

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

FEBRUARY 2019

Registration open for Golden Spike Rails convention

By JOHN GOODMAN, NRHS Convention Committee Chairman

Registration is now open for the 2019 Golden Spike Rails convention, scheduled for May 7-11 in Salt Lake City, Utah. The host hotel for the convention will be the Radisson-Downtown hotel on South Temple.

Complete details on the event may be found on the NRHS website <<http://nrhs.com/content/2019-convention>>. Included there are links to the registration booklet, mail-in registration forms, and the on-line registration form.

Following is the list of events:

Tuesday, May 7

- Tuesday — Registration room opens in the afternoon.

Wednesday, May 8

- — Seminar from 1:30-3 p.m.;
- — Annual NRHS membership meeting at 3 p.m.;
- — Supper break;
- — 7-9 p.m. *Trains* magazine presents: "Journey to Promontory" seminar.

Thursday, May 9

- — Ride the Front Runner commuter train up to Ogden, Utah for various events at the station and in the downtown area that are sponsored by the Spike150 committee. Union Pacific will re-enact the touching of the couplers ceremony at the station between the UP No. 844 and the UP No. 4014 at 10:30 a.m. Then both locomotives will be moved to the station main track for display.

Friday, May 10

- Buses board at the hotel for the trip up to Promontory Summit National Park. The ceremonies will start at noon and will end by 1 p.m. Traffic, with many charter buses, will be very enormous. It is expected that at least 15,000 people will attend. This includes many politicians and, I am told, maybe President Trump. He has been invited by three different groups.

Saturday, May 11

- Private charter train for NRHS on the Heber Valley Railroad.

We will operate charter buses from the hotel to the museum. This train will have both coach and first class accommodations for our members.

- That evening, we will have a charter bus from the hotel up to Ogden for a Union Pacific-Southern Pacific Historical Society banquet. We have been invited to attend this event. This will be the final event of the NRHS convention for this year. We hope to see you there.

LATE NEWS — The NRHS immediately sold out the 50 spaces on the Wednesday morning light rail trip touring UTA city lines. NRHS officials are hoping to secure

seats on a second tour going in the opposite direction from the Arena station but covering a lot of UTA's light rail lines.

As of Feb 1, the Saturday, May 11, Heber Valley train trip still has seats in the 1100 class. The events 1110, 1120, and 1130 are already sold out.



NRHS Spring 2019 Conference to be held in Birmingham, Ala.

The NRHS Spring 2019 Conference, hosted by the Heart of Dixie Chapter of the NRHS, will be held March 21-23, in Birmingham, Ala. The host hotel will be the Hilton Hotel & Resort, which was recently converted from a DoubleTree by Hilton property, The address is 808 20th Street South.

The room rate of \$129, plus taxes, includes breakfast, free WiFi and use of the fitness center, free parking, and shuttle service from the airport and Amtrak.

To make reservations, the group name is Heart of Dixie Railroad Museum, and the group code is HDR. The phone number is 205-933-9000. Visit <[http://www.hilton.com/en/hi/groups/personalized/B/BHMHHHH-](http://www.hilton.com/en/hi/groups/personalized/B/BHMHHHH-HDR-20190321/index.jhtml)

[HDR-20190321/index.jhtml](http://www.hilton.com/en/hi/groups/personalized/B/BHMHHHH-HDR-20190321/index.jhtml)>.

On March 22, there will be a trip to the Heart of Dixie Railroad museum for a train ride and tour of the grounds & facilities. Lunch will be at the Whistle Stop café for dining and train watching. A tour of the Sloss Museum will follow. The NRHS Fund Trustees meeting will be held in the evening.

The NRHS Spring business and Advisory Council meetings on March 23 will be in the meeting facilities at the hotel. The day will conclude with a banquet at the hotel.

A registration form is at <<https://admin.nrhs.com/public/Spring2019/2019-NRHS-Spring-Business-Meeting-HOD.pdf>>.



THE NRHS SPRING CONFERENCE, hosted by the Heart of Dixie Chapter, will include a visit to the Heart of Dixie Railroad Museum, a short train ride, and tour of the facilities of the museum.

The NRHS News is published nine times a year by the National Railway Historical Society. Charles S. Williams, Samuel Spencer Chapter 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: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, N.J. 08057. All membership information changes should be sent to Hugh Harris <hughrharris@aol.com>.

RailCamp: Full steam (and diesel...and electric) ahead!

Applications are now being accepted for both sessions of NRHS RailCamp 2019.

The NRHS's annual RailCamp program offers a unique opportunity for high school students, providing hands-on training in one of America's oldest and most important industries. During the one-week programs at each camp, campers will learn about railroad history, preservation, maintenance and operations. They will experience first-hand on how to safely couple rail cars together, to inspect equipment for safe operation and help to maintain steam and diesel locomotives.

RailCamp East will be held June 23-29, headquartered at the University of Delaware-Newark. RailCamp Northwest will be held July 28-Aug. 4, with the base at the University of Puget Sound-Tacoma.

The cost for either camp is \$1,390 which includes a \$50 non-refundable application fee. Financial assistance is available from many sources. No camper has ever been turned away for financial reasons, thanks to generous donations from individual members, NRHS chapters and other organizations.

Opportunities include behind the scenes looks at museums and tourist railroads, hands on activities and "not open to the public" visits to Amtrak, Tacoma Rail and others.

For more details check out the NRHS web page, recent issues of the *NRHS News*, or ask for a brochure at <railcampnrhs@yahoo.com>. The application is available on the NRHS web page or from the RailCamp email address. Don't wait. Both camps are limited to the number of attendees and fill up fast.



RAILCAMPERS GOT A CHANCE to operate a diesel locomotive at Tacoma Rail.



THE NORTHWEST RAILWAY MUSEUM provided RailCampers with a look at ongoing restoration to the museum's equipment, including this passenger car.

The president's corner

Weber urges renewals for 2019, updates NEON changes

By AL WEBER, NRHS President <aweber@nrhs.com>

A new year is upon us now, and I want to thank all the volunteers for all their time and work in 2018. Now to 2019.

Many of you have already renewed, and we thank you. For you members who have not renewed yet, PLEASE renew soon. The second notice mailing costs us valuable volunteer time and money that could be better spent doing railroad history preservation.

We have received several questions on automatic NRHS renewals. It seems that if you checked several of the boxes in last year's renewal cycle, the NEON system set up an auto renewal process for you. So if you see a \$50 charge on your credit card around Jan. 1 from us, that is what the charge is about. If you want this to be changed either to "not auto-renew" or to auto renewal, please log on to your account and set your preferences.

As many of you know, your NRHS has been working on getting the new Amtrak policies clarified and changed concerning private cars and special trips. A number of chapters had to cancel Christmas trains, trips behind Amtrak trains and car movements. We are working on this and will continue in 2019. I am also working with other parties like RPCA and AAPRCO

to get a proper hearing before Amtrak and Congress.

This is a major change and is having harmful effects on chapters and private trains. Many railroad museums also have had to make major changes due to this Amtrak policy change. I will keep you all informed of this continuing story.

Many of you are submitting news articles to the *NRHS News* and the *NRHS Telegraph*. Thanks. The *NRHS Telegraph* is for news for chapter officers and items that affect chapters. The *NRHS News* is for all members. Each has deadlines. Please remember that you are not the only one submitting, and deadlines for an issue are really deadlines. If you are asked to review an issue, please be prompt on your review. It takes time and effort to produce these, so please respect the editors' time and deadlines.

The *NRHS Bulletin* is a publication dedicated to railroad history preservation. The *NRHS Bulletin* has asked for member articles for many years, and we do get a few each year. If you would like to submit an article for publication please go to the NRHS web site under "Publications" and see the "Submissions Guidelines".

Review submission and deadline guidelines for *NRHS News*

NRHS News is the newsletter for members of the National Railway Historical Society. It's published six times a year as a .pdf that is available for download by NRHS members, with cover dates of February, April, June, August, October and December. The NRHS also publishes three print issues of the *News* that are mailed to members of record. The print issues have cover dates of March, July and November.

The *NRHS News* includes information about the NRHS chapters, events, programs, industry efforts, etc.; rail preservation activities within the NRHS (chapter railway preservation projects), Railway Heritage Grants program projects; and rail preservation in the industry as a whole and not involving NRHS Heritage Grants or chapters.

Submissions to the *NRHS News* from chapters, rail historical societies and members are always welcomed. Please submit photos from chapter events such as trips, picnics, train shows, etc. We can also publicize future chapter events in the *News* and on the NRHS Facebook page.

Please submit only high resolution photos sent as attachments to an email, and not in the body of the email, or Word document to the *News*. Also, send caption information, as well as the name and chapter affiliation of the photographer, in a separate Word document with a clear and precise link to the photo file number. Do not use caption information as the

name of the photo file. Also, please send individual photo files rather than links to Internet dropboxes which contain dozens (and sometimes hundreds) of photos, with no caption info.

Send only "finished" articles and not drafts. The articles are placed in the *News* layout upon receipt. Making significant changes when the proof is sent out can change the spacing of multiple pages and consume a considerable amount of time.

Items may be submitted via email to <nrhsnews@charter.net> or mail to Charles Williams, Editor, NRHS News, 4712 Brushy Mountain Road, Moravian Falls, N.C. 28654. For more information, you may phone 336-838-2754.

Please note that several changes and clarifications for submissions are being made, beginning with this edition.

As noted earlier in this article, submit only high quality digital photo files for articles, and limit the number of photos submitted.

Once the rough layout of the *News* is finished, contributors will be emailed a proof of the edition. Do not distribute to other chapter members or individuals.. As soon as possible. read over your submission and respond to with suggested changes or revisions (but no major changes). A second proof will not be sent. Once changes suggested from the first proof are inserted, the *News* will be distributed to members.

Roanoke Chapter celebrates its 50th anniversary on Dec. 20

By CARL S. JENSEN, Roanoke Chapter NRHS

The year 2018 marked the 50th year of continuous activity by Roanoke Chapter NRHS. The members ended the year with a special commemorative dinner and program on Dec. 20.

The chapter had an unusual beginning, dating to the original charter from 1955. Our historian, Ken Miller, explained the reason we chose to mark 2018 as our 50th.

"In mid-1955, the Norfolk & Western was all steam, Virginian was still running passenger service (N&W absorbed Virginian in 1959), and N&W had placed an order for diesels," Miller said. "The two Claytor brothers, Graham in Washington and Bob with N&W in Roanoke, talked about forming an NRHS chapter and having a big steam convention in Roanoke where no one else could. The national NRHS issued the charter, and with assistance of NRHS members from Richmond, Lynchburg and the District of Columbia, Labor Day weekend 1957 became the first Roanoke NRHS Convention."

In 1958, Roanoke NRHS members tried to operate an excursion that was a financial disaster and resulted in splintering the chapter. By 1961, membership dropped so low that National wanted to pull the charter. Roanoker George Kelch convinced them to place the group in a dormant condition.

That lasted until 1967 when Kelch led a revival sparked by the appearance of SOU No. 4501 in Roanoke in 1966 and again in 1967. The interest created culminated in the filing of Articles of Incorporation in January 1968. The group became an active and very successful chapter and has been on a continuous basis since.

The special 50th anniversary program was a two-part DVD presentation, utilizing photos from voluminous collections of several members. After sorting through several thousand slides and print images they were scanned, arranged and made into a slide show then transferred to discs.

The presentation evolved into a tribute to the people who made up our early membership into today's current members. Our successes continue to be the involvement of our members.

By focusing on the overall goals of railroad history and preservation we combined several major activities that involved participation by many talented and interested members. Train riding was the first attraction not only for us but the general public too.

We soon learned how important the public was to support excursions. From that came the involvement of our folks in staffing these excursions: car hosting, souvenir and food services, promotion and ticket sales. Successful excursions became the basis for supporting our several other activities.

We also realized that with the major changes in railroad passenger services, we needed to begin acquiring passenger cars if we wanted to have the basis for future excursion trains. Other types of preservation were another focus, from acquiring some rare local rail pieces to becoming the first group that supported and staffed the original Transportation Museum in Roanoke's Wasena Park.



PHOTO BY KENNETH L. MILLER, ROANOKE CHAPTER NRHS

ROANOKE CHAPTER'S CROWNING ACHIEVEMENT was the side-by-side running of N&W 611 and 1218 on home rails during the 1987 convention. The most successful operation post-steam era of modern steam power on its original railroad. This was the second run-by of the day just east of Shawsville Tunnel (now daylightd).



PHOTO BY LEWIS FOSTER

ROANOKE CHAPTER'S MECHANICAL DEPARTMENT has been an important part of the group from the very beginning. Doing maintenance, restoration and rebuilds of equipment and assisting in other aspects of the Chapter's various projects has always been a great help. Here, from left, Lewis Foster, Andy MacArthur and Scotty Williamson have finally wrapped up the new floor installation in former N&W coach No. 537. The interior rehab work was completed, in 2017. It had initially been put in Chapter service in 1982.

Preservation projects ranged from the required upgrading and maintenance for operation of various rail cars, acquisition of historic N&W diesels to the recent successful preservation and complete restoration of the historic Virginian Railway Roanoke passenger station.

The program showed many images of members engaged in a variety of activities, including everything from museum volunteering, equipment restoration and trips. We started with local trips in May 1968 with a diesel round trip to Princeton, W.Va., returning over the Virginian Railway. Our first steam trip was four months later with NKP No. 759 east and then north of Roanoke.

"Steam is where you find it" was the favored theme of those days, and Southern No. 4501 became our "go to" engine.

In 1972, we ran our first multi-day trip with 4501, from Cincinnati to Roanoke with an overnight stop at Williamson, W.Va.

From that beginning we started our signature *Independence Limited* ("IL") multi-day trips. On July 4, 1973 we operated the first of our IL trips, beginning in Chicago with 4501 and running all the way to Alexandria, Va., with overnight stops in Fort Wayne, Bellevue, Pittsburgh and Hagerstown. We operated a total of 13 *Independence Limited* trains until 1993.

In 1980, we supported the Buffalo Chapter (now Niagara

Frontier Chapter) NRHS national convention in Toronto, Ont.

Operating as a continuous overnight and daylight train, we ran Alexandria–Roanoke–Bellevue–Buffalo to Toronto. We returned after the convention via Bellevue–Cincinnati–Roanoke–Alexandria. The trip in both directions included nine sleeping cars, a full diner (leased from N&W), or our food/dorm, coaches and round-end observation *Mardi Gras*. The sleepers were all portered by Chapter members.

The restoration of N&W 611 and its big brother 1218 were our focus of interest beginning with their movement from Wasena Park to Birmingham for rebuilding. We were the first sponsors of excursions with both engines after the rebuilds. We used them whenever we could while they remained in service. Many of our own coaches and support cars were integral parts of those many consists.

The longest *Independence Limited* was in 1985 when 611 powered a Roanoke-to-Kansas City operation, stopping overnight in Bluefield, W.Va., Portsmouth, Ohio, Muncie, Ind., Decatur, Ill., and Moberly, Mo. and arriving in Kansas City on July 18, our sixth day on the road. Then our crew was treated to a return trip home behind Amtrak trains on our own five cars from Kansas City to Centralia, Ill., to New Orleans and then Danville, Va.

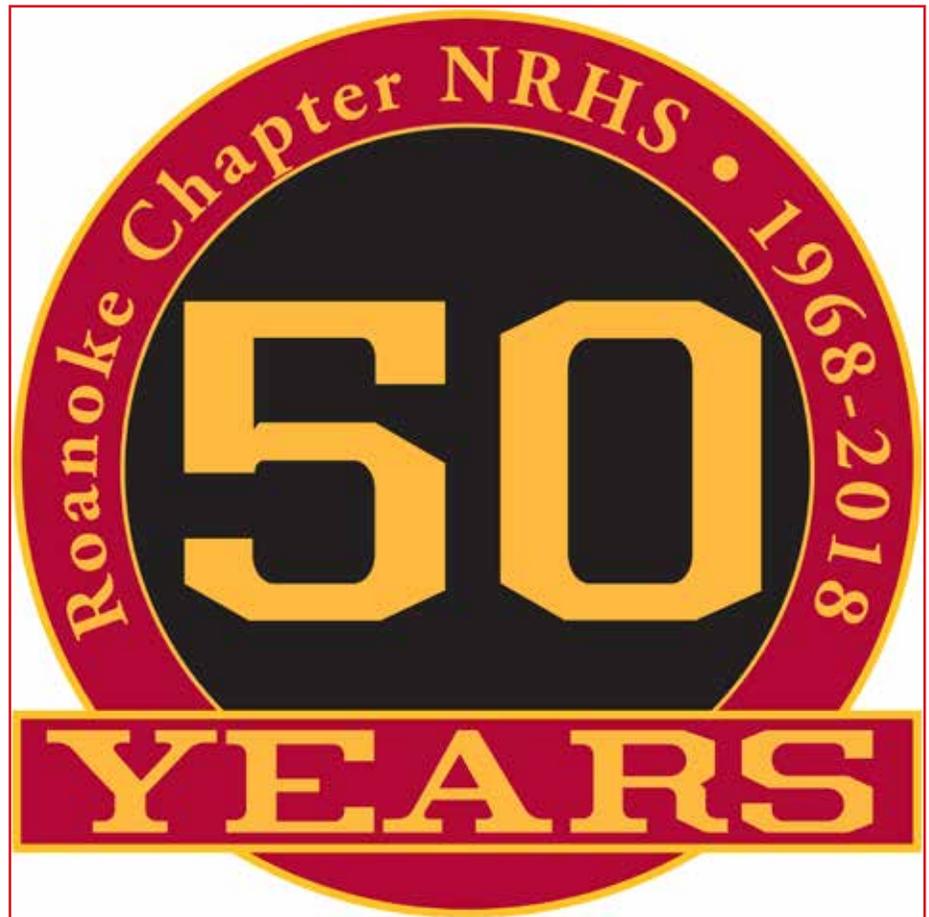
We also operated several IL trains to support other NRHS conventions in Chicago, St. Louis, Asheville, Richmond, and Knoxville.

In addition, we sponsored two NRHS National Conventions. The first was in 1977, using Southern steam engine 4501 and their leased TP 610. Our premier event was the 1987 Convention. We featured our two "home" engines, N&W 611 and 1218, in a spectacular day of side-by-side running literally to cheers from the conventioners next to the tracks taking their photos during two run-bys.

There were cheers again from on board the 611-powered passenger train as 1218 and its hopper train ran side by side on adjacent tracks up Christiansburg Mountain. While the effort to recreate that event has been tried elsewhere by others, nowhere has it been as successful as in Roanoke.

Regrettably, the NS Steam Program ended in 1994, and both engines were retired for the second time in their careers. Almost 20 years later, in May 2013, the 611 was shopped to make her operable again. After the engine was rehabilitated for its third life in 2015, the Virginia Transportation Museum sponsored latter-day excursions for which Roanoke Chapter furnished on-board staff and other support assistance.

With the changes in excursion policies by Amtrak and nearly all major rail lines, we are looking ahead to new areas and activities to pursue our preservation efforts with our loyal membership.



We are proud to have achieved 50 years of continuous support and involvement by our dedicated members who have contributed to our historical preservation, national reputation and successful operating and business record. We feel marking the 50-year achievement warranted the celebration.



PHOTO BY PAUL V. HOWELL

THIS CREW OF ROANOKE MEMBERS is returning to Roanoke from Chicago on our private train consisting of five chapter-owned cars in July 1988. The division folks stopped for a group photo on the former Virginian near Baileysville, W. Va.



MEMBERS AND GUESTS of the Lehigh Valley Chapter NRHS and their sister group, Railroad Historians of the Lehigh Valley, celebrated their third annual Christmas dinner Saturday, Dec. 15. This annual get-together had been a regular Chapter event until the mid 1990s. President Jim Rowland, kneeling in center, and his wife Jennifer, brought the event back from hiatus. More photos and chapter information are available at <www.lehighlines.org>.

Lehigh Valley NRHS and historians to sponsor excursion May 18

The members of the Lehigh Valley Chapter NRHS and Railroad Historians of the Lehigh Valley will sponsor their *Three River Valley Flyer* excursion on Saturday, May 18.

Riders will traverse former Reading, Jersey Central, and Lehigh Valley mainlines through the Schuylkill, Lehigh, and Susquehanna River valleys in the comfort of the Reading & Northern Railroad's Budd RDC cars. Photographers will be

able to document the excursion at several planned photo stops and run-bys along the way. Lunch will be provided on this all-day excursion, and snacks will be available for sale on the train.

Final prices and reservation forms will soon be available at <www.lehighlines.org>. Seating will be limited, so prompt reservations are encouraged.

Share what sparked your love of trains and railroading with other members

What sparked your love of railroading? Below, one member shares his first memories of railroading and steam that grew after a 20 year hiatus.

I remember, as a young boy living in the Los Angeles area in the late '40s, big steam locomotives with white smoke-box fronts and large driving wheels (Southern Pacific). After that, for the next 20 years, trains didn't attract much of my attention. Then, in 1968, for a fun thing to do, my fiancé and I got tickets to ride a round-trip excursion between Roanoke and Shenandoah Junction, Va., pulled by Nickel Plate 2-8-4 No. 759. Wow...that hooked me! It's been STEAM ever since,

both real and HO-scale.

Chuck Greene, St. Charles, Ill., NRHS At-Large Member

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, you must provide your full name, the town and state in which you live, and the chapter of which you are a member. Thanks much. We'll be waiting to read your story.



THIS LARGE PAINTING of Richard L. Kohnstamm that hangs in the entry way of Timberline Lodge left many diners wondering who he was as there was no name on the photo or frame.

Curious photo displayed at Tilikum Station in Portland, Ore.

By ARLEN L. SHELDRAKE, and reprinted with permission from The Trainmaster, newsletter of the Pacific Northwest Chapter NRHS

(Editor's note: Mount Hood Brewing Company Tilikum Station, located near the Oregon Rail Heritage Center in Portland, is a family-friendly restaurant which seats about 20, with plenty of additional seating in the adjacent train car and caboose. It opened in the summer of 2018).

The opening of Tilikum Station on July 5 was greeted with enthusiasm by the community and the volunteers at the Oregon Rail Heritage Center. An inspection of the interior décor revealed a curious photo.

The curious photo, the only "person" photo in the station, shows a man standing in front of a Mount Hood Railroad green painted locomotive. The photo has, as of yet, no caption or explanation. This prompted my curiosity and led me on a road of discovery.

RLK and Company is the organization that is the concessionaire for Timberline Lodge and also owns Mount Hood Brewing (2013), with a location in Government Camp and now one in SE Portland. RLK are the initials of the company founder/owner Richard L. Kohnstamm. This is the man who in 1955 founded the company and rescued a deteriorating Timberline

Lodge from a grim fate. There was even talk at the time of burning down the derelict down.

All this background is fine, but what about the picture? Timberline Lodge is on the other side of Mt. Hood from the Mount Hood Railroad and it is a good distance from end of track at Parkdale to Government Camp and Timberline Lodge.

Come to find out, Richard was a friend of Jack Mills and, according to son John, Richard's banker at U.S. National Bank. Jack Mills and other investors purchased the Mount Hood Railroad from Union Pacific in 1987 (Iowa Pacific acquired the line in 2008). Richard was one of those investors.

Son Jeff Kohnstamm, current owner of RLK and Company, had the exterior of the building on top of the former Valley and Siletz Railroad flat car painted in the same green that one sees in the photo of his father in front of the Mt. Hood Railroad locomotive. The photo of his father was placed in the car by Jeff to honor the memory of his father, Richard L. Kohnstamm, 1926-2006.

According the Clem L. Pope book, *Switchback to the Timber*

(1992): "In the mid-80's the Union Pacific Railroad made a decision to concentrate its efforts on transcontinental shipments and offered its branch lines for sale. If buyers were not found, the branches were to be phased out.

"Once more the Hood River Port Authority intervened and persuaded the Union Pacific to defer action on the Mount Hood branch until the Port had time to examine the possibility of making the railroad a tourist attraction. The study must have been favorable because it was not long before a group of local investors, headed by Jack Mills, a county commissioner and former vice president of U.S. National Bank, began extended negotiations with the Union Pacific. After two years of meetings, the Union Pacific agreed to accept \$650,000 for the Mount Hood properties and the former U.P. station at Hood River."

Fred Duckwall, a long time Port of Hood River Commissioner

and classmate, tells me his research indicates the Port was never interested in purchasing the railroad but wanted it preserved and operational.

One can make the case that, like the preservation of Timberline Lodge, this group of investors, including Richard Kohnstamm, saved the Mount Hood Railroad branch from the scrapper.

Son John also relates that his father was quite the rail fan, including enjoying listening to locomotive sounds on his car tape recorder.

Visit the Tilikum Station, 401 SE Caruthers (immediately south of the Oregon Rail Heritage Center), for a good wood-fired pizza and draft beer and take a look at the picture and facility that honors the man whose vision, dedication and investment we continue to appreciate and enjoy today.

Atlanta Chapter celebrates 20th anniversary at Southeastern Museum

Members of the Atlanta Chapter NRHS celebrated the 20th anniversary of the move of its Southeastern Railway Museum (SERM) on Oct. 6, 2018.

The original museum location was a 13-acre site donated by Southern Railway in the early 1970s. Over the years, as the collection of equipment grew, it became apparent that the site was too small to store the equipment plus operate.

In 1995, Finnegan's Railcar, a private freight car repair shop, closed its doors and in late 1997, the Finnegan's facility was offered as a donation to SERM. The 30-acre site nearly doubled the amount of trackage available for storage and running, plus it added three metal buildings which were usable for both display and restoration.

The transaction was completed in December 1997 and,

with the help of Norfolk Southern, all of the 78 pieces of the chapter's rolling stock were moved the two miles from the old site to the new site by mid-1998. The old site was then sold to generate revenue to repair and improve the new site in addition to completing a fence to secure the location.

The reunion in October brought together many of the volunteers who made the 1998 move happen. It was scheduled as a regular monthly chapter meeting but included a catered BBQ picnic at the museum, slide show highlighting pictures of the old site, action shots of the move weekend and pictures of the new site when acquired.

Over 80 current and past chapter members attended the afternoon festivities. The evening included a night photo session featuring a visiting O-6-O locomotive.

Jonesborough (Tenn.) train cams captures trains, visitors...and cows

Article and photo submitted by WATAUGA VALLEY RAILROAD HISTORICAL SOCIETY AND MUSEUM

The Jonesborough (Tenn.) Train Cam has something different on it every day. That is the reason we look at it every day. We have Norfolk Southern trains, visitors at the Chuckey Depot coming in and out of the building, joggers, preachers, singers, and more. Recently, there was a new one...a cow on the Southern caboose platform in pajamas. You never know what to expect on the Jonesborough East and West Cams.

Chuckey Depot in Jonesborough, where the cams are installed, is a great place to visit. Please visit our Virtual Railfan Cam for free at the following web address <www.wataugavalleynrhs.org/webcam.php>.

People all over the country enjoy watching the Jonesborough Railcam.

The museum and the webcams are operated by the Watauga Valley Railroad Historical Society And Museum.





A UNIQUE RAILCAR has been donated to the Oklahoma Railway Museum courtesy of BNSF Railway.

Former Santa Fe ‘Super Car’ donated to Oklahoma museum

Submitted by ANNE MURRAY CHILTON, Oklahoma Railway Museum Administrator

The Oklahoma Railway Museum is pleased to announce that the BNSF Railway has graciously donated a unique freight car to add to the museum collection.

The car is one of three prototypes constructed for the Santa Fe Railroad between January and February 1991 by the Thrall Car Manufacturing Company in their Chicago Heights, Illinois facility. The car, called *Super Hopper* is a 166’ 7” articulated five-unit aluminum construction hopper car classified as a Ga-221.

The cars were numbered 390000-390002. The museum will receive the last car of the three built.

The *Super Hopper* cars could carry approximately 30 percent more grain than the comparative number of standard grain type cars and weighed less than the same number of cars, saving fuel and maintenance dollars.

The car design was anticipated to revolutionize the grain hauling industry but, as it turned out, shippers and receivers did not care for the design. Most locations were set up to load and unload the standard length cars, and the five unit articulated cars did not fit well on the existing locations.

Three cars survived into the merger with the Burlington Northern and continued to be utilized by the BNSF in California, hauling feed for livestock. The cars were deemed surplus in 2017 and were retired and slated to be scrapped.

The museum contacted the BNSF Railway and requested that a car be saved to show future generations the unique design the cars incorporated. To our delight, the Oklahoma Railway Museum received the donated car.

After the “Super Hopper” car is restored to its “as built” condition, it will be proudly displayed with the other rolling stock at the museum grounds. It will also be used in photo shoots and during special events.

NRHS News Deadlines

Month	Print or .pdf Deadline	
March, 2019	Print	Feb. 5
April, 2019	.pdf	March 10
May 2019	No issue	—
June 2019	.pdf	May 10
July 2019	Print	June 5
August 2019	.pdf	July 10
September 2019	No issue	—
October 2019	.pdf	Sept. 10
November 2019	Print	Oct. 5
December 2019	.pdf	Nov. 10
January 2020	No issue	—

New rail trail possible on former Dillsburg and Mechanicsburg

Reprinted, with permission, from the Harrisburg Rail Review, the newsletter of the Harrisburg Chapter NRHS, FRED WERTZ, editor

An organization named the South Mountain Partnership is proposing to build a rail trail on the bed of the ex-Cumberland Valley Railroad Dillsburg Branch, also known as the Dillsburg & Mechanicsburg.

Far from starting, the project is in the feasibility and fund raising stage. According to the group's website, this potential rail-trail would highlight the heritage and beautiful scenery, while providing a place for convenient, safe, healthy and beautiful recreation.

Completed in 1872, the Dillsburg Branch of the Cumberland Valley Railroad extended eight miles and connected the vital rail network at Harrisburg with the ore fields of South Mountain, surrounding Dillsburg. Later, passenger service to both communities helped it prosper and grow, while the annual Granger's Picnic at Williams Grove continuously attracted tens of thousands of train riders over the course of the one week event.

In the early 20th Century, the Branch became incorporated into the larger Pennsylvania Railroad system and was electrified (yes, electrified) in 1906 using a lineside pole system (as opposed to one centered over the tracks). The Trindle Spring passenger station and electric substation located on West Trindle Road that provided the power still exists and is the home of the Keystone Model Railroad Historical Society.

Two wooden PRR combines were equipped with electric motors, wiring and four trolley poles (two on each side to accommodate change of direction) and single-car service began. Non-powered trailers were added when demand was great. Regular passenger service ended in 1928, though picnic specials to Williams Grove ran occasionally until World War II.

Readers interested in more detail on the D&M should consult the book *Trains to the Grove* by Richard Steinmetz and William Thomas (1977) or *Railroads of the Dillsburg Region* by Randy Watts (1992).

Eventually, as the automobile began to replace the railroads for moving people, the Branch began to fade into history. By the late 1970s all trains had ceased running on the line, and the tracks were removed in the 1980s. Today, this somewhat forgotten story and railroad corridor presents the South Mountain region with a truly unique opportunity to link the historic communities once again. Other examples of successful rail trails in the region are the Cumberland Valley Rail Trail, the Letort Nature Trail (along the former Reading Railroad line) and the York County Rail Trail.

The potential to connect with trails such as the Mason Dixon Trail, the Appalachian Trail, State Bicycle Route J2, and the Yellow Breeches Water Trail, to name a few, offer fascinating opportunities to both trail users and communities.

Everett Railroad completes restoration of former CNJ coach

Reprinted, with permission, from the Harrisburg Rail Review, the newsletter of the Harrisburg Chapter NRHS, FRED WERTZ, editor

The Everett Railroad has completed restoration of former CNJ coach 1194. The project took place at the company's Duncansville, Pa. shop over the course of 2-1/2 years. Work included complete replacement of the lower 6" of the roof, fabricating and welding new window sills, window post covers, drip edge, ventilators, steps, traps and doors.

Several sections of floor had to be completely replaced, including steel substrate. Interior inlaid mahogany surfacing was salvaged, stripped, repaired and varnished where possible, then was supplemented with new mahogany millwork. New oak tongue and groove paneling was custom milled and installed below the window line following the installation of new backer boards and brackets.

All window sashes were shop-made new, with hardware supplied by the Strasburg Rail Road. Seat frames were salvaged from other cars and were sandblasted and painted. All seats were repaired as necessary and received new upholstery.

Following the example of the Valley Railroad at Essex, Conn., ceiling panels were formed from aluminum sheet. The car was completely rewired and equipped with LED lighting and speakers for the PA system.

Ceiling duct work was reinstalled to facilitate air conditioning if desired at a future date. The 1194 remains steam-heated but the interior pipe runs were scrapped and replaced with new style, fin-type baseboard radiators. UC brake equipment was removed and the brakes converted to freight-type valves. Trucks were removed, cleaned, inspected and all worn components repaired or replaced. Sandblasting and paint priming was done at Curry Rail Service in Curryville, Pa.

Following additional body work in the Everett shop, the 1194 was painted and lettered by Jeff Connor of Railcar & Military Equipment Painting. The principle remaining work is to finish installation of the rest room facilities.

Coach 1194 was built in 1927 by the Bethlehem Shipbuilding Corporation's Harlan plant in Wilmington, Del. It was one of 267 standard clerestory roof commuter coaches acquired by the CNJ between the years 1922 and 1927. As built, the car had a capacity for 72 people and was finished with a mahogany interior. Sometime in the 1950s, the 1194's coach seats were removed and it was converted to a commuter club car, named *Jersey Shore*. In that service, it was fitted with lounge seats and equipped with sealed windows and air conditioning. The Everett Railroad owns five additional CNJ cars.



THE CENTRAL COAST RAILWAY CLUB group poses on the transfer table once used by Southern Pacific during the shop's glory days. The transfer table was recently rebuilt by the CSRM shop crew and is still utilized by the museum.

Central Coast Chapter members tour Southern Pacific shops

By *KEN RATTENNE*, Central Coast Chapter NRHS

The Central Coast Chapter NRHS, based in Santa Clara, Calif., sponsored a tour of the former Southern Pacific Sacramento Shops (which are now part of the California State Railroad Museum and known as the Railyards Shops) on Sept. 8. The museum utilizes two of the shop buildings for restoration, repair work and for storage.

Nineteen members of the club were treated to the tour by CSRM's Alan Hardy and Jim Atkins. After the distribution of hard hats, we proceeded through a subway and emerged at the entrance to the shops complex.

The number of locomotives, freight and passenger cars is too numerous to list, but here's a sampling of what we saw and were able to photograph: Union Pacific business cars No. 103 and 107, UP's General Motors bus No. 27, Santa Fe RSD15 No. 9820 and RS1 No. 2394 (the last active RS1 on the ATSF), SP SD45T-2R No. 6819, F7A No. 6402, rotary snow plow No. MW205, Amtrak F40PH No. 281, and Central Pacific 2-6-2T No. 233.



GRANITE ROCK 0-6-0T steam locomotive No. 10 couples onto its train at the Sacramento Southern depot prior to a run along the former Southern Pacific Walnut Grove branch. Several members of the tour group rode the last afternoon Sacramento Southern runs of the day.

One of the most impressive sights was the construction of the shop buildings themselves and their sheer size. It was awe-inspiring to think of the history these buildings have seen since constructed in the late 1800s.

Southern Pacific's Sacramento shops built hundreds of steam locomotives during the age of steam, not to mention overhauls and upgrades to the steam fleet. After dieselization, the Sacramento Shops were renamed the Sacramento Locomotive Works, where hundreds more locomotives were overhauled and upgraded through the company's GRIP (General Rehabilitation and Improvement Program) initiative.

Our tour lasted a little over an hour and culminated with a group photo posed on the old SP transfer table (after being treated to a brief ride from one track to another). The CSRSM shop force still utilizes the table when moving equipment between shop buildings.

After the shop tour, we had a brief lunch break before meeting in the lobby of the California State Railroad Museum's main building for a docent-led tour. Afterwards, those who wanted to ride the museum's Sacramento Southern tourist train led by 0-6-0T locomotive Granite Rock No. 10.



ANOTHER VERY HISTORIC locomotive is Central Pacific 2-6-2T No. 233 which was built by Central Pacific in the Sacramento Shops in January of 1882. It was assigned to commuter service out of Oakland.



SOUTHERN PACIFIC SD45T-2R 6819 sits quietly on one of the shop tracks. The SD45 variant was rebuilt in these very shops from SD45T-2 9193. It was donated by Union Pacific in 2001.

Last of iconic Solari information board dismantled in Philadelphia

Photos and introduction by BOB VOGEL, West Jersey Chapter NRHS with info from 3CBS Philly

The iconic flipping Solari Board at 30th Street Station, Philadelphia, was taken down on Saturday, Jan. 26. I photographed it in the act of flipping on Friday, Jan. 25.

Information from 3CBS Philly News

The iconic 30th Street Station flipping board is gone. It displayed one final message as workers removed it from its perch Saturday night: "Farewell Philadelphia."

Workers officially removed the historic "clickity-clack" sign from the Amtrak station Saturday night.

The board will be replaced by a modern, digital board, which Amtrak says is needed in accordance with the Americans with Disabilities Act.

"The new Passenger Information Display System is necessary to help us modernize the station, comply with ADA-law and sync the main board with the gate boards, which will improve the overall customer experience for our Philadelphia customers," said David Handera, Amtrak's vice president of passenger accessibility.

The removal began Thursday as workers dismantled some signage and the clock.

"Pretty sad, honestly. I really like it," Camille Brito told Eyewitness News. "I take the train often and the clickety sound is definitely something I like."

The board — officially known as The William H Gray III 30th Street Station Solari split-flap board — was installed in the 1970s.

Rep. Brendan Boyle, D-Pa., has been a big proponent of preserving the board's historic feel inside the station. On Thursday, he released a statement on the sign's removal and his hopes that the board will be reincorporated in the station in some fashion.

"I appreciate Amtrak's ongoing commitment to meeting this challenge with a solution that honors the history of 30th

Street Station and ensures a safe, enjoyable experience for all passengers," said Boyle. "Accessibility is of paramount importance. However, at 30th Street Station, there is tremendous opportunity to achieve these aims in a manner that also retains the iconic character of the Solari sign – of which thousands of passengers have spoken out in support. I remain committed to continuing my advocacy with Amtrak to achieve such a resolution."

In the meantime, the new digital upgrades are scheduled to be completed by the end of February.

The flipping board will move to the Railroad Museum of Pennsylvania. Whether the move will be permanent remains to be seen.

Video may be viewed at <https://philadelphia.cbslocal.com/2019/01/26/end-of-an-era-30th-street-stations-beloved-flipping-board-has-been-removed/>.



Harrisburg Chapter to host train show, open house March 2

The Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS will take place March 2, 9 a.m.-3 p.m. at the I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, Pa.

The event, now in its 33rd year, will feature model railroads, railroadiana, train layouts in several gauges, movies, and a test track.

Visitors are asked for a donation at the door of \$5 per person with free admission for children under age 12. Proceeds benefit the chapter's ongoing preservation projects. There will be a snack bar on the premises.

Harris Tower, the chapter's restored 1931 Pennsylvania Railroad interlocking tower, featuring the original electro-pneumatic levers now linked to a computer for simulated action, will be open for visitors as well. There is free admission to the tower, located at 637 Walnut Street in Harrisburg, Pa. This is an excellent Amtrak and Norfolk Southern viewing and photo site.

The Harrisburg Chapter is one of over 135 chapters of the NRHS. Major projects include: maintaining Pennsylvania's official electric locomotive (GG-1 No. 4859), and preserving and operating Harris Tower, a National Register of Historic Places structure.

Marine Corps Reserves operate 'Toys for Tots' holiday train

Photo and article by MARK EYER, Harrisburg Chapter NRHS

Norfolk Southern train No. 041, powered by NS No. 7030, NS 7014, PRR 5711 and PRR No. 5809, hosted the 20th annual *New York Capitol Region Toys for Tots* trains for the Marine Corps Reserves Dec. 1. The photo on the right shows the train northbound on the ex-D&H line at Schenevus, N.Y. at 2:21 p.m. This was quite possibly the final operation of the PRR E8A units.

Norfolk Southern, Juniata Terminal, Webb Rail, Morristown and Erie Railroad and Bennett Levin were instrumental in sponsoring the train this year.



Douglas Scott now managing NRHS membership, anniversary awards

Effective Jan. 11, 2019, R. Douglas "Doug" Scott is taking responsibility for both individual membership awards and chapter anniversary awards from Joe Maloney.

Because of the timing on this transfer, the individual awards will be distributed a few weeks later than normal. The chapter anniversary awards will be distributed to the affected chapters as they advise us.

You may reach Doug Scott at <deraildh2@aol.com>.

NRHS thanks Joe for his handling of the awards program from 2006 to 2019

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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/>>



Membership matters, so renew your NRHS national dues now

By *HUGH R. HARRIS, NRHS Membership Administrator*

We're well started into the 2019 renewal cycle now. I expect that we'll mail out the second renewal reminder in late January or early February, not too far away from the time that this will be published in the *NRHS News*.

Things are going much more smoothly than in the past couple of years and we're getting the renewals recorded earlier.

We have added another field to the database. That field is called "Additional Chapters" and allows members who have memberships in multiple chapters to keep track of them. The "home chapter" field will still only accept one chapter, and it should be the chapter where you want your vote in the national elections to be recorded. That is the chapter that we will use in deciding which ballots to mail to you. The additional chapters field is for your information and use. We won't be using it or reporting it for the moment.

I'm really happy to report that Mary Birdsell of the St. Louis Chapter is helping with the renewal entries this year. She's really making a difference and helping to get the data processed much quicker than last year.

I hope that all our members will help by encouraging every member to renew this year. We lost a very large number of

members between 2016 and 2018. I'm sure that some of that was due to the general dissatisfaction with the old Amilia database system. However, we must do better at retaining our members. We've been adding members steadily this year. It would be terrible to lose them again!

Membership brochures available

NRHS membership tri-fold brochures are available for use to solicit new NRHS members at museums, train shows, and meetings.

To request brochures, send your request to Jon Baake <jbaake@outlook.com> with your name, organization, quantity requested, postal address, and email address if different from that on your request. They will be sent out postpaid.

Sadly, the Society continues to lose Chapters. There are too few people who have the time and the interest to put into the administrative work of keeping a chapter going. My own old Chapter, the Hoosierland Chapter, closed last year and was dis-established by the Board at its last meeting. There simply were no people interested in maintaining the record keeping needed.

Please keep those renewals coming. The donations too need to keep coming in. The more money we have in the Heritage Fund, the more we can give to good, worthwhile, projects within the preservation field.

On the numbers... As of Dec. 31, 2018, we had 5,278 Members. Of those, 2,869 are already renewed. That leaves another 2,309 who haven't yet renewed. There is a total of a few hundred renewal payments that have not yet been processed and recorded. Today, I just received another renewal report from Western Connecticut Chapter, but we need every one to renew as soon as possible.

Remember: Railroad preservation includes rail-related film

By *MARLIN R. TAYLOR, NRHS Film Archival Digitalization Committee*

We here at the Society know that, as each year goes by, with the passing of another longtime rail fan, there's a distinct possibility that some great historic rail-related film footage may be lost, as it may be forgotten or simply thrown out by someone not recognizing what they have in hand.

If you possibly have any original 8- or 16-mm. film footage or slides that you recorded or that was recorded by someone you know/knew...or if you know of someone possessing such materials (even if not an NRHS member)...the NRHS Film Archival

Digitalization Committee would like to hear from you.

Our first desire is to see this footage donated to the NRHS for permanent preservation. If this is not acceptable to the owner, then we'd like to be given access to the film and authorized to make a digital copy of it for posterity.

To contact the Committee, please E-mail <marlin@nrhs.com> or write to Film Archival Committee, NRHS, 505 South Lenola Road, Suite No. 226, Moorestown, NJ 08057. Thank you.

Tell us what sparked your interest in, and love of, railroading?

Railroad Love? If your mother's parents and uncles work for the Pennsylvania Railroad...if there is a railroad watch hanging in your grandmother's kitchen...if there is a spur a block from her house and you can walk down the abandoned tracks...if you can hear the whistle sound while you are lying in bed...if you get your own Lionel set at age five...if your great uncle takes you on day trips on his railroad pass ... wouldn't you love the sight or sound of a

train?

Mike Shigley, State College, Pa.

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>.



Program on Lincoln train scheduled for April 22-23

It has been 154 years since Abraham Lincoln's funeral train chugged into the tiny depot at Elizabethtown, Pa. Though it was likely only a water stop between Harrisburg and Philadelphia, the 15-minute pause still made an indelible mark on all who witnessed that most solemn occasion.

On April 22 and 23, 2019, history will repeat itself in a commemoration the likes of which have not been seen since 1865.

Elizabethtown's Stone Gables Estate, which acquired the re-created Lincoln Funeral Train (shown above) from Dave Kloke's Historic Railroad Equipment Association in 2018, will debut the Funeral Car on April 22 as part of a two-day tribute to President Lincoln.

Monday will be the first time this one-of-a-kind living history display will be open for tours in Pennsylvania. A period-correct passenger car, also constructed by Kloke, will complete the consist.

The train, including the first of Kloke's two replica 4-4-0 locomotives, will be the centerpiece of commemorations at



the Stone Gables platform at 12:15 p.m., exactly 154 years to the minute that its predecessor rolled into Elizabethtown along the same right-of-way that crosses the estate.

Tours of both cars will be available Monday and Tuesday. The schedule also includes military and civilian re-enactors, demonstrations, lectures, tours of the Star Barn grounds, a VIP event on Tuesday, and more.

Visit <TheStarBarn.com> for information, event schedules and to purchase tickets.

The March issue of the *NRHS News* will be in your mailbox soon. That is one of three eight-page issues printed each year (in addition to the six .pdf issues) for NRHS members who may not have access to the Internet.

New signals being installed on NS lines

NORFOLK SOUTHERN is replacing all of its PRR position lights with new PTC system signals. Shown in these photos are signals at the Hawstone (Pa.) interlocking Nov. 18 with the PRR signals and then the same interlocking a week later, on Nov. 23, with the new PTC signals.



ABOVE IS A PHOTO of the PRR Hawstone signal bridge facing west. At right are the PRR Hawstone signal towers facing east.



ON THE LEFT is the PTC Hawstone signal bridge facing west with the new signals. Below is the PTC Hawstone signal towers facing east.



ALL PHOTOS AND INFORMATION provided by John Haubrick, At Large member NRHS



Nickel Plate Express boasts high passenger numbers during first season

By DAGNY ZUPIN, Communications Coordinator, Nickel Plate Express

ATLANTA, Ind.— Nickel Plate Express, a nonprofit providing themed train excursions in northern Hamilton County, Ind., reported strong occupancy and passenger numbers for the organization's inaugural season.

The nonprofit hosted 9,700 passengers between the months of September and December of 2018 and enjoyed a 90 percent occupancy rate during Reindeer Ride (seen below), their holiday excursion. The Nickel Plate Express traveled a total of 1,056 miles this season, taking passengers between Atlanta and Cicero on regular weekend excursions.

Nickel Plate Express Executive Director Deanna Holt said she is pleased with the occupancy and passenger numbers for the first season.

“Our team worked hard this first year to provide exceptional customer service and fresh programming to keep passengers and community members engaged,” said Ms. Holt. “I think our passenger numbers show that we achieved this goal.

“Our wide array of programming themes and strong customer service will help us build on this initial success and grow both

revenue and passenger numbers for 2019. I look forward to bringing more visitors and revenue into Hamilton County during the upcoming season.”

Nickel Plate Express created 23 full- or part-time positions for Hamilton County residents during their initial year of operations. The nonprofit spent approximately \$44,000 at Hamilton County businesses this past year. Before beginning operations in September of 2018, the group spent \$485,000 on restoring the tracks in Hamilton County so they could begin excursions.

“This is very much a community effort,” said Nickel Plate Heritage Railroad Board President Toni Dickover. “The railroad has traditionally been a part of this community for decades and the county is proud of that history. That's why it's important to us that we share the economic growth with other Hamilton County businesses whenever possible.

“Nickel Plate Express will offer Valentine and St. Patrick's Day excursions this winter with regular weekend excursions to return in mid-April.”

For more information on the Nickel Plate Express, visit <NickelPlateExpress.com>.

