

**NRHS News Convention Issue Part 2**  
**Tuesday, September 5<sup>th</sup> - Henry Flagler Museum**

Whitehall, one of the Gilded Age mansions, beckoned my attention as the chosen event for today. The term “Gilded Age” was coined by Mark Twain and used by some historians to refer roughly to the period from 1877 to 1900, which occurred between the Reconstruction Era and the Progressive Era.

Mr. Henry Flagler (1830-1913) had a long and storied life, commencing his foray into railways in 1885 when he purchased the Jacksonville, St. Augustine & Halifax Railroad, the first railroad in what would eventually become the Florida East Coast Railway system.

On August 24, 1901, Mr. Flagler married for the third time, to Mary Lily Kenan. Built as a wedding present to Mary Lily in 1902 and designed by architects John Carrère and Thomas Hastings, Whitehall became the Flagler's winter home. With more than 100,000 square feet and 75-plus rooms, Whitehall was described in 1902 by the New York Herald as, "... more wonderful than any palace in Europe, grander and more magnificent than any other private dwelling in the world."



As a part of Whitehall's original configuration, there was briefly a formal rose garden off the back porch. However, roses did not do well in the subtropical climate and very little information has survived about that small garden. When a hotel tower was added to Whitehall in 1925, the area off Whitehall's back porch originally dedicated to a formal garden became the dining room of the new Whitehall Hotel.

Whitehall was opened to the public in 1960. During the succeeding years the Hotel tower was removed and the atrium garden was restored. Though the grounds today are somewhat informal and therefore more or less in keeping with the architects' original vision, the driveway that was added during the Hotel Era remains, and the Coconut Grove was restored in summer 2015.



The Flagler Museum in Palm Beach. Photo by Dawn Holmberg

Arrival at the museum could not be before 10:00 and our bus driver took the scenic way to Palm Beach, thereby partially paralleling the Atlantic Ocean. This was the first time that I had seen the Atlantic and it was a treat.

The group was split into two and my group first visited the Kenan Pavilion, constructed in 2005, which is where Mr. Flagler's railcar is on display.



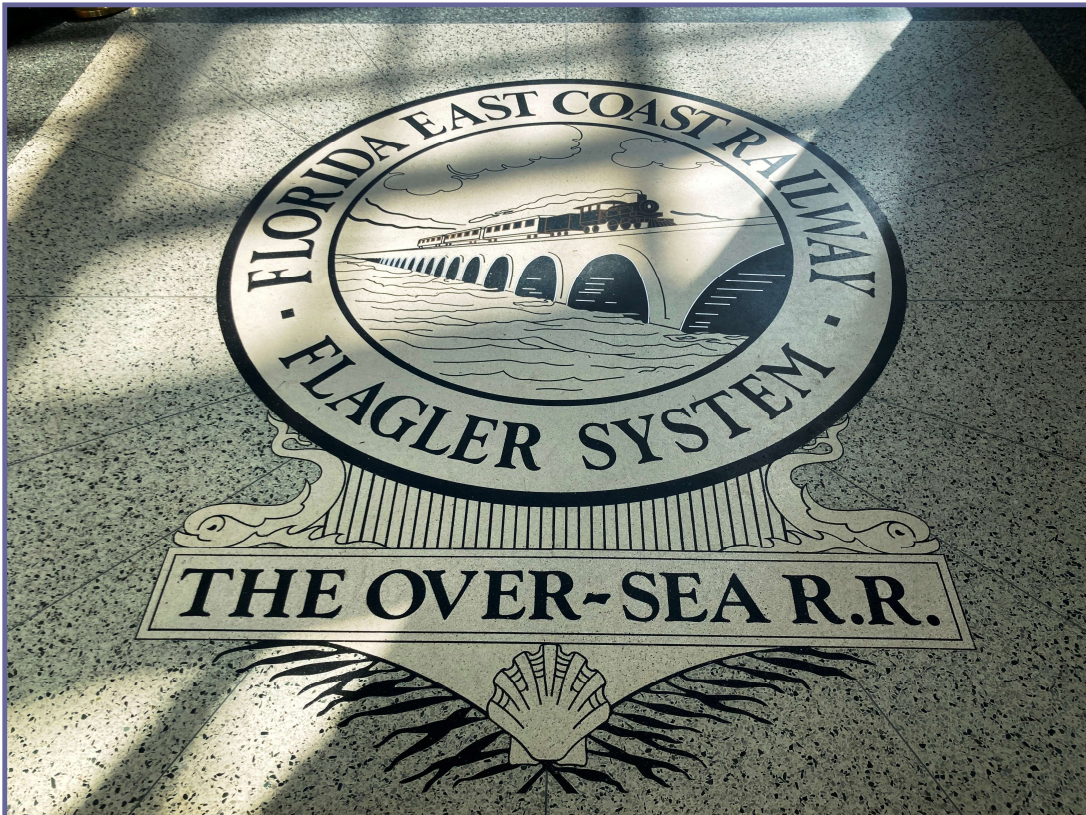
One of two private cars that Mr. Flagler used to survey his railroad empire, this one was built by Jackson & Sharp in 1886. He used No. 91 in 1912 along the Over-Sea Railroad to Key West to celebrate the completion of the FEC Railway to Key West, a phenomenal engineering feat. In 1935, the FEC sold Flagler's private railcar to the Georgia Northern Railroad and it was renamed "Moultrie". By 1949, the railcar had been sold again and was being used as housing for migrant farm workers in Virginia.

The Flagler Museum acquired Railcar 91 in 1959. The railcar has now been restored to its original appearance using documentation from the National Museum of American History, the Smithsonian, the Delaware State Archives and the Hagley Museum and Library in Delaware. Visitors to the Flagler Kenan Pavilion are able to tour Railcar No. 91's salon, master bedroom, master bathroom, guest quarters, and kitchen restored to their original splendor.

Photo by Elizabeth Guenzler.



Our very knowledgeable and excellent docent, Ellie, explaining the history of Mr. Flagler's railcar. Photo by Elizabeth Guenzler



The Over-Sea Railroad emblem on the floor of the Kenan Pavilion. Photo by Elizabeth Guenzler.



*Above:* The builder's plate on the on the doorsill. Photo by Elizabeth Guenzler.

*Right:* Clerestory windows above the pull-down bunk beds and seats with tables. Photo by Robin Bowers.

*Below:* The drawing room area. Photo by Elizabeth Guenzler.



We then walked over to the mansion and everyone was enraptured by the incredible design, furnishings and opulence. Here is just a small sampling - you have to see it for yourself!



The Grand Ballroom chandeliers, like all chandeliers original to Whitehall, were made by Edward F. Caldwell & Co. and are hung with Baccarat crystals. In 1903, the Grand Ballroom was the scene of the Bal Poudré, a lavish party given in honor of George Washington's birthday. Photo by Christopher Guenzler.



The Grand Hall central ceiling painting depicts Pythia, the priestess of the Oracle of Apollo at Delphi. Photo by Elizabeth Guenzler.



The deep green marble table was created especially for this room from verdestella marble from Russia. Atop this table is a bust of Caesar Augustus, a 19<sup>th</sup> century copy of an original full-size bronze sculpture. The original statue was made to celebrate Caesar's victory over the Parthians in 20 BC and the breastplate identifies Caesar with Apollo, his sister Diana, and Aurora and Luna. The selection of this bust was intentional, for it signalled the nineteenth-century American interest in ancient Rome as a prototype for the great society America seemed to be becoming. Gilded Age individuals, such as Henry Flagler, saw America as the natural culmination of an evolving Western civilization. Photo by Elizabeth Guenzler.



A feast for the eyes at both sides of the Grand Hall. The lady in the painting on the left is Mr. Flagler's granddaughter, Jean Flagler-Matthews, the founder of the Flagler Museum. Photo by Christopher Guenzler.



The Dining Room was designed in the French Renaissance style. The Flaglers entertained large parties in this room for lengthy, elegant dinners. Mr. Flagler sometimes held dinners in the Dining Room for his male associates, hosting prominent men from financial, literary and legal circles. Photo by Robin Bowers.



This is the ground floor of the 1925 Whitehall Hotel addition, originally used as the hotel's dining room. Above this ground floor was a ten-story tower of 300 hotel rooms. In 1963, this tower was removed in order to return the home to its original appearance. Photo by Robin Bowers.

Everyone had a delicious boxed lunch while sitting in the Coconut Grove (both photographs below by Elizabeth Guenzler) outside on this lovely summer's day. Our visit was not complete until the gift shop had been visited and souvenirs, both large and small, were purchased before we all returned to the bus and the hotel.





Tuesday, September 5<sup>th</sup> -- Annual Banquet

The day's events culminated with the annual banquet held that evening. Dan Meyer set up the necessary audio-visual equipment beforehand, including a rear projection screen. Members then started to mingle for the social hour.



Jim Perry, Bill Didden, Gary Kazin, an unidentified member and Alice Kazin at the reception. Photo by Elizabeth Guenzler.

Opening comments were made by Convention Chairman John Goodman, who welcomed guests and thanked the many volunteers who worked tirelessly to plan and run the convention. After dinner, NRHS President Tony White first recognized the members of the Convention Committee then provided progress reports on several major NRHS programs. Walter Zullig then took the podium and introduced Mr. Patrick Goddard, Brightline's President, who was our guest speaker.



After providing us with his background, Mr. Goddard and Walter engaged in a mini panel discussion which was most interesting and enlightening. This style of presentation worked very well

and there was also a short question-and-answer session with our members. During the banquet, a collection was made for the Heritage Grants Program and \$1,003 was raised by the members present.



One side of Salon IV, the location of the 2023 convention banquet. Photo by Christopher Guenzler.



Walter Zullig and Mr. Patrick Goddard embark on a mini panel discussion about Brightline's Florida trains and the in-process Brightline West, among other items. Photo by Christopher Guenzler.

*Wednesday, September 6<sup>th</sup>*

The final event of the convention was a visit to the Gold Coast Railroad Museum, designated by the State Legislature as the Florida's Official Railroad Museum in 1982. To give everyone the opportunity to ride Tri-Rail, the day's plans had been drawn up so that we would ride from Deerfield Beach to Miami Airport and have the buses pick us up there. So after a very short bus ride from the hotel to the Deerfield Beach station, Tri-Rail Train P-613 took our members to Miami Airport station where we walked over to the buses and were driven to the Gold Coast Railroad Museum in Miami.



*Top:* At Deerfield Beach station, awaiting Trail Rail train P615 to Miami Airport station. Photo by Elizabeth Guenzler.

*Above left:* The train was led by one of Tri-Rail's unique Brookville BL36PH locomotives. This is a look back at our train after our arrival at Miami Airport Station, the southern terminus of the Tri-Rail line. Photo by Mike Yuhas.

*Above right:* Tri-Rail F40PH-2C 808 at the other end of track. Photo by Robin Bowers.

There was plenty of time to peruse the gift shop then walk through the covered area of the museum housing two steam engines, Western Pacific, Chicago, Burlington and Quincy and Seaboard Air Line cars, as well as others. One could easily escape the warm and muggy weather by spending time inside two of the very-well air-conditioned cars.



Florida East Coast Railway 4-6-2 113 built by American Locomotive Company in 1913 and sold to the United States Sugar Corporation in Bryant, Florida in 1938. In 1968, it was donated to the museum at Fort Lauderdale and after moving with the rest of the collection to Miami in 1984, it hauled a one-time special from Miami Zoo to Homestead, Florida in 1986. Both photos by Christopher Guenzler.



Florida East Coast 4-6-2 153 built by Alco in 1922. It pulled a train carrying President Calvin Coolidge to Miami in 1928 then in 1940, was sold to the United States Sugar Corporation in Clewiston. In 1957, 153 was donated to the University of Miami and stored on the Gold Coast Railroad Museum's site at Port Everglades. There, it operated every Sunday from March 1957 to November 1966, when the museum moved to Fort Lauderdale and it received a major overhaul. In 1984, it moved with the collection to the current site and was further restored from 2000 to 2002.



Western Pacific Vista Dome "Silver Crescent" built by Budd in 1948 and used on the California Zephyr which ran from Chicago to Oakland between 1949 and 1970. The route covered 2,525 miles each trip and averaged two-and-a-half days to complete, for an average of 45 miles per hour. It was donated to Gold Coast Railroad Museum in 1981. Photo by Christopher Guenzler.



The interior of this beautiful dome car. Photo by Christopher Guenzler.



Florida East Coast E8A 1594, ex. Massachusetts Bay Transportation Authority 4254, ex. Penn Central 4254, nee Pennsylvania Railroad 5794, built by Electro-Motive Division in 1952. Once retired by MBTA, it was sold to the Santa Clarita Railway in Saugus, California then leased to Tennessee 200 Inc., a company set up in 1993 to prepare for celebration of Tennessee's 200th anniversary in 1996. It was painted in the old Louisville & Nashville blue and cream livery and lettered Spirit of Tennessee. 4254 arrived at the museum in 2002 and has been repainted as FEC 1594. Photo by Christopher Guenzler.



Metra E9AM 9913 1970, ex. Burlington Northern E9AM 9913, ex. Burlington Northern 9983 1970, nee Chicago, Burlington and Quincy E9A 9913 built by Electro-Motive Division in January 1956, the last of the railroad's E-units. After retirement in 1992, it was bought by Indian Transportation Museum in 1994 then sold to Tennessee 200 Incorporated in 1996 and finally acquired by the museum in 2002. Photo by Christopher Guenzler.

The museum's jewel, though, is the "Ferdinand Magellan" Presidential car. Guided tours were given throughout the time we were there and it was definitely a highlight.



*Top:* Photograph by Christopher Guenzler.

*Middle:* Photograph by Doug Scott

*Bottom Left and Right:* Photographs by Doug Scott





Left: One of the four staterooms.  
Photo by Elizabeth Guenzler.



The Pullman Company originally built the Ferdinand Magellan in 1928 as one of six other luxury railcars named after famous explorers. The company went to work retrofitting the 160,000 lb. car, which originally came with six rooms, but two were consolidated to make the presidential suite. Additionally, there were two guest rooms, a dining room/conference room and the observation lounge at the back of the car. The lounge was created by removing one of the original staterooms. Each room had a telephone, and the entire car was "air-conditioned" by blocks of ice with fans blowing the cold air around the compartments. Ferdinand Magellan was the heaviest American railcar built when it was presented to Roosevelt, even needing special trucks to accommodate the weight.





In a separate building on the museum grounds is the model railway display, featuring several gauges. The trains were operating especially for our visit.

Top photograph by Robin Bowers. Above left and right photographs by Elizabeth Guenzler.

After a very nice catered lunch, the museum's crew operated their former NASA SW1500 with Florida East Coast coach 136 around their trackage a few times for our members and organized an impromptu photo runby at the end. That was unexpected, but appreciated and was a fitting way to end the 2023 convention.



NASA SW1500 2, nee Toledo, Peoria and Western 305 built by Electro-Motive Division in 1970 and acquired by NASA in 1983. GCRM obtained it in 2014. Photo by Christopher Guenzler.



Florida East Coast Railway coach 136 built in 1925 and operated between Jacksonville and Key West via the famous "Over-Sea Railway". It also played a role in the evacuation of a portion of the Florida Keys as part of the preparations for the Hurricane of 1935. Retired in 1958, 136 was donated to the Museum in 1959. Photo by Christopher Guenzler.



Jorge Poli, the Museum's staff member, pointing out items of interest and providing commentary as the museum's train makes its way around the grounds. Photo by Mike Yuhas.

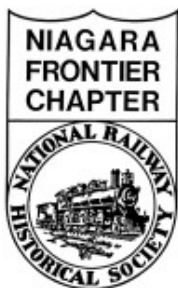


Florida East Coast wooden caboose 715 built by the railroad in 1922. It served all over Florida, including many trips to Key West via Henry Flagler's Overseas Railway until 1966, when the caboose was retired. It was then donated to the Florida Pioneer Museum in Florida City until October 2012. Eventually, 715 made its way to GCRM in 2021, and donations were made to rebuild and restore it. Photo by Christopher Guenzler.



The Gold Coast Railroad Museum is housed at the former Richmond Naval Air Station, a "lighter-than-air" blimp base that operated between 1942 and 1945. Three years to the day after decommissioning, the base was destroyed in a hurricane and fire. The vehicles are the original Miami Peoplemover on display with the remaining concrete supports for the fifty-one wooden truss arches of hangar 1. Photo by Robin Bowers.

2024 Western New York Railroad Calendar – Niagara Frontier Chapter



# 2024 Western New York Railroad Calendar

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- **Canadian Pacific Railway** • SD-40-2 diesel #5945 leads a west bound freight train from Agincourt Yard for Sudbury in Toronto.
- **New York Central Railroad** • 4-6-4 class J-1b Hudson steam locomotive #5211 leads a passenger train at Hamburg, NY.
- **Niagara St. Catharines & Toronto Railway** • Interurban car #623 on the final rail enthusiast's charter.
- **Canadian National Railway** • 4-8-2 class U-1-f Mountain steam locomotive #6069 leads passenger train at Grimsby, Ontario.
- **International Railway Company** • Nearside Car #6014 is shown at the Terrace in downtown Buffalo, NY.
- **New York Central Railroad** • H12-44 diesel #8316 is shown at the Niagara Yard service track in Niagara Falls, NY.
- **New York & Lake Erie Railroad** • FPA2 diesel #6758 and S1 diesel #308 at Cherry Creek, NY depot, on a special railfan trip.
- **Norfolk & Western Railway** • C30-7 diesel #8024 and other locomotives at the Bison Yard service track in Sloan, NY.
- **Coudersport & Port Alleghany Railroad** • 4-4-0 steam locomotive #6 powered an excursion over the entire 33-mile line.
- **Pennsylvania Railroad** • RF16A diesel #2000 leads a A-B-A set of RF16A diesels southbound passing through Brocton, NY.
- **Ontario Central Railroad** • RS36 #86 is switching freight cars on former Lehigh Valley Railroad trackage, in Victor, NY.
- **Erie Railroad** • 4-6-2 class K5 Pacific type steam locomotive #2915 doubleheaded with train #1, the Erie Limited at Andover, NY.



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## President's Report – *Tony White*

Hello again. Thanks to all of you who have renewed your memberships for 2024. The NRHS truly appreciates your participation and support. We are happy to see that more people are renewing online through our very safe protocol. We check each transaction for errors. If there is one, we will make contact with you immediately and assist in making corrections.

Those who have paid the extra charge to cover the processing of your credit card, thank you. Those paying by PayPal will sometimes see their transaction as unsuccessful. The transaction is successful on the next attempt. Unfortunately, for us, PayPal charges us a higher processing fee than regular credit card companies do. Please consider adding a couple of dollars to cover PayPal fees.

Offsetting these fees truly helps us keep the dues in line and, unlike most businesses or organizations, we have not increased our dues despite increased charges on everything. There will be a postage increase on January 21<sup>st</sup>. Therefore, buy a bunch of 'Forever' stamps now to save some money.

An exciting part for us is the amount of donations that we are receiving. The numbers are better than last year. The donations allow us to provide services and run our signature programs. Thank all of you that gave on 'Giving Tuesday' and those who have mailed donations with your dues renewals and at other times during this past year.

Programs like Heritage Grants, RailCamp and Film Preservation are successful because of your donations and the volunteers that work on these programs. These unique programs, first started by the NRHS, are what separates us from all of the other organizations similar to us. We are truly the leaders in the rail industry. The application for the 2024 Heritage Grants is online at [www.nrhs.com](http://www.nrhs.com). Chapters are a priority when considering grants for their preservation efforts. The application for the 2024 RailCamp will be online January 1<sup>st</sup>. Chapters, consider sponsoring a teen to enter railroading with the knowledge and experience they gain from this program.

Our membership is growing because of our new endeavors. We have the very successful sponsorship of the Trains Magazine Annual Photo Contest. While watching many zoom programs presented by chapters, I see many fantastic photographs. More members should send in their digitized photos.

The NRHS partnership with Railway Age and Railway Track & Structures produced the first ever Outstanding Railroad Historic Preservation Award which was an industry surprise. Rail companies, magazines and groups have all commented on this terrific and important award. NRHS members rocked with their nominations. The committee was in awe with the strength of the nominations and choosing a winner was difficult. Nevertheless, we made the right choice.

The 2024 Annual Convention is coming together nicely. The Convention Committee along with members from the Harrisburg Chapter are working together to insure we can offer an exciting program. There will be some very positive changes to the program this year.

As management, a position that I do not take lightly, I must say that our accomplishments happen because of the NRHS members and to the many volunteers that are keeping the journal boxes lubed, tracks aligned and the Highball.

Happy Holidays to all and we will continue our achievements in 2024.

Thank you.



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## Editor's Note by Valli Hoski, Harrisburg Chapter and Editor, NRHS News

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Greetings to all NRHS News readers. Best wishes to each of you for good family times and holiday trains, from N-gauge to O and Prototype-scale. May your favorite locomotive, whatever its color, bring a consist full of warm memories and fun adventures to your holiday season.

Elizabeth Guenzler is guest editor this month. I extend my sincere thanks for Elizabeth's willingness to bring her professional writing and editing skills to this special 2023 Florida Convention issue. Her assistance provides your regular editor with a much-needed break this holiday season. Another valued team member, Eileen Weber adds her editing and proofing touch to ensure a quality issue each time. Please enjoy this 2023 Florida Convention issue and I will see you again in the New Year's issues.

Looking at the News in 2023, the NRHS and its members received 12 issues filled with chapter articles, excursion photos, program and field trip reports and much more. All of these fine submissions bring the NRHS closer to you, the membership, and helps you enjoy the rail adventures, stories and hobby tips submitted by your fellow rail enthusiasts, under the large umbrella of the national organization. In the upcoming season of thanks and good will, I extend my sincere gratitude to all members and leaders in the NRHS family. May your seasonal holidays be jolly and the New Year bring good health, a strong spirit and heart filled with the warmth of good friendships over the years.

Looking forward to 2024, the NRHS News will have the traditional nine issues - six color online issues and the three black-and-white issues delivered to members' mailboxes. Other special issues may appear as warranted. In addition, the online archive of News issues (currently at <https://admin.nrhs.com/NRHSNews/>) helps us all revisit memories, trips and membership conventions of years past.

Best regards for the holidays and upcoming New Year, Valli



The very popular and long-running CSX Santa Train on former Clinchfield Railroad rails on November 22<sup>nd</sup>, 2014. Photo by Steve Barry.

## Guest Editor's Note by Elizabeth Guenzler

Firstly, I was happy to give Valli a break this month and take over the compilation of this 2023 convention issue.

Secondly, I would like to thank Robin Bowers, Walter Zullig, Mike Yuhas and Christopher Guenzler for their photographic contributions, as well as Walter and Alex Mayes for their written content. My goal was to present well-rounded coverage for those who were not able to attend The Florida Special, as well as those who partook in the convention. I hope that objective was met.

Merry Christmas and a Happy New Year to all of you.



British Columbia Electric Railway interurban 1225, built by St. Louis Car Company in 1913, at the replica station in Cloverdale (Surrey), British Columbia. It is one of four owned by the Fraser Valley Heritage Railway Society, which has operated a heritage railway on original B.C. Electric tracks since 2013.

Photograph by Elizabeth Guenzler, Director of Communications, FVHRS

### **About the NRHS News**

The *NRHS News* is published nine times a year by the National Railway Historical Society. A full-color issue is published each even-numbered month and is available as a pdf file on the NRHS web site. The three remaining issues are printed black-and-white and mailed to members in March, July and either September or November.

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

The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. Membership information changes should be sent to Patti Webb at [Membership@nrhs.com](mailto:Membership@nrhs.com). Membership dues should be mailed to NRHS - Membership, PO Box 31074, St. Louis, MO 63131-0074.