

Michigan-Indiana Rail Adventure -- A Review and Photographic Journey

By Elizabeth Guenzler, 2025 Convention Committee Member and Central Coast Chapter Representative



2025 NRHS Convention Planning Recap by Convention Co-Chair Mike Yugas

As the convention committee began planning for the 2025 event, the first big decision was where to hold the festivities. A hallmark of NRHS conventions is diversity in off-site trips. We had several daily venues in mind, but they were far from one another. When plotted on a map, the most central location to all of them was Lansing, Michigan.

We asked our hotel consultant, Meeting Solutions, to find headquarters options in the area. We ultimately selected the Graduate by Hilton, because they gave us a good rate, and the property was modern. In fact, all the hotels we considered offered good rates because mid-July is low tourist season in a college town.



Convention co-chairs Eric Fogg and Mike Yugas made a trip to the Lansing area in late March. We each stayed in separate candidate hotels and met with hotel representatives. As important, we visited with leaders of the Steam Railroading Institute (SRI, operators of Pere Marquette 2-8-4 1225) and the Fort Wayne Railroad Historical Society (FWRHS, Nickel Plate 2-8-4 765). This face time helped solidify our relationships with the groups. All other venue discussions took place over the phone.

The team brought some new ideas to the convention plan, namely:

- ♦ A “save-the-date” postcard sent to all members, designed and mailed (and paid for) by Choose Lansing, the Lansing-area convention & visitor bureau.
- ♦ The first known use of poetry in an NRHS save-the-date email to all members.
- ♦ A colorful, informative convention brochure designed by Carson Sailor.
- ♦ A Zoom meeting, open to all NRHS members, to share information about the convention.



- ♦ A series of five daily spotlight emails, each highlighting the activities of one convention day.
- ♦ Elimination of printed NRHS tickets for all events, instead relying on event information emblazoned on attendee name badges.
- ♦ And more!

The committee's overall goal is to design a convention loaded with experiences not available to the general public - or at least a little more than the typical public visit. At a minimum, we want to give every member a 13th donut! This philosophy was manifested by our two fantastic charters, and behind-the-scenes tours at Adams & Westlake and Norfolk Southern's Elkhart Terminal.

The lessons learned in planning this event will be put to good use at the 2026 NRHS convention. We hope to see YOU there!

The Convention Committee comprised Eric Fogg and Mike Yuhas (co-chairs), Robert Brewster (Bus Ambassador) Ellen Scott (Welcome Center Ambassador), Dan Meyer (Audio Visual Ambassador), Elizabeth Guenzler (Bus Host Ambassador) and David Baniewicz (Emblem Sales).



The Bus Hosts who looked after the three buses worth of conventioners throughout the four days of convention trips. Left to right: Dawn Holmberg, Dan Meyer, Elizabeth Guenzler, Ed Fortuna, Cate Kratville-Wrinn, Tim Pitzen and Christopher Guenzler. Photograph courtesy Cate Kratville-Wrinn.

NRHS NEWS - 2025 CONVENTION ISSUE

This convention issue was compiled by Elizabeth Guenzler, at the request of Valli Hoski, News Editor, who was unable to do it this year. Photograph credits are throughout.

Table of Contents

2025 Convention Planning Re-Cap	1-2
Table of Contents	3
Saturday, July 12 th (Arrival, Registration, Seminar)	4- 5
Sunday, July 13 th (Clare to Owosso excursion)	6-12
Monday, July 14 th (Steam excursion with Little River 110 and Nickel Plate 765	13-18
Tuesday, July 15 th (Adams-Westlake Tour)	19-22
Tuesday, July 15 th (National New York Central Museum)	23-26
Tuesday, July 15 th (Norfolk Southern Elkhart Yard Tour, seminar	27-30
Wednesday, July 16 th (Train Time, Greenfield Village, Roundhouse Tour)	31-38
Wednesday, July 16 th (Michigan Central Station)	39-42
Thursday, July 17 th (Meetings)	43-46

Notes:

1. Some of the information in this document is taken from the museums' collection details on their websites or other online sources, in order to give readers a more full history of the item(s) pictured.
2. The photographs from the seminars are somewhat dark due to the lights being turned off for the presentation.



Saturday, July 12th:

Ellen Scott, the Welcome Ambassador, worked with her husband Doug and Eileen Weber at the registration area on the second floor; Emblem sales/convention swag, led by Dave Baniewicz, were in a separate room.

That evening was the welcome reception, held in the Shadows Ballroom.

All photographs for this day courtesy Dawn Holmberg.



Mike Yuhas and Eric Fogg, the convention co-chairs, ready for the reception and distribution of drink tickets.

Alex Powers, Valli Hoski, Neal Wegner, Cathy Wegner and Donald O'Rourke, among others, selecting their hors d'oeuvres.





Members enjoying conversation at the reception.



Kevin Keefe, a key member of the Michigan State University Railroad Club, gave a very insightful presentation "Dreams of Steam: The Life and Times of Pere Marquette 1225" about the early preservation efforts surrounding the famous steam engine. In 1987, he joined *Trains Magazine* as an Associate Editor and later became the publisher, retiring in 2016 as Vice President-Editorial at Kalmbach Publishing Company.

With that pedigree, it was no surprise that there was a queue to chat with him afterwards.

Sunday, July 13th

The first event of the convention was a journey to Clare, Michigan, to ride the diesel-powered Great Lakes Central Railroad 71.3 miles south to Owosso. A short stop was also planned at Shepherd to view railroad equipment on display then at Owosso, a tour of the Steam Railroading Institute's shop would occur, with the ability to observe the progress of repairs to Pere Marquette 1225.

Today's excursion was being operated on Great Lakes Central Railroad in conjunction with the Steam Railroading Institute. The Great Lakes Central Railroad is a Class 3 rail carrier formed in 2005 with the purchase of the Tuscola & Saginaw Bay Railway by Federated Railways.

The railroad operates former Ann Arbor trackage from Ann Arbor to Yuma. GLC also operates former PRR trackage from Cadillac to Petoskey, former PRR trackage from Walton Junction (north of Cadillac) to Traverse City with former Pere Marquette branches to Grawn and Williamsburg, former New York Central trackage from Owosso to Chesaning, and former Grand Trunk Western trackage from Ashley to Middleton. In addition, GLC operates a small portion of the abandoned CSX (C&O) Ludington Subdivision in Clare to serve a few industries.



The Pere Marquette/Ann Arbor depot built in 1895. Around the time that Clare became a City (1871), the Flint & Pere Marquette Railroad (F&PM) came to serve the waning lumber industry. The F&PM depot was constructed in 1871 on the southwest corner of where the line crossed McEwan, near the current location of Johnston Elevator. In the 1880's, the Toledo & Ann Arbor Railroad chose Clare for their continued expansion into Northern Michigan. In 1887, the two lines opened up a joint Depot at the intersection of the two railroads, about 900 feet west of its current location. This depot was named the "Union Depot" and served Clare until January 1895 when a kitchen fire destroyed the structure and almost all of its contents.

By December 1895, a new "Union Depot" was built using the same design and in the same location as the previous one. It was completed and in full use by the beginning of 1896. The two lines shared the building cost, which was built in the popular Queen Anne's style, but in a unique boomerang shape to serve the two railroads. With the building's "witch's hat" cupola, the structure is the only depot left of such design in all of North America. The second "Union Depot", which is the one that stands today, consisted of nine separate rooms on one floor, as well as the cupola space.

Photograph courtesy Doug Scott.



The restored and re-positioned Clare Union Depot stands guard as three busloads of NRHS convention delegates photograph their arriving train. Photograph courtesy Mike Yuhas.



The restored Ann Arbor depot in Shepherd built in 1892 and open for conventioners to explore. Photograph courtesy Doug Scott.



Ann Arbor Railroad RS-1 20, built by American Locomotive Company in 1950. In June 2024, two decades after its restoration to the Wabash passenger paint scheme it wore in its first decade, during which time the paint was fading and rust was taking a toll, it was repainted by the Shepherd Railroad Museum Association Depot Committee and its supporters, specifically Pennsylvania-based equipment painter Jeff Conner.

The Wabash colors endured until 1963, when new AA owner Detroit, Toledo & Ironton applied its spartan orange dip to the AA fleet. The orange paint remained through retirement around 1983.



Detroit, Toledo and Ironton boxcar 25235, also on display at Shepherd.

Both photographs courtesy Christopher Guenzler.



A runby was performed at Shepherd; the consist of our train was Steam Railroading Institute SW1200 1155, diner 8550, combine 462, BOMX coach 147, coach 5646 and Precision National GP40-2WH 57. Photograph courtesy Doug Scott.



Members conversing during the journey from Shepherd to Owosso. Photograph courtesy Elizabeth Guenzler.



A photo runby was held at Woodland Park in Ithaca, with Precision National GP40-2WH 57 bringing up the rear of the convention train. Photograph courtesy Doug Scott.



Two leaders of the Steam Railroading Institute enjoy some fresh air during the excursion: Camille Guillen, SRI's Event Manager, and Dean Pyers, Executive Director. Photograph courtesy Mike Yuhas.



Top left and bottom right: Pere Marquette 2-8-4 1225, built by Lima Locomotive Works in 1941, in the Steam Railroading Institute's shops undergoing boiler work. Both photographs courtesy Doug Scott.

Bottom left: The 90 foot turntable was built in 1919 and put in service on the Pere Marquette Railway at the engine terminal in New Buffalo, serving the 16-stall roundhouse until 1984, when the Chessie System ceased operations at the terminal. Photograph courtesy Elizabeth Guenzler. [editor's note: Being on the SRI grounds once again and seeing the turntable brought back many memories of Train Festival 2009 and the range and size of visiting steam engines to that four-day event.]

In the evening, many delegates attended the seminar by documentary filmmaker Richard Luckin, who showed his brand new "The Making of the PBS Ski Train Program". Rich has been involved in video production for nearly 40 years and for the last two decades, his programs have aired on PBS stations nationwide. Mr. Luckin's passion for railroads has provided an opportunity for him to produce award-winning documentaries about famous American passenger trains, such as "The California Zephyr", "Super Chief", "Daylight" and "20th Century Limited", to name a few.

After a short discussion about what was involved in creating the documentary "Steel Rails to Ski Trains: Colorado's Winter Park Ski Trains" was presented in its entirety. A question and answer session with the producer concluded the evening.



Both photographs courtesy Dawn Holmberg.

Editor's note: It was a great honour for me to have an opportunity to meet and chat with Mr. Luckin (or Rich, as he prefers to be called) later in the week. His knowledge and experience is evident, and we had a very nice conversation.

Monday, July 14th:

Today's event was a most interesting steam-powered excursion over two former New York Central secondary lines. The first segment originated at Coldwater, Michigan and was powered by Little River Railroad's 4-6-2 110, built by Baldwin Locomotive Works in 1911, notable for being the smallest Pacific built to run on standard gauge track.

The Little River Railroad is a heritage railway, operating over a six-mile line to Quincy, originally part of the Lake Shore and Michigan Southern Railway. They celebrated their 50th year in 2024.



The Lake Shore and Michigan Southern depot in Coldwater, constructed in 1883.

The last regular passenger train departed from this station in 1956. Photograph courtesy Elizabeth Guenzler.



Above: Little River Railroad 4-6-2 110 leads the convention train past the depot at Coldwater. Photograph courtesy Alex Mayes.

Right: Kelly Lynch of the Fort Wayne Railroad Historical Society and Travis Bloom of the Little River Railroad, confer about operations at Quincy. Photograph courtesy Mike Yuhas.





Members enjoying FWRX parlour car 5762, ex. Ringling Brothers Barnum and Bailey 63009 1999, exx. Union Pacific 904290 1982, exx. Union Pacific 904707, nee Union Pacific postal storage car 5762 built by St. Louis Car Company in 1962. It was in service as a stock car until the last circus trains were operated in May 2017. Photograph courtesy Elizabeth Guenzler.



The interior of FRWX open air dining car 5735, ex. Ringling Brothers Barnum and Bailey 60019 1999, exx. Union Pacific 904261 1970, exxx. Union Pacific 24461 1969, nee Union Pacific postal storage car 5735 built by American Car and Foundry in 1957. It was in service as an elephant car until the last circus trains were operated in May 2017. Photograph courtesy Elizabeth Guenzler.



Above: Nickel Plate 2-8-4 and Little River Railroad 4-6-2 110 at Quincy. Photo courtesy Alex Mayes.

Middle: Little River Railroad 110, built for the original Little River Railroad in Townsend, Tennessee. It was designed for the logging industry and has a blind middle driver to help negotiate tight curves. The locomotive ran on that Little River until 1940 when it was sold to the Smoky Mountain Railroad in Sevierville, Tenn. It ran there until approximately 1954 when it was put into storage. In 1972, Terry Bloom acquired the locomotive and began its lengthy rebuild, placing it into service in 1976. Photo courtesy Elizabeth Guenzler.

Right: Terry Bloom and Travis Bloom of Little River Railroad share a moment after the run from Coldwater to Quincy. Photo courtesy Mike Yuhas.





Nickel Plate Road 765 pulling out of the siding onto the main line to couple to the consist that Little River Railroad 110 had been leading for the rest of the excursion to Hillsdale and Montgomery. Photo courtesy Alex Mayes.

The excursion continued on to Hillsdale, where a plentiful array of items to “build your own taco and nacho bar” was set up at the Hillsdale Brewery.



Nickel Plate Road 765 and its train at Hillsdale. Photograph courtesy Elizabeth Guenzler.





Nickel Plate Road 765 performing one of three runbys at Montgomery.
Photograph courtesy Alex Mayes.



Indiana Northeastern GP30 2185 (ex. Larry's Truck and Electric 2185, exx. Conrail 2185, exxx. Reading 3617, nee Reading 5517, built by Electro-Motive Division in 1962) and Indiana Northeastern GP9 1602 (ex. Hillsdale County Railway Company 1766, exx. Burlington Northern 1766, nee Great Northern 693 built by Electro-Motive Division in 1957) were at the rear of the steam train and led the last runby at Montgomery. Photograph courtesy Alex Mayes.

Upon return to Hillsdale, the motor coaches were waiting and returned us to East Lansing.

That evening, many conventioners attended the seminar on Michigan Central Station's restoration by Angela Wyrembelski, Senior Associate with Quinn Evans, the architectural firm which designed the building's transformation. The iconic 18-story building, which once served more than 4,000 rail passengers a day and housed thousands of office workers, now serves as the anchor building in a new 30-acre research and technology campus under development by Ford Motor Company.

This served as a very good primer in preparation for the visit to the station two days later.



Above: Eric Fogg introducing Angela Wyrembelski. **Below:** Angela during her presentation.
Both photographs courtesy Dawn Holmberg.



Tuesday, July 15th:

This was an especially early day as the itinerary had us crossing the state line to Indiana to reach our destination of Elkhart for three events, two of which were rare and unique tours.

A “build-your-own” breakfast was provided and while members ate on board the motor coaches, the drivers ably navigated their way to the Adams-Westlake (Adlake) factory.

The Adams and Westlake Company's origins go back more than one hundred and fifty years and helped light the way with their oil locomotive headlights, car lamps, lanterns and chandeliers, and switch lamps for the young and growing railroads. The company continued to concentrate on transportation equipment until the 1930's -- then moved into a diversification program which has made Adlake an important factor in other markets.

As Adlake expanded its line of transportation equipment, the company developed the first double-glazed breather-type window for railroad cars and later for buses and rapid transit. From this, it was a natural and successful path into the design and manufacture of quality aluminium and stainless steel windows, curtain walls and ornamental trim for commercial, educational, institutional and similar buildings.



Photograph courtesy Elizabeth Guenzler.



The unassuming exterior of the Adlake factory in Elkhart.
Photograph courtesy Dawn Holmberg.

For instance, the company designed and built 864 reclining seats, windows, curtains, hardware and luggage racks for the Budd Company for the new Hi-level mainline cars of the Santa Fe. Burlington Northern and North Western double-deck commuter cars have Adlake windows, luggage racks, hardware, hardware and other equipment. New York Central, Rock Island and Milwaukee commuter cars also have many Adlake items.

At one time, Adams and Westlake operations covered 10 acres of buildings in Elkhart, including 311,033 square feet of manufacturing floor space, plus extensive engineering and experimental facilities. The company's engineering, technical and production staff are proficient in design and construction with a wide range of materials -- including aluminium, stainless steel, brass, copper and other metals, fiber glass, rubber, cloth and glass.

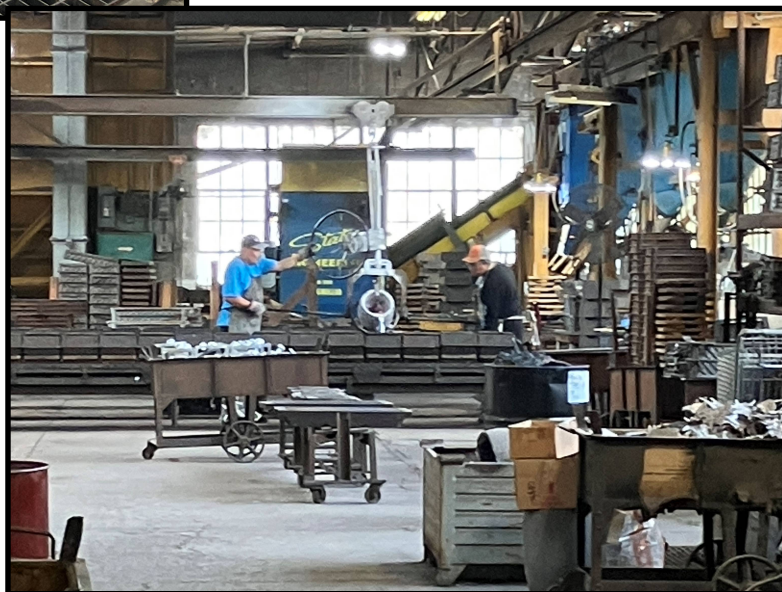


Adlake President Mike Rzeszutko leading one of the tours, here explaining the process to manufacture handles. Photograph courtesy Dawn Holmberg.



Left: The molds, which today were being made into handles. Photograph courtesy Elizabeth Guenzler.

Below: Two employees, wearing protective aprons, pouring the molten aluminium into the molds. This was as close as we were allowed to get for this procedure. Photograph courtesy Dawn Holmberg.





Left: The many components needed to manufacture a modern railway door handle. **Right:** A variety of door handles manufactured by Adlake. Photographs courtesy Elizabeth Guenzler.



Adlake is synonymous with lanterns and at left is a typical railway lantern.

Below is a press that bends metal, such as making a bracket with a right angle.

Both photographs courtesy Christopher Guenzler.





Left and below right: Mike Rzeszutko explaining and demonstrating window curtain samples to a rapt audience. Photographs courtesy Dawn Holmberg.



Right: Just some of the many switch locks that Adlake creates for a variety of customers. Photograph courtesy Dawn Holmberg.



The second stop on our Elkhart tour was the National New York Central Railroad Museum, founded in 1987. It recaptures the glory days when America's railroads were symbols of progress and goodwill ambassadors across the country and is an ever-growing preservation site of both local and national railroad heritage pertaining to the New York Central System, whose goal is to tell the story of the vast New York Central System and its predecessors and successors into the modern era.



The New York Central was once the second-largest railroad in the United States, with 11,000 route miles of track in eleven states and two Canadian provinces. Elkhart is a natural home for the Museum: the New York Central's Robert R. Young Yard (now Norfolk Southern Railway's Elkhart Yard) is the second-largest railroad freight classification yard east of the Mississippi River. Just as when the railroad first arrived in Elkhart in 1851, Elkhart functions as a vital link in the chain connecting the Atlantic Seaboard with the Midwest and beyond.



New York Central 4-8-2 3001 built by American Locomotive Company in 1940. 3001 hauled both freight and passenger trains, including the 20th Century Limited. In 1957, it was sold to the City of Dallas to replace Texas & Pacific 638 at the Texas State Fairgrounds. In 1984, it was traded to the National New York Central Railroad Museum in exchange for former Pennsylvania Railroad GG1 4903.

On October 6, 2024, a long-term partnership between the National New York Central Railroad Museum, the City of Elkhart and the Fort Wayne Railroad Historical Society was announced, whereby FWRHS will acquire the steam engine and undertake a study with local officials to develop guidance that will improve its outdoor railroad displays and position the institution as an anchor for neighborhood redevelopment. A fundraising effort was initiated with a challenge grant and as of June 1, 2025, \$500,000 has been raised for 3001's restoration to operating condition. Photograph courtesy Elizabeth Guenzler.

A hot boxed lunch was awaiting our arrival and once all had partaken of the smoked chicked strips and pot roast (with a vegetarian option), there was plenty to see and experience both inside the museum and the rolling stock outside.



New York Central observation car "City of Elkhart", nee Chicago, Rock Island & Pacific 454 "Minnesota", built by Budd Company in 1937. It is painted for NYC, to represent similar Budd-built observation cars that were an integral part of the post-war Great Steel Fleet of streamliners. Photograph courtesy Christopher Guenzler.



Interior of the observation car set up as a dining area. Photographs courtesy Dawn Holmberg.





The museum includes a large and impressive model train layout. Photograph courtesy Dawn Holmberg.

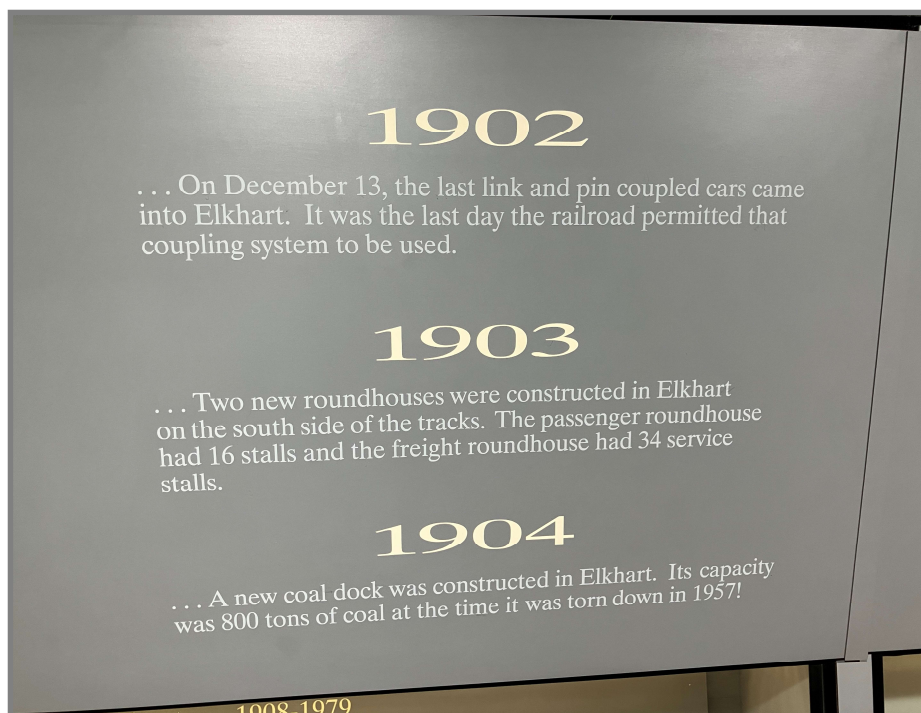
Right: New York Central E8A 4085 built by Electro-Motive Division in 1953. This locomotive had the distinction of being the lead unit on the 20th Century Limited when the train departed Chicago for New York City for the final time on December 3, 1967. Photograph courtesy Elizabeth Guenzler.



Left: The view from the cab of NYC 4085, whose horn was heard many times throughout our visit as those who climbed inside the cab sounded the horn (including the editor). Photograph courtesy Elizabeth Guenzler.



The Century Flyer, a two foot gauge amusement train, originally named the NIBCO Express, was dedicated in 2008. Photograph by Elizabeth Guenzler.



Above left: Lake Shore and Michigan Southern land line as seen from the train. **Above right:** Part of the New York Central history timeline, giving historical facts about Elkhart over 120 years ago. Both photographs courtesy Elizabeth Guenzler.

Before we departed, everyone gathered in the former Lake Shore and Michigan Southern freight house for a presentation by Geoff Craker, Assistant Superintendent of the Great Lakes Division of Norfolk Southern. He provided a visual overview, as well as a safety briefing, on the last tour of the day, which was at the railroad's Elkhart Hump Yard.



Above: Geoff Craker explaining the features of Norfolk Southern's Elkhart hump yard. Photograph courtesy Mike Yuhas.

Below: The presentation included a live feed of the hump yard. Photograph courtesy Elizabeth Guenzler.



Originally built in 1957 by the New York Central Railroad, Elkhart Terminal became part of Penn Central in 1968. Today, Norfolk Southern continues to build on the legacy of their predecessor railroads. This is one of the railway's largest hump yards and a crucial component of the NS network.

More than 450 railroaders work at the yard, including those from Maintenance-of-Way & Structures, Communications & Signals, Bridges & Buildings, as well as freight car repairers, electricians, machinists, laborers, engineers, conductors and more.

This team handles the highest volume of freight across the NS system — processing westbound freight bound for interchange in Chicago and routing eastbound traffic across the NS network

Top commodities moving through Elkhart include metal, aggregate, grain, and automotive freight. The terminal consists of the hump yard, a car shop, locomotive shop and a mainline fuel pad



Top left: A Norfolk Southern pull-back job at Elkhart terminal pulls cars out of one of the bowl tracks to the delight of the visiting delegation of NRHS members. Photograph courtesy Mike Yuhas.



Bottom left: Two Norfolk Southern employees boarded the buses at each of the three stops to provide commentary and context to what conventioners were seeing. Geoff Craker took the time to accompany one of the buses on its tour and was happy to answer questions. Photograph courtesy Dawn Holmberg.



Top: A westbound Norfolk Southern rail train , led by NS SD40-2 3419 (nee Conrail 6512, built by Electro-Motive Division in 1979), NS SD40-2 6197 (nee Norfolk and Western 6197, built by Electro-Motive Division in 1980) and NS RPU6 slug (nee Conrail RSD-12 6869 built by American Locomotive Company in 1978. In 2006, it was upgraded from Norfolk Southern MT-6 slug 974, ex. Norfolk Southern 1104, nee Conrail 1107). Photograph courtesy Dawn Holmberg.



Middle: Some of the Auto Max automobile cars being sent over the hump to destinations unknown. Photograph courtesy Elizabeth Guenzler.



Bottom: CSX ES44AC-H 781, built by General Electric in 2007, passing the yard tower. Photograph courtesy Dawn Holmberg.

The motor coach journey back to East Lansing featured snacks and water, served by the bus hosts, as they did each day. That evening, Slides and Film Chair Mitch Dakelman presented a series of 16 mm. films from the society's archive.



Members enjoying the reel-to-reel films of the NRHS Film Archive presented by Mitch Dakelman. Photographs courtesy Dawn Holmberg.

Wednesday, July 17th:

Today was spent in Dearborn and Detroit. Dearborn is the home of the Henry Ford Museum and Greenfield Village, with the latter the focus of our visit.

Upon arrival, everyone was quickly ushered in to the giant Screen Experience Theater for a showing of "Train Time". Created by Stephen Low, the director of the celebrated IMAX® Experience "Rocky Mountain Express" and his team, "Train Time" is captured on 15/70 mm motion picture film, the world's largest film format for exhibition in IMAX and other giant screen theaters. Mr. Low told us, "I'm really impressed that NRHS members are making such a long journey to see this film in its native format in a beautiful facility. On a stunning and kinetic rail journey across the North American continent, Train Time reveals the hidden inner workings of a modern railroad. Created for giant screens by the director of the celebrated IMAX® Experience Rocky Mountain Express and his team, Train Time is captured on 15/70mm motion picture film, the world's largest film format.

Train Time follows the trek of a modern freight train through the communities it serves, revealing the beauty, vastness and diversity of the American landscape and the evolving role and remarkable heritage of railroading – a profession integral to the fabric of modern civilization.



Photograph courtesy Dawn Holmberg.

Along parallel bands of steel we race: through prairie, mountains and desert, through cities and towns and wilderness. Along the way, railroaders and the tracks and trains themselves offer up a remarkable story of engineering, of frontier-taming and community-building, human ingenuity and industry.

After a most engaging and unique film, conventioners were free to explore Greenfield Village. A roundhouse tour was offered by lottery during registration and all who wished to participate received an e-mail with their times. A complimentary \$20 "fun money" had been arranged for all attendees, which could be spent however each person wished.



The entrance to Greenfield Village. Photograph courtesy Elizabeth Guenzler.

Henry Ford's historic village was to be organized around a village green, to include a courthouse, town hall, church, general store, tavern and school. Homes were installed along a road beyond the green. Industrial buildings, such as a carding mill, sawmill and gristmill were made operational.

A centerpiece of the Village was the recreation of the Menlo Park, New Jersey laboratory complex where Thomas Edison had invented his electric lighting system. Henry Ford engaged Ford Motor Company draftsman Edward J. Cutler to draw up plans. The first buildings began arriving in 1928. Labourers dug foundations, reconstructed buildings, cleared trees, laid out roads and hauled supplies through muddy fields. Some buildings were designed right in the Village, at Ford's request.



The fountain at Josephine Ford Plaza. Photograph courtesy Elizabeth Guenzler.

While Cutler labored in the muddy fields of Greenfield Village, architect Robert O. Derrick was designing a large indoor museum adjacent to the historical village to house the objects Ford had collected. Derrick suggested that the facade should resemble Independence Hall and related



The waterwheel. Photograph courtesy Elizabeth Guenzler.

buildings of Philadelphia, with a large "Exhibition Hall" in back. Since Henry Ford had rejected the notion of storage rooms, nearly everything had to be exhibited out in the open. The twelve-acre museum contained a glorious assemblage of stuff. To Ford, that assemblage represented the evolution of technological progress.

For nearly a decade after the museum officially opened to the public in 1933, visitors found it a work in progress. The exhibits would not be completed until the early 1940s. Henry Ford decided on October 21st, 1929 as the dedication date for his new museum and village -- marking the fiftieth anniversary of

Thomas Edison's first successful experiment with a suitable approach to manufacturing an incandescent lamp.

The night of the "Light's Golden Jubilee" celebration, crowds cheered as President Hoover, Edison and Ford ceremoniously arrived in a train pulled by an 1850's locomotive. After an elegant dinner in the museum, the three men went out to the restored Menlo Park Laboratory in Greenfield Village.

There, the 82-year-old Edison re-created the lighting of his incandescent lamp. The event was broadcast live over national radio. Henry Ford named his new complex The Edison Institute of Technology, to honor his friend and lifelong hero Thomas Edison.

Henry Ford did not consider Greenfield Village finished upon opening. He continued to select homes, mills and shops that he felt best reflected the way Americans had lived and worked, or that were associated with famous people he admired. Individuals even began to offer Ford historic structures for his Village. By the mid-1930s, several Village shops were staffed by people demonstrating traditional craft skills, including glassblowers, blacksmiths, weavers, shoemakers and potters. Visitors to Greenfield Village not only had the pleasure of watching the craftsmen work, they could also buy samples of their hand-crafted products. Craftsmen like brick makers and sawyers supported the Village restoration efforts. By the early 1940's, Greenfield Village had grown to over 70 buildings.



The Ackley covered bridge was originally constructed in 1832 in southwestern Pennsylvania. The single-span, 80-foot bridge's design dates back to 16th-century Italy and was adapted in a uniquely American way in the early 1800's. It is referred to as a multiple kingpost truss: a series of upright wooden posts, with all braces inclined from the abutments and leaning towards the center of the "kingpost".

This was originally a community project built by more than 100 men on land owned, and with materials donated, by brothers Daniel and Joshua Ackley. By the mid-1930's, it had fallen into serious disrepair, and when a modern bridge was constructed to replace it, the granddaughter of one of the builders purchased the hundred-year-old Ackley structure for about \$25 and donated it to Henry Ford.

Photograph courtesy Christopher Guenzler.

Early on, Henry Ford's vision for his Museum and Village was to provide hands-on learning opportunities for students. His philosophy of education was "learn to do by doing". He believed that "by looking at the things that people used and how they lived, a better and truer impression can be gained than could be had in a month of reading." It was a way of learning that Ford had experienced during his own childhood, and the way, in fact, that he himself learned best. In Henry Ford's Edison Institute schools, students would learn not only from books, but also from objects and hands-on experiences.

Over the course of our visit, many conventioners went for a ride on the Weiser Railroad, led by Calumet-Hecla Mining Company 0-6-4T 3 "Torch Lake", built by Mason-Bogie in 1873 at the Mason Machine Works.

It began its service life on the Hecla and Torch Lake Railroad, a copper-hauling line in northern Michigan. "Torch Lake" was converted from narrow gauge to standard gauge when the locomotive was brought to the Greenfield Village in autumn 1968.

In 1969, "Torch Lake" began passenger service for the railroad and until 1997, it was the oldest regularly-operating steam locomotive in the United States. From 1997 to 2002, it had to have a major boiler overhaul then on July 26, 2002, the locomotive went back into daily passenger service.



Above left: Calumet-Hecla Mining 0-4-0T 3 "Torch Lake" at the station.

Above: rounding a curve on the 2.5 mile line.

Left: "Torch Lake" leaving the station with many conventioners on board.

Photographs courtesy Elizabeth Guenzler.



Above: Grand Trunk Railway depot built in 1895, from Smiths Creek, 57 miles from Dearborn.

Below: The depot information board. Note the Thomas Edison link. Photographs courtesy Elizabeth Guenzler.





Above: The replica Detroit, Toledo and Milwaukee roundhouse, built in 2000. The original roundhouse was opened in Marshall, Michigan, in 1884 and remained there for 105 years, at which time it was completely dismantled. The Henry Ford Museum purchased the remains of the roundhouse and reassembled it in Dearborn, restoring it to its appearance around the 1920's.

Above right: The 68.8 foot Armstrong turntable built by Detroit Bridge and Iron Works in 1901, which belonged to the Pere Marquette Railway. It was originally in Saginaw then moved to Petoskey in 1913.

Below: Edison Institute 4-4-0 7, ex. Henry Ford 7 1921, exx. Detroit, Toledo and Ironton Railroad 7, exxx. Detroit, Toledo and Ironton Railway 7, exxxx. Detroit Southern Railroad Company 7, nee Detroit and Lima Northern 7, built by Baldwin in 1897. It was Henry Ford's personal locomotive when he owned the DT&I.

Below right: The replica 19th century coaling tower built between 2013 and 2014, stores 50 tons of coal and had to be modified to meet current standards while remaining true to its historic precedent.

Photographs courtesy Elizabeth Guenzler.





Above: One of the three tour guides explaining and demonstrating a wheel press.

Below: The automatic lubricator. Photographs courtesy Elizabeth Guenzler.





Above: The view from the mezzanine level of the roundhouse.

Above left: Two of the tour guides about to demonstrate a type of saw.

Above right: Greenfield Village 4-4-0 1 "Edison", based on an 0-4-0 switcher locomotive built about 1870 by Manchester Locomotive Company. Henry Ford purchased the switcher from Edison Portland Cement Company in 1932 and had it rebuilt into a 4-4-0 wheel arrangement by staff at Ford Motor Company's Rouge locomotive shop.

Photographs courtesy Elizabeth Guenzler.

The final venue of the 2025 convention was the restored Michigan Central station in Detroit. Each bus became its own group and once inside, everyone was given wireless earphones and a hand-held device so all could listen to the tour guide's commentary.

All photographs on the next four pages courtesy Doug Scott.

This building began operating as Detroit's main passenger depot in 1913 after the older Michigan Central Station burned on December 26, 1913. It was owned and operated by Michigan Central Railroad and was planned as part of a large project that included the Michigan Central Railway Tunnel below the Detroit River for freight and passengers. The former station's location on a spur line was inconvenient for the high volume of passengers it served. The new station placed passenger service on the main line.



The growing trend toward increased automobile use was not a large concern in 1912, as is evident in the design of the building. Most passengers would arrive at and leave from Michigan Central Station by interurban service or streetcar, due to the station's distance from downtown Detroit. The station had been placed away from downtown in order to stimulate related development that came in its direction. An ambitious project to connect the station to the Cultural Center via a wide boulevard was never realized. Trains of the New York Central Railroad, the Baltimore and Ohio Railroad and the Canadian Pacific Railway operated from the station.



At the beginning of World War I, more than 200 trains left the station each day and lines would stretch from the boarding gates to the main entrance. In the 1940s, more than 4,000 passengers a day used the station and more than 3,000 people worked in its office tower.

In the 1920s Henry Ford began to buy land near the station and made construction plans, but the Great Depression and other circumstances squelched this and many other development efforts. The original design had not provided a large

parking facility, so when the interurban service was discontinued less than two decades after MCS opened, it was effectively isolated from the large majority of the population who drove cars.

Passenger volume did not decrease immediately. During World War II, the station was used heavily by military troops. After the war, with a growth in automobile ownership people used trains less frequently for vacation or other travel. Service was reduced and passenger traffic became so low that the New York Central attempted to sell the facility in 1956 for \$5 million, one-third of its original 1913 building cost. Another attempted sale in 1963 failed for lack of buyers. In 1967,



maintenance costs were seen as too high relative to the decreasing passenger volume. The restaurant, arcade shops and main entrance were closed, along with much of the main waiting room. This left only two ticket windows to serve passengers and visitors, who used the same parking-lot entrance as railroad employees working in the building.

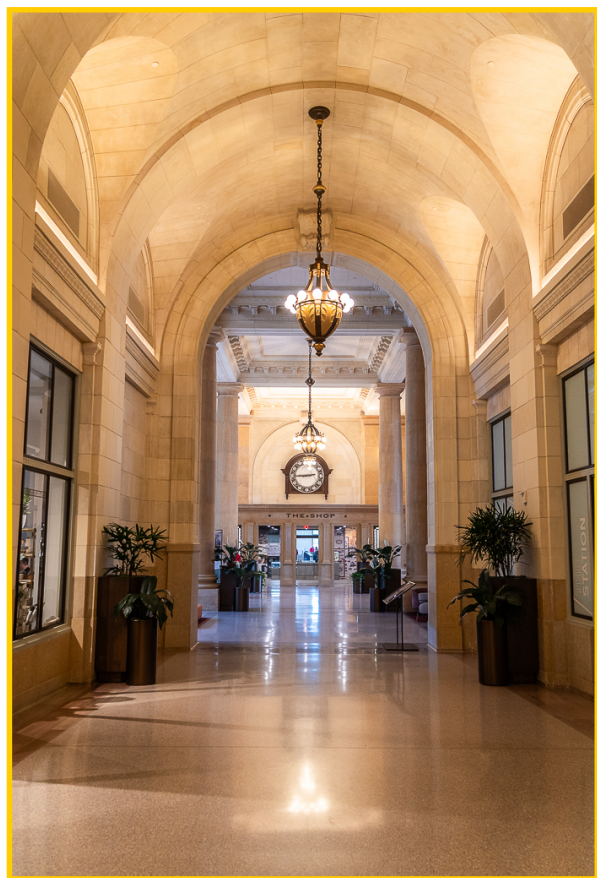
Meanwhile, service to various destinations was curtailed. By 1960 the New York Central ended its direct service south to Toledo, on its own timetable yielding that responsibility to the B&O. In 1963 the B&O moved its trains over to the Fort Street Union Depot. The New York Central ended the last of its trains bound north for Bay City in 1964. The pooled New York Central/Central Pacific trains were discontinued and the Canadian Pacific trains to Windsor ended in 1967; and the New York Central ended its named trains by the close of 1967. Any remaining New York Central trains were segmented operations between major cities. The trains run by the NYC's successor in 1968, the Penn Central continued the segmented operations at the station.



Amtrak assumed operation of the nation's passenger rail service in 1971, reopening the main waiting room and entrance in 1975. It started a \$1.25 million renovation project in 1978. Six years later, the building was sold for a transportation center project that never materialized. On January 6, 1988, the last Amtrak train pulled

away from the station after owners decided to close the facility. Amtrak service continued at a platform on Rose Street near the former station building until the new

Detroit station opened several miles away in New Center in 1994. In July 1992, the Detroit Master Plan of Policies for the southwest sector's urban design identified the station as an attractive or interesting feature to be recognized, enhanced and promoted.



Fast forward to June 11, 2018, when it was announced that Ford was the new owner of the building and planned to turn the building into a hub for its autonomous vehicle development and deployment, and as an anchor for the company's Corktown campus. The building would hold both Ford offices and offices of suppliers and partner companies.

The first floor concourse would reopen to the public with restaurants and retail. Housing will also be created on the top floors. Restoration and renovations were then anticipated to be completed by 2022. On June 19, 2018, Ford held a community celebration and the building was opened to the public for the first time since its closure in the 1980s.

In December 2018, Ford began Phase I of the building restoration. The work involved drying out the building and reinforcement of structural columns and archways. Phase II began in May 2019 and consisted of masonry restoration of the tower and concourse, retiling of the ceiling of the waiting room, and repair of the structural

steel. 3-D scanning technology was used to recreate architectural details lost to exposure and vandalism. Restoration work on the building's masonry facade began in 2021. Work was supposed to be completed in 2022 but was delayed due to the COVID-19 pandemic in Michigan. The station reopened to the public on June 6, 2024. As part of its grand reopening, tickets for a free concert featuring Detroit performers were made available and sold out within five minutes.

The building is of the Beaux-Arts Classical style of architecture, designed by the Warren & Wetmore and Reed and Stem. The building is composed of two distinct parts: the train station and the 18-story office tower. The roof height is 230 feet. The original plan for the tower included a



hotel, offices for the rail company, or a combination of both. The tower was used only for office space by the Michigan Central Railroad and subsequent owners of the building. The tower was never completely used; the top floors were never completely furnished, and served no function.

The main waiting room on the main floor was modelled after an ancient Roman bathhouse, with walls of marble and vaulted ceilings. The building also housed a large hall adorned with Doric columns that housed the ticket office and arcade shops. Beyond the arcade was the concourse, which had brick walls and a large copper skylight. From here, passengers would walk down a ramp to a tunnel from which the platforms could be accessed by stairs and elevators. Under the shed there were ten passenger platforms consisting of one side platform and five island platforms along ten paired tracks. In addition, one track served the Railway Express Agency mail service at the southern end of the shed. Immediately outside the shed were seven additional freight tracks. Below the tracks and building was a large area for baggage and mail handling and offices.

After the purchase of the building by Ford in 2018, several individuals came forward looking to return property and architectural features that were stripped and stolen from the station after its closing in 1988; the biggest item of note being the main station clock. The building renovation for Ford is being designed by Quinn Evans Architects of Detroit.



The conventioners were full of superlatives for what they had just witnessed as they boarded the motor coaches for the return to the hotel. After dinner, there were a pair of photographic shows, provided by Doug Scott and Mike Yuhas. Below photographs courtesy Dawn Holmberg.



Thursday, July 17th:

With the four days of tours and excursions now in the past, it was time to turn attention to the business of the NRHS. The day commenced with the plenary session, led by President Tony White, where the previously-submitted reports were discussed and expanded upon as necessary.



Above left: Jon Fiorilla giving the safety briefing while Dan Meyer attends to the audio-visual component.

Above right: Convention co-chair Eric Fogg reviewing the convention's activities.

Middle right: RailCamp organizer Becky Gerstung presenting Tony White with a Certificate of Appreciation (and an earlier plaque-style award) for his years of service to this signature program.

Bottom right: Tony White recounting the presentation of the plaque.

Photographs courtesy Dawn Holmberg.



After a break was the Advisory Council meeting, led by Richard Shulby as Chairman and Elizabeth Guenzler as Secretary. Those chapter representatives who attended the convention in person were joined by others via Zoom.

But a few pictures while some were already seated although others were chatting and still partaking of the refreshments ...



Bob St. John (Topeka Chapter), Ken Eddy (Arkansas-Boston Mountains Chapter)



Ron Gawedzinski (St. Louis Chapter), Robert Leslie (Blue Ridge Chapter), John Simanton (Inland Empire Chapter).

Dawn Holmberg (Northstar Chapter), Stephen Himpstl (alternate for Lancaster Chapter), Joe Maloney (Tidewater Chapter), Jim Perry (Washington, DC Chapter), Ed Fortuna (Lackawanna-Wyoming Valley Chapter).

Photographs courtesy Elizabeth Guenzler.





The Advisory Council meeting underway. Photograph courtesy Dawn Holmberg.

Dan Meyer with some of his audio-visual equipment, keeping a close watch on everything so all involved had good quality sound and video.

Photograph courtesy Dawn Holmberg.



After lunch, the Board of Directors meeting commenced.



Tony White, NRHS President, welcoming the assembled to the Board of Directors meeting. Photograph courtesy Dawn Holmberg.



Above: During a rare open-mic portion of the Board Meeting, Ron Gawedzinski, national representative for the St. Louis Chapter, announced his retirement from that long-standing position as he was moving out-of-state. Photograph courtesy Dawn Holmberg.

Right: Tony White thanking Ron for his many years of service to the NRHS (and the thorough and detailed questions he often asked). Photograph courtesy Elizabeth Guenzler.



Society members in attendance during the Board meeting. Photograph courtesy Dawn Holmberg.

