

# NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

OCTOBER 2018



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***THE FRIDAY, AUG. 10 NRHS convention chartered excursion train on the Potomac Eagle Scenic Railroad is seen at the Romney, W.Va., station following a 76-mile round-trip to Petersburg, W.Va. The eight-car train was powered on the south end by their GP9 No. 8250, which was previously Canadian Pacific No. 8250, now painted in a dark blue and white scheme. On the opposite end was ex-Bessemer and Lake Erie F7A No. 722, now painted in the B&O's attractive blue and grey with gold trim passenger scheme.***

## Variety of motive power, rare mileage highlight convention

By ALEX MAYES, Potomac Chapter NRHS

The theme for this year's NRHS national convention was "Cumberland Rails 2018," a nod to the historic city of Cumberland located in the northwestern region of Maryland.

Established in 1787, Cumberland is situated in mountainous Allegany County at the base of converging mountain ridges at the confluence of Wills Creek and the Potomac River. George Washington truly did sleep here. His headquarters during the French and Indian War was located at Fort Cumberland. The fort, and later the city, took its name from the Duke of Cumberland.

From its beginnings as a British fort to its place today as

western Maryland's second largest city, Cumberland has always lived up to its nickname as "The Queen City". Cumberland was a major manufacturing center and transportation hub during the 19th century, with four railroads and the Chesapeake and Ohio Canal.

Following World War II, manufacturing and other industries declined significantly. The only major railroad now serving Cumberland is CSX, which was originally the Baltimore and Ohio Railroad which reached Cumberland in 1842.

Planning for this year's gathering began over a year ago by the NRHS Convention Planning Committee, headed by John

Goodman and comprised of members Skip Waters, Steve Siegerist and Jim Pahrts.

Several locations were initially considered and, in mid-2017 when news broke that restoration work on former Chesapeake and Ohio 2-6-6-2 No. 1309 was proceeding well and was expected to be completed by spring of 2018, serious consideration was given to holding the convention in Cumberland.

The 1309 was being restored at the Western Maryland Scenic Railroad's shop in Ridgeley, W.Va., across the Potomac River from Cumberland. The prospect of seeing a huge, articulated steam engine storming up the former Western Maryland Railway main west of Cumberland was too big of an attraction to pass up.

After making some inquiries, the planning committee determined that basing the convention in Cumberland would be very feasible and then presented a proposal to senior NRHS offi-

cial, who approved the recommendation. The planning committee first researched hotels in the Cumberland area that could accommodate 200 guests and decided on the Ramada Downtown Cumberland, located on Queen City Drive across from CSX's busy Cumberland Sub. This hotel was previously a Holiday Inn and has long been a popular place of lodging for railfans.

After some negotiations, the planning committee and the hotel agreed on a special nightly rate of \$79, which included a hot breakfast. An agreement of understanding commitment was signed by NRHS for 200 rooms for the convention, and it became the official convention headquarters hotel.

In November 2017, due to a lack of funding, work on the restoration of C&O 1309 was halted. Because the 1309 would not be included in convention events, NRHS officials were initially concerned that attendance would be low, and the convention would lose money. However, with the very low rate on the Ramada — and the outstanding selection of excur-



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

***THE FIRST EXCURSION*** of the convention was a one-way trip between Cass and Elkins, W.Va., on Aug. 8. Riders boarded a regularly scheduled Cass Scenic Railroad train heading to Bald Knob which included members of the general public. They disembarked at Old Spruce, where they walked over to the diesel-powered Cheat Mountain Salamander, which took them to Elkins, W.Va. This is the first segment of the trip as the steam-powered Cass train was approaching the Back Mountain Road crossing a half-mile north of Cass. The power for this portion of the trip were Shays Nos. 2 and 4.

sions and other events planned, NRHS officials decided to press forward with plans to hold the convention in Cumberland.

This proved to be a wise decision, as the Ramada was fully booked by NRHS members in a few weeks and ticket sales were very brisk with two train trips selling out early. There were 235 registrants at this year's convention, slightly fewer than the 242 at last year's convention in Nashville.

The convention officially got underway on Tuesday, Aug. 7, a day which consisted entirely of attendees registering for the convention, picking up tickets at the Ramada and checking into the hotel.

The first excursion, on Aug. 8, was a day-long trip on the Cass Scenic Railroad and West Virginia Central Railroad's former Western Maryland Railway between Cass and Elkins, W.Va. Buses departed the Ramada at 7:30 a.m., and headed south down U.S. Route 220 toward Cass. Upon arrival, convention participants boarded a regularly scheduled train which was headed to the end of the line at Bald Knob. The power for this segment of the trip was three-truck Shays Nos. 2 and 4.

NRHS passengers detrained at Old Spruce, where they walked over to the diesel-powered *Cheat Mountain Salamander* which took them to Elkins. The *Cheat Mountain Salamander* then headed north to Elkins on the former Webster Springs Branch of the Western Maryland Railway. This train was powered by former Milwaukee Road F7 No. 109A, now painted in the Chesapeake and Ohio's blue and yellow passenger scheme and renumbered to 7094, and a rare ex-Western Maryland Railway BL2 No. 82. The one photo runby on this trip was on the Webster Springs branch at Lanin, 12 miles north of Cheat Bridge, milepost 63.

The third day, Aug. 9, was the traditional "quiet day", filled with seminars and official NRHS meetings, with no excursions or other major events scheduled. Official NRHS meetings included the Advisory Council meeting, Board of Director's meeting, annual membership meeting, NRHS Fund, Inc. meeting and the At-Large membership meeting. Six seminars covering an interesting variety of railroading were presented at the Ramada by Gary Bartik, Tom Biery, Frank Fowler, Tim Hensley, Alan Maples and Don Maxwell.

An all-day excursion on the Potomac Eagle Scenic Railroad



PHOTO BY GARY R. KAZIN, TRI-STATE CHAPTER NRHS

***"WHERE EAGLES FLY" is one of the slogans for the Potomac Eagle Railroad. According to officials, "As you wind along the South Branch of the Potomac River, you'll enter a visually striking gorge known as the Trough. One of the most scenic spots along the South Branch, the Trough is home to American bald eagles." Gary Kazin was lucky enough to get this photo.***

between Romney and the end of the line at Petersburg, W.Va., was offered on Aug. 10. This 76-mile round-trip was on the former B&O Railroad's South Branch Valley line. The eight-car train was powered by ex-Canadian Pacific GP9 No. 8250 (painted in a dark blue and white scheme) and ex-Bessemer and Lake Erie F7A No. 722 (now painted in the B&O's attractive blue and grey with gold trim passenger scheme). Approximately two hours into the trip, the first runby was held at the Sycamore Bridge at MP 31.7. A second runby was held on the return trip in a soybean field on the north side of Moorefield, W.Va., at MP 36.3.

Following this run, buses took riders back to Cumberland. A night photo session was held later that evening at the Romney station. Four scenes of the two diesel engines used on the excursion were illuminated by *Railfan & Railroad* magazine editor Steve Barry using Alien Bee remote-fired strobes.

On the fifth day of the convention, Aug. 11, a chartered steam-powered excursion on the Everett Railroad was offered. The Everett Railroad is a short line freight railroad that operates over former Pennsylvania Railroad trackage out of Hollidaysburg, Pa. The railroad also runs excursions over their lines with their 2-8-0 No. 11.

Engine No. 11 was constructed in 1920 by the Cooke Works of the American Locomotive Company in Paterson, N.J. It was one of 54 engines of four different wheel arrangements built



TOP PHOTO BY GARY KAZIN, TRI-STATE CHAPTER NRHS; BOTTOM PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS  
***PHOTO ANGLES from above and below were available for photographers attending the convention. In the top photo, Western Maryland engine No. 501 is on the turntable for the return trip to Cumberland on the final day of the convention. NRHS members used a nearby stairway to get a unique perspective on the engine. An all-day chartered excursion on the Potomac Eagle Scenic Railroad between Romney and the end of the line at Petersburg, W.Va. was offered on Aug. 10. This 76-mile round-trip was on the former B&O Railroad's South Branch Valley line. Approximately two hours into the trip, the first runby was held at the Sycamore Bridge at MP 31.7. In the lower photo NRHS members photograph the train from below during the runby as it starts across the bridge.***

between 1920 and 1925 intended for export to Cuba for use in that country's sugar cane fields. Following World War I world sugar markets unexpectedly reduced demand for these engines, leaving a number of them unsold.

In 1923, the tiny Narragansett Pier Railroad in Peace Dale,

R.I., purchased the engine, assigned it No. 11, and put it to work on their 8.5 mile railroad. The engine passed through several other owners, and eventually was bought by Alan Maples, owner of the Everett Railroad, in 2006. It was moved to the Western Maryland Scenic Railroad's shops in Ridgeley, W.Va., for heavy repairs. The bulk of these repairs were fin-



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***ON THE FIFTH DAY of the convention, Aug. 11, a chartered excursion on the Everett Railroad was featured with the railroad's 2-8-0 No. 11 from Hollidaysburg to Martinsburg, Pa., and return over former PRR trackage. Of the three runbys, this is the third one, at the former PRR station at Roaring Spring, Pa.***

ished in March 2015, and the locomotive was trucked to the Everett Railroad's shops in Claysburg, Pa., where the restoration was completed.

Two runbys were held on the southbound run, the first at the Monastery Road crossing at MP 12, and the second at a gravel pit at Rodman siding one-half mile north of Roaring Springs.

At the end of the line at Martinsburg. 2-8-0 No. 11 was turned on the wye and coupled onto the opposite end for the trip back to Hollidaysburg. A third runby was held at the historic former PRR passenger station at Roaring Spring. Box lunches were passed out at the station.

Later that evening, the annual NRHS banquet was held in the Crown Ballroom at the Ramada. Prior to the banquet, a reception with cash bar was held in an adjoining room. This year's banquet featured a buffet, a different style of dinner service from past conventions in which guests selected their entrees in advance. The buffet entrees included roast beef, chicken cordon bleu and grilled tilapia, with roasted potatoes, green beans and a wide selection of desserts.

The banquet officially got underway at 7 p.m., with opening comments from John Goodman, who thanked the Western Maryland Chapter NRHS, the St. Louis Chapter NRHS and the Northstar Chapter NRHS, as well as the many volunteers who worked tirelessly to plan and run the convention.

Following John's remarks Eileen Weber, who manages the convention registration program, took the podium. She was filling in for her husband, NRHS President Al Weber, who accompanied to the hospital a convention attendee who had

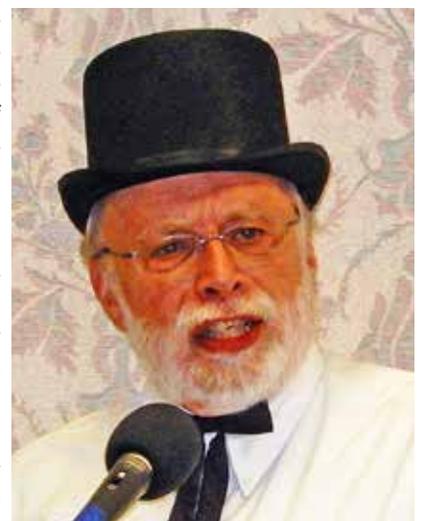
suffered a fall prior to the banquet. Eileen discussed the NRHS Heritage Grants Program and emphasized the importance of preserving large and small artifacts, paper records, and other significant items. She concluded her talk with the need for funds to carry out this work and encouraged attendees to help in this effort.



**JOHN GOODMAN**

Following her presentation, funds were collected from banquet attendees in support of the Heritage Grants Program.

The next speaker was Tony White, director, RailCamp East, who provided an update about the very successful RailCamp program and urged members to nominate their children or grandchildren to participate in the RailCamp program.



**AL FELDSTEIN**

BOTH PHOTOS BY TERESA RENNER

The keynote speaker was

Al Feldstein, an award-winning historian who has authored more than 25 books and videotapes covering the counties of western Maryland. Feldstein provided an interesting and in-depth accounting of the development of the B&O Railroad west of Cumberland, which was spearheaded by John W. Garrett, the president of the B&O during the period 1858-1884.

Before starting his presentation, Feldstein donned a black top hat to emulate Garrett, who also wore a black top hat.

On the final day of the convention, Aug. 12, 90 conventioners rode the Western Maryland Scenic Railroad's lunch train from Cumberland to Frostburg, Md. and return. This train was powered by WMSR's GP30 No. 501 and ex-PRR No. 2249,

recently painted in the Western Maryland Railway's striking red and white scheme.

Following this trip, a special "rare mileage" side trip was offered over former Western Maryland trackage from Cumberland across the Potomac River to the WMSR's Ridgely maintenance facility. This included a tour of the shop, where ex-C&O 2-6-6-2 No. 1309 is currently undergoing restoration.

At the end of this event the 2018 NRHS convention was officially concluded.

This year's convention, like other NRHS conventions in recent years, did not have the intensity or high attendance of con-



PHOTO BY GARY R. KAZIN, TRI-STATE CHAPTER NRHS

***THE FRIDAY HIGHLIGHT*** was an all-day excursion on the Potomac Eagle Scenic Railroad between Romney and the end of the line at Petersburg, W.Va. This 76-mile round-trip was on the former B&O Railroad's South Branch Valley line. The eight-car train was powered by ex-Canadian Pacific GP9 No. 8250, painted in a dark blue and white scheme and ex-Bessemer and Lake Erie F7A No. 722, now painted in the B&O's attractive blue and grey with gold trim passenger scheme.



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

***THE ONLY RUNBY*** on the Aug. 8th trip between Cass and Elkins, W.Va., was with the Cheat Mountain Salamander, on the former Western Maryland Railway's Webster Springs branch at Linan, milepost 63. Former Milwaukee Road F7A No. 109A (now painted in the Chesapeake and Ohio's passenger scheme and renumbered to 7094) and ex-Western Maryland Railway BL2 82 powered this special train.



PHOTO BY GARY R. KAZIN, TRI-STATE CHAPTER NRHS

***WESTERN MARYLAND GP30 No. 501 (ex-PRR No. 2249), leans into a bend during the Sunday lunch train at the convention.***



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***ON THE FOURTH DAY of the convention, Aug. 10, convention attendees were treated to a chartered excursion on the Potomac Eagle Scenic Railroad. This 76-mile round-trip run was on the former B&O Railroad's South Branch Valley line. Two photo runbys were held. This is the second runby, at a soybean field a half-mile north of Moorefield, W.Va., on the trip back to Romney.***

ventions of the past due to the lack of cooperation of major railroads, the very high cost of insurance, lack of passenger equipment and other factors. Mainline steam and diesel excursions going to exotic locations are very difficult to offer now in this current environment.

The 2019 NRHS convention will be held May 7-12 in Salt Lake City, Utah. Plans for the 2019 NRHS are currently being developed by the NRHS Convention Planning Committee, and some events will be associated with Union Pacific's huge 4-8-8-4 "Big Boy" No. 4014, which is expected to be returned to service in early 2019 and on display at nearby Ogden, Utah. For details about the 2019 convention check this website in a few months: <http://www.nrhs.com/>

Also occurring at this time will be the 150th anniversary cel-

bration of the Golden Spike Ceremony which joined the rails of the Central Pacific and Union Pacific railroads on May 10, 1869, creating the nation's first transcontinental railroad. This event will occur at Promontory Summit, Utah. For details about this event check this website periodically: <https://www.nps.gov/gosp/planyourvisit/2019-150th-anniversary-of-the-completion-of-the-transcontinental-railroad.htm>

The 2019 convention hotel will be the Radisson, 215 West South Temple Street. NRHS officials reserved 500 room-nights at the reduced \$149 rate a few months ago; however, all 500 room-nights were booked within a few weeks. Another 400 roomnights were reserved. If you plan to attend, you should call the Radisson at 801-531-7500 soon. You must tell the staff you are part of the NRHS group to receive the reduced rate. A valid NRHS membership card must be presented when checking in.

# Use the list below to get answers to your NRHS questions

Do you have a question or comment about the NRHS or any of its many programs? If so, you can get answers to your questions and other information quickly by “cutting out the middle man” and sending emails directly to NRHS representatives.

Emails sent to the general email address for the NRHS national office <info@nrhs.com> are redirected to one of the many volunteers who help the national office. That takes time to get back to you and answer your question or request.

We have specific email address that will get your request to the person or committee directly. Please use these if your request falls into their area as it will take much less time to reply to you.

- For both individual and chapter NRHS membership questions, email <membership@nrhs.com>.
- For the *NRHS News*, email Charles S. Williams, <nrhsnews@charter.net>.
- For the *NRHS Telegraph*, email Val Hoski, <telegraphval@gmail.com>.
- For the *NRHS Bulletin*, email Jeff Smith, <bulletin@nrhs.com>.
- For information research, email the research volunteers at

<research@nrhs.com>.

- For the Historic Grants Committee, email <grants@nrhs.com>.
- For RailCamp, email <railcampnrhs@yahoo.com>.
- For the webmaster, email <webmaster@nrhs.com>.
- For the NRHS Fund, email Wes Weis at <Wweis@mikab-corp.com>.
- For convention information, contact John Goodman at <Conventions@NRHS.com>
- For the NRHS General Counsel, email John Fiorilla at <gc@nrhs.com>.
- For the NRHS Inspector General, email <ighotline@nrhs.com>.

## NRHS Officers

- President, email Al Weber, <aweber@nrhs.com>
- Vice President, email <vp@nrhs.com>
- Secretary, email <secretary@nrhs.com>
- Treasurer, email <treasurer@nrhs.com>

# Weber re-elected as NRHS president for second term

*By JOE MALONEY, NRHS Vice President*

The NRHS 2018 election is now history, and the results have been certified. For NRHS President, Al Weber has been re-elected to serve a second four-year term.

For Global Directors, Roberta Ballard and Steve Barry have been re-elected to serve additional four-year terms on the NRHS Board of Directors.

The following individuals have been elected to serve four-year terms on the NRHS Board of Directors:

District 1 — Douglas Scott

District 2 — Harold “Smoke” Shaak

District 3 — Jon Baake

District 5 — Jim Pahrns

District 6 — John Goodman

District A — Jeff Smith

District B — Jack Hilborn

For District 4, there are two vacant Board seats. One individual garnered many write-in votes in District 4, and has agreed to fill that vacancy. The NRHS Electoral Committee will recommend that the Board seat this individual on the NRHS Board of Directors at the October 2018 meeting in Scranton, Pa. At present (Aug. 30), the other District 4 seat remains vacant.

For District 7, there was one vacant Board seat and no candidate running for that seat. One individual garnered several write-in votes in District 7, and that person has agreed to fill that vacancy. The NRHS Electoral Committee will recommend that the Board seat this individual on the NRHS Board of Directors at the October 2018 meeting in Scranton.

Finally, I wish to express my thanks and gratitude to Rick Durrant, Charles Webb and Bob Ernst for their invaluable time and service on the 2018 Electoral Committee.

# Your interest and support are essential for growth of Society

(Editor's note: Bob Brewster wrote this for the ColoRail train group but it applies to all railroad groups and chapters. The article is reprinted here with permission of the author).

## About Joining.....

If your eyes are gazing upon this little missive, chances are you are already a "joiner"...one of the membership "elite."

Joining is an affirmative way of standing up and being counted...announcing to others that you, too, care about and endorse the policies and goals of the group. Joining is a reassurance that you are not alone in your interests, values, and beliefs.

There is strength in numbers, of course, so being a member of a group amplifies the group's volume so it will be better heard by others, especially "the others" who can affect change. Increasing the group's influence is a great reason to join.

So ColoRail thanks you for joining our rail caravan, or at least following it with interest. And consider joining. Stand up and be counted, especially our younger followers. We know you like trains and transit because you use them. You are environmentally aware and you certainly have better things to do with your time, rather than sit behind the wheel of a vehicle stuck in traffic. That's dumb. Remember: you are the future and you have the power to make it better.

ColoRail has made a difference in our state's transportation development, from our initial campaign, to save Denver Union Station about 30 years ago, to our current efforts to keep Amtrak's *Southwest Chief* intact and directed to the Front Range. But there is so much more to do. And ColoRail needs you for your support and your contributions, both vocally and financially. We can't succeed without you.

But wait, there's more. While ColoRail is focussed on retaining and expanding rail and transit services into the future, and paying frequent homage to our priceless wealth of rail history, there are other rail-oriented organizations most worthy of your support, as well.

Many of them are dedicated to the historical aspects of railroading, such as appreciating what came before and

preserving examples of previous generations of rail infrastructure, including locomotives, cars, stations, and rights-of-way. Knowing the past can help us prepare for the future. Indeed, in many cases the future is built upon the past.

Two national organizations are most worthy of mention: the National Railway Historical Society and the Railway and Locomotive Historical Society. Both organizations have local/regional chapters that specialize in rail history on a more regional scale. For example, the Intermountain Chapter NRHS holds monthly dinner meetings that include various programs on rail of all eras.

The Rocky Mountain Railroad Club, now celebrating its 80th anniversary, also hosts monthly meetings on various rail topics. In addition, the Arvada Roundtable meets once a month and features wide-ranging rail subject matter.

There are a number of model railroad groups, too. The big one is the Rocky Mountain Division of the Train Collectors Association (RMD-TCA). The annual train show at the Denver Mart attracts over 10,000 visitors during the two-day event, and ColoRail staffs a booth to explain our mission and attract new members.

For further information on any of these groups or events, you may Google them for their websites or contact me at <railbob@q.com> for meeting dates and locations. Spread the word.

And thanks for joining any and all of these fine rail-oriented organizations. Your interest and support are most appreciated, and essential for their success.

## FOLLOW US ON FACEBOOK!

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/>>



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](mailto: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. All membership information changes should be sent to Hugh Harris <[hughrharris@aol.com](mailto:hughrharris@aol.com)>.

## The president's corner

# Weber thanks volunteers for 'very successful' convention

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

We just had a very successful convention in Cumberland, Md. I have received many comments on how well the convention was run. The staff members put on a very good convention. I thank them all, and I hope you will do the same. It takes many hours of work before, during and after to put on our conventions year after year. The convention committee deserves our thanks.

We are closing our Philadelphia office due to the loss of shared office space with the Delaware Valley Association of Rail Passengers. NRHS volunteers have been researching your questions there for the last few years, and the costs of office space have become out of our budget and price range.

Those volunteers also file all of the chapter newsletters for our archive. I need some volunteer(s) to take on this project. This is not a very big task but a needed one to keep our history time line of chapters and their newsletters for future generations. So, if you are willing to volunteer, please contact your board member or me. This would also be a good project for a chapter to take on. Any takers?

The 2019 membership renewal cycle will be getting started in October. Please renew early at < <http://nrhs.com/membership/renew>> and, if possible, add something for one of our projects. It will save us volunteer time if you renew on-line but,

## October is the time to join NRHS or renew your membership

The 2019 NRHS convention, being held in conjunction with the "Golden Spike" ceremony to mark the completion of the transcontinental railroad and the 150th birthday of the Union Pacific Railroad in Utah, will be held May 7-12, 2019 in Salt Lake City Utah. Union Pacific crews built railroad tracks west of Omaha, Neb., while Central Pacific (CP) constructed east of Sacramento, Calif. A symbolic golden spike was driven when the railroads met in Promontory Summit, Utah, May 10, 1869.

In order to register for the convention, you must be a member of the NRHS. The window for joining or renewing for 2019 opens on Oct. 1. Details on how to join or renew are included in NRHS President Al Weber's column on this page.

Hotel space for NRHS members is filling up quickly. NRHS Convention Chairman John Goodman originally reserved a block of 500 room-nights for the membership. Those rooms sold out quickly, as did a second block of 400 rooms. The nightly rate for those rooms is \$149 plus tax. The hotel normally charges a \$15 nightly rate for parking of an automobile. This charge will be waived for NRHS members.

Goodman has asked if more rooms are available for mem-

as always, we will take your renewal via U.S. Mail. The volunteers do the work, but if we continue to have a large proportion of our members renew via the mail, we may have to consider hiring some help. That will add to our costs and I really do not want to have to do that so PLEASE try to renew on-line.

If you read *Railroad Model Craftsman*, look at the September 2018 issue, page 9. One of the NRHS Historic Grants projects — on a Western Union materials car restoration — is mentioned. This is what YOU and YOUR donations to the NRHS do. We preserve railroad history. So please consider helping by donating to the NRHS so we can support preserving items like this.

If you know of a grants project, consider taking a few photos and sending them to the railroad press and the *NRHS News*. The railroad press is always looking for articles...and remember to mention the NRHS.

You need to look at the major changes to the NRHS By-laws as proposed. They are on the web at <[https://admin.nrhs.com/public/Summer2018/NRHS\\_Bylaws\\_Proposed-DraftREJM\\_2018\\_Revision.pdf](https://admin.nrhs.com/public/Summer2018/NRHS_Bylaws_Proposed-DraftREJM_2018_Revision.pdf)> and also on pages 31-49 of this issue. This is a MAJOR change to our board of directors. Your board member needs your input NOW. So go and read this and comment to your board members and officers please.

bers at the same discounted rate. The Radisson hotel phone number is 801-531-7500. You must tell the clerk that you are part of the NRHS to get this very low group rate.

The ceremonies surrounding the anniversary of the driving of the golden spike will culminate a lengthy celebration hosted by Union Pacific. The company introduced <[up.com/golden-spike](http://up.com/golden-spike)>, an interactive website illustrating the journey through 46 communities profoundly impacted by the railroad.

For the NRHS convention, Wednesday, May 8 will be all day at the hotel for Advisory Council, Board of Directors, and membership meetings.

Thursday and Friday, May 9-10, will find attendees in Ogden (Thursday) and in Promontory Summit (Friday) at the National Park where the Sesquicentennial 150th birthday party for Union Pacific will take place.

On Saturday, May 11, there will be a private charter train over the Heber Valley Railroad at Heber, Utah.

More details on the convention will be included in future editions of the *NRHS News*.

# Tacoma Chapter Sponsors Yakima Streetcar charter excursion

Article and photos by JOHN TUCKER, Tacoma Chapter NRHS

The Tacoma Chapter NRHS sponsored a chartered excursion on the lines of the former Yakima Valley Transportation Company (YVT) on July 27, using a Brill streetcar very similar to the ones that inaugurated public transportation in the city in 1908. Fifteen passengers enjoyed an afternoon exploring this historic electric railroad.

The YVT started as a local streetcar and interurban railroad in 1907, but over time the company also developed a large freight business, enabling it to survive as an electric-powered short line long after passenger service was abandoned in 1947.

As Yakima became the center of a large fruit-growing region, YVT's vintage electric locomotives pulled trains of refrigerator cars through city streets between Union Pacific's interchange and outlying fruit warehouses.



***THE YAKIMA VALLEY Transportation Company trolley, pulling an auxiliary power unit, rolls up 6th Street in Yakima.***

Following negotiations with the City of Yakima over a new franchise in 1973, the Union Pacific agreed to allow use of the YVT for excursion streetcar rides, and the city acquired two vintage Brill streetcars from Portugal, numbered No. 1776 and No. 1976 to provide the service.

After freight operations ended in 1985, Union Pacific donated the track, electric substations and car barn to the City of Yakima, and a non-profit organization was set up to operate and maintain the electric streetcars and locomotives as an operating museum.

The chapter's excursion operated on the two surviving YVT lines, starting with a trip from the car barn to Selah four miles north of Yakima, and concluding with a short mile-long trip along a remnant of the West Valley line. For the Selah trip, a trailer with a motor-generator set was coupled to streetcar No. 1976 since part of the overhead trolley wire on the line had been stolen by metal thieves. This line parallels the Northern Pacific (now BNSF) railroad entering Yakima from the north, crosses the Naches River on a unique truss bridge, and enters Selah through a narrow gap in the mountains carved by the Yakima River.



***MEMBERS of the Tacoma Chapter NRHS enjoyed an outing on one of the Yakima Valley Transportation Company trolleys.***

For the trip on the West Valley Line, the excursion backtracked to the car barn, where the motor-generator trailer was removed and the trolley pole connected to the overhead wire. During this hiatus, the group was given a tour of the 1907 car barn and shop building, which houses electric locomotive No. 298, Line Car A and two Brill Master Unit streetcars that operated in Yakima from 1930 to 1947. The shop includes an overhead gantry crane and ancient belt-driven machinery for maintaining track and rolling stock.

Following the shop tour, some difficulty was experienced setting the turnout to take us to the West Valley line. But with passenger help, the switch was thrown and the trip continued along Pine Street past Davis High School and rows of Victorian homes. It was easy to imagine Yakima residents taking this trip by streetcar in 1908.

Just feet from reaching the end of track at Tieton Drive, we encountered a pickup truck parked too close to the right-of-

way to pass. A few clangs of the trolley bell brought out a man from the nearby sports bar, who willingly moved his truck so we could proceed. By reaching the end of this line, we had covered all the currently operable track.

The YVT provides regularly scheduled streetcar trips between May and October, and is well worth a visit. Check out their excellent website at <yakimavalleytrolleys.org> for more information.



***THE YAKIMA VALLEY TRANSPORTATION trolley crosses the Naches River. The bridge is a rare Pegram truss bridge (one of only three of its design) which parallels the former NP bridge (now BNSF).***

### Send your happenings to the NRHS News

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.

For photo submissions, 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.

### NRHS News Deadlines

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



***THIS OLD RED CABOOSE has been donated to Kentucky Steam Heritage Corporation in western Kentucky. The caboose was donated by the Danville-Boyle County (Ky.) Industrial Foundation.***

## Rusty caboose donated to economic development project

*Article and photo by ROBIN HART, reprinted courtesy of The Advocate-Messenger, Danville, Ky.*

An old red caboose owned by the Danville-Boyle County (Ky.) Industrial Foundation is going to be part of an economic development project for Ravenna in Estill County (Ky.).

Wednesday afternoon, Aug. 12, the foundation voted unanimously to donate the 1941 Southern Railroad caboose, located on property it owns on Lebanon Road, to the non-profit Kentucky Steam Heritage Corporation. KSHC director of restorations Andrew Wartman emailed that night accepting the offer.

According to the KSHC website, its Kentucky Rail Heritage Center project was announced in May, when CSX Transportation partnered with KSHC “to purchase a large tract of decommissioned ex-L&N rail yard in Ravenna for economic development.”

CSX no longer has a major impact in the Ravenna area and its involvement in the project is a show of goodwill to the residents in eastern Kentucky, said Chris Campbell, president of KSHC and Harrodsburg resident.

“CSX is allowing us to create a rail heritage center which will also teach rail skills to people in the area and get them into

the workforce,” Wartman said.

Campbell said KSHC is investing in the Ravenna area in hopes of having a positive economic impact with railway tourism.

He said the center will focus on Kentucky’s “industrial path” involving railroad history and the three major railroads — Southern, L&N and Chesapeake & Ohio.

BCIF’s contribution of the caboose is the first rail car donation to the non-profit organization. To make the donation even more special, the caboose is “one of only two remaining of its kind,” Campbell said. “It’s extremely rare.”

Before the Industrial Foundation took possession of the land the caboose sits on, the train car was owned by Bob Lawson, an enthusiastic model train collector, according to news archives.

According to a sheet of paper tacked up on an interior wall, Lawson wrote, “About 35 years ago, it was given to the Danville Police Department to house ammunition for weapons training. About five years ago it was offered to Judge Harold

Burks. His wife wisely said, 'NO' in her backyard, so Harold asked me to store it for him."

The caboose is No. X2923 and was in the first run of steel cabooses on the Southern Railroad. According to the page, it was "built for use where 'helper' service was needed and track sidings were scarce, causing the helper locomotive to be pushing the caboose behind the train. After several wood cabooses were crushed, the mechanical department decided to convert some box cars into cabooses. There were 50 built at one time using a boxcar structure."

Wartman said the center's largest industrial building will be where train restoration projects — like Boyle's caboose, along with other artifacts such as steam locomotives and railroad cars — happen. Visitors will be allowed to watch skilled workers bring these vintage, massive pieces of machinery back to working condition.

As a result of the workshop, job training opportunities specifically designed for potential railroad employees may also benefit residents who want to continue employment with a railway company.

The rusty caboose from Boyle County will undergo a series of dismantling, sandblasting, welding and painting jobs. "It will be a teaching instrument" for people who want to work for the railroad, Wartman said.

The caboose will be restored completely to its original condition, Wartman continued. However, a specific timeframe for its move from Danville to Ravenna and its restoration depends on the pace of donations, he added.

Campbell said they expect moving costs to be between \$8,000 and \$10,000, and a fund-raising campaign will begin soon. They hope to have the caboose moved within the next four months.

Not only will the center provide job training opportunities, it will also give tourists first-hand railroad history experience.

The KSHC website said the Rail Heritage Center "will be a living restoration shop, showcasing the rehab and maintenance of historic steam locomotives. The sprawling campus will creatively integrate a rail-based tourist attraction featuring train excursions with recreational space, technical skills training component and a regional community center with restaurants, shops and lodging."

When the donated caboose is fully refurbished it will be "sort of a time capsule," Wartman said.

Inside components such as kerosene lamps, hand rails and marker lights will be added. The original coal-burning stove is missing its top half, and a replacement will have to be found somewhere, Wartman said.

Also missing from what the caboose was originally fitted with is a hatch that held a 32-volt battery. This will definitely be replaced, Wartman said. Back during its working days, men riding in the caboose may have plugged in a radio or used the battery to run display lights on the back of the car to signal the yardmaster if another train was following or if it was the last car on the track.

Wartman said railroad artifacts may be displayed in the caboose once restored, depending on how the KSHC decides to utilize the car. The caboose could be part of an actual train excursion, or it could be put on display.

"I'm thrilled about it. It's going to a great final home," said Cindy Ellsworth, an Industrial Foundation board member who spearheaded the search for someone who wanted the caboose. "I sure as heck didn't want it to go to a scrap yard."

She said after meeting with some of the KSHC representatives that she saw that they knew a lot about trains and had a passion for their preservation.

When the KSHC group came to Danville to inspect the caboose, "They were like kids in a candy store," she said.

## O. Winston Link back issues of NRHS *Bulletin* are available for purchase while supplies last

The NRHS has extras copies of the latest *NRHS Bulletin* featuring an article on the color photography of O. Winston Link.

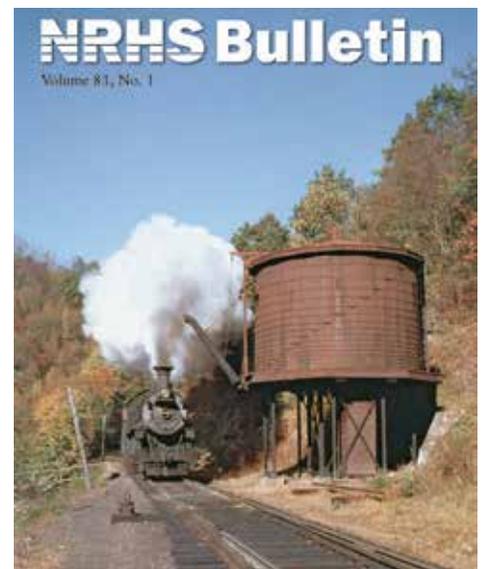
If you enjoyed the article, perhaps you would like an additional copy to share with a friend or non-member.

NRHS also has copies of the 2008 article we published on O. Winston Link's black and white photography. The 36-page article was written by Tom Garver, a noted authority on Link and features over 35 of his black and white N&W

nighttime images. Each of these issues are \$6 each.

If you are interested in ordering, please reach out to *NRHS Bulletin* Editor Jeff Smith at <bulletin@nrhs.com> or send a check for \$6 (per copy desired) made out to NRHS to: Jeff Smith, 2375 South Whittmore Street, Furlong PA 18925.

Be sure to include what issue you are interested in and where you want the copies shipped.



# Central Coast Chapter celebrates 50th anniversary with NRHS

Article by ED GRAHAM, Central Coast Chapter NRHS

Friday, Aug. 31, marked 50 years since the Central Coast Railway Club (CCRC) became a chapter of the National Railway Historical Society.

To commemorate this event, NRHS President Al Weber attended the chapter's Aug. 17 monthly meeting at Santa Clara, Calif., where he presented a 50-year certificate to Chapter President Jim Maurer.

From its founding in 1952 as Central Coast Railway Club until the early 1960s, Central Coast ran a very successful program of steam excursions over such railroads as the Southern Pacific and Western Pacific, as well as several shortlines. During the late 1950s, both the SP and WP stopped operating steam excursions, as did the Sierra Railroad in the early 1960s. By 1966, it was becoming very expensive for the club to operate and maintain observation car No. 2901 with very few places to operate it. All of this resulted in a steady decline in club membership.

Two of our members, John Francis and Don Kehl, both long time-members of the Philadelphia Chapter NRHS, suggested affiliation with the NRHS as a way to grow our membership. John was club president at the time and also a close friend of then-NRHS President E. Lewis Pardee.

At the monthly club meeting in December 1967, an informal poll was taken among the members present, with the majority expressing their opposition to affiliation. The main stumbling block was an NRHS requirement that every CCRC member would have to join NRHS and pay its \$4 annual dues in addition to their Central Coast dues.

In early 1968, Pardee came out to San Francisco for a dinner meeting with Francis, Kehl and Ed Graham to discuss affiliation with NRHS. After being told the result of the informal poll, Pardee made an offer whereby existing CCRC members prior to becoming a chapter would not be required to join NRHS, but any new members

thereafter would be required to join. A formal election was then held at the Aug. 16, 1968 club meeting with the membership approving affiliation by 42-7 vote.

Kehl and Graham attended the 1968 NRHS national convention in Baltimore, where on the evening of Aug. 31, they were presented with the NRHS charter certifying that CCRC was now officially a chapter of the Society.

Soon thereafter, Central Coast started to see a gradual increase in membership, partly due to nearby NRHS At Large members deciding to join the new chapter. Because of our affiliation with NRHS, many opportunities opened up, which brought in new members. The opportunities included hosting NRHS national conventions at San Francisco in 1974, San Jose in 1992, and jointly with the Railway & Locomotive Historical Society, Inc. at Sacramento in 1999.

The success of these conventions opened up other opportunities, such as hosting two California segments of the 1984 Louisiana World's Fair Daylight excursion with SP steam locomotive No. 4449 and our role with the Pacific Limited group in the operation of the UP steam excursion program during the 1990s. As a result, Central Coast membership grew to over 500 members by the mid-1990s. All of these opportunities were the result of the Central Coast chapter's decision to affiliate with NRHS back in 1968.



PHOTO BY JON PORTER, CENTRAL COAST CHAPTER NRHS

**NRHS PRESIDENT AL WEBER (center) presents a 50-year NRHS chapter membership certificate to Central Coast Chapter President Jim Maurer (left) and National Representative Ed Graham (right).**

# Nickel Plate Express acquires historic NP business car No. 1

By DAGNY ZUPIN, Communications Coordinator, Nickel Plate Express

(Editor's note: A second story on the Nickel Plate Express appears on page 17 of this edition)

ATLANTA, Ind.— Nickel Plate Express recently signed an agreement to acquire the historic Nickel Plate business car No. 1. The business car will be used during 2019 operations for business retreats, private parties and themed excursions.

The business car is owned by Powell Felix, president of Indiana Boxcar Corporation and owner of four short line railroads. The public can purchase tickets for the car beginning in spring 2019.

The Pullman Company built the Nickel Plate business car in 1929 for the president of the Nickel Plate holding company. It served several other railroads before transferring to private owners in the 1970s. Built to accommodate up to 16 guests, the steel car also includes private quarters for a porter and a cook.

Originally, railroad officials used the business car on inspection trips. The car allowed them to remain on the railroad for an extended period of time and is fully equipped with a

kitchen, dining room and lounge room for business meetings. These business cars were not available to ordinary passengers and were reserved for railroad officials and executives.

“We are incredibly grateful to Felix for allowing us to use this moving piece of history,” said Nickel Plate Express Executive Director Deanna Holt. “It will make a nice addition to the Nickel Plate Express and allow us to offer guests a unique luxury experience.”

Anyone interested in reserving the historic car in 2019 should contact the Nickel Plate Express team at <info@nickelplateexpress.com>.

Tickets for the Nickel Plate Express holiday ride, the *Reindeer Ride Express*, are on sale now at <www.nickelplateexpress.com>.

Nickel Plate Heritage Railroad Inc. is a non-profit based in Arcadia, Ind. The organization will serve as the governing body for the new Heritage Railroad operation, Nickel Plate Express. It will manage train programming and marketing, with excursion rail service contracted to Atlanta Pacific Rail, LLC.



**THE NICKEL PLATE EXPRESS has signed an agreement to acquire this historic business car.**



*AN EL CAPITAN hi-level passenger car moved through the streets of Arcadia, Ind.*

## Three more passenger cars acquired by Nickel Plate Express

*By DAGNY ZUPIN, Communications Coordinator, Nickel Plate Express*

ARCADIA, Ind. (Aug. 31, 2018) — Experts will labor next week to move in three more passenger cars, a generator car and a F9 locomotive to enable Nickel Plate Express to begin operations Sept. 15.

The first passenger car, a 1956 Santa Fe *El Capitan* Hi-level, was successfully moved Aug. 30 from Lapel, Ind. to Arcadia, Ind.

Schuman Transport Service, LLC of Minnesota and Paddack's Transport of Westfield are overseeing the movement of the 16-foot-tall cars. The immense height and weight of the Santa Fe cars make them a challenge to move.

"It's not every day you get to move a piece of historic equipment like this," said Tom Schuman, owner of Schuman Transport Services. A life-long rail enthusiast, Schuman has enjoyed the opportunity to lend his expertise.

"We're always up for a challenge, he added. "When you have a good crew like Paddack's and I do, it makes everything

run much smoother."

Previously, the 1956 cars underwent restoration in Tennessee before moving to Lapel, Ind., for temporary storage in July. The cars will officially re-enter service Sept. 15 during the Nickel Plate Express grand opening. The inaugural ride and ribbon cutting ceremony will begin at 12:30 p.m. in Atlanta. Tickets for the historic event can be purchased at [NickelPlateExpress.com/tickets](http://NickelPlateExpress.com/tickets).



*THE HI-LEVEL PASSENGER CAR is lifted off the trailer after the trip to Arcadia.*



***RAILCAMPER SARAH GATOF had the opportunity to operate Cagney, the 15-inch gauge live steamer at the Strasburg Railroad during RailCamp 2018.***

## Florida teen recounts experiences at NRHS RailCamp East 2018

*By SARAH GATOF, Florida East Coast Historical Society, an affiliate member of the NRHS*

My RailCamp East experiences started about 24 hours before I arrived at camp on June 24, with an Amtrak ride from the Ft. Lauderdale, Fla. to Wilmington, Del. Once arriving in Wilmington, I was picked up and brought to the University of Delaware, where I would be staying for my week at camp.

Within the next few hours, I would meet most of the other campers, including the two other girls who were attending the camp, Alex and Nichole.

On the first day of camp, we all took a trip to the Amtrak

The author of the article, Sarah Gatof, is the 16-year-old daughter of Dr. Matthew and Mary Gatof of Fort Myers who just started her junior year at Florida Southwest Collegiate High School in Fort Myers. She has loved trains since she attended her first Florida East Coast Railway Society (FECRS), convention. Her father said "I'm not sure what year it was, but I remember she and her older sister riding the trains at Trade Winds park with 'Caboose Mikey'. (Mike Starke, is a long-time member of the Florida East Coast Railway Society). It was the first Fort Lauderdale convention, if I remember right. I have a picture hanging in my office of the two of them riding in the park.

"I am sure she inherited the love of trains from me. She is a fan of the Chessie System/C&O, in no small part due to Chessie and Peake, the CAT advertising logo the railroad used. She subsequently named her cat Peake."

Sarah is planning to go to medical school, and wants to be an orthopedic surgeon. "She seems to like activities in traditionally male dominated fields," said her dad. "She is proud and grateful for her participation with both FECRS (which sponsored a scholarship for Sarah to attend RailCamp this year) and NRHS RailCamp.



Training Center, which is in Wilmington. Once there, we started the morning with orientation, a safety briefing, and a presentation from a former RailCamper from the sessions in 1999 and 2000 about how he went from a camper to working for Amtrak.

After lunch, we headed to the locomotive simulators they use to train future engineers. While in there, I learned on the diesel and electric locomotive training stations.

After the locomotive simulators, we went to the dispatch training simulators, where we were able to place rail blocks, add and remove trains, and learn to use the dispatch software.

The last part in the Amtrak Training Center was at the track going over an Amtrak locomotive. While at the locomotive and learning more about it, we went inside the locomotive and blew the whistle.

Following dinner that day, I had my first experience of railfanning. While we were at the Newark Station, I began to bond with someone who would become my very good friend from camp. We got to see a few Amtrak trains, a Norfolk Southern freight train, and a few SEPTA trains and Acelas come through.

On Tuesday, we started by heading to the Railroad Museum of Pennsylvania. We had a guided tour of the museum by a former RailCamper, Aaron. While on the tour, we were able to climb into the cab of the Conrail No. 2233 and the Pennsylvania Railroad No. 4935. We also went outside, into their repair facilities, where they were restoring a steam locomotive, PRR No. 1670.

After we had lunch, my group was assigned a locomotive to research and learn about so we could give a presentation about about the engine on Friday. My group was assigned Pennsylvania Railroad B1 No. 5690, an electric locomotive. Once we got back to Wilmington we went railfanning again.

On Wednesday, we went to the Amtrak locomotive shops, where we started with a safety briefing before going on a tour of the repair shop. We then returned to Wilmington, where



***UNDER THE WATCHFUL EYES of a Strasburg Rail Road employee, Sarah pulls a spike while learning to work on the rails.***

we went to Consolidated National Operations Center and Centralized Electrification & Traffic Control center for tours of the facilities. We talked with a dispatcher, who explained what he did. We also talked with the employees who deal with the social media pages, any delays or accidents, and any changes that may need to occur for different reasons.

Once done at CNOC and CETC, we headed up to the Amtrak station around the corner. We took the Northeast Regional No. 125 from Wilmington to Washington D.C. We rode in the *American View* theater car and the *Corridor Clipper* track inspection car.

Once we got to Washington, we went up to "K" tower and saw the small dispatch office that is up there to guide the trains



***SARAH AND THE RAILCAMPERS were treated to cab riders in steam engine No. 89 at the Strasburg Rail Road.***

Museum of Pennsylvania, where we did our presentation on the PRR B1 No. 5690 electric locomotive. Once all the presentations were done, we went over to the Strasburg Rail Road and rode their passenger train. We also had a cab ride in No. 89 and were given the opportunity to shovel coal into the firebox.

On the ride back to Wilmington, the van I was riding in stopped at the Gap to railfan for a bit before heading back to the dorms to hangout and talk about camp.

Camp was one of the best experiences I have ever had, and I met a lot of amazing people who have a love for trains as I do. I made some life-long friends who come along with a whole lot of inside jokes.

To any students debating about apply to RailCamp and possibly a scholarship for the camp, I would wholeheartedly suggest going. I will never forget the memories I made at camp and the people I met while there.

coming in and out of the station. We went to the REA building, where they answered calls and updated the dispatch system with regard to both any changes for the trains coming in and out of the station and to any locomotive changes that needed to occur. We met with some of the police officers and K-9 units that oversee safety at Union Station. They showed us how they trained the dogs to sniff out different substances that could be part of an explosive or harmful.

Lastly, we went on a tour of Union Station, where officials told us about the architecture of the building, the history, and how it has changed since it was opened in 1907. Once we finished with the tour and then had dinner, we headed back to Wilmington on Acela No. 2128.

When Thursday came around, we were at the Strasburg Rail Road. While out at Strasburg, we ran the Cagney, the 15-inch gauge live steamer. We also learned the hand signals to be able to couple and uncouple a locomotive from the car and then got to try using them.

Once we finished with lunch, we went to the rails, where we replaced rail ties. We identified the bad rail ties, removed the spikes, the tie plates, and then the bad ties. We then put the new ties in place and put the tie plate and new spikes in. After we finished with the rail ties, we engraved our own rail spikes with the Strasburg Rail Road name and operate the LO&S rail car they have at the rail road.

On Friday, the last full day of camp, we went back to the Railroad



***A RIDE IN AMTRAK'S American View theater car was one of the high points for Sarah.***

# Florida East Coast Railway Society members have busy schedule

*Del Kittendorf, Director, Florida East Coast Historical Society; NRHS Advisory Council Chairman*

*(Editor's note: The following article was submitted by the Florida East Coast Historical Society, an affiliate member of the NRHS. It describes some of the projects and activities of the chapter. One of the projects has been to provide scholarships the past two years for NRHS RailCampers),*

The Florida East Coast Railway Society (FECRS), is an organization of hobbyists and railfans with an interest in the Florida East Coast Railway, (FEC, also FECR) from its beginnings in 1895 through today and into the future. We also have similar interests in the newest railway in the United States, Brightline, which shares much of the FEC right-of-way from Miami, north to West Palm Beach, and eventually Cocoa before turning west to Orlando and possibly Tampa.

The FECRS has a subgroup of model railroaders, the FECRS N-Scales, which has produced many N-Scale modules illustrating the FEC from Bowden Yard, in Jacksonville, to the Port of Miami, and the Hialeah Yard and Medley area. These modules show many of the interesting locations along the railroad in amazing detail, such as a golf course in Daytona

Beach, the many yards along the way, City Point materials handling facility, the Jupiter Draw Bridge (which operates), the new Brightline "B-Shops" and Depot in West Palm Beach, and the intermodal facility in the Port of Miami. The group took second place for modular layouts at the National Train Show of the NMRA at the 2017 show in Orlando on their first-ever entry.

The FECRS provides their modular layout in support of Proto-Rails in Cocoa, and at a "Trains, Trains, Trains" event for Brevard County's Catherine Schweinsberg Rood Central Library, which draws a great many people to the library. The FECRS also provides guest presenters for this event on railroad, and FEC history related topics.

Each year the FECRS hosts a convention, somewhere near the FEC, up and down the state. During this convention, the group tours various FEC, Brightline and nearby railroad and historical railroad related locales. In recent years, the visits have included the Port of Miami, the Hialeah yard and Igloo Exchange facilities (where intermodal reefers of food enter-



**FECRS MEMBERS** await a turn to tour the FEC No. 812 (GE ES44-C4) LNG powered locomotive in the Hialeah Yard.



***A YOUNG RAILFAN gets a chance to run a model railroad owned by the FECRS N-Scalers during the “Trains, Trains, Trains” event for Brevard County’s Catherine Schweinsberg Rood Central Library.***

ing the United States are processed in cold facilities), the B-Shops of Brightline and all areas of the then soon to be opened West Palm Beach Depot, the Port Everglades yard, the rail shops of U.S. Sugar, where FEC 148 (4-6-2) is being restored to operation, and their Bryant yards, where a number of FEC rail equipment is awaiting restoration.

The last convention featured the opportunity to ride the Brightline trains from West Palm Beach to Miami Central and return. These tours are frequently arranged by officers of the respective railroads who accompany the FECRS members and interact with them very openly.

The convention features two banquets each year with speakers from the FEC and Brightline on consecutive evenings. Frequently, the speakers are the CEOs, and have several other officers interacting with the FECRS members present as well.

The FECRS has no regular meetings through the year, but does have three very active Yahoo groups. These groups feature discussions of rail history, current operations of the two railroads and others, and of course, reports of the progress and consists of the FEC trains, with some excellent photography and video efforts. One group is for the N-scale folks. These groups and discussions seem to be the glue that holds the organization together.

In addition to the Yahoo Groups, the FECRS newsletter, *The Speedway*, features articles with full color photos and illustrations, about FEC and Florida railroad history reports on the group’s activities and

future events and other articles of interest. The name “*The Speedway*” comes from a logo that appeared on the FEC’s box cars for a number of years “*The Speedway to Sunshine*”. The FEC buys a number of copies of this newsletter for distribution to its employees throughout the state.

In 2017 and 2018, the FECRS has provided scholarships for Florida high schoolers to attend the NRHS eastern RailCamp. This is a part of the organization’s goal to provide opportunities for Florida youth to learn more about careers in railroading. The plan is to continue this sponsorship.

Membership is open to anyone with an interest in the FEC and Brightline. More information may be found at <[www.fecrs.com](http://www.fecrs.com)>.



***ROBERT LEDOUX, executive vice president and general counsel of the Florida East Coast Railway (FEC), discusses with two FECRS members how the Cold Logistics Center interacts with the FEC.***

## Samuel Spencer Chapter members ride the (small) rails at two meetings



PHOTO SUBMITTED BY SAMUEL SPENCER CHAPTER NRHS

***SAMUEL SPENCER CHAPTER NRHS member Lucas Safrit invited the Chapter to the Village Park in Kannapolis, N.C. for the July meeting to ride the park train (upper photo). Lucas oversees the train operations. Members met at the park to ride the 2-foot gauge train. Members (left to right) are: Billie Holbrook, Paul Hess, Donnie Smith, Ronnie Shoe, David Lugar, Lucas Safrit, Judy Deal, Terry Alexander, William Deal, Connie Starnes and Kim Starnes. The September meeting was held at the home of William and Judy Deal, near Lexington, for a picnic and rides on the Deals' immaculately restored miniature train (lower photo). William has built an oval track around his home. The train — the Hitching Post Southerner — is a 1950 Miniature Train Company Model G-16 recovered from the long defunct Hitching Post Drive-In Theater in Salisbury,, N.C., where it sat idle on the property for over 40 years. It was salvaged after the drive-in went out of business over 20 years ago. The train is now fully restored to factory original condition including its original Southern Railway Pre-WW II diesel paint scheme.***



## Wisconsin Chapter members take trip on the East Troy Electric Railroad

Article and photos submitted by MIKE YUHAS, Wisconsin Chapter NRHS

On the heels of Wisconsin Chapter's successful 2015 and 2017 outings on the East Troy Electric Railroad, we decided to do it again. This time, however, instead of a late afternoon departure, we opted for an 8:30 a.m. departure from East Troy, Wisc. Going into this, our thoughts were the sun angles would be better, or at least different from our prior experiences. We got all that, but on Aug. 8 of this year, the museum truly rolled out the red carpet for the chapter.

Chapter President Bob Baker suggested it would be a nice touch if we could get some rare mileage on the industrial spur once used to service Trent Tube and Wisconsin Oven. Trip coordinator Keith Schmidt relayed that request to the East Troy charter department, and we hoped for the best. The day before our trip we got word that the railroad had successfully run a test train down the Trent Tube track, and they were planning to run our charter down the spur.

The day dawned hazy, but by the time motorman Evan Richards and conductor Rich Burger led Milwaukee car 846 out of the barn to the depot, the clouds had burned off. Our group of about 20 climbed aboard, and shortly after 8:30 a.m., we whistled off and headed east. Woody, East Troy's track supervisor, was in place at the Highway 20 crossing. He turned off the crossing protection because, in order for our car to get onto the industrial spur, it would need to sit in

the crossing circuit, which would impede automobile traffic. The spur switch was thrown, the trolley poles were reversed, and soon we were on our way onto the seldom-used spur trackage.

A small passenger platform had been constructed years ago for Wisconsin Oven to accommodate special moves during a company celebration. We alighted at this platform and walked 30 or 40 feet down the well-shaded track, which was

the limit of today's train due to a canopy of foliage interfering with the catenary. This dark, cool, damp location made the perfect home for a swarming nest of yellow jackets, and several members found out the hard way these little buggers didn't like to be disturbed. Needless to say, we beat a hasty retreat.

Those of us on the ground walked ahead of the 846, shooting it from various vantage



PHOTO BY KEITH SCHMIDT, WISCONSIN CHAPTER NRHS

**MEMBERS OF WISCONSIN CHAPTER enjoy the ride on Milwaukee car No. 846.**



PHOTO BY RICH BURGER (the conductor for the trip)

**WISCONSIN CHAPTER MEMBERS pose alongside Milwaukee car No. 846 at on the East Troy Electric Railroad on Aug. 18, 2018.**

points until we nearly reached Main Street. It was a foot-powered chase.

Then it was back onto the main line, and a photo runby at about milepost 5.3. After the runby, we ran express to Indianhead Park in Mukwonago, where we had a chance to photograph the car, the crew, the participants, and the first regular train of the day, which pulled in right behind us. That train changed ends and departed west, and we followed. We paused at the

Elegant Farmer station and had a tour of the railroad's modern shop building across the street. We then met the second eastbound train, got back on the main and highballed straight to East Troy, arriving just before noon.

The trip reflected the can-do, customer-oriented spirit of the East Troy Railroad Museum. We salute East Troy's volunteers for creating a fantastic experience for Wisconsin Chapter, NRHS.



PHOTO BY MIKE YUHAS, WISCONSIN CHAPTER  
**MILWAUKEE CAR NO. 846** performs a runby for members of Wisconsin Chapter at milepost 5.3 on the East Troy Electric Railroad.



PHOTO BY KEITH SCHMIDT, WISCONSIN CHAPTER NRHS  
**WISCONSIN CHAPTER MEMBERS** were given an exclusive behind-the-scenes tour in East Troy Railroad Museum's modern shop.



PHOTO BY MIKE YUHAS, WISCONSIN CHAPTER NRHS  
**EAST TROY RAILROAD MUSEUM** volunteers Evan Richards and Rich Burger were the crew for Wisconsin Chapter's charter.



PHOTO BY MIKE YUHAS, WISCONSIN CHAPTER NRHS  
**PHOTOGRAPHERS** walked ahead of Milwaukee car No. 846 on seldom-used industrial trackage on the East Troy Electric Railroad, in East Troy, Wis.

# STEAM campers learn about Roebling Steel Mill and railroads

*Articles and photos submitted by ROEBLING MUSEUM*

The Emily Roebling Science, Technology, Engineering, Art, Math (STEAM) Camp, part of the Roebling Museum in Roebling, N.J. Aug. 6-10, taught 22 students, grades 4-9, many aspects of the design and building of Roebling Steel Mill and Village.

Student campers learned why transportation via railroad and river were major factors in selecting the site for the Roebling Steel Mill in 1904. Students learned about New Jersey's first railroad and compared original 3-1/2 inch high Camden and Amboy "T" rails with today's seven-inch rails. Campers rode the RiverLine from Roebling to Bordentown and, while en route, saw remnants of, and learned about, ice ponds and block ice industry, clay mines and brick industry. They also learned about America's first industrial rail yard, and the former "Manual Training and Industrial School for Colored Youth", where alumnus George Grant learned wood working and later invented the golf tee.



***STUDENTS of the Emily Roebling STEAM camp surround two stone sleepers of the Camden and Amboy Railroad at Bordentown. The class was taught by NRHS member Pierre Lacombe***

While on a walking tour of Bordentown, students saw New Jersey's first carriage bridge constructed over a railroad, and learned about Joseph Bonaparte's lawsuit that forced the Camden and Amboy Railroad to excavate the Bordentown

cut. Students were amazed to learn all work was done without the use of engine-powered machinery.

Students visited Revolutionary War memorials including a statue of Thomas Paine, the Battle of the Kegs (in which American forces attempted an attack upon the British Fleet in the harbor of Philadelphia), and the home of Patience Wright, America's premier wax sculptress and spy.



***STEAM CAMPERS are shown viewing the tracks and learning about the history of railroads and other transportation modes in Bordentown, N.J.***

While on the Bordentown Bluff overlooking the confluences of the Delaware River, Crosswicks Creek, and Delaware and Raritan Canal, coupled with I-295 bridge and New Jersey's RiverLine light rail, students learned the history of transportation from walking trails, to horse carriages, to steamboats, steam-trains, and canals with today's network of sidewalks, paved roadways, interstate highways and airplanes. Students were asked "Could men and women of 1770 envision the many modes of transportation used during 1800 through 2020? Could men and women of 1870 envision the modes of transportation used during 1900 through 2020? Can you envision the modes of travel and transportation that will be used during 2030 through 2150?"

Pierre Lacombe, a member of the Delaware Valley and West Jersey Chapters NRHS, taught about transportation and led the field trip.



PHOTO BY STEVE HEPLER, WHIPPANY RAILWAY MUSEUM

*IN FOUR YEARS, Whippany volunteers and contractor StarTrak restored the exterior of posh DL&W subscription car to like new from a desperate rust bucket.*

## What a dramatic difference a year makes for DL&W car

By *TERENCE MULLIGAN, Board Member, Whippany Railway Museum, Whippany, N.J.*

In the October 2017 issue of the *NRHS News*, I wrote “Four years ago, the Whippany Railway Museum in New Jersey began restoration of a Barney & Smith parlor car, Delaware, Lackawanna and Western No. 2454, to add to our excursion trains”

Four identical subscription (members-only) cars were built for the DL&W’s commuter fleet by Barney & Smith in 1912. Each had carpet, 38 individual rattan arm chairs, separate room for smokers and card players, and porter service. These were the top of the Lackawanna’s 400-car fleet.

When we got it, the body shell was a sieve...too many decades sitting outdoors since retirement in 1984. You could stab a finger through the bottom of any side sheet. Roof edges reminded me of a colander. There were small moss gardens growing here and there.” Observers could poke a fist through any side sheet when we started. There were no steps, no traps,

holes in roof...it was a mess.

The four-year exterior restoration of DL&W m.u. subscription car



*THE DL&W car is shown in rough shape on Aug. 29, 2017.*

No. 2454 was completed in mid-August.

All lettering and all but the roof were painted to a high gloss by our railroad restoration contractor, StarTrak, Inc. of Boonton, N.J. The correct m.u. color has slightly more yellow in it than traditional Pullman Green.

While the exterior work is complete, there is still work to be done. No. 2454's mahogany interior will be restored by volunteers at Whippany by the end of 2019. Once the mahogany interior is restored, we will operate 2454 in first class service on our tourist trains.

The Whippany Railway Museum has been bringing to life the history of New Jersey's railroads to the public since 1965. However, the Museum's age belies its heritage. The museum is built upon nearly 50 years of preservation experience.

In 1965, Whippany was home to the Morris County Central, a steam tourist railroad.

Several employees and volunteers of the MCC banded together and cofounded the Morris County Central Railroad Museum. This group began displaying a small collection of railroad memorabilia in one-half of the Morristown & Erie freight house, which at that time was directly alongside the stone passenger station.

That group of the MCC banded together and cofounded the Morris County Central Railroad Museum. They began displaying a small collection of railroad memorabilia in one half of the Morristown & Erie freight house, which at that time was directly alongside the stone passenger station.

Finally, on Oct. 26, 1985, the newly rebuilt Whippany Railway Museum held its grand opening to an enthusiastic public.

The Whippany Railway Museum story is complex, with several shifts in fortune and impossible to squeeze into this space. The steam operation moved off the Whippany property to a location upstate New Jersey in the 1970s, came back and got re-established in the 1980s.

During its early steam days, the Whippany Railway Museum hosted a small museum. On Oct. 26, 1985, amid much public fanfare, the current large museum building was dedicated, surrounded in the Whippany Railroad yard by a dozen pieces of full-size restored equipment, significant to New Jersey. Many themed excursion rides leave from and return to the Museum each year.



*THE CAR IS PAINTED with Imron, a two-part coating that should last 20 years.*



*STARTRAK PAINTER Sam touches up grab irons recently in Boonton, N.J.*

## Twin Forks Chapter offering calendar to raise funds for projects

By *RICHARD GORDDARD, Twin Forks Chapter NRHS*

The Twin Forks Chapter NRHS is now offering a 2019 calendar to help raise funds for the continuing restoration and preservation efforts of our railroad equipment.

The 2019 calendar is our first edition and has photos of Twin Forks Chapter-sponsored trips to various railroads and museums that we have visited over the years.

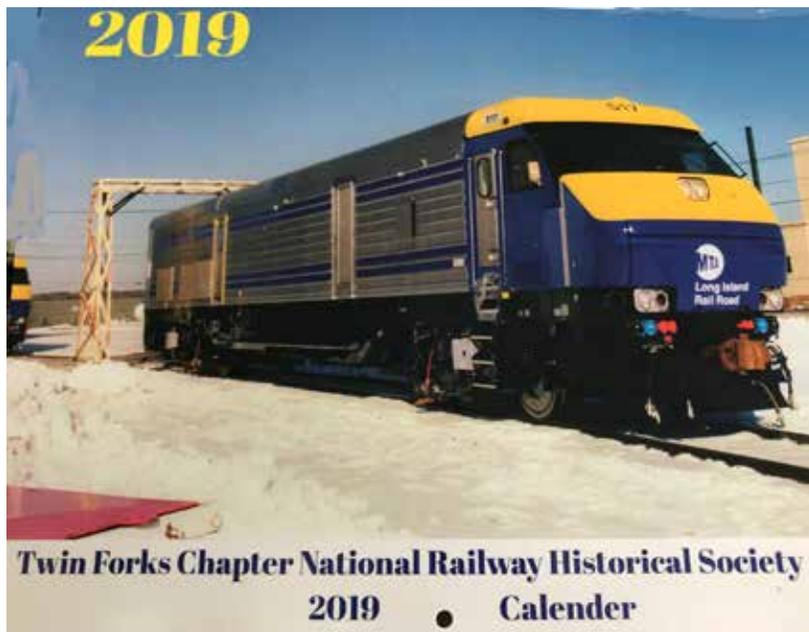
Each year we will have a different theme, so each year will be a different railroading subject.

We are offering this calendar to all who wish to help us raise funds for our continuing projects which, as you all know, are always ongoing.

The calendar is \$10 (New York State residents please submit 10.85), plus \$3.75 for shipping and handling.

If you would like to purchase a copy of our calendar, you can do so by sending a check or money order to: Twin Forks Chapter NRHS, P.O. Box 1620, Ronkonkoma, N.Y. 11779 (Attn.: Calendar)

We only have a limited number available so order soon as calendars are sold on a first come, first served basis.



## 'Sentimental Journey Slideshow' set for Saturday, Nov. 3

By *TONY VERBYLA JR., Lackawanna & Wyoming Valley chapter, and NRHS national director*

The Lackawanna & Wyoming Valley chapter of the NRHS will hold its ninth annual "Sentimental Journey Slideshow" Saturday, Nov. 3, 9 a.m.-5 p.m. at the Dupont Hose Company in Dupont, Pa. The doughnut and coffee social hour starts at 9, with programs beginning at 10 sharp.

The event includes all-day refreshments, doughnuts, cake dessert and door prize entries. Lunch will be a home-cooked Northeastern Pennsylvania (NEPA) ethnic style smorgasbord of kielbasa, stuffed cabbage, chicken, potato, vegetable and ziti. There will be a cash bar.

The Dupont Hose Company is located at 308 Main Street. in Dupont. It's easily accessible from I-81, Pennsylvania Turnpike and Route 315.

The Sentimental Journey Slideshow prides itself on a great variety of presenters. In addition to the railroads of NEPA, there has always been a local traction component thanks to member George Gula. Other topics have included Buffalo shortlines, western lines and the ore carriers of the Upper Peninsula. This years presenters include: Frank Garon, New York metro area 1979-1982; George Gula, Traction lines of the lower anthracite region; Harry Owens, Along the LV's Bowman's Creek branch; Kermit Geary Jr., Lehigh and Wyoming Valleys in black and white; Tony Verbyla Jr., John Rakowski slide collection NEPA scenes; and Richard Jahn, Erie Lackawanna images of the Anthracite Railroads Historical Society, collection.

Tickets are \$26. Your name tag is your ticket and will be received at the door. Make checks payable to "L&WV Chapter" and send to Ed Philbin, 36 East Coal Street, Pittston, PA 18640.

For more information contact Ed Philbin, 570-954-7981, <edlvrr@gmail.com>, or visit the Sentimental Journeys slideshow Facebook page.

The Sentimental Journey Slideshow was started by the chapter's National Director Tony Verbyla Jr. and member Ed Philbin. After attending slideshows by the Employees & Veterans of the Hard Coal Carriers group, the duo thought it would be a fun thing to do. What started as a one-off event has grown into a big social occasion for area railfans, railroaders and retirees. A lot of friendships and rivet counting battles have resulted. Both Verbyla and Philbin are also engineers with the Reading & Northern.

L&WV, named after the former interurban, better known as the Laurel Line, is a very active chapter. They are in a partnership with Steamtown NPS for the restoration of Boston & Maine 3713. The chapter also serves as a caretakers of the former DL&W Moscow passenger and freight stations. 2018 also marks the 45th anniversary of the chapter. A host of activities are planned to mark that occasion as well.

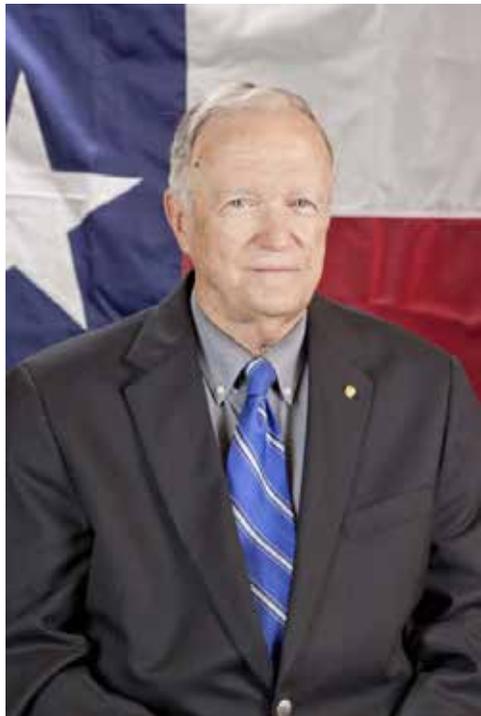
See the chapter's website <http://www.laurellines.org> for more information on chapter activities.

# Photos from Texas interurban systems preserved in Plano

*Article and photos submitted by JEFF CAMPBELL, Director, Plano Conservancy for Historic Preservation, The Interurban Railway Museum*

The Plano (Tex.) Conservancy for Historic Preservation is honored to serve as stewards for the archives and collection in the J.J. Myers Transportation Research Center.

Dr. John J. Myers was born and raised in Dallas, Tex. He is a graduate of Southern Methodist University. Dr. Myers has been an active electric railway fan since early childhood and has amassed a large collection of photographs and objects connected with the Texas, Oklahoma and Kansas interurban systems.



**JOHNNIE J. MYERS**

A dedicated hobbyist and railroad enthusiast, Dr. Myers has earned a PhD in Urban Transporta-

tion and authored a major work on the Texas Electric Railway.

Dr. Myers spearheaded the work to restore Texas Electric Rail Car at the Interurban Railway Museum. The majority of the collection at the Research Center was donated by Dr. Myers.

The Interurban Railway Museum's Johnnie J. Myers Transportation Research Center contains photographs, books, oral histories, visual media, documents, and artifacts. The collection not only features items related to the Texas Electric Railway but also other Interurbans and Trolley systems across America.

The research center is now scheduling appointments with students, teachers, historians and other researchers. For information, contact 972-941-2117, email <archives@interurbanrailwaymuseum.org>.



**THE MEMBERS of the Research Center Team (left to right) are: Debbie Calvin, Cheryl Smith, Jeff Campbell, Jessica Woods,**

## Proposed Society bylaws are reprinted on pages 31-49 of this issue

The NRHS Board of Directors will be considering a major change to the Society's By-laws at an upcoming meeting. Members are asked to read the bylaws and proposed changed and send any comments to your NRHS board members and directors.

These are major changes, so please read over them carefully

and voice any comments that you may have.

A copy of the current NRHS bylaws is reprinted on pages 31-48 or this issue. They are also available on line at <[https://admin.nrhs.com/public/Summer2018/NRHS\\_Bylaws\\_ProposedDraftREJM\\_2018\\_Revision.pdf](https://admin.nrhs.com/public/Summer2018/NRHS_Bylaws_ProposedDraftREJM_2018_Revision.pdf)>. The current bylaws are in black print. The proposed changes are highlighted in red.

# CONSTITUTION AND BYLAWS

of

## THE NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Incorporated in Maryland

February 19, 1937

**As Adopted by Board of Directors January 13, 2013 and  
Amended on April 10, 2013, April 27, 2014 and April 19, 2015**

### Article I. Name

The name of this corporation shall be The National Railway Historical Society, Inc.

### Article II. Purpose

The purpose for which this corporation or society is formed and the business or activities or objectives to be carried on and promoted by it are mainly historical, educational and not for profit. The more particular activities or objectives are:

- to preserve historical material concerning railway transportation of all kinds;
- to collect data on the history of transportation and to issue publications relating to this subject, along with current transportation topics, and doings of the Society;
- to encourage rail transportation;
- to acquire by purchase, lease, or otherwise, real and personal property, and to mortgage, sell, deed,
- or otherwise manage same in a manner appropriate for museum and the above mentioned
- purposes;
- to engage in any other lawful purpose as permitted by Maryland and Federal Law.

No part of the net earnings of the organization shall inure to the benefit of or be distributed to its members, trustees, officers, or other private persons, excepting that the Society shall be authorized to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in the purpose clause above. No substantial part of the activities or objectives of the Society shall be the carrying on of propaganda, or otherwise attempting to influence legislation, and the Society shall not participate in or intervene in (including the publishing or distribution of statements) any political campaign on behalf of any candidate for public office.

Notwithstanding any other provisions of this document, the organization shall not carry on any other activities that are not permitted:

- by any organization exempt from federal income tax under §501 (c) (3) of the Internal Revenue Code, or any corresponding section of any successor federal tax code; or
- by any organization, contributions to which are deductible under §170 (c) (2) of the Internal Revenue Code, or corresponding section of any successor federal tax code.

### Article III. General

**Section 1.** The principal office of this Society shall be located in such place as the Board of Directors shall designate.

**Section 2.** The corporate seal of the Society shall be the usual impression type and bear the words “The National Railway Historical Society, Incorporated 1937, Maryland.”

**Section 3.** It is the intention of the Society to encourage all interested persons to affiliate with the Society. At any place in these bylaws where a male pronoun is used, it shall mean a male or female person.

### Article IV. Membership.

**Section 1.** Any person interested in the objectives of the Society, and willing to uphold its Constitution and Bylaws, shall be eligible to be a member of the Society, under provisions of these bylaws. Except for family members, prospective members under the age of eighteen (18) must have the written approval of a parent or legal guardian, or other indicia of emancipation. The Society shall not discriminate based on race, color, gender, religious affiliation or lack thereof, national origin, sexual orientation or age. The chapters of the Society shall all honor this non-discrimination.

**Section 2.** Membership shall be divided into three (3) classes, Individual Members, Organizational Members, and Honorary Members, as defined as follows:

- a) Individual Members: If a member chooses to either join a chapter, or affiliate directly with the Society, the member may do so. The privileges of both chapter and At-Large membership shall be the same with respect to Society membership. Family membership is a subcategory of individual membership;
- b) Organizational Members: Organizational members shall be those corporations, organizations, libraries and other business entities who wish to support the programs of the Society and receive its publications. Organizational membership shall be a non-voting class of membership;
- c) Honorary Members: Individuals may be granted honorary membership by the Board of Directors. Such class of members has all rights and privileges of membership, except voting, or assuming office within the Society.

**Section 3.** Members are required to pay Society dues once per year, but shall also pay the locally set dues of each chapter with which the member affiliates. Any Individual member who desires to be a member of more than one chapter must designate one chapter to be his home chapter. These members shall be called additional chapter members in chapters other than their home chapters. Each chapter shall report to the Society the names and membership number of all additional chapter members. As stated in Article X, section 4, a Chapter shall not establish a class of membership which does not include the payment of Society dues.

## ARTICLE IV

**Section 4.** Family members shall be a membership status available to persons residing with a Member, without regard to degree of affiliation, gender or legal relationship. Family members may vote on matters which shall come before the National Membership, may hold elected and appointed office, pursuant to these Bylaws, subject to being qualified for such offices, and shall enjoy such other benefits as determined by the Board of Directors. The rights of Family members in chapters shall be as defined by each chapter.

**Section 5.** The Board of Directors may establish subcategories of membership for such individuals and entities as it believes will be beneficial to the purposes of the Society. The Board of Directors shall define and describe the conditions and privileges of each sub-category of membership and the class(es) under which they shall be available.

**Section 6.** A member in good standing shall be a person who is in compliance with these Bylaws as to matters of discipline, and whose Society dues have been paid for the current year. Only members in good standing may hold elective or appointed positions as officers or staff members, or may serve in any capacity on the Board of Directors or the Advisory Council or may vote at the Annual Meeting of the members.

**Section 7.** In order to vote at the Annual Meeting of members and to vote in any election of officers and directors, all regular and family members must have attained the age of twelve (12) years by the day of the Annual Meeting of members OR by August 1, whichever comes first.

### Article V. Dues

**Section 1.** The Society dues shall be fixed by the Board of Directors, payable in advance. Members joining on or after October 1st of any year shall pay full annual dues, which will cover Society dues for the following year. All memberships shall expire on December 31st of each calendar year.

**Section 2.** Members may pay dues for time periods of up to three years at any one time at the then existing rates as in effect.

**Section 3.** The Board of Directors may fix a sum for lifetime memberships, which shall be fully pre-paid for the natural life of the subscribing member.

**Section 4.** Chapters may establish annual chapter dues rates in addition to Society dues.

### Article VI. Meetings of Members

**Section 1.** The Annual Meeting of the members of the Society shall be held to transact such business of which the members have been properly notified pursuant to the laws of Maryland, or such other business as may lawfully or properly come before the meeting. In addition, a report of the state of the Society and its business shall be given to the members. The annual meeting shall be held in the period between May 1st and September 30th, in all

## ARTICLE VI

cases. In years in which the Society holds a National Convention within the required period for the Annual Meeting, the meeting shall be held in conjunction with the Convention.

**Section 2.** Notice of the Annual Meeting shall be sent by mail or other means permitted by the laws of Maryland to the last known address of every member in good standing. The notice shall be mailed or forwarded at least forty-five (45) days, but no more than ninety (90) days, before the date of the meeting.

**Section 3.** Every member in good standing shall be eligible to attend the Annual Meeting. Members in voting classes may be represented by proxy. To be considered valid, all proxies must be received by the Secretary at least seven (7) days in advance of the date of the meeting.

**Section 4.** A special meeting of the members may be called by the President or by a vote of the Board of Directors. The provisions of Sections 2 & 3 of this Article shall apply except for the following:

- a) The notice shall be sent at least thirty (30) days, not more than ninety (90) days before the date of the meeting;
- b) The notice shall state the business to be transacted, and only that business shall be presented and acted upon;
- c) In order to be considered valid, every proxy vote must indicate whether it is to be used for or against each proposed matter to be acted upon.

**Section 5.** The members present at any meeting of the members of which proper notice has been given, but not less than five percent of the members in good standing appearing in person or by proxy, shall constitute a quorum for the transaction of business. Simple majority vote shall prevail at all meetings of the members, with the exception of those matters which require a supermajority pursuant to Robert's Rules of Order. Actions of the membership assembled in meetings on Sundays or legal holidays shall be binding insofar as they relate to the affairs of the Society.

**Section 6.** The rules contained in the current edition of *Robert's Rules of Order* shall govern the meetings of the Society in all cases to which they are applicable and in which they are not inconsistent with these bylaws and any special rules of order that the Society may adopt.

## ARTICLE VII. Board of Directors

**Section 1.** The Board of Directors shall have general charge of the affairs of the Society, regulate dues of members and shall have supervision of the business affairs of the Society. It may appoint additional Managers and create such committees, either standing, or ad hoc, as it may deem proper, useful, or necessary to achieve the goals and purposes of the Society. The Board of Directors may appoint an Executive Director, and any appropriate assistants, to take charge of the day to day operations of the Society, should such an appointment be deemed in the best interests of the Society.

## ARTICLE VII

**Section 2.** The Board of Directors shall consist of ~~twenty-five~~ seven members in good standing of the Society. Each member of the Board shall have one vote in matters to be decided by the Board.

**Section 3.** All of the seats on the Board of Directors shall be elected directly by the voting members in good standing of the Society. Of the ~~twenty-five (25)~~ seven (7) seats on the Board of Directors, two (2) shall be held by the President and Vice President, who shall be elected by all voting members. ~~In addition, F~~five (5) seats shall be elected as global directors by all voting members. In the event of multiple candidates in excess of the number of open seats, the five global director candidates receiving the most votes shall be considered the winners subject to certification by the Electoral Committee.

~~The remaining eighteen (18) seats shall be divided for election between chapter and At-Large members, proportional to the composition of the voting membership at the time of counting, divided to the nearest whole number of directors. Such seats shall be allocated and elected by the voting members in good standing in the various electoral districts which shall be drawn by the Board of Directors, and are described herein.~~

**Section 4.** All voting classes of members shall be counted equally, notwithstanding any differential in dues paid to the Society.

~~**Section 5.** Upon the adoption of these bylaws the Society shall:~~

- ~~a) Begin the process to define, and thereafter draw electoral districts. There shall be districts delineated for At Large members, and different districts delineated for members who are also members of chapters of the Society. At least two, but no more than three members of the Board shall be elected from each district;~~
- ~~b) In determining the location of members of chapters, such members shall each and all be deemed to have the location of the mailing address of the member's home chapter at the time of drawing the districts. To determine the location of an At Large member, the member's mailing address home location shall be used. Allocation of members to the electoral district shall take place as of September 30, of the year in which these bylaws take effect;~~
- ~~c) The electoral districts shall be reallocated and reapportioned in the tenth year following the effective date of these bylaws, and the aforementioned zones shall be reallocated and reapportioned in every tenth year thereafter, based on the members of the Society at the time of each reapportionment;~~
- ~~d)c) The electoral districts, as shall be drawn from time to time, shall be subject to the approval of the Electoral Committee, prior to the districts taking effect.~~

## ARTICLE VII

**Section 6.5.** Each individual who serves as a member of the Board of Directors may not exceed ~~ten eight~~ consecutive years of service on the Board. ~~A member's service on the former Board of Directors of the Society pursuant to the 2005 and prior bylaws is not counted for this ten year term limitation.~~ Members of the Board of Directors shall serve for ~~four two~~ year terms, ~~after completion of the initial classification. Notwithstanding the above, terms of the President and Vice President, shall be limited to two consecutive terms but be eligible for re-election after not holding office for one election cycle.~~

~~At the time of the adoption of these bylaws, the seats on the Board of Directors shall be classified as of the effective date of these bylaws. There shall be two classes. Those persons elected to serve in class one, shall be elected to serve a four year term. Those persons elected to serve in class two, shall be elected to serve a two year term. Once these classified terms have concluded, all subsequent terms shall be four years. A director who is elected to an initial two year term may be re-elected twice, thus serving ten consecutive years. A director elected to an initial four year term may be reelected once, thus serving eight consecutive years.~~

~~Notwithstanding this section, the terms of the President and the Vice President shall be four years and classified as of the effective date of these amended bylaws. The President will serve a four year term which began at the certification of the 2014 election and will be considered the first term of office. The Vice President will serve the current two year term and be eligible for election for the 2016 election cycle. All subsequent terms for President and Vice President will be four years.~~

The terms of the President, Vice President and Directors begin at the organizational meeting following the certification of their election. The Electoral Committee will establish a certification date of the election.

**Section 7.6.** All persons serving on the Board of Directors shall meet the following criteria:

- a) They shall be members in good standing of the Society at the time of their nomination, upon taking office, and throughout their term of office;
- b) If chapter members, they shall maintain their membership through a chapter whose location according to these bylaws is within the district for which they are to serve, at the time of their nomination, upon taking office, and throughout their term of office;
- c) If an At-Large member, shall maintain their membership at whose location according to these bylaws is within the district for which they are to serve, at the time of their nomination, upon taking office, and throughout their term of office;
- d) Shall have attained the age of eighteen years before taking office;
- e) Shall not have been convicted of a crime which has been classified by any jurisdiction as a felony, nor have been convicted of a crime which has been classified by any jurisdiction as a misdemeanor and involving moral turpitude;

## ARTICLE VII

- f) Shall not be under the conservatorship of any Court at the time of their nomination, upon taking office, and throughout their term of office;
- g) Shall be ready, willing and able to attend meetings of the Board of Directors as they shall be convened from time to time.
- h) Shall not have been a member of the Board of Directors for less than two years after reaching the specified term limit for consecutive years.

Any disputes as to the qualification of a member to serve on the Board of Directors shall be resolved by the Electoral Committee.

**Section 8 7.** Members shall elect the Board of Directors directly via paper ballot, electronic ballot, or by any such method permitted by the laws of the State of Maryland.

Nominations shall close in a year in which there is a regular election on March 31st of the aforesaid year.

On or about June 1st of the aforesaid year ballots shall be disseminated to the members by a method of distribution permitted by the laws of Maryland.

The cutoff date for submission of ballots by members to the Secretary shall be August 1st of the year in which the election is conducted.

**Section 9 8.** Vacancies in seats on the Board of Directors occurring within terms shall be filled by the Board at its next meeting after the vacancy occurs, if before the nominations deadline, by vote of the remaining directors. The directors so elected to fill an unexpired term shall serve until the term expires. Directors shall be otherwise qualified to serve pursuant to these Bylaws and applicable law. In the event that a seat of the Board has no candidates seeking election, the Board shall appoint a qualified member in good standing to fill that position until the next scheduled election for that seat. The appointment shall take place at the next Board Meeting scheduled after the election is completed.

**Section 10 9.** ~~Sixty percent of the Five (5)~~ members of the Board of Directors shall constitute a quorum at its meetings. This requirement may be satisfied by telephonic or other electronic attendance, provided that all of those participating may hear the comments and discussion by all others participating. There shall be no voting by absentee ballot, or proxies at meetings of the Board. Actions of the Board of Directors taken in meetings on Sundays or legal holidays shall be of full force and effect. All motions shall be decided by majority vote of votes cast, in person or by other means, with the exception of those motions which require a supermajority in accordance with *Roberts Rules of Order*, or applicable law.

**Section 11 10.** Subsequent to the adoption of these Bylaws, the newly elected Board of Directors shall convene for organization on a weekend date in October or November of the year in which these bylaws become effective. The date of the meeting shall be fixed by the President or a vote of the Board of Directors at a previous meeting. The first business of this organizational

## ARTICLE VII

meeting shall be the election of a Secretary and Treasurer, but not the President and Vice President who are elected by the membership of the Society. In each subsequent year, the meeting held in October or November shall be deemed the organizational meeting.

**Section ~~12~~ 11.** The Board of Directors shall meet in regular session at least two (2) times each year, including the organizational meeting. The meetings may be held by any means of communication which is permitted by the laws of Maryland. The times and places of these meetings shall be fixed by the President or by the Board of Directors. Additional meetings may be scheduled by the Board of Directors as deemed necessary.

**Section ~~13~~ 12.** The President may call a special meeting of the Board of Directors at any time. The Secretary must call a special meeting of the Board of Directors upon receipt of a written request from ~~ten~~ three Directors, with the exception of the President.

**Section ~~14~~ 13.** The Secretary shall give written or other permitted notice of all meetings of the Board of Directors in accordance with the time periods and format set by the laws of Maryland, not later than fourteen (14) days, nor more than ninety (90) days prior to the meeting's date. The notices shall be sent by mail, or by any other means permitted by the laws of Maryland, to all Directors, officers, and other persons designated by the Board to receive such notices.

**Section ~~15~~ 14.** A member of the Board of Directors who is absent, without an excuse accepted by the Board of Directors, from two (2) consecutive meetings of the Board, or from two (2) out of three (3) consecutive meetings, ~~may~~ shall be removed by the Board of Directors. Absences resulting from illness of the Director or death or serious illness in the family are excusable. The Board may set additional criteria for valid excuses for absence.

**Section ~~16~~ 15.** Only Members of the Board of Directors and Society officers, along with program personnel invited to attend, shall be entitled to **participate in** meetings of the Board of Directors. All other members shall have the right to attend meetings of the Board of Directors but may not participate except under policies developed by the Board. Members shall have the right to attend meetings of and respond to questions from the Board of Directors during deliberations on suspension, termination and reinstatement of their own membership or that of their chapter.

**Section ~~17~~ 16.** The rules contained in the current edition of *Robert's Rules of Order* shall govern the meetings of the Board of Directors in all cases to which they are applicable and in which they are not inconsistent with these bylaws and any special rules of order that the Society may adopt.

**Section ~~18~~ 17.** ~~The Executive Committee of the Board of Directors is empowered to provide the Board of Directors action, counsel and guidance to the officers on urgent matters between meetings of the full Board. The authority of the Executive Committee includes, but is not limited to, approval of contracts and legal actions, and approval of major changes to budgets and convention arrangements. The Executive Committee may also implement the disciplinary process contained in Article XI. The Executive Committee shall have charge of all personnel~~

## ARTICLE VII

~~and human resources matters concerning those employed by the Society. The President may call the Executive Committee into session at any time. The Secretary shall call the Executive Committee into session upon receipt of written request from a number of directors who are members of the Executive Committee representing a quorum of the Executive Committee. The Vice President may call the Executive Committee into session on matters concerning the suspension of the President. In addition, the Board of Directors may delegate approval for specific decisions to the Executive Committee or may instruct the Executive Committee to investigate specific situations and report their findings to the full Board of Directors.~~

**Section 19 18.** ~~The Executive Committee shall consist of five (5) directors, who shall have one vote each. The President and Vice President shall not be members of the Executive Committee, but shall be privileged to attend all of its meetings, ex officio. Decisions by the Executive Committee shall be determined by a majority of votes cast. The Executive Committee may meet in person, by telephone conference call, or by other means permitted by Maryland Law. The Executive Committee shall report all of its actions to the Board of Directors at or before the next meeting of the Board of Directors. A quorum of the Executive committee shall be three members.~~

**Section 20.** ~~At the organizational meeting of the Board of Directors, the President shall present five (5) nominees to the Board for membership of the Executive Committee for the ensuing two years. The Board of Directors may approve the President's nominees or may substitute one or more of its own. Current members of the Executive Committee are eligible for reappointment to additional terms. An Executive Committee member may also hold an appointed officer position, but in such case must recuse himself from consideration of his own suspension or approval of business in which he was personally involved.~~

~~Should a vacancy occur on the Executive Committee, the President shall within thirty (30) days appoint another Director to fill that position on an interim basis. If approved by the Board of Directors at its next meeting, the interim appointee shall continue to serve the remainder of the unexpired term. If the interim appointee is not approved, the President shall make another interim appointment, and the next subsequent meeting of the Board of Directors shall approve or disapprove the appointment.~~

**Section 21 17.** The Electoral Committee shall supervise the election of the Board of Directors, including approval of electoral districts, approval of qualifications of candidates, and oversight of the election process to assure that schedules and procedures adhere to these Bylaws and the laws of the State of Maryland.

The President shall present to the Board of Directors three (3) nominees for membership of the Electoral Committee for the ensuing two years. ~~One Director whose term does not expire with the upcoming election shall be a member of the committee and shall chair the committee. The General Counsel shall be a member of the Electoral Committee in addition to the three nominees.~~ The remaining members nominees shall be Society members in good standing and shall not be candidates for any elected office while serving on the Electoral Committee.

Should a vacancy occur on the Electoral Committee the President shall within thirty (30) days appoint another Director to fill that position on an interim basis. If approved by the Board of Directors at its next meeting, the interim appointee shall continue to serve the remainder of the term. If the interim appointee is not approved, the President shall make another interim appointment to the Electoral Committee, and the next subsequent meeting of the Board of Directors shall approve or disapprove the appointment.

**Section 22 18.** Standing committees shall be established by the Board of Directors, as may be necessary for the orderly conduct of the Society's business. Chairmen and members of committees shall be appointed by the President, and shall serve at the pleasure of the President, with the exception of the Electoral Committee and the Executive Committee, who shall serve for the fixed terms to which they are elected by the Board of Directors.

As of the adoption of these Bylaws, the standing committees of the Board shall be the ~~Executive Committee,~~ the Electoral Committee, the Finance Committee, and the Audit Committee. Other committees shall be established as needed to accomplish the good works of the Society. Ad hoc committees may be established on Presidential authority, as heretofore.

#### ARTICLE VIII. Advisory Council

**Section 1.** An Advisory Council is established for the ongoing purposes of fostering communication, the resolution of issues and concerns which may arise and training among the Society's Board of Directors, the Society's chapters, and the members. The National officers shall seek the views of the Council on matters of importance to members, and the Council shall be given the views of the officers and staff of the Society. The Advisory Council may also make recommendations to the Board of Directors of the Society that certain actions be taken or refrain from being taken.

**Section 2.** Meetings of the Advisory Council shall be open to all members of the Society. Each meeting of the Advisory Council shall include a time period allocated for Society members to address the Council. Each individual member of the Society can be a member of the the Advisory Council but only the National Representative can speak on behalf of the chapter.

**Section 3.** Each chapter shall select a member in good standing of the Society, and of the chapter, as its National Representative. The election or appointment of the chapter's National Representative and the term of office shall be left to the governance structure of the chapter, provided that the selection of the National Representative is not governed by race, color, gender, religious affiliation or lack thereof, national origin, sexual orientation or age. The National Representative shall not be a member of the Board of Directors of the Society. The National Representative shall represent ~~their his chapter constituency~~ on the Advisory Council.

**Section 4.** In the event that a Chapter's National Representative is unable to attend any meeting of the Advisory Council, the Chapter, acting through its President or another individual with executive authority, may appoint a member in good standing to act as its Alternate Representative at the aforementioned meeting. The Alternate Representative shall have the duties and responsibilities of the National Representative for the term appointed. All persons

serving as an Alternate Representative shall not be members of the Board of Directors of the Society.

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**Section 5.** . The Advisory Council shall meet at times and places that shall be set by the President, or pursuant to order of the Board of Directors, after consultation with the Advisory Council. These meetings shall take place at least two (2) times per year. Additional meetings of the Advisory Council shall be called by the Secretary, upon motion of the Board of Directors. The Board of Directors shall direct not less than three Directors in addition to the Presiding officer of the Advisory Council to attend the Advisory Council meetings.”

**Section 6.** The Secretary shall maintain the roll of the National Representatives. Chapters shall inform the Secretary of the appointment, within 15 days of its occurrence in writing, or via electronic means which are capable of being archived.

**Section 7.** Chapters of the Society may host the meetings of the Advisory Council, as may the Society.

**Section 8.** The Advisory Council shall elect a Chairperson from among Council members to chair Council meetings. The Council may also elect a Chair Pro Tempore to chair meetings if the Chairperson is absent or unable to Chair the meeting. The Chairperson (~~or (typo)of~~ the Chair pro tempore in the Chairperson’s absence) shall be responsible for planning, leadership and communications of the Council with the Board of Directors.

**Section 9** The Advisory Council shall elect a Secretary from among its members to record meetings of the Council and perform other secretarial duties as assigned by the Chairperson. All such recordings shall be forwarded to the National Secretary as soon as practicable after each meeting of the Council so that such recordings may become part of the permanent records of the Society.

**Section 10.** The Advisory Council may create such Council Offices and Committees as it deems necessary from its membership and the NRHS membership to help it develop recommendations to the Board, and /or communications with the Chapters and NRHS membership.

**Section 11.** The election of Advisory Council officers shall take place at the Fall meeting of even numbered years by those Advisory Council members in attendance. A term of office shall be two years, ~~pending continued selection to the Council by the Representative’s home chapter.~~ Election to fill vacancies will be for the remainder of the current term and shall take place at the next Council meeting. Any current Advisory Council member shall be eligible for election to Council Office.

## ARTICLE IX. Officers

**Section 1.** The President and Vice President of the Society shall be directly elected by its members. To be eligible for election, each candidate must meet the criteria contained in Article VII, Section ~~6~~7, throughout his term of office. He shall serve for fixed terms as contained in

Article VII, Section ~~5~~<sup>6</sup>. Election shall be by a plurality of those votes cast by any legally permissible means.

## ARTICLE IX

**Section 2.** At its organizational meeting, the Board of Directors shall elect the remaining corporate elected offices, namely a Treasurer, and a Secretary. To be eligible for election, each candidate must meet the criteria contained in Article VII, Section ~~6~~<sup>7</sup>, throughout ~~their~~<sup>his</sup> term of office. All elected officers named in this section shall take office at the adjournment of the organizational meeting, and shall serve for the ensuing four years, or until his successor is elected and qualified. The election of these offices shall be by plurality of the votes cast.

**Section 3.** The Secretary and Treasurer, upon their assuming office, shall not automatically be members of the Board of Directors unless otherwise elected thereto. The Treasurer and Secretary shall not be members of the Board of Directors, but shall have the right to attend meetings of the Board.

**Section 4.** Prior to the organizational meeting, the President shall appoint a member in good standing to a position as an appointed officer, namely, a General Counsel. Such appointed officer shall be subject to confirmation by the Board of Directors, and shall serve at the pleasure of the President. The President shall have the authority to appoint other members in good standing to assist the appointed officer, which such assistants shall also serve at the pleasure of the President.

The tenure of an appointed officer shall be ongoing from year to year until he is replaced, and his successor confirmed.

**Section 5.** The President shall be empowered to make a temporary appointment to an office which becomes vacant during the incumbent's term of office. The temporarily appointed officer shall be submitted for confirmation by the Board of Directors at its next regularly scheduled meeting. The person so appointed and confirmed shall serve the remainder of the unexpired term. This section only is applicable to officers named in Sections 1, 2, and 4 of this article.

**Section 6.** In the event that the President is not available, or is for any reason unable to perform his duties, the Vice President shall assume the duties of the office as President. The order of succession among the officers shall be President, Vice President, Secretary, Treasurer and General Counsel.

**Section 7.** The President shall have charge of the business affairs of the society. The President shall be the presiding officer at all meetings of the Board of Directors, and all meetings of the members of the Society, with full parliamentary authority. The President shall have authority to execute all contracts, and shall also have the authority to designate others authorized to sign agreements on behalf of the Society. Only the President or a person designated in writing by the President or the Board of Directors is empowered to make statements on behalf of the Society. Such designation shall be in writing or an electronic communication capable of being archived. With the exception of the ~~Executive and~~ Electoral Committees, which ~~is~~<sup>are</sup> appointed with the concurrence of the Board of Directors, the President shall appoint all committees, and

their chairpersons, and the members thereof, and all directors of program services, all of whom shall be members in good standing. Only the President shall have the authority to remove such persons from those positions.

## ARTICLE IX

**Section 8.** The Vice President shall have such duties as assigned by the President, or Board of Directors, and shall be informed of all business of the Society. The Vice President or his/her designee shall attend all meetings of the Advisory Council to observe and advise the Council at its request.

**Section 9.** The Secretary or his/her designee shall keep records of the proceedings of the Board of Directors and all meetings of the members. The Secretary shall issue all notices of meetings, and retain all corporate records.

**Section 10.** The Treasurer shall be the Chief Financial Officer of the Society.

**Section 11.** The General Counsel shall be the Attorney-at-Law for the Society. The General Counsel and any assistants duly appointed shall manage the legal needs of the Society.

**Section 12.** All officers either elected or appointed shall have attained the age of eighteen years prior to their taking office.

## Article X. Chapters

**Section 1.** A chapter is an organized group of individuals sharing goals and interests with the Society. A chapter shall not be a subsidiary of the Society but may represent itself as part of the Society and sell Society memberships to the public. Chapters shall have the right of input to the national organization management and to receive certain services from the Society. Chapters shall be in compliance with these Bylaws, and any regulations or policies promulgated by the Society, and duly distributed to the chapter by the Society.

- a) A chapter in good standing is a chapter that has remitted dues and other funds held in trust for the Society on a timely basis; maintained membership above the minimum levels fixed by the Board of Directors and complied with the bylaws of the Society.
- b) A chapter not in good standing shall be a chapter that fails to remit funds held in trust on a timely basis, fails to comply with reasonable directives from the President, or other officers of the Society, fails to maintain membership at or above the minimum level fixed by the Board of Directors or fails to comply with provisions of these Bylaws. Such a designation shall be made by the Board of Directors. Such a chapter shall no longer have representation on the Advisory Council and may be suspended from such national services as determined by the Board of Directors.
- c) The charter of a chapter not in good standing may be revoked by the Board of Directors if there is not corrective action taken within a reasonable time. Reinstatement as a chapter in good standing can be done only by the Board of Directors.

**Section 2.** A charter is a document granted by the Board of Directors to an organized group setting forth the rights and obligations to operate as a chapter of the Society as defined in Section 1 of this Article and to use the name specified. A charter shall remain in effect until rescinded by the Board of Directors as provided in these Bylaws or surrendered by the chapter. The current charters of chapters pursuant to previous bylaws in effect at the time of the charter

## ARTICLE X

being issued to the chapter shall remain in effect without further action by the Board of Directors.

**Section 3.** Each petition for a chapter charter shall be accompanied by full information as to the number of members, their names and addresses, and other pertinent information. The Board of Directors shall designate the minimum number of members necessary to establish and maintain a chapter.

**Section 4.** Chapter membership shall in all cases be predicated upon national membership. Chapters may provide their own procedures and rules for admission of persons to chapter membership, not inconsistent with these Bylaws. Except as provided in Section 5 of this article, a chapter shall not establish any class of membership that does not include the payment of Society dues.

**Section 5.** When an existing independent organization petitions to become a chapter of the Society, the President may grant a limited exemption from Society membership to individual existing members of that organization. Such exempted persons must have become members of the independent organization prior to its petition to become a chapter of the Society. Exempted persons may participate in the activities of the chapter, but shall not be officers of the chapter and shall receive no benefits or services of the Society. The chapter shall provide the name and address of each exempted person to the Society's headquarters by January 31 of each year. Such exempted persons shall not be counted toward the minimum number of members required for a chapter to receive a charter or maintain good standing status.

**Section 6.** Should a chapter's members also conduct business as a part of another organization, such as a railroad museum, which is not affiliated with the Society, such other organization may not pool monies with the chapter. Officers of the two organizations must be elected separately and must meet the qualifications for the specific offices to which they are elected.

**Section 7.** Each chapter shall adopt and maintain bylaws that shall not conflict with these Bylaws.

**Section 8.** Each chapter shall have a President, National Representative and such other officers as it may desire, or as may be required by the laws of the jurisdiction in which it is organized. The chapter shall notify the Secretary of the names and addresses of all chapter officers, and any changes thereto.

**Section 9.** Any chapter acquiring any real or personal property shall incorporate or otherwise adopt a form of limited liability prior to the acquisition of such property. Any chapter owning property in more than one state or other political subdivision shall make certain that the chapter's corporate or other status qualifies to conduct its activities and/or business operations in each political subdivision in which property is owned and business operations conducted.

## ARTICLE X

**Section 10.** No chapter shall enter into negotiations, sign contracts or make statements on behalf of the Society unless it has obtained written authorization from the President or the Board of Directors. Language to this effect, which shall indicate that the chapter is not the Society, must be incorporated into all third party contracts. All contracts, complaints, answers, affirmative defenses, other legal pleadings, or other legal documents shall include the following language, or such other language as shall be approved by the General Counsel or his designee from time to time:

“The \_\_\_\_\_ is a separate and distinct corporation/organization from The National Railway Historical Society, Inc., a Maryland not-for-profit Corporation (hereinafter NRHS). This contract is entered into solely by the \_\_\_\_\_ and not the NRHS.”

Third party contracts shall be approved by the General Counsel or his designee, prior to any contract being executed.

**Section 11.** Dues, donations and other monies collected by a Chapter on behalf of the Society are funds held in trust by the chapter. The chapter shall use funds held in trust for no purpose other than that for which they are intended. The chapter shall forward Funds Held in Trust to the Treasurer or designated agent promptly and no later than sixty (60) days after receipt by the chapter. The President may authorize specific exceptions to the 60-day forwarding requirement, and shall report such exceptions to the Board of Directors. The Board of Directors may set additional standards for the handling of funds held in trust.

## Article XI. Discipline

**Section 1.** All members of the Society shall be subject to discipline for any malfeasance as noted herein.

**Section 2.** All actions for discipline described in this Article shall be governed by the following procedure, except for situations deemed frivolous and covered by Section 12, below. Within a reasonable time, but no more than one hundred twenty (120) days of receiving either evidence that a member has acted in a way which is described in Section 9 of this article, or a request for expulsion or removal or an accusation that could likely lead to expulsion or removal, the President shall appoint a Special Master and report the appointment to the **Board** of Directors. If the accusation is against the President, or for any other reason, the Executive Committee may appoint its own Special Master. The Special Master is not required to be a member of the Society. The Special Master shall investigate the matter, interview people having

knowledge of the dispute and report the facts of the case to the Board of Directors, along with his recommendations for actions, if any, to be taken against the accused member.

**Section 3.** The Special Master shall have the right to subpoena witnesses, call for the production of documents, including electronic communications, and require members to give evidence in pending matters. After review of the Special Master's report and any written rebuttals filed by parties to the dispute, the Board of Directors may impose appropriate

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discipline, including but not limited to probation, suspension or expulsion, by a majority of the votes cast.

**Section 4.** For cause, a member may be expelled from the Society or renewal of his membership denied. If, in the opinion of the Board of Directors, the cause being determined is of a minor nature, which would lead to the conclusion that a member may be rehabilitated if placed on a period of probation, with whatever special conditions are demonstrably required, a lesser penalty than expulsion may be assessed. If a member is expelled, a pro-rata proportion of his dues paid for the current year shall be returned to him.

**Section 5.** Failure to cooperate with a pending investigation by a Special Master working on behalf of the Society shall be grounds for expulsion from the Society, without further need to appoint a new Special Master to investigate the lack of cooperation.

**Section 6.** For cause, a chapter may be expelled from the Society. Cause for the expulsion of a chapter shall be limited to conduct or actions detrimental to the Society or its purposes or significant and continuing violation of these Bylaws or lawful actions of the Board of Directors.

**Section 7.** For cause, a member of the Board of Directors may be removed from the Board of Directors for the balance of the current term.

**Section 8.** For cause, an elected officer may be removed from office for the balance of the current term.

**Section 9.** Cause shall have its common meaning, and shall include, but not be limited to, conduct detrimental to the good order of the Society, malfeasance with Society funds or property, violation of these bylaws, conduct which places the Society in a false light, or working in opposition to the Society, including defamatory statements about its officers and members. Cause also may be defined as an inability to perform the duties of office due to incapacity.

**Section 10.** Appointed officers, chairpersons, members of the various committees, managers and staff members of the Society serve at the pleasure of the President, with the exception of the Executive Committee and the Electoral Committee, which have fixed terms. Persons serving at the pleasure of the President may be removed by the President for any reason at any time.

**Section 11.** Should the President, or other officer have personal knowledge of the facts, other than those about which he is informed in the normal course of Society business, which underlie the complaint at issue before a Special Master, the President, or such other officer shall recuse himself from the appointment of the Special Master, or participation in the proceedings other than as a fact witness. Recusal shall only be required where the President or other officer is the sole witness to the alleged malfeasance, and the credibility of his testimony will be central to the prosecution of the claim against the member.

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**Section 12.** Should the President believe that the charges brought against any member are frivolous, to the extent that the charges will not sustain the complaint made by a preponderance of the evidence, the President shall submit the matter of the frivolity, including a summary of the facts and circumstances presented by the complaint to the Executive Committee of the Board of Directors, which shall either vote by a majority, that the complaint is frivolous and is to be dismissed, with or without prejudice, and not to be pursued or in the alternative determine that the complaint must be submitted to a Special Master for determination in the normal course.

**Section 13.** A member who has been expelled from or denied membership renewal, or disciplined in any other way by his home chapter may apply for membership in another chapter or as an At-Large member. Disclosure of his expulsion, denial or discipline must be made by the member when applying to a new chapter, or for At-Large membership. His acceptance in another Chapter shall be governed by the rules of that Chapter. His application for At-Large membership shall be subject to approval by the President.

**Section 14.** A member expelled from his home chapter and denied At-Large membership by the President may appeal to the Board of Directors for reinstatement as an At-Large member. Such an appeal shall be governed by the procedure in Sections 9 through 12 of this Article. Such appellant shall reimburse the Society for the costs and fees of any Special Master appointed in connection with his appeal.

**Section 15.** A chapter which expels a member, or denies him renewal shall notify the Secretary immediately of its actions, and the reasons therefore. A chapter may provide its own rules for expulsion of its members from the chapter or decline to renew memberships for sufficient cause. Such rules so lawfully adopted shall not conflict with these Bylaws.

## Article XII. Conventions and Conferences

**Section 1.** A convention, which shall consist of a gathering of the members of the Society for the purpose of advancing the historical and educational mission of the Society at locations which provide such opportunity, may be held one or more times, or not at all, each calendar year.

**Section 2.** The Board of Directors shall establish a standard policy governing the relationship between convention host organizations and the Society. Each host organization and the Society shall negotiate, sign and adhere to a letter of agreement regarding application of the

standard policy and mutually agreed exceptions to it. Any such agreement shall be filed with the General Counsel or his designee upon execution.

**Section 3.** Conferences may be conducted by the Society, or by one or more chapters, with or without the participation of one or more other rail history organizations, sharing 501(c) (3) status. Railroad, historical and social activities and other educational activities may be a portion of the conferences and conventions, to promote the goals and aims of the Society, to allow members to conduct research and familiarization with railroad facilities and historical sites, and to provide exposure to such activities to the Society as a whole.

### **ARTICLE XIII. Indemnification and Insurance**

**Section 1.** To the fullest extent permitted by, and in accordance with and pursuant to the procedures prescribed in the laws of Maryland, and the Articles of Incorporation, and the Articles of Revival, the Society shall indemnify any and all of the Directors and any and all of the officers, employees, or volunteers of the Society for certain expenses and other amounts paid in connection with legal proceedings in which any such persons become involved by reason of serving in any such capacity with or for the Society. Provided, however, such indemnification shall not extend to any claims against such persons which arise out of such persons' acts of willful misconduct or gross negligence.

**Section 2.** Upon specific authorization by the Board of Directors, the Society may purchase and maintain insurance on behalf of any or all of the Directors, officers, employees, agents or representatives of the Society against any liability asserted against any such person and incurred in any such capacity, or arising out of the status of serving in any such capacity, whether or not the Society would have the power to indemnify them against such liability under the provisions of Section 1 of this Article.

### **ARTICLE XIV. Conflict of Interest and Confidentiality**

**Section 1.** The effectiveness of the Society is dependent on its credibility and reputation for objectivity and fairness. At the same time, individual Board members may provide business assistance, volunteer services, or contractor services to the Society, its vendors and suppliers, or be otherwise involved in the Society transactions. Therefore, the Society shall adopt policies that address real or apparent conflicts of interest. All directors, officers, National Representatives, contractors, and persons appointed by any means as staff members of the Society shall execute an appropriate agreement on conflict of interest.

**Section 2.** All directors, officers, National Representatives, contractors and staff members of the Society shall identify situations that present a need for confidentiality. The Society shall adopt policies to address such needs. All directors, officers, contractors, and persons appointed by any means as staff members of the Society shall execute an appropriate agreement on confidentiality.

### **Article XV. Amendments**

**Section 1.** These bylaws may be repealed, amended, added to, or otherwise changed at any annual meeting or special meeting of the members, upon affirmative vote of a majority of such members present or represented by proxy, subsequent to the approval of such revisions by the Board of Directors.

Any such proposals for amendment of the bylaws, which have not been passed on by the Board of Directors, must be submitted to the Secretary not more than one hundred eighty (180), nor less than one hundred twenty (120) days prior to the convening of the annual meeting.

**Section 2.** The Board of Directors shall have the authority to make, amend, alter or repeal these bylaws at any time, but such revisions or amendments shall be subject to approval or

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rejection by the members at their next following annual or special meeting as provided in Section 1 of this Article.

Proposed changes to the Bylaws must be submitted to the Board of Directors in writing, or an electronic format capable of being archived thirty (30) days prior to the meeting at which they are to be considered.

#### Article XVI. Dissolution.

This corporation may be dissolved only on the affirmative vote of a majority of the entire membership by written ballot. In the event of such dissolution, all assets shall be converted into cash, excepting real estate, equipment, and other fixed assets suitable for transfer to appropriate museum(s). After payment of all outstanding indebtedness, the assets of the corporation shall be distributed as follows: To one or more worthy museum(s) or educational organization(s) exempt from taxation under §501 (c) (3) of the Internal Revenue Code, or any corresponding section of any successor federal tax code.