. This trip also features several photo runbys, as well as cab rides to the winners of a raffle.

The annual NRHS banquet will be held Saturday night. There will be two dinner choices. The cost will be \$51, and a cash bar will offered beforehand.

The outing on Sunday will be a luncheon trip aboard the Western Maryland Scenic Railroad. The train will leave from the historic station near the host hotel. Seating will be in the railroad's dining car. The price, including the luncheon, is \$85.

MARYLAND • PENNSYLVANIA • WEST VIRGINIA

**Cumberland
Rails 2018**

NRHS CONVENTION • AUGUST 7 - 12, 2018

Hotel reservation information

We are pleased to announce that the NRHS has completed arrangements for a deeply discounted hotel rate at the Ramada Hotel-Downtown, in Cumberland,

Md. for the convention. The daily rate will be \$72 plus tax per night for one or two people in a room. You may request either a room with one king bed or two double beds. This rate will be available for two days before or after our convention.

Complimentary on-site parking is included, if you drive.

This hotel has 53 king rooms and 54 double rooms. Buffet

breakfast is included in the daily rate, served in the hotel's first floor restaurant until 9 a.m. daily.

You may phone the hotel directly at 301-724-8800. The code word for the NRHS special rate is the word "LOCO-

MOTIVE". You must give this code word to the clerk to obtain this rate.

The hotel is located at Exit 43C, just off Interstate 68 in Cumberland, Md.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

SATURDAY TRIP — *Everett Railroad's No. 11 and a four-car consist approach Brooks Mill, Pa., on one of the first excursions to be powered by the newly restored 2-6-0 in November 2015. A chartered trip powered by this engine will be offered on Aug. 11 at this year's convention.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

SUNDAY TRIP — *The Western Maryland Scenic Railroad's dinner train boards guests at the former Western Maryland Railway's passenger station in Cumberland in 2016. Powering the four-car consist is GP30 No. 501, built by EMD for the Pennsylvania Railroad in May 1963 as their No. 2249. This engine has recently been repainted in the red and white scheme of the Western Maryland Railway. A chartered luncheon trip with these cars and engine will be offered on Aug. 12.*

Pottstown and Reading Chapter sets picnic to fund RailCamp scholarship

Pottstown & Reading Chapter NRHS is sponsoring a fundraising event, "Picnicrail '18", Saturday, May 26, to fund a scholarship for a teenager to the NRHS Railcamp East program. The public is invited, especially members of all local chapters and societies.

The event, which begins at 1 p.m., will be held at Maier's Grove in Blandon, Pa. There will be an evening program by *Railroad and Railfan* Editor Steve Barry and Frank Etzel.

The hosting groups will have some of their fundraising items for sale during the afternoon prior to the show.

Visitors who arrive early can enjoy the action on Norfolk Southern's busy East Penn Main, adjacent to the grove. There will be snacks and beverages during the afternoon and a buffet meal with BBQ chicken served promptly at 5 p.m.

The grove is located on Grove Drive in Blandon, diagonally across from Stoney Creek Rentals (the old Agway). The event will be held rain or shine. In the event of rain, visitors can sit under the pavilion.

Admission is \$16 for adults, and \$8 for children ages 3-12. There is no charge for children under the age of 3. Organizers ask that those planning to attend let them know so that they will know how many people to expect.

For tickets, send a self-addressed stamped envelope and check made payable to P&R Chapter, c/o Philip Reppert, 17 Adele Avenue, Blandon, PA 19510. The order deadline to receive tickets by mail is May 17.

Directions and a map will be sent with the tickets (if requested). After May 17, tickets will be held for pick-up at the grove.

What sparked your interest in railroading? Tell us your story

My Story ... shared by an NRHS member:

"I can't remember when I wasn't interested in trains. My grandfather was a trackman for PRR and a fisherman. We used to fish off the railroad bridge at Old Conowingo on the Port Road. I can remember double-headed steam locomotives passing close enough to us that we could feel the heat of the boiler.

"Once a year I was allowed to cut school to accompany him from Perryville to Wilmington for his annual physical. I rode on his pass until I was about 12 years old. I wanted to be a locomotive engineer until PRR abandoned steam."

Raymond Roger Cole
Bruceton Mills, W. Va.
Philadelphia Chapter NRHS

Would you like to share your story with the NRHS membership? Tell us, in 100 words or less, how your interest in/love of trains came about...how did it begin and at what age... and send to <marlin@nrhs.com>.

To be eligible, provide your full name, the town and state in which you live, and the chapter of which you are a member.

Marlin Taylor

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Keep up with the latest happenings in the NRHS, plus railroad history and preservation news, on the NRHS Facebook page.

<<https://www.facebook.com/RailPreservation/>>



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The NRHS News is published nine times a year by the National Railway Historical Society. Charles S. Williams, Samuel Spencer and Tidewater Chapters NRHS, Editor. Lynn Burshtin, West Jersey Chapter NRHS; Ellen Pinsky, Iowa Chapter NRHS; and Sami Williams, editorial assistants. Alex Mayes, Potomac Chapter NRHS, special contributor. Send items to: NRHS News, c/o Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, NC 28654. E-mail: <nrhsnews@charter.net>. Phone 336-838-2754. The address for the Society is: NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard P.A., P.O. Box 5016, Mt. Laurel, NJ 08054.

NRHS recognizes long-time members of Society

By JOSEPH C. MALONEY JR., NRHS Vice President

Each year since 1961, the NRHS has recognized those long-term NRHS members who have consistently renewed their membership.

We provide those esteemed individuals with pins and certificates to honor achieving their significant membership milestones of 70, 60, 50 and 25 years of continuous NRHS membership.

The NRHS officers and staff are very pleased to have recognized the individuals listed below in 2018 for their loyal membership in the Society.

This year, the NRHS presented awards to one individual for 70 years of membership, four for 60 years, 32 for 50 years, and 131 for 25 years as a member of the Society. We appreciate their loyalty to the Society.

70 years (joined 1948)

D. Wallace Johnson
Old Dominion

60 Years (joined 1958)

Robert Mahar
Connecticut Valley

Henry E. Nicholas Jr.
Indianapolis

Charles M. Cox, Jr.
Washington, D.C.

Ronald G. Wasem
At-Large Member

50 Years (joined 1968)

James E. Scofield
Augusta

J. Leonard Bachelder
Boston

Thomas Johnson
William R. Kohler
Warwick Musson
Central Coast

Joseph R. Brabec
Chicago

James Bauman
Conneaut

Jesse Bennett
Danville Junction

Carl Zimmerman
East Tennessee

Ralph C. Honeycutt
Martin Owen
Heart of Dixie

David W. Seidel
Horseshoe Curve

Nelson B. Strubel
William H. Watson
Lancaster

Sandra M. Peters
Donald Young
Lehigh Valley

Robert Freeman
Old Smoky

Kenneth Johnsen
Pacific Northwest

Albert J. Pfeiffer Jr.
Philadelphia

Walter Alexander
Gordon S. Hamilton
Robert D. Simpson Jr.
Dorr M. Tucker Jr.
Roanoke

Thomas A. Brewer
Rochester

George L. Fleming
Washington D.C.

Edward S. Gray
Alan D. Harvey
James W. Knoll
William N. H. Louie
Philip Mosely
John Ryan
David W. Shepherd
At-Large

25 Years (joined 1993)

Larry C. Cain
Marilyn Sue Cain
Arkansas-Boston Mountains

Thomas Brennan
Baltimore

Ross W. Dring
Blackhawk

Martha Wolfe
Bluewater Michigan

Michael Cisson
Lloyd Darknell
David Parks
Central Coast

Carla Brouse
Eileen Shrey
Gary Shrey
Central Pennsylvania

John C. French III
David J. McLeod
Ronald D. Nimblett
Champlain Valley

Jason Black
George Capps
Harry Ellis
Roy C. Jackson
Roger Johnson
Gerry H. Lorenz
William B. Moore
Don L. Roberts
Sally Roberts
David Streeter
Chicago

David E. Bulman
Karen A. Bulman
James Pohl
Cincinnati

Rebecca A. Gillespie
William L. Gillespie
Bonnie L. Klintworth
Eric Klintworth
Collis P. Huntington

Joseph R. Charron Jr.
William L. Nickerson
Harold C. Schmidt
Ina-Mae Schmidt
William J. Zenko
Connecticut Eastern

Edward S. Sproles Jr.
Delaware Valley

Harry Armer
Florida East Coast

Kendrick Uloth
Kirk G. Usnick
W. E. Willits
Gulf Coast

Gina McFarland Gulf Curve Dr. David Matthews Hoosierland	Joseph V. D'Alessandro Edward J. Feathers Joseph A. Kantanick Michael Nagurny Matthew Nawn Dale W. Woodland Philadelphia	Jeffrey Fruithandler Western Connecticut
George I. Carpenter III Indianapolis	Lee Schultz Pottstown & Reading	David A. Hulburt Western Maryland
James W. Blais Jersey Central	Bradley H. Dobbins Roanoke	Robert W. Brown Harry Evans Mike Grosko Wisconsin
John Arnett Kansas City	Teresa Kellett Rochester	Alan K. Baker William Bartley Arthur Chaundy Frank Cornelius Thomas F. Cox Christopher Davenport Phillip W. Fair James Frischkorn John D. Godfrey Thomas J. Hurt Dean V. Incopero William D. Joyce Jr. B. D. Kunkle Steve J. Lestinsky Robert Michelini Kirk B. Minster Jeanne J. Morse Michael W. Mulligan Robert L. Neman William O'Neill Paul Oliver Dennis A. Payne Douglas Prochaska Rev. Charles A. Reinbold Don L. Roberts Robert F. Rodenkirk Jr. Edward Van Savage Armin Schmutz Paul Slater Jeffrey S. Smith Oren Stephans Gary Sweet Richard L. Ward Larry A. Warren John Winchester At-Large
Timothy E. O'Malley Lackawanna & Wyoming Valley	Stephen J. Marchand William Shannon Kelvin K. Wilke Tom W. Winter Saint Louis	
John P. Bennett Lancaster	Charles S. Williams Samuel Spencer	
James M. Bergant John C. Jensen Louisville	Gerald A. Hellinga Bruce H. McGarvey Southern Oregon	
John R. Joyner Mohawk & Hudson	Robert J. Mazur Rose Y. Mazur Suncoast	
Harold Golk William McGhee Nashville	William J. Shepard Tampa Bay	
Robert E. Matten New York	James N. Grimwood Topeka	
Humbert M. Cipriano Richard Eastman Mark Kraus Niagara Frontier	Andrew J. Burger Jr. Tri-State	
Richard K. Hyllestad Roger J. Libra Pamela Wolfmeyer Northstar	Robert L. Steffensen Jason Wolczanski Utica & Mohawk Valley	
Wilfred (Skip) Waters III North Texas	Michael Mohr Jesse Robert Uppercro Washington D.C.	
Michael J. Mann Old Dominion	Jeffrey Gluck Martin S. Otremsky West Jersey	
Philip Gresho Pacific Northwest		

Seven chapters honored for NRHS anniversaries

By JOSEPH C. MALONEY JR., NRHS Vice President

Each year since 1961, the NRHS has recognized those chapters celebrating significant anniversaries of their charter date with NRHS, and for continuously maintaining their NRHS affiliation.

For 2018, there are seven such chapters, six celebrating their 50th anniversaries and one celebrating its 25th anniversary.

The NRHS officers and staff are pleased to recognize the fol-

lowing chapters celebrating significant anniversaries this year:

50 years — Horseshoe Curve Chapter, chartered May 11, 1968; Colorado Midland Chapter, May 11, 1968; Augusta Chapter, Aug. 31, 1968; Bucktail Chapter, Aug. 31, 1968; Central Coast Chapter, Aug. 31, 1968; and Danville Junction Chapter, Aug. 31, 1968;

25 years — Grand Canyon Chapter, March 28, 1993.

The president's corner

Help the NRHS to recruit new members; renew your membership

By AL WEBER, NRHS President

Recently, the NRHS was contacted about saving Louisiana & Arkansas steam locomotive No. 503 from imminent dismantling at Bryan Park in Port Arthur, Tex. We put out the information on the NRHS Facebook page and immediately got responses. Many NRHS members stepped forward and made donations to help save the engine.

We also need to thank Jason Sobczynski who conducted the project to save the engine and created the GoFundMe account and the YouTube videos. His work of getting the message out was the driving force in saving locomotive 503.

The first information was sent to me by a local NRHS member, who wanted the NRHS to get the word out, and we did. A day later, it was all over the Internet and on most train-oriented blogs.

I know that many NRHS members are not on Facebook but many are. More importantly, many non-NRHS members read our Facebook page for the best current information. If we had used the old method of waiting to mail something to each member, the engine would of been cut up for scrap long before you received the mailing. In this day and age, things sometimes move very fast and need to be worked on right away.

We need to get many of those non-NRHS members who read our Facebook page to join the NRHS. The way we do this is to have chapters put local events on the Facebook page and ask local people to attend. So PLEASE get items to Charles Williams <nrhsnews@charter.net> for posting. All it takes is a few minutes and an email to Charles.

I also sent emails to the local NRHS members for their help and input. We need your email address in order to send out up to date information. Please check that your email is correct and, if not, send your correct email address to Hugh Harris <membership@nrhs.com> so we can contact you about events in your area.

Last month we mailed the printed March 2018 NRHS News to all regular members. There were 30 that did not pass the post office bulk mail program, and I put first class stamps on those. If you received the March 2018 NRHS News with a first class stamp on it, PLEASE make sure that we have your address spelled correctly. Check the city name and postal code and make sure they match what your local post office says they should be. If there are corrections, email Hugh Harris <membership@nrhs.com> with the old and correct mailing addresses.

The NRHS does not sell or give membership data to anyone.

I just attended the American Short Line and Regional Railroad Association (ASLRRA) 2018 "Railroad Day" on Capitol Hill in Washington D.C. At this event, we meet with Congressional staffers and, once in a while, members of Congress on matters that affect the railroad industry. At one meeting I had, the congressman knew of the local NRHS chapter in his district and all that they did for the preservation at the local train station. He was impressed enough that he gave a donation to the chapter to help. So you are making a difference and people are noticing.

Most of the meetings were with five or six ASLRRA attendees and Congressional staffers. Meetings were short, but I always tried to get in a plug for railroad history preservation and how we are trying to preserve it for future generations. At one of the meetings, a staffer had heard about RailCamp and wanted more information to give to the senator. I, of course, left them with a stack of RailCamp brochures.

I get emails and letters and I try to answer them. A recent one had an idea that if a chapter has a particularly good program, it should be videoed and offered to other chapters for their meeting programs. It is a very good idea. Do I have any volunteers who want to run a program like this? If so email me at <aweber@nrhs.com> please.

Don't forget to send in News items

We appreciate all of the contributions of photos and articles by chapters, other historical societies, and individuals for the NRHS News, and we hope that you will continue to submit material. If you send it in to <nrhsnews@charter.net>, we'll get it in.

Submissions to the NRHS Facebook page may also be sent to the same address. Please submit only high resolution photos as attachments to an email and not in the body of an email.

Remember that your chapter news can be included on the NRHS Facebook page <<https://www.facebook.com/RailPreservation/>>.

NRHS News Deadlines for remainder of 2018

Month	Print or .pdf	Deadline
May	No issue	—
June	.pdf	May 5
July	Print	June 10
August	.pdf	July 10
September	No issue	—
October	.pdf	Sept. 10
November	Print	Oct. 10
December	.pdf	Nov. 10



PHOTO BY M. J. LEWANDOWSKI.

AT STEAMTOWN — Class of 2009 NRHS RailCampers are shown on the turntable at Steamtown National Historic Site.

‘RailCamp’, highly successful NRHS program, turns 20

By BECKY GERSTUNG, NRHS RailCamp Director

“If NASA can have a space camp, why can’t we have a rail camp?”

From that one question by Bruce Hodges (Leatherstocking Chapter NRHS), came a new NRHS program, and the rest is history. And, what a history it has been...a very interesting journey taking us from coast to coast.

As the NRHS gets ready to host 36 campers for another year of RailCamp, let’s look back to where it all began.

The Early Years

Bruce thought it would be an excellent way to energize a new generation of rail preservationists. Larry Eastwood (Philadelphia Chapter NRHS) came onboard. Steamtown National Historic Site in Scranton, Pa., seemed like a natural place to host the event. Steamtown officials embraced the concept wholeheartedly from the very first meeting. Larry created the curriculum based on meetings with Steamtown staff.

During those first years (1998-2012), Steamtown was the location for all activities. This site provided it all: an unparalleled opportunity to move through railroad history in one loca-

tion with locomotives, equipment, shops and knowledgeable people. All of this was within walking distance of the University of Scranton, where campers were housed.

Basic RailCamp evolved into Advanced RailCamp. Then some campers were invited back to serve as counselors.

Additional activities expanded the program with a trip to the Canadian Pacific facilities in Binghamton, N.Y., bus trips to the famous Tunkhannock and Starrucca Viaducts, and a trip to Wilmington, Del., to visit Amtrak shops. While at Amtrak, campers toured the various shops: main, wheel, brake, paint and power plant. There was even an opportunity to explore the “graveyard” where locomotives go to their final rest.



A Second Location

The Nevada Northern Railway in Ely, Nev., expressed interest in hosting the NRHS RailCamp. In 2005, Barry Smith, then-

NRHS senior vice president, made a visit to Ely. After an extensive discussion, it was decided to have both a student and adult program.

The adult camp in 2006 started before the teen camp and showed the challenges that would be faced running a teen program. There was no easy way to get to Ely. Campers would fly into Las Vegas, and rented vans would transport them to Ely.

Also, in 2006, Barry took over the Steamtown program. Barry found himself faced with running two camps, 2,500 miles apart, on the same week.

Gary Yanko (Harrisburg Chapter NRHS) came to the rescue and took over the Nevada Northern camp. Barry and Gary worked well together and, after that first year, camps were held at different times. Cost and distance got in the way, and Ely officials pulled out of the program in 2011.

The Tacoma Chapter NRHS hosted the annual NRHS convention in 2010. Bill Chapman (At-Large) and Ed Berntsen (Tacoma Chapter NRHS) believed RailCamp could work on the West Coast. The same venues used for the convention were perfect candidates for the program.

When asked if they would be interested, no one said “no.” Bud Thompson (Tacoma Chapter NRHS) was recruited to develop a program. Bud and Bill attended the 2011 RailCamp East to get the feel of running a camp.

The original schedule for RailCamp Northwest in 2012 included four partners; Amtrak, Mount Rainier Scenic, Northwest Railway Museum and Tacoma Rail.

The plan was to ride Sound Transit’s *Sounder* Inter-City Commuter Service to Seattle one day. They were to watch the departure of Amtrak’s No. 11, the *Coast Starlight*, and meet Amtrak’s No. 7, the *Empire Builder*. After passengers detrained, campers would board and go through the process of cleaning the exterior of the train and turning it for the next day’s departure.

The best laid plans went awry as No. 7 was delayed several hours. Through connections with a Tacoma Chapter NRHS member, the campers remained on the *Sounder* as it moved

to the coach yard, and campers were treated to a great day. As a result, Sound Transit asked to be included as a full partner in the future.



A New Location for RailCamp East

Due to unfortunate abuse scandals around the country, universities began to increase their liability insurance coverage. A shortage of agents willing to take risks, and extremely high premiums (if we could find coverage) forced us to cancel both camps for 2013.

Bud Thompson and Don Maxwell (Collis P. Huntington Chapter

NRHS) volunteered to locate a new home for RailCamp East.

The first challenge was to find suitable housing that would not require unreasonable insurance. It had to work out logistically with our partners. A new base of operations was established at the University of Delaware-Newark.

Visits to Amtrak in previous years provided a base to formulate a program with them in Wilmington. When Bud arrived at a meeting with Amtrak, each department had a representative in attendance. Bud was impressed with the level of support Amtrak was providing. That commitment continues today.

More difficult would be finding a replacement for the variety of activities offered at Steamtown. Taking a 45-minute ride from the campus to Strasburg, Pa., we had what we were looking for.

One of our new partners would be the oldest continuously operating railroad in the country, the Strasburg Rail Road. Here is where the campers would get that “hands on” experience of driving spikes, coupling cars, working in the shop area and having the ever-popular cab ride in a steam engine.



The other new partner was the Railroad Museum of Pennsylvania. The museum made learning fun.

Divided into groups at the museum, the campers chose a piece of equipment, researched it, and gave a presentation to the other groups. Many campers commented on this experience and the ability to go “behind the scenes”.

The Experience Lasts

Campers arrive, some shy, some not quite sure what they got themselves into, and some raring to go. It doesn’t take long for all of them to realize they are with friends in a safe environment. No one makes fun of them or bullies them because they like trains.

These friendships grow beyond the week of RailCamp. Social media keeps them connected to continue to share their railroading experiences. Lessons learned at RailCamp remain through their commitment to volunteer, their choices for further education, and search for employment. The connections with our partners does not end at the end of the week either. Post-camp, we meet with them to review and plan for future camps.

Past Campers – Where are they now?

Adam Otsuka was one of our brightest and most capable campers. He is currently Operations Planning Manager/ Amtrak working in Washington, D.C. As part of Amtrak’s in-

volvement with RailCamp in 2017, campers viewed a presentation prepared by Adam on Amtrak careers.

Many campers responded to my search for comments. Here are excerpts from just a few of them.

Zac McGinnis (1998) — “I’m still active in the railroad preservation field and served on the locomotive crew of NKP No. 765 from 2008-2013. I’m currently on the crew of N&W No. 611.”

John Beutel (1999, 2000 and counselor, 2003) — “My favorite experiences were the rare opportunities we had to be on operating equipment and exploring exhibits that have limited public access”.

Steven Kolarz (1999) — “I went to college for a degree in civil engineering. I now work as project manager in the Rail/Transit group of RK&K Engineers in Baltimore, Md.”.

Toby Schwartzman (2000) — “I remain a member of the Leatherstocking Chapter NRHS, where I am certified as a brakeman and engineer”.

Alex Schwarzmüller (2002) — “I worked at the Mount Washington Cog Railway and the Conway Scenic Railroad, and volunteered at the Silver Lake Railroad. In 2015, I started as a conductor for Vermont Rail System, made engineer and have moved to the passenger department”.

Mitchell Smithbauer (2011, 2012, 2014) Currently enrolled at Penn State for Electrical Engineering. — “In 2017, I worked my first internship with GE Transportation in Erie, Pa, and was offered another internship for this summer. RailCamp was a tremendous experience to have on my resumé. It helped me stand out and express my strong passion for trains, railroads and rail transportation”.

Darren Pitts (2013) has been a volunteer at Steamtown since 2013.

Kenneth Shaffer (2015) — “I will be qualifying as a trainman at Steamtown in the coming months and have been working on the B&M No. 3713 restoration project”.

Ryan Tromblay (2016) is a volunteer conductor and motorman at the Connecticut Trolley Museum.

Duncan Mara (2015) — “I have been photographing trains across the northeast United States and Europe. I’ve had many photos in *Railpace* magazine. I volunteer at a local historical society working on historic locomotives and cars”.

Benjamin Dennis (2015) — “I’m finishing my associates degree in railroad operations. I hope to complete the BNSF Conductor Training Program this semester.

Devon Parsons worked for GE Transportation. He has taken a job with Amtrak working out of Chicago.

Campers aren’t the only ones learning during the weeks of

camp and making lasting friendships.

Mike Muldowney (2005 camper, 2006-2014 counselor, and 2014 co-manager of RailCamp) — “I worked for the New Hope & Ivyland Railroad as fireman and engineer. In 2009 at RailCamp, I met my wife Janice (nee Bauer). We were married in 2015 and recently had our first child, Owen.

“My favorite part of RailCamp is there were students every year who harbored a strong railroad interest with a shy personality. At their respective high schools, they were all alone with no one to share that interest. RailCamp was the first time in their lives they were surrounded by a group of young people all interested in trains. Observing their personalities come to life without fear of ridicule for their interests was remarkable”.

Bud Thompson — “Being involved in RailCamp has been one of the high points of my life. I have had the opportunity to meet some incredible young people who taught me so much about railroading, and about life. I’ve also met so many adults who were willing to share their experience and, in some cases, their patience with our campers and fellow staff members”.

Melissa Bauer, camper and counselor — “It has brought me so much joy to watch the RailCampers learn more about what their passion is. Being a counselor allows me to watch the campers grow throughout the week and form a bond with them. I enjoy seeing the bonds and friendships that the campers form throughout the week because I know that the individuals who meet at RailCamp will remain friends for a very long time”.

Tim O’Malley, counselor — “If there is any pattern I’ve noticed from my years of RailCamp, it is that I’ve seen the campers start out the week with all of the data, and the knowledge about trains. By the end of the week, they want to be railroaders, even to the point of running the railroads.”

Ellen Scott, counselor — “When I originally signed on to be a counselor, I had no idea what to expect. It turned out to be a great learning experience. Although I have an education background, RailCamp was totally different. Some days I wondered who was learning more, the campers or me. Also, I wondered who was having more fun. It’s hard work, long days, short nights. I wouldn’t trade the experience.

“The most meaningful part is that many of the campers have kept in touch via Facebook. It’s nice to know that I made an impact on them. I guess that’s why they called me ‘mom’”.

Carl Jensen, counselor — “At dinner one evening, I overheard a heated discussion by four or five campers about economics, politics and geographic things that were totally unrelated to railroads. I was amazed at the level of knowledge and interest. It just fascinated and pleased me that they were interested in more than just railroading and railfanning.

“Also, we had several girls from the same family over the years attend RailCamp. After they had been campers, they

volunteered as counselors. These girls took leadership of many of the campers and engaged them in activities. Some evenings, they took the group to a nearby athletic field and played games. Campers accepted them more as equals compared to us old geezers.

“The most impressive thing about these young ladies was how their leadership and participation benefitted them in their own personal growth and maturity. That was as beneficial to them as the camp experience was to the individuals they were leading”.

Tony White, counselor and director — “RailCamp is the absolute best way for youngsters to gain hands-on experience with the aspects of railroading. Every day feels like Christmas with all the excitement that abounds from the campers and staff alike. I’m very blessed to be a part of this experience, from setting up the camps with the partners, selecting my counselors for the East camp, interviewing parents and teachers, selecting campers, and spending a great week with great kids and staff.

NRHS News Editor Charles Williams, after attending a session — “I was amazed at the opportunity these teens had, getting to go behind the scenes at Steamtown, Amtrak and other sites. On the first day at Steamtown, the teens were told by an official that the campers could go anywhere (with escorts) as long as they wore their RailCamp hats. I’ll admit I was skeptical, but he pointed to a gate marked ‘No Admittance’, and said, ‘This is where we start’. How many young people, or adults, get to go into the maintenance pit of a steamed-up locomotive? It was incredible”.

For day by day experiences of the week, go to recent issues of the *NRHS News* for articles on each camp.

Summary

It takes a lot of work to put RailCamp together each year, but it is worth it to hear, “This was the best week of my life!” from campers.

We have had 20 years of successful programs. While we have had offers from other rail facilities to host RailCamp, we believe our present locations offer the widest variety of activities. Thanks to the continued support from all the partners on both coasts, we are confident NRHS RailCamp is in good hands going forward.

Over the years many NRHS chapters, other organizations and individuals have provided full and partial scholarships. As hoped, many campers remain members of their sponsoring chapters.

Donations make available financial assistance. Thanks to these donations, no applicant is turned away because he/she cannot afford RailCamp. With costs of housing, feeding, transportation, safety equipment and insurance always rising, we appreciate donations to the program helping to keep the tuition reasonable.

Bud Thompson — “If we want railroad history to survive, we must have RailCamp. Young people come to RailCamp because of some element of railroading. We want them to realize by the end of the week that railroads are still the backbone of this country, and the preservation of railroad history must be supported to show others the one constant, dependable tool that has been a part of the growth of this country of ours – the railroads!”

I want to thank Bruce Hodges and Larry Eastwood, Barry Smith and Gary Yanko, and Bud Thompson and Bill Chapman who served as RailCamp directors and are responsible for planning all the programs at each location. Current Directors Tony White and John Cox continue to keep RailCamp running smoothly.

Thanks also to the many men and women who have given of their time to serve as managers, counselors, photographers and support staff at these camps.

A very special thank you goes to all the partners. They have made their facilities and personnel available to make this program successful.

This article is the result of many contributions from directors, counselors, staff and campers. Thank you.

St. Louis to host board meeting

The St. Louis Chapter NRHS invites the NRHS Board of Directors, the Advisory Council and members to attend the NRHS Spring 2018 conference, which will be held in conjunction with the Railway & Locomotive Historical Society (R&LHS) 2018 annual meeting in St. Louis Wednesday, May 30-Sunday, June 3

For more information about the convention, check the February 2018 edition of the *NRHS News*. Registration forms are included in the March 2018 edition of the *NRHS Telegraph* <https://admin.nrhs.com/telegraph/2018_03%20Telegraph%20v5.pdf>.

Ride the *Dover Harbor* to Roanoke

The Washington D.C. Chapter NRHS is offering the *Star City Special*, a Memorial Day Weekend (May 25-28, 2018) rail trip from Washington, D.C., to Roanoke, Va., aboard the chapter’s classic Pullman, *Dover Harbor* <<http://www.doverharbor.com>>. This four-day package tour includes round-trip rail transportation with meals, snacks and beverages while en route, lodging for three nights at the restored Hotel Roanoke, escorted tours of the Virginia Museum of Transportation (home of N&W J Class No. 611, A Class No. 1218, and Y Class No. 2156), and the O. Winston Link Museum, and a full day escorted scenic motor coach tour of Roanoke area sights including the National D-Day Memorial, lunch at the Peaks of Otter Lodge on the Blue Ridge Parkway, and a winery tour.

An early bird discount of \$50 per person is available for signups made by April 15. For complete details on this trip, please see <<http://www.dcnrhs.org>> and click on the trip name in the upcoming trips area.

Back issues of *NRHS Bulletins* are now available for purchase

Need back issues to complete your collection of *NRHS Bulletins*? Looking for articles on your favorite railroad?

The NRHS has nearly 5,000 copies of various *NRHS Bulletins* from 1946 to 2018. We are looking to significantly reduce this inventory and are offering NRHS members (as well as your friends) the option to purchase issues at a reduced cost.

Normally we charge \$6 per issue, including shipping. For the remainder of 2018, we will offer one or two issues for \$6 each, three or more issues for \$4 each, and six or more issues for \$3 each. All prices include shipping to an address in the United States.

We have back issues of about 60 percent of the magazines published after 1946, so there is a good chance we have

something in stock that would interest you.

We have two *Bulletin* index PDFs available, and both can be full text searched. The first covers the magazine from 1935-1985, and the second covers the period 1986-2006. Both can be downloaded from <admin.nrhs.com> (they are the last two links on the page): <https://admin.nrhs.com/index_1936to1985.pdf> and <https://admin.nrhs.com/Bulletin_Index-1986to2006.pdf>.

If you are interested in purchasing any back issues, please reach out to Jeff Smith at <bulletin@nrhs.com> with the issues you are interested in to check availability. Payment is accepted by credit card or check, and details for making payment will be provided via email. If you do not have email, you can also reach out via phone at 215-859-1814, but be aware that the response time may be significantly slower.

Pennsylvania Railroad Altoona Machine Shop publication for sale

In the 1980s the NRHS published a 120-page soft cover book in the 6"x9" format titled *Pennsylvania Railroad Altoona Machine Shops — Construction Number List 1866-1904*. It includes a listing of each locomotive built, the construction number, locomotive class, road number and remarks that often denote the final disposition of the locomotive.

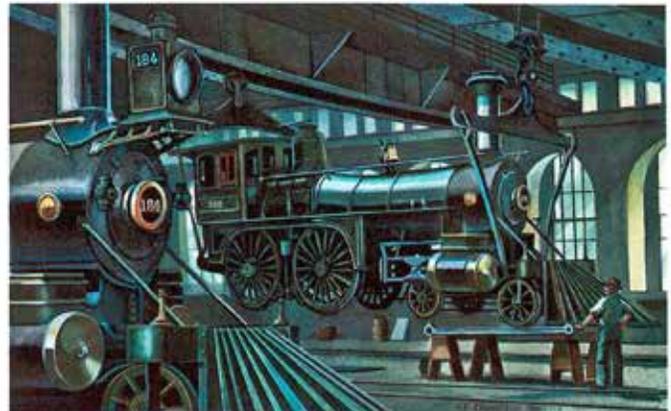
Additionally, there is an cross reference list of original road numbers mapped to construction number and of later road numbers to construction number. Each list includes locomotives built for railroads other than the Pennsylvania Railroad in the Altoona Shops. There are a few essays explaining where the data originated from and other details. There are a handful of images scattered throughout the layout.

The NRHS has over 70 copies of this publication in storage and would like to get rid of them. We are selling them for \$6 each (including shipping). All copies have been kept in a protective envelope and are in excellent condition. If you are interested in purchasing a copy, please send a check made out to the NRHS to Jeff Smith, 2375 S. Whittmore Street, Furlong, PA 18925; or reach out to Jeff Smith at <bulletin@nrhs.com> for information on paying by credit card.

Please note that the deadline for the June 2018 issue of the *NRHS News* has been moved from May 10 to May 5. This is a one-time change due a scheduling conflict, and early submissions to <nrhsnews@charter.net> are appreciated.

PENNSYLVANIA RAILROAD ALTOONA MACHINE SHOPS

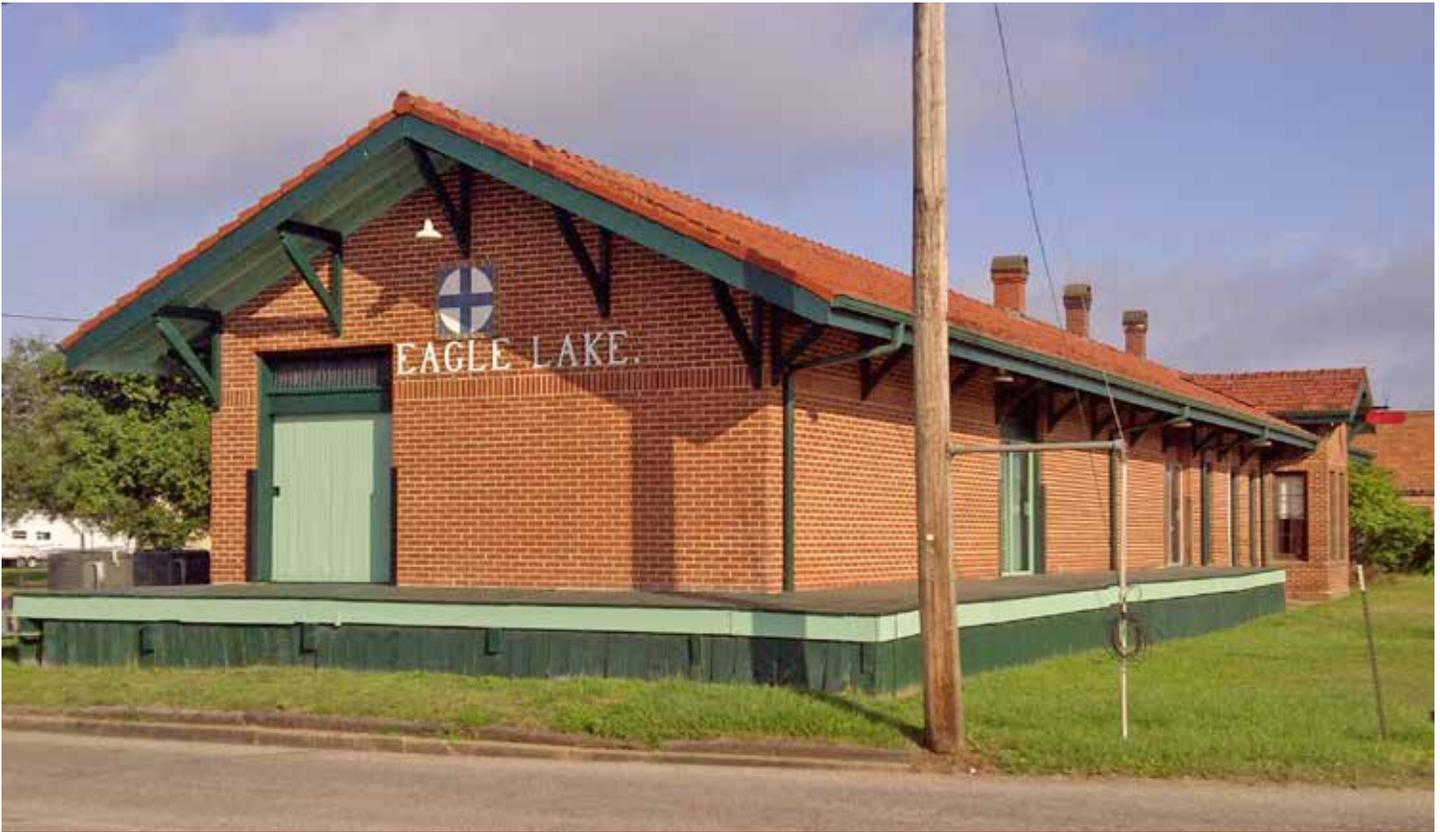
CONSTRUCTION NUMBER LIST 1866-1904



JOSEPH D. LOVELL

With Additional Material by the NRHS BULLETIN Staff

**LIBRARY OF
AMERICAN TRANSPORTATION**



PHOTOS BY KEN STAVINOHA, EAGLE LAKE (TEX.) DEPOT MUSEUM

LOGO ON EAST END — *This view of the east end of the Eagle Lake Depot Museum shows the Santa Fe Railway Company logo. The depot was built by the Gulf Colorado and Santa Fe Railway Company.*

Eagle Lake Depot Museum wins Preservation Texas Honor award

By KEN STAVINOHA, Eagle Lake (Tex.) Depot Museum

The Eagle Lake Depot Museum in Eagle Lake, Tex., has won a 2018 Preservation Texas Honor Award for historic preservation.

The depot's prairie style architecture is unusual for the Santa Fe area in southeast Texas, and the tile Santa Fe logo may be the only such surviving example.

The depot was constructed and opened for business serving the Gulf Colorado and Santa Fe Railway Company in 1911. The building is a combination passenger and freight depot with two waiting

rooms, an office area, a baggage room, and a large freight room.

Railroad passenger service ended on the line through Eagle Lake in 1956, but the depot continued in freight service until 1970 when the spur track serving the building was removed. The depot was subsequently used in a variety of businesses, including a dentist's office, beauty salon, lawyer's office, loft apartments, and Internet service provider.

See TEXAS HISTORIC, Page 14



DUAL PURPOSE — *The Eagle Lake Depot, built in 1911, served as a combination passenger and freight depot.*

Your membership in NRHS helps with rail preservation efforts

By HUGH HARRIS, NRHS Membership Administrator

The NRHS membership renewal process continues, but is now slowing down.

In the past couple of weeks (this was written in mid-March) we've only added another 150 or so new renewals. We're now up to 4,051 renewed members as of Feb. 28, 2018.

I'm still struggling to get all the records of "families" corrected and the "family links" reset for their accounts. Until that is complete, please contact me before you try to do a Family Renewal on-line.

When I started, we had 995 bad record pairs in the database. We're now down to under 300, but it will still be a couple more weeks before I'm done.

There's still another problem with the Neon database. You can check as many chapters as you want to in the "chapter" listing. I'm asking Neon to help me fix that but don't yet know

when it will be done.

The problem is that we use that record to keep track of your home chapter. That's the one where your votes are recorded for directors and regional directors. Obviously, since they are area related, we must have a defined place for your vote to count, and that is your home chapter. It can be anywhere, and you can change it whenever you want to, but there can only be one.

Anyone who has selected a number of chapters in that list can go back into the database and delete all but the one home chapter. If you no longer want to have a home chapter, you can select the "At-Large" category. Then your vote is recorded by the geographic location of your home address.

As always, if anyone has questions, please don't hesitate to contact me at <membership@nrhs.com>, <hughrharris@aol.com>.

Texas historic preservation award presented to Eagle Lake Depot

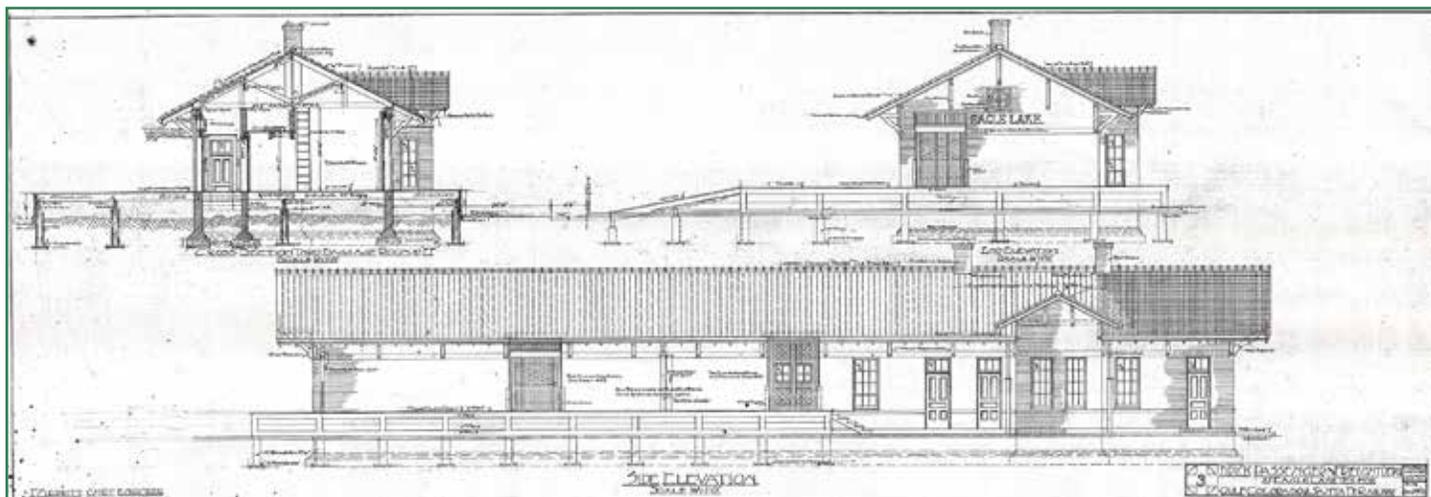
CONTINUED FROM PAGE 13

An area railroad history enthusiast purchased the building in 2000 and formed a non-profit corporation — Eagle Lake Depot, Inc — to facilitate the restoration of the depot with the goal of opening it as a railroad museum. Restoration began shortly thereafter. Original blueprints were located and used as the basis for restoration. The interior and exterior colors used are based on Santa Fe depot standards from 1910, and were verified by scraping down to the original layers of paint for samples.

Part of the original freight platform was missing and has been rebuilt to match the existing structure. The tile roof and

substructure were repaired in 2005. The depot sponsored a Centennial Celebration in April 2011 and opened as a railroad museum shortly thereafter.

This project would not have been possible without volunteers, who performed all of the restoration that did not require professional assistance. Scraping, sanding, and painting was largely done by volunteers, as was the reconstruction of a portion of the freight platform. Implementation and arrangement of interior furniture and appurtenances was also done solely by volunteers, as was the installation and arrangement of exhibits. NRHS members are among the volunteers and the members of the group performing the restoration.



BLUEPRINTS — Members of the Eagle Lake Depot, Inc., used the original blueprints to help restore the building, which was constructed in 1911.

Ride the *Oneida Clipper* through ‘Hard Coal Country’ on May 5

By ANTHONY VERBYLA, Lackawanna & Wyoming Valley Chapter NRHS

The Lackawanna & Wyoming Valley Chapter NRHS, in partnership with the Reading and Northern Railroad, will operate a rare-mileage photo-freight excursion on Saturday, May 5.

The *Oneida Clipper* will depart from the Reading and Northern headquarters at Port Clinton, Pa., for a 96-mile round trip through the heart of “Hard Coal Country”. The route will include some rare mileage that hasn’t hosted a public passenger train in decades.

Departing Port Clinton, the *Oneida Clipper* will travel through the scenic mountains of northeastern Pennsylvania as it climbs towards its destinations of Oneida Junction (near Hazleton, Pa.) and Morea, Pa. Portions of the former Reading Railroad Catawissa and Little Schuylkill Branches will be covered during the excursion, as well as parts of the former Lehigh Valley Hazleton and New Boston Branches.

Three photo runbys are planned throughout the day, and boxed lunches can be ordered when purchasing tickets. Boarding at Port Clinton will begin at 9 a.m. Departure time is 10 a.m., and the train will return at 7 p.m.

Pulling the *Oneida Clipper* will be two newly acquired MP-15 locomotives. The MP-15s wear the R&N’s handsome paint scheme, inspired by that worn by the original Reading MP-15s which operated over much of this same trackage in the 1970s.

Cab ride and caboose tickets are sold out, but coach and open gondola tickets are still available. Goggles will be required to be worn while riding in the open gondola, and a complimentary pair will be provided by the Reading & Northern Railroad.

There will also be a rider coach available for gondola riders to relax in or avoid weather. Movement between the gondola and the coach will not be permitted while the train is in motion. The gondola does not have seats, so be prepared to stand while riding in the gondola.

To purchase tickets or for more information, visit <www.laurellinesspecials.org> or <www.project3713.com>.

Proceeds from the *Oneida Clipper* will benefit the restoration efforts of B&M No. 3713 at Steamtown National Historic Site. The Project 3713 restoration is a partnership between Steamtown National Historic Site and the Lackawanna & Wyoming Valley Chapter NRHS toward the goal of restoring B&M No. 3713 to mainline operation.

The Lackawanna & Wyoming Valley Chapter to date has raised over \$250,000 for the restoration towards a committed goal of \$750,000 by 2020. Follow restoration progress at <www.project3713.com> and at the Project3713 Facebook page.



PHOTO BY MICHAEL KOHL

MOTIVE POWER FOR EXCURSION— *These two Reading and Northern MP-15 locomotives will power the Oneida Clipper.*



PHOTO PROVIDED BY OLD DOMINION CHAPTER NRHS

RICHMOND MUSEUM — *The Old Dominion Chapter NRHS owns and operates the Richmond (Va.) Railroad Museum, located in Hull Street Station. The station is the former Southern Railway passenger station at 102 Hull Street.*

Admission price instituted for Richmond Railroad Museum

By RAY POTTER, Publicity Director, Old Dominion Chapter NRHS

Since the Richmond (Va.) Railroad Museum first opened its doors in the former Southern Railway Hull Street Station, the admission has always been free. Now, unfortunately, due to the rising costs of utilities and maintenance of an over 100-year-old building, we find we must start charging an admission fee to help cover these costs.

The museum board members decided at their last meeting to implement an admission fee of \$5 for all individuals 14 years of age and over. This charge took effect March 1, 2018. Children 13 and under will still be admitted free. Cash, credit and debit cards will be accepted.

In addition to the admission fee, the museum's other fundraising activities will continue with renewed zeal. The spring and fall excursion trips, and the Santa trips in December will still be offered. Our successful "Train Day" celebration will

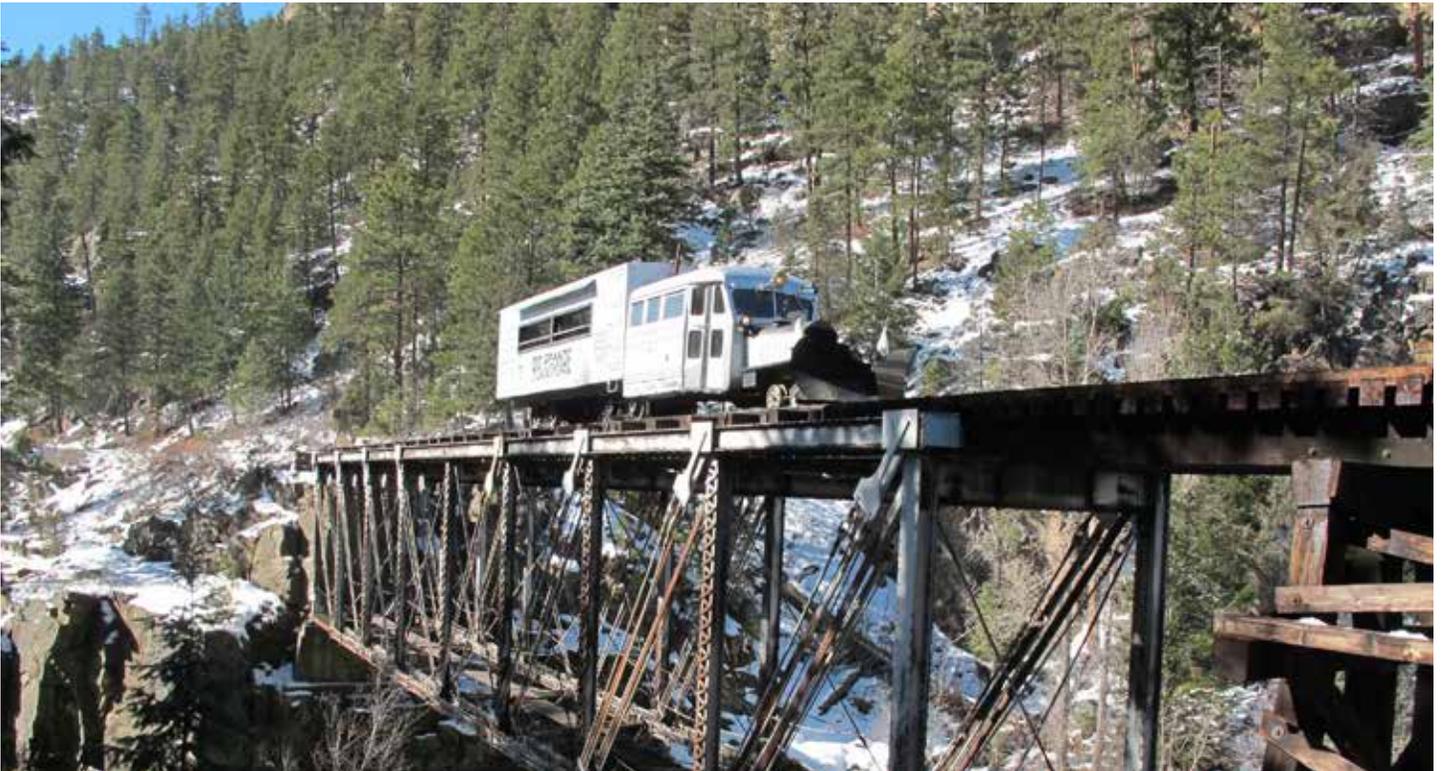
also return this summer.

This year, we will also offer a Friday evening fundraising open house on April 20 featuring a showing of the silent movie *The General* with live theatre organ accompaniment by Dr. Mark Andersen.

The Old Dominion Chapter NRHS owns and operates the museum, which is open every weekend. Hours are 11 a.m.-4 p.m. Saturday, and 1-4 p.m. Sunday.

We invite anyone with an interest in railroads to come to our monthly chapter meetings at 7 p.m., on the third Monday of every month, at the Hull Street Station (the former Southern Railway passenger station at 102 Hull Street).

Visit the museum and chapter website at <odcnrhs.org>.



ON PHOTOGRAPHER'S SPECIAL — *RGS Goose No. 5 is shown crossing the Animas River High Bridge during D&SNG Presidents Weekend Photographer's Special.*

Galloping Goose Society conducts 'photographer's special'

Article and photos by Joe Becker, President, Galloping Goose Historical Society

The Galloping Goose Historical Society (GGHS) of Dolores, Colo., had a successful excursion week in mid-February with former Rio Grande Southern Goose No. 5 operating on the Durango & Silverton Narrow Gauge (D&SNG). Four trips to

Cascade Canyon Wye, and field trips for Dolores Elementary School fifth graders to Event Park were operated.

The excursions coincided with D&SNG K-28 476's inaugural run after its restoration, returning to service after sitting idle for 19 years. In preparation for these excursions, GGHS decided to troubleshoot an oil leak in the rear differential axle assembly of its power truck.



AXLE WORK — *Goose crews had to troubleshoot and repair an oil leak in the rear differential before the first trip. Here, the axle awaits reinstallation.*

RGS Goose No. 5 was built by the Rio Grande Southern Railroad in 1933 at Ridgway, Colo. The cab was made from a 1927 Pierce Arrow Series 36 limousine.

In 1946, the railroad replaced the passenger compartment with a Wayne Bus body but kept the Pierce Arrow engine compartment and radiator. Its wheels were taken from various maintenance of way equipment. It has three two-axle trucks and is articulated. The middle truck is powered.

Originally it was powered by a Pierce Arrow six-cylinder engine. The railroad later replaced it with a GMC 361 cubic inch truck engine of World War II vintage. A drive shaft



PHOTO SHOOT — RGS Goose No. 5 is shown between D&SNG K-28s numbers 473 and 476 during D&SNG Presidents Weekend Photographer's Special evening photo shoot.

runs from a five-speed Spicer transmission to a Ford AA truck differential on the front axle of the power truck.

The rear axle assembly of the power truck also has a Ford AA truck differential. Exterior chains connect the front wheels



ON RUNBY — RGS Goose No. 5 during photo runby on D&SNG near Tall Timbers Resort.

of the power truck to the rear wheels. The front axle differential is locked (i.e., leaded) and performs as if it was a solid axle. The differential in the rear axle assembly is disabled and is free wheeling. The power truck wheels ride on cage (roller) bearings that ride on the hard-chrome surface of the differential housing tubes. The axle itself is inside the housing and splined to the wheels.

To troubleshoot the leak, the rear axle differential assembly needed to be disassembled. This required removal of the rear axle assembly from the power truck and removal from under RGS Goose No. 5. In the shop, the wheels were pulled and the differential was completely disassembled.

It was determined that the hard chrome coating had deteriorated and a slight misalignment had caused a seal to wear abnormally and leak. Luckily, GGHS had a spare differential housing with hard-chromed surfaces and replacement cage bearings. Surprisingly, the bearing seals are still available and were ordered from the local auto parts store.

The rear differential axle assembly was reassembled with replacement parts and installed under RGS Goose No. 5. After 350 miles of winter railroading in the mountains of south-west Colorado, it appears the repair is a success.

The GGHS has begun discussions with the D&SNG for excursions this August. RGS Goose No. 5 will also be operating on the Cumbres and Toltec Scenic Railroad this September.

Information for our upcoming excursions, along with other photos and videos, are available from our website <www.GalopingGoose5.org>, or our Facebook page.



AT WATER TOWER — One of the stops on the photographer's special on the Presidents Day weekend was at the Tank Creek water tower.

Morse Day activities scheduled April 28 in Boyce Museum

Article and photos by Dr. Frank R. Scheer, Curator, Railway Mail Service Library, Inc.

The Boyce Railway Depot Foundation (BRDF) and the Railway Mail Service Library Foundation (RMSLF) will observe Morse Day on Saturday, April 28 at the Boyce (Va.) Railway Depot. This occasion celebrates Samuel F. B. Morse's birthday and recognizes the contributions that telegraphy made to society for more than a century.

Beginning in 1844, telegraphy was the first "Information Superhighway," over which messages moved more swiftly than the fastest transportation conveyances. Boyce Depot was a Western Union office between 1913 and 1958, as well as a train order office for railroad operations. Telegraphic communications were integral to both activities.

For this Saturday afternoon, the chatter of sounders will once again reverberate within the agent's office walls. You're invited to meet Morse operators working the wires, as well as sit down in the operator's chair if you're able to send and receive code.

Between 1 and 4 p.m., there will also be a complimentary cook-out with beef burgers, hot dogs, buns, condiments, and sodas provided. Bring your own sides or items to grill for yourself or share. Alcoholic beverages are not allowed on the depot grounds and the Norfolk & Western Railway "Rule G" will be enforced. If you're not certain what that is, you can read it in the operating rule book as well as browse timetables and other documentation from Boyce's

depot's halcyon era.

The U.S. Postal Service has approved a pictorial postmark commemorating the event. The postmark was designed by Chip Morgan, a prominent telegraphy historian who is proficient with a Vibroplex key. Donna Richardson, Boyce's postmaster, will postmark cards or letters with the special cancellation. These can be mailed or handed-back as souvenirs. Postcards of Boyce Depot will be available for sale, or you can bring your own items for postmarking.

SEE VINTAGE, Page 21



POSTMARK — *Above is the pictorial postmark designed by William Morgan for Morse Day 2018.*



IN AGENTS' OFFICE — *Morse Day 2018 visitors discuss railroad telegraphy amid original Norfolk & Western furnishings in the Boyce Depot agent's office.*

Official recognition sought to celebrate Chicago's railroad history

By DAVID DARUSZKA, Vice President Blackhawk Chapter NRHS

The railroads have played an indisputable role in the development and growth of Chicago.

The city is still recognized as the railroad capitol of America, which is aptly summed up by poet Carl Sandburg as the "Player with Railroads and Freight Handler to the Nation".

The railroads have played, and continue to play, a vital role in the economic life and social fabric of the city. The last great celebration of this history took place in 1948, which coincided with the 100th anniversary of the first train to operate from the city.

The Chicago Railroad Fair marked an apex for the fortunes of railroads in America. Since that event scant recognition has been afforded to the relationship between the railroads and the city.

To remedy that, members of the Blackhawk Chapter NRHS are seeking official City of Chicago recognition of a month

dedicated to honoring the history of railroads and their influence on the city. To that end, the following objectives will be addressed to achieve that goal:

1-Identify and contact interested individuals and organizations to serve in an advisory capacity;

2-Engage in outreach to various history and civic groups to solicit ideas for activities and build momentum to achieve the goal of Chicago Railroad History Month;

3-Create an organizational structure to promote and support the idea; and

4-Outreach to the general public to encourage interest in the idea.

You can express support by signing the chapter's petition at www.ipetitions.com/petition/declare-november-chicago-railroad-history-month

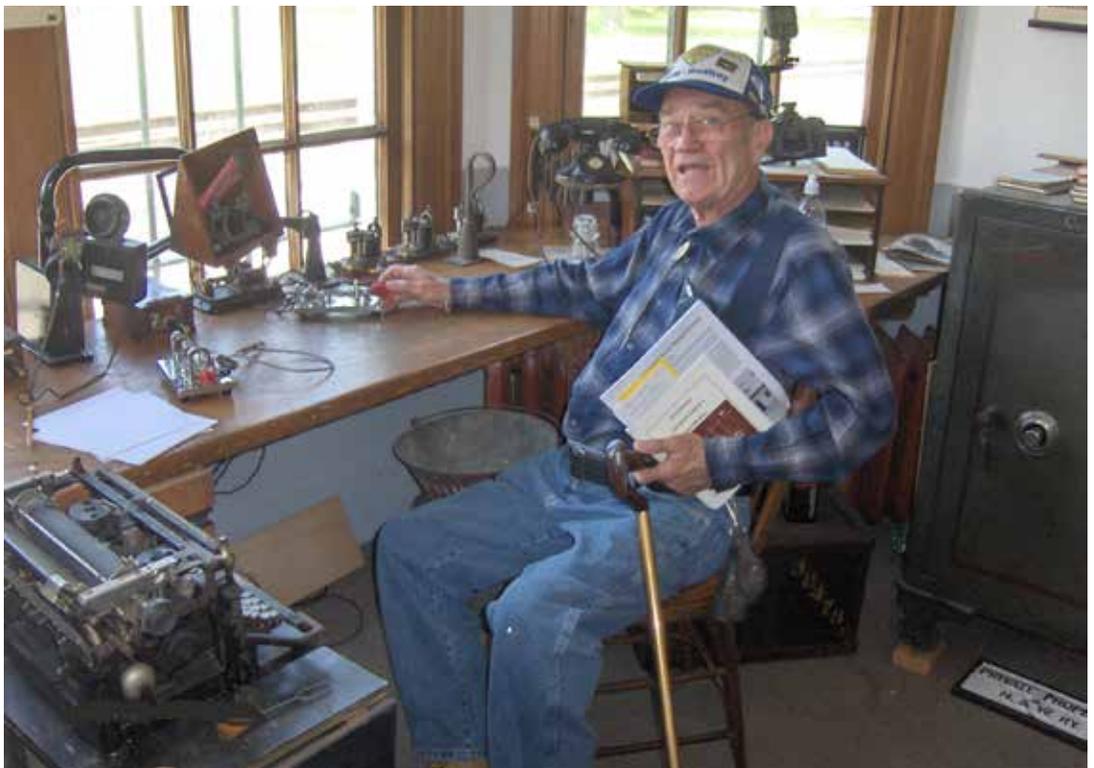
Vintage Morse Code equipment on display during Morse Day event

CONTINUED FROM PAGE 20

During the period that Boyce Depot is undergoing repairs, there are no functioning rest room facilities within the station building. A Sheetz station, as well as a McDonald's, are three miles south of Boyce at the junction of U.S. Highways 340 and 50, which are the closest conveniences. The depot interior is not handicapped-accessible at this time. The principal impediment are two steps from the ground level into the building floor.

If you cannot attend, you're always welcome to plan a visit on another date. The depot is open most Saturdays 11 a.m.-3 p.m., and sometimes earlier or later. Other times and days can be arranged with sufficient advance notice. Please write to 117 East Main Street, 22620-9639, or send an email to brdf@railwaymailservicelibrary.org

or rmslf@railwaymailservicelibrary.org. You can also contact a museum official during the day. Our cellular telephone number is (571) 379-3409.



MORSE CODE VETERAN — *A former railroad telegrapher tries his hand at a Vibroplex "bug."*

'Tweetsie' once again hauling freight through Appalachians

Article and photos by DR. FRED J. ALSOP III, Director, G. L. Carter Railroad Museum, President of the G. L. Carter Chapter NRHS

The narrow gauge 2-8-0s and 4-6-0s of the East Tennessee and Western North Carolina (ET&WNC) Railroad, affectionally known as the "Tweetsie", are once more pulling their consists of coal, iron ore, timber, mixed freight and passengers over the 3 foot rails from Johnson City, Tenn., to Cranberry, N.C. in the Southern Appalachians.

The little trains snake their way through lowland valleys and up the narrow, forested mountain stream-edged grades across numerous bridges and through the five tunnels that were carved into the resistant stone of the 34 miles between their home city and the rich magnetic ore mines of the mountains along Cranberry Creek. But, this is a miniature world in 1:87 HO-scale that occupies a 1,300 square foot gallery in a unique museum on a university campus in Johnson City, Tenn.

East Tennessee State University (ETSU) in Johnson City is one of the few universities in the nation with its own railroad

museum; a museum that is showcased by its operating model railroads in several scales. Johnson City itself was born as a railroad town when, in 1856, Henry Johnson, former "Blue Plum" postmaster, located a store and a water tank for trains on the proposed path of the East Tennessee, Virginia and Georgia Railroad being constructed from Chattanooga, Tenn. to Bristol, Tenn.

Johnson expanded his holdings to include a post office and lodging for travelers and, in 1869, the community called Johnson's Depot was incorporated by the State of Tennessee as Johnson City. In the following year Henry Johnson was unanimously elected its first mayor by the town's 60 registered voters.

The growing city was strategically located to become the future Appalachian Crossroads as a major railroad junction for a three-state area of Tennessee, North Carolina and Virginia. It has been served by the Southern Railway, the Norfolk



AT HOPSON STORE AND POST OFFICE — *One of the trackside scenes at the museum layout depicts the Hopson store and post office. The model was made from a 1915 photo which showed Gladys Lacey, then 5 years old, standing on the loading dock in front of her father's store with others. She visited the museum recently, at the age of 105, to view the layout.*

Western Railroad, the Clinchfield Railroad and the ET&WNC Railroad. Today the Norfolk Southern Railroad and the CSX railroad continue to use their rails through Johnson City, and the East Tennessee railroad short-line transports freight cars on former "Tweetsie" trackage.

In 1909 local coal and timber entrepreneur George Lafayette Carter completed his 242-mile coal-hauling railroad, the Carolina, Clinchfield and Ohio Railroad, headquartered in Johnson City. This forward-looking tycoon became the founding father of the East Tennessee Normal School established in 1911 (later to become East Tennessee State University) when he gave his 120-acre farm on the west side of the city and \$100,000 to the State of Tennessee to establish it. In 2007, ETSU President, Paul Stanton, Jr., provided space on the university campus for the establishment of the G. L. Carter Railroad Museum.

The 5,000 square foot Carter Railroad Museum is staffed by volunteers from the George L. Carter Chapter NRHS and the Mountain Empire Model Railroaders club, along with members of the ET&WNC Railroad Historical Society, university students and part-time employees.

In 2012, the museum launched its largest project to date in designing and creating an operating model of the ET&WNC Railroad in HO_n3 scale that would depict the narrow gauge railroad that had originated in Johnson City and had successfully operated until its last run 70 years later in October 1950.

The decision was made to use the time period of the mid-1920s when the railroad was at its peak of activity and to recreate as much as possible of the line and its major landmarks as the limitations for space available for the exhibit would provide.

The modeled line runs from its western terminus in Johnson City to the iron mines that were the reason for the prototype's construction to Cranberry, some 34 rail miles to the east. The planned model railroad was to be an important component of our regional history and many older citizens who would tour our exhibit had personal connections with the real railroad when it was operational; so attention to detail was critical in the model.

Much of the original roadbed still exists, including four of the five tunnels and several of the major metal bridges, allowing photo shoots along the right-of-way to capture the landscape the little railroad used. The ETSU Archives of Appalachia has a collection of photographs and documents of the railroad that include scenes along the tracks, structures, locomotives and rolling stock.

Several authors have focused their research and writings on this Appalachian narrow gauge line including *Tweetsie Country* by Mallory H. Ferrell (1979), a wonderful series of six books, *Along the ET&WNC* by Johnny Graybeal, and the definitive *The Blue Ridge Stemwinder* by John R. Waite (2003). All of these sources of infor-

mation, especially the period photographs, have been invaluable to the project in our attempts to make the exhibit as historically accurate as possible.

Only a very limited number of commercial kits exist for the ET&WNC HO_n3 rolling stock and structures. One company, Train and Trooper, produced brass 4-6-0 locomotives in Tweetsie livery, and Blackstone Models produces a plastic C-19 that, with some modifications, passes for some of the ET&WNC's 2-8-0 Consolidations.

Some of the historical structures along the abandoned railroad are still standing, and we have photographed them and back-dated them to the period we are modeling and have created them by hand or, more recently, with the use of a laser knife to cut out the pieces to construct the buildings in wood or plastic.

All the bridges along the line have been recreated to scale by our modelers, and all the tunnels are to scale not only in length but geologically accurate.

The mountains traversed by the railroad are still heavily forested, necessitating the construction of thousands of miniature conifer and hardwood trees, shrubs, bushes and other vegetation to cover our modeled Appalachian landscapes. All of this has been done in-house by skilled, talented volun-



ON TWEETSIE LINE — A model of one of the ET&WNC steam engines chugs through the Appalachian Mountain countryside on the layout at East Tennessee State University in Johnson City.

teers, all dedicated to bringing this regional railroad back to life as part of the area's heritage.

The project is big and will take several more years to complete, but already many of its major geological and historical landmarks are in place.

The Cranberry Mine complex of 1925 occupies more than 20 linear feet of layout, complete with steam plant, ore separator building, general store and tennis court. Shell Creek, with its stores, church and school, stands trackside, as does the Hobson store and post office. The latter was modeled from a family photo circa 1915 with 5-year-old Gladys Lacey standing on the rail loading dock in front of her father's store.

Gladys visited the museum at the age of 105 with her family to see our model of her childhood store and told us that the little figure representing her on the diorama we had painted in a long blue coat was not accurate; her coat was red (the color is now corrected).

The little trains are dwarfed as they work their way above the Doe River, shadowed by the towering rock faces. The section of the line that was most photographed was called Pardee Point, referencing the Pennsylvania industrialist who built the ET&WNC. Museum visitors can follow the little trains up-grade from John-

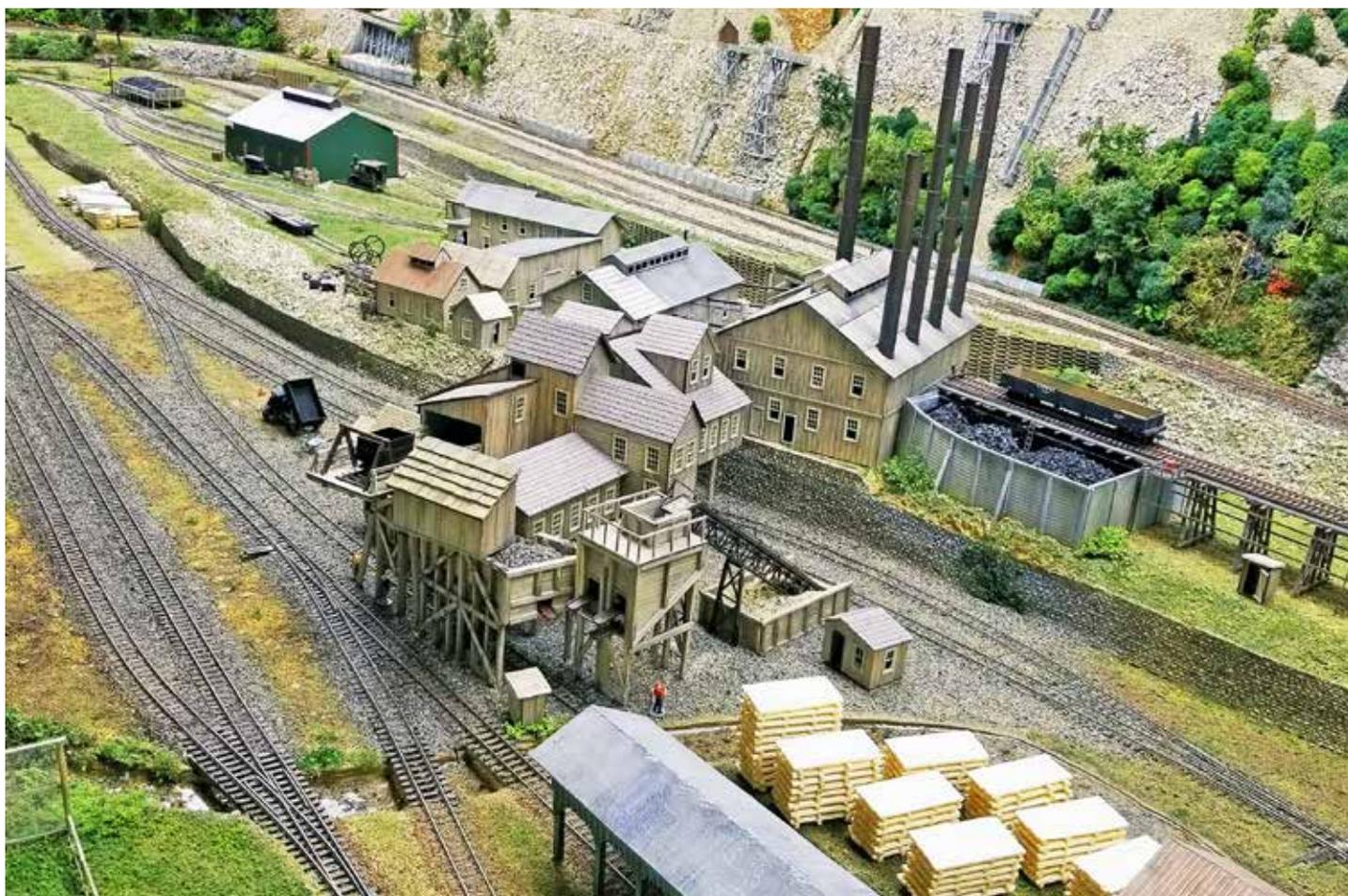
son City to Cranberry and hear the sound of their labored chugging as they follow the miniature rails, just as the prototype did for so many years. It was the "little railroad with a heart" that brought the outside world to the residents of the mountains and isolated coves with their towns and lumber mills.

The little locomotives' shrill whistle still echoes off our narrow gorges and across our modeled landscapes...the sound of the whistle that gave the railroad its nickname, "Tweetsie".

This operating layout has been published nationally/internationally in the last four editions of the *HOn3 Annual*, published by White River Productions (2014, 2015, 2016, 2017). There readers of the magazine can see 9-10 color illustrated pages of this narrow-gauge layout in each issue.

The G. L. Carter Railroad Museum is open to the public Saturdays, 10 a.m-3 p.m. For additional information, check out the museum at <memrr.org> or our Facebook page.

(Dr. Fred J. Alsop III is a professor of biological sciences at East Tennessee State University and director of the George L. Carter Railroad Museum. He serves as president of the G. L. Carter Chapter NRHS, president of the Mountain Empire Model Railroaders, and serves on the ET&WNC Railroad Historical Society board of directors.)



INDUSTRY — *This scene at the Johnson City layout depicts some of the industry that grew up alongside the ET&WNC narrow gauge line.*

Depot made famous by Link photo has been restored

Your membership in the National Railway Historical Society, and your donations to the Society's Heritage Grants fund, help with rail-related historic preservation projects around the country.

In 2015, the NRHS grants committee awarded a \$1,500 grant to the Rural Retreat (Va.) Depot Foundation. That money was used to purchase and install new windows in the depot.

"Not only did the actual funds help pay for the windows, but your support leadership was instrumental in bringing in other contributions," said a spokesman for the foundation. "The progress we achieved in 2015 with the exterior restoration of our historic depot exceeded our expectations and has generated a groundswell of pride and support in the community.

"We thank you again for your commitment."

According to the foundation's final report to the NRHS, "time

and vandals has just about demolished all of the windows (in the depot). Thanks to your gift and those of others we were able to replace or restore all of the windows in 2015. In addition, we were able to repair the exterior wood and trim and apply a '1940s Remodel' paint scheme. The results were stunning."



RURAL RETREAT DEPOT — *The east end of the Rural Retreat depot was made famous in a 1957 photo by O. Winston Link.*



BEFORE RESTORATION — *The Rural Retreat (Va.) depot had fallen into disrepair before restoration efforts began. A grant from the NRHS helped replace windows.*

Window restoration cost approximately \$18,000. Those funds included the \$1,500 from the NRHS with the balance from private donations.

Broken windows had been boarded up. Volunteers repaired the casings and then picked the new windows.

In addition, the loading dock on the south side (which faces the tracks) was rotted away and was replaced with a sturdy and attractive brick patio.

At some point in its history, the depot was 30 feet longer and had three freight doors, and the tower on the east side was two story. Norfolk and Western did the last major renovation in 1949, and that is the configuration to which the depot was restored.

The depot's east end was made famous in the O. Winston Link photos taken in 1957, including "The Birmingham Special Gets The High-ball at Rural Retreat" photo.

A feature story on that photo was published in the August 2015 issue of the *NRHS News*. The story focused on Doug Wohlford, a member of *Birmingham Special* crew that night. His head can be seen in the cab of the Norfolk and Western steam engine No. 603 as he looked out to see "what was going on" that night. That photo, and many others by Link, can be seen at the O. Winston Link Museum in Roanoke, Va.



LOADING PLATFORM — *The new brick loading dock at the Rural Retreat depot can be seen on the south side.*



LOADING DOCK — *The old loading dock on the south side of the Rural Retreat depot had rotted away. It has now been replaced with a sturdy brick patio.*



PHOTO BY KERMIT GEARY JR.

ON ALCO — *Standing on the last surviving Lehigh and New England Railroad ALCO S2 No. 611 are Alex Haines and Nate Haydt.*

Lehigh Valley Chapter and L&NE Society partner to save ALCO

By JIM ROWLAND, Lehigh Valley Chapter NRHS

The Lehigh Valley Chapter NRHS has partnered with the Lehigh & New England Railroad (L&NE) Preservation Society to acquire and restore the last surviving L&NE diesel locomotive, ALCO S2 611.

Following the demise of the storied anthracite carrier, the unit had several homes until its arrival at a grain elevator in Emporia, Ind. The grain company needed a more powerful locomotive.

At that time, the L&NE society approached the L.V. Chapter about assistance with saving the diesel. Both groups provided enough funds to purchase and transport the unit back to eastern Pennsylvania, but now the real work begins.

The locomotive is in need of major electrical work in order to get it operational again. The ultimate goal is to restore the 611 to its 1949 “as-delivered” appearance and operate it on the Allentown & Auburn Railroad. Both groups are attempting

to raise a combined \$45,000 to make this happen.

Donations may be made to Lehigh Valley Chapter, 1266 Riverview Drive, Walnutport, PA 18088.

Washington Special trip set May 26-27

The Washington D.C. Chapter NRHS is offering the *Washington Special* excursion from Roanoke or Lynchburg, Va., to Washington, D.C., aboard the chapter's classic Pullman, *Dover Harbor* <<http://www.doverharbor.com>>.

The trip leaves Roanoke for Washington on Saturday, May 26, and returns on Sunday, May 27, allowing for an overnight stay in the Washington area (hotel not included). The trip includes round trip rail transportation with meals, snacks, and beverages while en route.

For complete details on this trip, please see <<http://www.dcnrhs.org>> and click on the trip name in the upcoming trips area.

NRHS grant funds help Wilmington museum restore baggage cart

The members of the Wilmington (N.C.) Railroad Museum used a \$1,500 grant from the NRHS Heritage Grants Funds to help preserve a static display for a Railway Express Agency jack-bed cart. The grant was awarded in 2016.

In the grant application, museum officials said that they wanted to: 1-Remove rust, and degraded paint to assess underlying condition of remaining components; 2-Replace missing or deficient components with suitable substitutes (such items as cables, hydraulic lines, small motor, bracing struts, etc.); and 3-Prime and paint the cart with suitable and durable paint in authentic color and scheme.

Museum officials said that they did not intend to restore the cart to operational status but did want to aim for a “close approximation of its appearance in its last ‘as-used’ condition”.

The total cost of the work was \$2,686.16. Work included fabricating replacement parts for the fifth wheel assembly, replacing braces and gussets for frame struts, cutting steel and replacing cog-bar sleeves, removing and re-packing wheels, straightening and aligning cart frame, straightening brake bar and fabricating draw-back mechanism, welding new parts and straightening old welds, acquiring and installing vintage-appropriate small engine, sandblasting all body surfaces and wheels, applying undercoat primers and appropriate top-coat colors, transportation and installation on boardwalk, fabricating and installing security hold-downs for wheels, installing REA Express sign, and producing and installing

an appropriate interpretive placard.

Your membership in the NRHS helps to fund such preservation grants. If you have not renewed, please do so now, and encourage your friends and fellow railfans to join the ranks.



BEFORE AND AFTER — A grant from the NRHS helped the Wilmington Railroad Museum restore a Railway Express Agency cart.