

# NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

AUGUST 2018



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***SUMMER AT THE BEACH...ON RAILS*** — A southbound Amtrak Pacific Surfliner, with P42DC No. 168 leading, glides along the coast on BNSF's ex-Santa Fe Surf Line between Los Angeles and San Diego in April of this year. The photo was taken from a long stairway leading to a residential area.

## Make your plans now to attend 2019 convention Salt Lake City

By JOHN GOODMAN, Chairman, "Cumberland Rails 2018" convention

While the 2018 "Cumberland Rails 2018" convention is coming up Tuesday-Sunday, Aug. 7-12 in Cumberland, Md., it's not too early to think about making plans to attend the 2019 Utah convention, with headquarters in Salt Lake City, Utah.

The NRHS has signed a contract for hotel space at the Radisson-Downtown hotel on South Temple in Salt Lake City for next year. The nightly rate 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.

The Radisson hotel phone number is 801-531-7500. You must tell the clerk that you are part of the National Railway Historical Society group. This is the only way to get this very low group rate. The convention will start on Tuesday, May 7,

2019, with the registration room opening in the afternoon.

Wednesday, May 8 will be all day at the hotel for meetings. The Advisory Council will meet in the morning. Then, after a lunch break, the Board of Directors' meeting will take place. The Membership Meeting will follow the Board of Directors' meeting.

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, we are planning a private charter train

See **TICKETS**, Page 2

# NRHS membership is increasing; list of chapter officers needed

By HUGH HARRIS, NRHS Membership Chairman

Currently, according to the Neon database which we use for membership records, the NRHS has a total of 5,032 members, or 5,013 if we exclude the Organizational memberships and include only Regular, Family and Student members.

We had been adding new members at a much faster rate than I had seen before. That has slowed down now, but we have still grown by several hundred new members this year. That's a big improvement over previous years.

We are trying to get information for all chapters entered into the database, however we still need for many of the chapters to send to Bob Ernst or I a list of the current chapter officers. Once that data is entered, it will make it easier for us to communicate with the chapters and with their officers. We can sort for the Organizational Members and then write or e-mail just the people we need to contact.

The information should also help us to keep the website more current. We have a couple of chapters where the data we have on file is not current or usable.

I'm still working on becoming more familiar with the data-

base. I will be their office in July for another meeting and will hope to learn more then. Still, it will be an ongoing process.

If anyone has any membership questions, please don't hesitate to e-mail to <membership@nrhs.com> or phone 765-669-1313.

I am moving to a new house this summer and will be somewhat limited in my NRHS work in August, but should be established in my new Arkansas home early in September.

## Symposium set in Binghamton, N.Y.

The annual Erie Lackawanna Railroad Historical Society Symposium will be held Sept. 21-23 in Binghamton, N.Y. The primary venue will be the Grand Riverside Room at the Double-Tree by Hilton in downtown Binghamton, which is only yards away from the former DL&W and Erie mainlines.

For complete information and a registration form, follow this link: <<https://erielackhs.org/wp-content/uploads/2018/06/2018-Annual-FINAL-PRINT1251.pdf>>.

# Tickets for some trips remain for 'Cumberland Rails'

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over the Heber Valley Railroad at Heber, Utah.

### There's still time to register for 2018 convention

While many of the events for the 2018 convention are sold out, there is still space on some trips. Also, the Western



Maryland Scenic Railroad (WMSR) will offer a short rare mile-age train trip and shop tour for Sunday, Aug. 12.

The trip will go from the Cumberland Station to the WMSR yard. At the yard, we will be given a guided tour of the yard and shops. You will be able to view from the ground the railroad's extra passenger equipment. We will also see the ongoing restoration work being done to steam locomotive WM No. 1309.

See the updated Convention Registration Booklet for more information. Visit <<http://nrhs.com/content/2018-convention>>.

## 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>. Phone 336-838-2754. The address for the Society is: NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard PA., P. O. Box 5016, Mt. Laurel, NJ 08054. All membership information changes should be sent to Hugh Harris <hughrharris@aol.com>.

## The president's corner

# Contact your elected officials about changes to Amtrak policies

By AL WEBER, NRHS President

### Chapter Newsletters

I get and read 33 chapter newsletters. Some are monthly; some bimonthly; and some are four times a year. The chapter newsletters give me an insight into local events and concerns. I enjoy reading every one of them, so keep them coming.

Many chapters, over the last few years, have gone from printed to electronic format for newsletters. They have the same concerns of what to do for members who do not or cannot "do" computers. Some chapters still print and mail newsletters to those members, but many are asking other chapter members if they will print out a copy to share with a non-computer user. The other choice is to charge the member for a printed copy, in addition to their chapter dues, to cover the printing and postage.

We ALL need to thank each and every editor of the newsletters. It is one of the most demanding jobs in a chapter and takes much time and work. When a chapter loses its editor, the members lose one of the links that holds a chapter together. So the next time you see your chapter editor, thank him (or her) for all they do.

### Indiana Transportation Museum - Noblesville, Ind.

The Indiana Transportation Museum (ITM) lost its lease on March 1, 2018. Many of the locomotives, passenger cars and other rail equipment were saved, but some had to be scrapped. The group is moving what it can to Logansport and hopes to be in operation soon.

### Letters to your elected Representatives in Congress

With all the changes in Amtrak policy, I have been encour-

aging you to write your representatives in Congress. Many of you have, and I thank you for taking the time to write. If we want to see private trains, we need to tell our elected representatives now. I get letters and communications from Congress on the subject, so I know we have their attention.

With the announced plans to truncate the *Southwest Chief* route and replace it with buses, we need to get those letters going now. If the train stops in Dodge City, Kan., and buses are used for the ride to Albuquerque N.M., how long do you think the rest of the route will be by rail?

Another item is that Amtrak will no longer run special, one-off or charter trains. All our mainline trips are really Amtrak trips even if they do not touch any Amtrak route or station. I know this sounds funny but it has to do with the mainline railroad companies wanting Amtrak to help with the insurance requirement. So write the letters and tell the elected officials what you think of the Amtrak plans, please.

### Membership Updates and Questions

We have set up a special email address for you to send in your membership updates and questions. It is <Membership@NRHS.com>. You can still log on to your account off the <NRHS.com> web page and do your own update, but if you have any problems or just do not feel that you can make the change, just email us with your question or update to <Membership@NRHS.com>.

As always if you want to contact me, please use <aweber@NRHS.com>.

Al

## 43rd annual Allenwood Train Show will be held Sunday, Aug. 26

Central Pennsylvania Chapter NRHS will sponsor the 43rd annual train meet, "The Allenwood Show", Sunday, Aug. 26, 9 a.m.-2 p.m., at the Warrior Run Fire Department Social Hall on Second Street in Allenwood, Pa. The site is convenient to U.S. Route 15.

Those who attend may buy, sell and trade all scales and gauges of model trains, model train supplies and railroadians. There will be door prizes, including a special dealers' door prize, awarded during the day.

Admission will be \$5 per person with children 12 years of age and under admitted free with an adult. Tables are \$18 each, and dealers are permitted one helper at no charge.

For more information, phone Dave Hollenbach at 570-524-4703 before 9 p.m. Registration closes Aug. 22. Dealers will be admitted at 7:30 a.m. to set up. To reserve a table, make checks payable to Central Pennsylvania Chapter NRHS and mail to: CPC-NRHS Train Meet, c/o Dave Hollenbach, 124 Willowbrook Blvd., Lewisburg, PA 17837. Please enclose a self-addressed, stamped envelope for confirmation.

To get to the site from Williamsport, take U.S. Route 15 South to the traffic light at Allenwood. Turn left to Second Street and continue to the Warrior Run Fire Department Social Hall. From Lewisburg and Interstate 80, take U.S. Route 15 north to traffic light at Allenwood and turn right to Second Street to Social Hall.



PHOTO BY GREG GERSTUNG, NIAGARA FRONTIER CHAPTER NRHS

**COUNSELORS** — Pictured at the Railroad Museum of Pennsylvania are (left to right): RailCamp counselors Roy Wullich, Rick Davidson, Tony White, Tim O'Malley, Dave Bateson and Ellen Scott.

## NRHS RailCamp 2018 is off to a great start with first of two camps

By BECKY GERSTUNG, NRHS RailCamp Director

RailCamp East has just finished at the time of this writing. It was another total success. Campers ranged in age from 14 to 18 and came from 13 states. This year we had three girls take part in the week's activities.

Our partners provided a variety of learning experiences. Camp would not be possible without their cooperation and willingness to provide friendly, knowledgeable and patient staff.

Long before the first camper arrives for what many will remember as the "best week of my life", many people have been working to arrange everything...and I mean everything. This doesn't just happen because we take a bunch of kids to a rail facility for the day.

We need housing, food service, vans for transportation, water with ice and coolers, meals away from headquarters, notebooks with daily schedules and information and room for a journal of daily events, hats and shirts with names on them. You need to notify the housing people about many things such as how many names are needed on credentials. Insurance binders and a deposit are required, and now this involves our legal department and the treasurer.

This year we had two new counselors, Dave Bateson from Texas and Roy Wullich from Virginia. Along with returning

counselors Ellen Scott from Cape Cod and Rick Davidson from Virginia, they kept watch over their assigned groups, making sure campers were safe, fed, on time and having fun.

Tim O'Malley from Pennsylvania, who has been with the program since the beginning and knows it inside and out, worked with the director. Greg Gerstung, from New York, joined the staff as photographer. He captures every activity and gets photos of each camper. Once the 1,000-plus photos are edited, each camper receives a DVD of the week's experiences.

Tony White from Connecticut served as RailCamp East director again this year. Tony has extensive background working with young people. His friendly and outgoing personality serves the program well in contacting and dealing with all the partners and vendors. He is responsible for the greatest portion of work that goes into the program. He has the groundwork already in place for RailCamp 2019.

As you can see, the staff comes from all over. These people donate their time and talents to guarantee these teenagers have the best week of their lives. When you see them at national conferences, conventions or chapter meetings, be sure to thank them for their role in making RailCamp one of the most successful and visible projects of the NRHS.

# Harrisburg Chapter members have work day to clean their GG1

*Article provided by FRED WERTZ and Harrisburg Chapter NRHS newsletter; Photos by DAN RAPAK, Harrisburg Chapter, NRHS*

On June 22, eight members of the Harrisburg Chapter NRHS met at the Amtrak station in Harrisburg Pa., to clean GG1 No. 4859 and cabin car No. 980016, which are owned by the chapter. The members were Andy Ottinger, Joe Perry, Dan Rapak, Fred Wertz, John Smith, John Sheetz, Bob Lane and Charlie High.

The always-difficult arrangements for gaining access and approvals to the Amtrak property were made by John Smith, who also supplied and transported most of the materials and equipment used in the process.

So what is involved in setting up this convoluted task, you ask. First, contact had to be made with Amtrak to see what may have changed since the last time the GG1 was cleaned. Our chapter is bound to follow all Amtrak rules for working on and around the 4859 since we are tenants on their property.

Some of the other factors playing into the picture since we have Amtrak as our landlord are restricted access through a locked gate, limited physical access to get not only to the GG1, but also water and electricity, active tracks both east and west of the GG1 and, of course, and live catenary over all the tracks.

The process began with a new-this-year requirement that we all be considered contractors, meaning that we had to take an on-line safety course followed by knowledge test afterward. The course cost \$25 per person, which the chapter paid. The next step was picking a day that suited both Amtrak and most members. Amtrak had to send two Electric Traction (ET) employees from Lancaster to supervise us the entire time we were on site because of the overhead catenary wires.

In addition, due to the physical characteristics in the area, the Amtrak men had to take two tracks out of service, ensure that catenary over those tracks was de-energized (working with the power director), ground catenary with poles and wires, install barricades on each

end of two tracks and give us a safety briefing, including making sure we had all the proper safety equipment.

After the safety matters were taken care of, we were free to work. Supplies had to be carried over Track 4 to the 4/5 platform, and water and electric lines had to be strung.

Like washing a car, work started from the top down, with Dan Rapak and Andy Ottinger power washing the top and somewhat down the sides. The GG1 horns, which had been removed when the GG1 was temporarily moved to the end of the Market Street runner and stored by John Sheetz, were reinstalled on the 4859. The "top men" then returned to the ground via the access hatch in the roof. Following next was hand-washing the sides with long brushes from ground level. At the same time, some guys were washing windows on both the GG1 and cabin car and cleaning out the cabin car of dust, debris and broken glass. We were fortunate to be able to access the east side of both pieces, which is directly adjacent to number six track, normally a very active track servicing a high-level platform. Power washing the east side of the cabin car was also completed, but time ran out before any more of that could be done.



**CLEANING DAY** — Members of the Harrisburg Chapter NRHS spent a Saturday in June cleaning the chapter's GG1 engine.

After several hours of work (and no lunch), the ET guys said we had about 20 minutes to clear up as a late running Train 42 (Pennsylvanian) was due on Track 6, and we all had to be on the 4/5 platform since our equipment was adjacent to the arrival track. We were allowed to work from the platform. Several members began to polish and wax the west side of the G, but it wasn't long before the ET men advised that we had to prepare to quit altogether since they had to return control and power back to Wilmington. We packed up and carried everything back to the parking lot just as w/b train 43 arrived on track 6. So, more remains to be done, and we will contemplate a return visit.

Thanks to George Greider who assisted in getting everything back to Harris Tower after the first session. For a photo of the workers, check our Facebook page <[www.facebook.com/HarrisburgNRHS/](http://www.facebook.com/HarrisburgNRHS/)>.

There are 16 of the original 139 GG1s extant today, with seven restored examples as follows: 4877, painted Brunswick Green with five stripes and 4879, painted Brunswick Green with single stripe and large keystone, owned by United Railroad Historical Society of New Jersey; 4890, painted Tuscan Red with five stripes owned by National Railroad Museum, Green Bay, Wis.; 4903, painted Brunswick Green with single strip, owned by Museum of American Railroad in Frisco, Tex.; 4927 painted Brunswick Green with five stripes at Illinois Railway Museum, Union, Ill.; 4933 (Amtrak 926) painted in silver red and blue Amtrak colors at N.Y. State fairgrounds; and 4935, painted Brunswick Green with five stripes at the

Railroad Museum of Pennsylvania.

### **New home is being sought**

Harrisburg Chapter officials are seeking a new home for the GG1 and the chapter's PRR cabin car, both of which it owns and displays on space it leases from Amtrak. Amtrak's plans to renovate the Harrisburg, Pa. station means that the historic Pennsylvania Railroad equipment on display there must be moved.

The equipment is usually displayed on Track No. 5, but Amtrak plans to rebuild the platform for that track to have high-level platforms that conform with the Americans With Disabilities Act.

According to John Smith of the Harrisburg Chapter, chapter officials are talking with Amtrak for a solution that would enable the equipment to continue to be displayed under cover.

One possible solution offered by Amtrak is the use of another track, but that would expose the locomotive to the elements. Smith has said that the chapter would like to see another track built, with a shelter, so that the passengers boarding trains could see the equipment and that it would be under cover.

Amtrak, according to Smith, cannot put the chapter and its equipment "at a disadvantage" because the GG1 is on the National Register of Historic Places.



*SPRUCING HER UP -- John Smith is shown polishing the nose of the Harrisburg Chapter's GG1.*

# Railroad Museum of New England hosts Thomaston fourth graders

*Article and photos submitted by STEVE CASEY, President, Railroad Museum of New England*

On Tuesday, June 19, the Railroad Museum of New England (RMNE) in Thomaston, Conn., gave a history lesson to Thomaston Center School fourth graders that they will never forget.

The “lesson” included a trip back in time with a ride in 90-year-old passenger coaches and a tour of the 137-year-old Thomaston Train Station. Just like the passengers of long ago, before the arrival of automobiles, the 65 students and teachers walked from their school to the station and back.

“Students in the fourth grade at Thomaston Center School have ridden the train at the Railroad Museum of New England as part of their year-long history program for the fifth year in a row,” according to teacher Kristin Mosimann. “We are thankful for the partnership of the museum officials and their generosity. The ride on the train is a great way to end the school year and is a highlight of our program. Students look forward to this trip every year.”

“Thomaston Station was the point of arrival and departure for all people and product moving in or out of Thomaston,” RMNE president Steve Casey said. “From 1849 to 1910, before the advent of the automobile, everybody and everything was transported in and out of town by rail. This was true for every city, village, and hamlet that had a railroad running through it.”

Each child also had a tour of the cab of the locomotive that pulled their train, as well as the 1939 diesel switcher and the 1921 rebuilt cabooses on the Thomaston display track.



***FOURTH GRADE STUDENTS and teachers from Thomaston Center School at the Thomaston Train Station were welcomed by Railroad Museum of New England President Steve Casey.***



***AT MUSEUM — A large group of students from Thomaston Center School visited the Railroad Museum of New England. The trip is an annual ritual for fourth graders.***

# Your donations to NRHS help Society fund valuable programs

*By the NRHS FUND BOARD OF TRUSTEES, Wes Weis, President*

You are likely much like most of us in the NRHS. You grew up loving trains, so they mean a lot to you. But, without the help of you and your fellow NRHS members, less and less of railroading history will be preserved for generations to come.

You may have read that “charitable giving” is up. However, in the area of historical preservation, the numbers are lagging, especially in rail-related areas.

Keep in mind that running an organization of any size, even with all volunteers, comes with expenses. That’s what your dues do...they “keep the lights on” and provide the services that you and the thousands of other NRHS members expect.

If this story is beginning to sound familiar, and you’ve already sent a 2018 donation to the NRHS for \$100, \$50 or even \$10, you may skip ahead to the next article. If not, please continue to read and consider the role you want to play in the future of your society.

Donated funds provide the dollars, as those are what provide the dollars for the Heritage Grants, RailCamp and the Film Digitizing Project. The 2018 Heritage Grant total amounted to only \$21,000, whereas for an organization the size and reputation of the NRHS, our annual grants dollars should be at least twice this amount.

Your donations can help with the restoration of important vintage equipment such as the *Lee Hall* car pictured below.

Now that the Board of Directors and management team have

your Society back on solid footing and to the point that we can project a solidly positive image to the outside world, we of the NRHS Board of Trustees can begin soliciting donations from outside institutions and individuals.

There’s an old saying which goes, “charity begins at home”. If we go to Berkshire Hathaway (which owns BNSF) asking for a sizable gift, one of the first questions likely to be asked is “how much are your members contributing?” That’s a fair question.

Stop and think a moment. If you and every other NRHS member would send just \$10, there would be nearly \$50,000 in the reservoir for supporting rail historical preservation. Then we, as fund trustees, can go to outside sources and ask them to match that amount. Isn’t that an exciting thought that every NRHS member could be proud of...that your rail organization was able to support rail preservation projects to the tune of \$100,000?

If you truly love trains as much as you say you do, then we know you want to join us in making this happen by making this a unanimous giving effort.

To make a donation to the NRHS, this link will take you directly to the "Giving" page of our website: <<http://www.nrhs.com/giving>>. The NRHS uses PayPal to safely process all online donations. You do not need a PayPal account to make your donation online. If you prefer to send a check, the address is: NRHS Fund, c/o John K. Fiorilla, Esq., P. O. Box 5016, Mt. Laurel, NJ 08054.

Donate now to the NRHS.

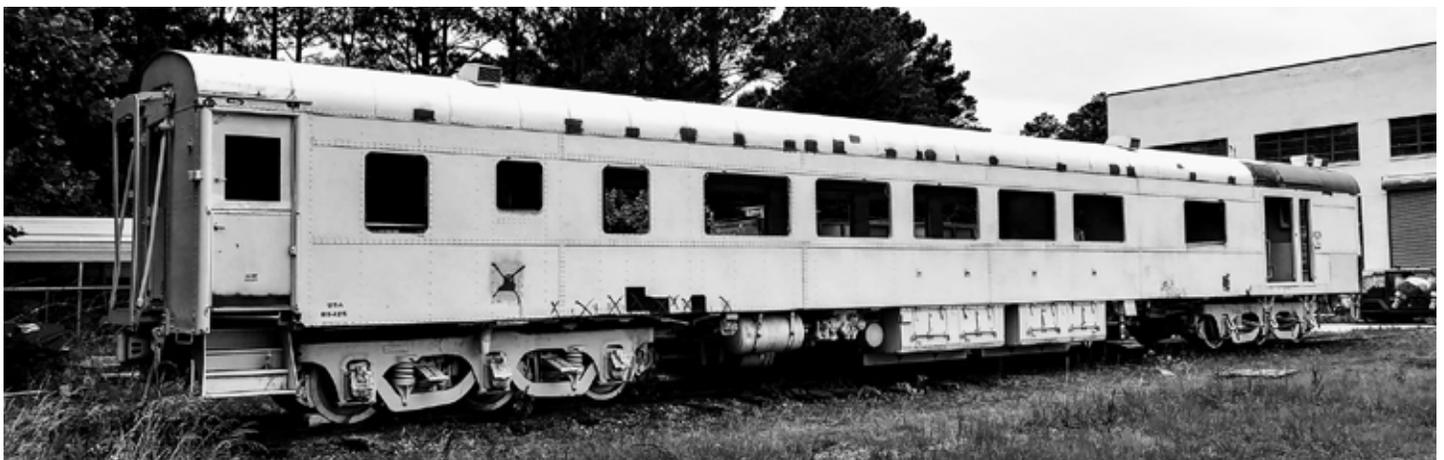


PHOTO PROVIDED BY ANDREW KOENIG JR., via TIM MORIARTY

**HERITAGE GRANTS** — *Each year, the NRHS donates money from its Heritage Grants Fund to help rail historical societies with projects such as the restoration of vintage equipment. This year, \$2,500 was awarded to the Lee Hall Train Station Foundation in Newport News, Va., to enable the purchase and installation of ten windows for a former U.S. Army World War II military hospital rail car used to transport wounded soldiers from major ports to medical centers. Upon its complete restoration and painting, the car will be placed on new track adjacent to the historic Chesapeake & Ohio Lee Hall Depot.*

## 40th annual Lynchburg Rail Day model train, railroadiana show set

The Blue Ridge Chapter NRHS will hold its 40th annual model train and railroadiana show and sale on Saturday, Aug. 11, 9 a.m.-3 p.m. The train show will be held in the air conditioned Boonsboro Ruritan Club at 1065 Coffee Road {Virginia State Route 644}, Lynchburg, Va.

There is plenty of free parking on site, and the building is handicapped accessible.

There will be operating model train layouts on display, and model trains and railroad memorabilia for sale. You will also find items for the serious collector.

If you want to sell your old model trains, the chapter offers a service for you to consign your items on our "White Elephant Table".

This show is known for its family friendly atmosphere, according to chapter members.

The admission is \$6 per person, or \$10 for all members of a family. Children 12 and under are admitted free with a paying adult.

For more info call Norris Deyerle at 434-851-0151, email <railcow@msn.com>, or visit the chapter website, <www.blueridgenrhs.org>.



PHOTO PROVIDED BY BLUE RIDGE CHAPTER NRHS

***AT TRAIN SHOW***— *This photo shows the crowd at one of the recent train shows sponsored by the Blue Ridge Chapter NRHS.*

## NRHS seeking copies of NRHS Bulletin from 1936 and 1937

The *NRHS Bulletin* staff is looking at various options for producing a digital archive of all issues of the *Bulletin*. The first step in that process is to assemble a complete collection of magazines from 1936-present.

Over the last year we have scanned all the magazines from 1938 to the present; however, we are missing most issues in 1936 and 1937. We are calling on the membership to see if we can locate some of these which will allow us to release

a complete archive.

If you have paper copies of any issues from 1936 or 1937 and are willing to donate them to the NRHS, please contact *NRHS Bulletin* Editor Jeff Smith at <bulletin@nrhs.com> or call him at 215-859-1814. If you are not willing to donate them, but are willing to loan them to us for a short period of time so we can scan them, please contact Jeff to make needed arrangements.

## Lehigh Valley groups planning special rail trip to Atlantic City

The Railroad Historians of the Lehigh Valley and the Lehigh Valley Chapter NRHS will offer a special trip, "Atlantic City, N.J. By Rail", on Saturday, Aug. 18.

This excursion replaces the chapter's August membership meeting.

The trip includes a ride on the New Jersey Transit rail line, one-way, between Philadelphia's 30th Street Station and the Atlantic City Rail Terminal. Riders can relax as a motorcoach takes passengers from the William Penn Park & Ride along Route 33, to Amtrak's 30th Street Station. There will be time to explore the station and eat before boarding the train to Atlantic City. A motorcoach will meet the group in Atlantic City

for a trip to Resorts Casino on the boardwalk for a five-hour stay. A casino rebate is included for all riders. The motorcoach will operate non-stop on the return home.

A photo ID is required for casino rebate and train, and no one under 21 will be allowed on the trip.

Passengers will depart William Penn Park & Ride at 6:30 a.m. Membership in the chapter is not required for this fund raising excursion. The cost is \$63 per person.

Mail checks, payable to Lehigh Valley Chapter NRHS, to James Danner, 840 Point Phillip Road, Bath, PA 18014, phone 610-704-7738. Please reserve spots before Aug. 1.



PHOTO PROVIDED BY McLEAN COUNTY (ILL.) HISTORICAL SOCIETY

**VINTAGE EXHIBIT** — *The photo was taken during "Railroad Week" in 1936 at the Chicago & Alton Shops, with visitors lined up to view the newest motive power on the railroad, B&O diesel-electric No. 50. This photo will be part of the touch screen display.*

## McLean County Museum of History to host railroaders' exhibit

The railroad crossroads of Bloomington, Ill., and 11 different railroad workers are highlighted in a new permanent exhibit, "Challenges, Choices & Changes: Working for a Living" at the McLean County (Ill.) Historical Society. The exhibit, which portrays over 80 individual workers and their workplace experiences, opens on Saturday, Sept. 8.

In 1853, both the Illinois Central and the Chicago & Alton Railroads reached Bloomington, Ill. Four other railroads soon crossed McLean County.

In 1854, the Chicago & Alton Railroad located their main repair shops in Bloomington, becoming the community's largest employer for the next 80 years. The 11 local rail workers highlighted include engineers, firemen, a trainman, conductors, machinists, a porter and track workers.

A large touch-screen display will feature an overview of the

Chicago & Alton Shops, focusing on particular buildings. The screen will open photo albums portraying railroad shops activities, featuring over 90 vintage photographs.

NRHS member Mike Matejka was the guest curator for the exhibit, which was three years in development, working with museum curator Susan Hartzold.

The McLean County Museum of History, 200 N. Main Street, Bloomington, IL 61701 <[www.mchistory.org](http://www.mchistory.org)> is a nationally accredited and award-winning professional institution. The museum's permanent exhibits are undergoing a complete refurbishment and reinterpretation, based upon current scholarship.

The museum is open 10 a.m.-5 p.m. Monday-Saturday, and Tuesdays until 9 p.m. (which is also a free day). For more information, contact the museum, at 309-827-0428 or visit <[www.mchistory.org](http://www.mchistory.org)>.

The Lackawanna & Wyoming Valley Chapter NRHS will hold its 45th anniversary celebration over a long weekend from Oct. 11-14 in the chapter's hometown of Scranton, Pa.

The chapter is also hosting the NRHS fall conference in Scranton as part of the celebration.

There are several activities planned for attendees to enjoy, along with the fall foliage which serves as another reason to visit Scranton this time of year.

Anniversary activities will be centered at the famed Radisson Lackawanna Station Hotel in Scranton. The venue chosen is steeped in railroad history. The hotel itself was built in 1908 by the Lackawanna Railroad in the French Renaissance-style and served as the downtown Scranton station and headquarters of the Scranton Division. With the last passenger train departing on Jan. 6, 1970, and the eventual bankruptcy of the Erie Lackawanna, the hotel sat neglected for years until being refurbished as a hotel and reopening on Jan. 1, 1983.

Anniversary activities planned include:

- Friday, Oct. 12 — Stourbridge Line Excursion. Ride behind the Stourbridge Line's recently repainted FP-7 in the PRR Brunswick Green Freight Scheme. Excursion departs Honesdale at 10 a.m. for a 50-mile round trip to Lackawaxen, Pa., over the historic former Erie Wyoming Division. Bus transportation is available from the Radisson Lackawanna Hotel to Honesdale. Two photo runbys are planned.
- Friday, Oct. 12 (night) — Night photo shoot at Steamtown National Historic Site. Price and details to be announced.
- Saturday, Oct. 13: NRHS Fall Conference/Advisory Council Meeting/B.O.D. Meeting, 8:30 a.m.-5 p.m., Radisson Lackawanna Hotel. Open to NRHS members only.
- Saturday, Oct. 13 (night): L&WV Chapter 45th Anniversary Banquet in the famed Radisson Hotel glass-topped grand lobby. Cash bar opens at 6 p.m., and dinner will be served buffet style. Price is \$45.

## How did your love of railroading begin and then grow over the years?

Would you like to share your story of how your interest in trains began with the NRHS membership? If so, tell us, in 100 words or less, how your passion began, and at what age, and send to <marlin@nrhs.com>.

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

I can't say for certain how or why I became interested in railroads, but I can't remember a day in my life when I wasn't interested in them, particularly passenger trains.

- Sunday, Oct. 14 — Steamtown excursion to Moscow station. The 26-mile round trip excursion will depart Steamtown at 1 p.m. for the climb from the famed Pocono Mountain Grade during the height of the fall foliage season. Passengers will detrain at Moscow Station to inspect the station operated by L&WV Chapter and observe the run-around move. Snacks and lite fare will be available to purchase at the station. Power is to be determined but will be classic diesel power either from the Delaware Lackawanna all-ALCO fleet or the Anthracite Railroads Historical Society's beautifully restored Lackawanna F-3s. The price is \$24, or \$22 for ages 62 & over.

- RailCamp 20-year Reunion — All attendees, counselors and planners of Railcamp throughout its 20-year history are invited to Steamtown at 11 a.m. on Sunday, Oct. 14 for an informal RailCamp reunion at RailCamp's first base of operation. You can see old friends and make new ones!

The L&WV Chapter was formed in November, 1973, when it received a charter from the NRHS. The two people most responsible for forming the chapter were Ed Barrows and John A. Rakowski, who distributed flyers to local hobby shops announcing the formation of the proposed chapter. The name Lackawanna & Wyoming Valley Chapter was chosen to recall the high speed electrified line that linked Scranton with the nearby city of Wilkes Barre.

The Lackawanna & Wyoming Valley Chapter is still a very active chapter and its two main activities include the operation of the former DL&W Moscow Station and the publishing of a yearly calendar featuring local railroad photos and historic dates. Other chapter activities include publishing books, donating books to local libraries, the annual Sentimental Journey Slideshow, organizing excursions, and fund raising for the operating restoration of B&M 3713 named the *The Constitution* and given the title of America's Locomotive™. For more information regarding the L&WV Chapter, visit <www.laurellines.org>.

For more information, and to download the ticket order form, visit <www.laurellines.org> or contact Tony Verbyla 570-760-4344.

It probably started in the late 1950s when my mother, sister and I would ride the New York Central from Mattoon, Ill., to St. Louis to visit my grandparents during the Christmas season.

I only remember one of those trips, made in December 1960, and it was our last one. I was age 7 and was fascinated by the variety of trains at the St. Louis Union Station.

Craig Sanders  
University Heights, Ohio  
NRHS At Large member

# Searching for remnants of the Erie Lackawanna Railroad

Article and photos submitted by CRAIG SANDERS, At Large member NRHS and president of the Akron Railroad Club

(Editor's note: The following article was reprinted, with permission of the author, from the Akron Railroad Club eBulletin).

It is a late Sunday afternoon in the summer, but it could be any time of the year. I'm walking on the Portage Hike and Bike Trail between Brady Lake and Kent, Ohio.

I do it for exercise and relaxation, but I'm also looking for something I know I won't find and cannot find. I'm searching for the Erie Lackawanna.

The trail I've walked dozens of times is built on part of the former EL right-of-way. One track remains and is owned by Portage County and used infrequently by the Akron Barberton Cluster Railway.

As I walk next to the surviving tracks, I picture in my mind a passing EL train led by a brace of gold, maroon and gray locomotives. Maybe it's the CX-99 or NY-99, both of which were hotshot intermodal trains carrying United Parcel Service trailers.

I think about how Akron Railroad Club (ARRC) members Richard Jacobs, Robert Farkas and Roger Durfee used to stake out the EL and photograph it.

I imagine myself in the station at Hoboken, N.J., waiting to board a 10-6 sleeper on the Lake Cities, scheduled to depart at 7 p.m. Of course, in the diner I have dinner and enjoy the Krusty Korn Kobs, an EL specialty that was cornbread baked in a mold in the shape of an ear of corn.

But all of that is gone and has been for more than four decades. Although I keep looking for traces of the EL, those are increasingly difficult to find.

## Troubled Merger

The Erie Lackawanna was the result of the Oct. 17, 1960, merger of the Erie Railroad and the Delaware, Lackawanna & Western. Both had been losing money for years as they lost freight traffic to highways and waterways.

Also hindering the two carriers were the effects of accumulated debt and money-losing commuter train operations in the New York City region.

Like so many railroads of that era, consolidation was seen as a panacea that promised the elimination of redundant routes and facilities. However, the EL was unable to reap all of the savings from those actions that it expected. It lost money, only turning a profit in 1965 and 1966. During the 1960s, the EL whittled away intercity passenger service and in Ohio shifted yard classification operations from Kent to Marion.

Many Midwest and Eastern factories closed or increased their reliance on truck transportation, thus diverting even



*ALONG LINE — Grass grows between the former Erie Lackawanna rails.*

more traffic from the rails.

As the railroads surrounding it arranged mergers to overcome their own financial problems, the EL sought to become part of the Norfolk & Western, a healthy railroad fueled by abundant coal traffic revenue.

N&W agreed to acquire the EL, although at arm's length. Rather than fold the EL into the N&W network, which after 1964 also included the Nickel Plate Road, Wabash, and Akron, Canton & Youngstown, the EL was placed under the banner of a holding company known as Dereco.

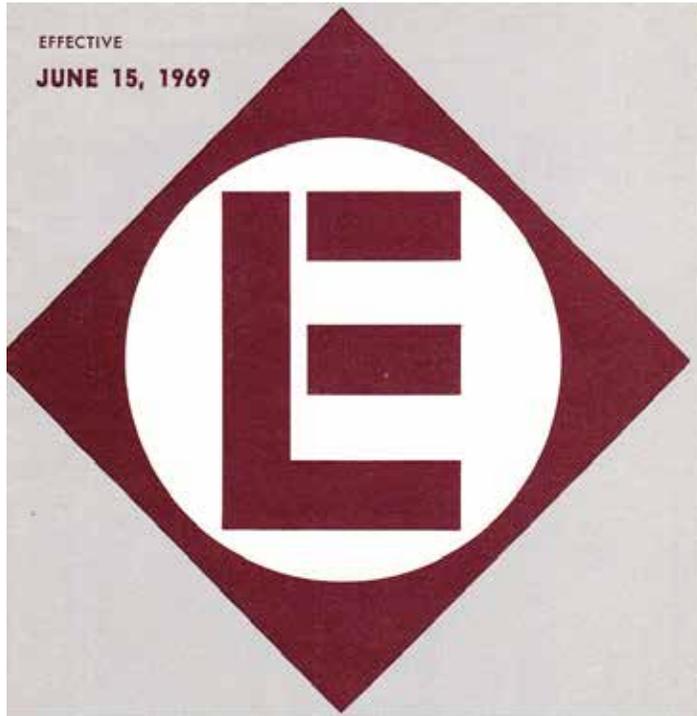
As a Dereco property, the EL continued to operate much as it always had, although now it was the Erie Lackawanna Railway rather than Erie Lackawanna Railroad.

During a time when most railroads in Northeast Ohio painted their locomotives in dark colors, the EL was a bright spot with its colorful locomotive livery.

By the early 1970s, the EL had won a contract to carry UPS trailers, and intermodal traffic became one of the few positive components of the railroad's balance sheet.

In Northeast Ohio, Youngstown and Akron generated a high volume of freight traffic for the EL from the steel and rubber industries respectively.

Hurricane Agnes on June 22, 1972, hit the EL hard in the East by washing away track and disrupting operations, primarily in New York State.



After estimating that repairing the damage would cost \$9.2 million, the EL sought bankruptcy protection.

The EL was hardly the only Northeastern railroad in bankruptcy court. Although it was thought by some that the EL would be reorganized as an independent road, the Chessie System showed an interest in acquiring parts of it.

But those plans never worked out and instead the EL wound up being included in Consolidated Rail Corporation, which began operations on April 1, 1976.

Conrail didn't want any of the EL west of Marion and eventually abandoned or sold most of its ex-EL routes in Northeast Ohio. This resulted in a patchwork network of former EL trackage that exists today, with some rails being used by short-line operators, others lying fallow in the weeds awaiting being pulled up, and portions of the former EL being used by CSX and Norfolk Southern.

### Distant Interest

For much of my adult life, the Erie Lackawanna was just another fallen flag railroad. I knew it had become part of Conrail and understood bits and pieces of its history.

During the 1960s, I would have seen EL freight cars on trains of other railroads. In the early Conrail years I likely saw former EL locomotives still wearing their original colors and markings.

But I have no recollection of ever having seen an EL train because when the EL was still around, I never lived in or spent much time visiting the territory that it served.

I have a hazy memory of having seen a newspaper article about the last trip of EL's *Phoebe Snow*, which occurred on Nov. 27, 1966.

My only direct encounter with the EL came in July 1969. I was in a Boy Scout troop that rode the N&W's *Blue Bird* from Decatur, Ill., to Chicago Dearborn Station, en route to the national jamboree being held in Idaho.

Schedules from that era show N&W No. 124 was scheduled to arrive in Chicago at 3:20 p.m., 10 minutes before the arrival of EL's *Lake Cities*.

I might have seen the *Lake Cities* arrive, but I don't remember it. Maybe I saw some passengers in the station who had just disembarked from No. 5. I vividly remember, though, seeing EL passenger cars in the Dearborn Station coach yard.

Fifteen days later, our troop was back at Dearborn Station waiting for the *Blue Bird* to depart.

We had time to kill, and I approached a ticket agent to ask for railroad timetables. Among the schedules I received was an EL folder dated June 15, 1969 (pictured at left).

I studied that timetable in detail and was surprised at how

few passenger trains the EL still had. But that was true of most railroads by then.

As it turned out, the *Lake Cities* had just over five months to live.

### The Search Begins

In early 2000, I wrote to the director of the Indiana University Press to pitch a proposal for a book that would recount the history of passenger trains in Indiana in the pre-Amtrak era. John Gallman called to say he was interested in my idea. Three years later, *Limiteds, Locals and Expresses in Indiana, 1838-1971* was released.

Doing research for that book took me into the world of history books and photo archives.

I pored over copies of the *Official Guide of the Railways* to piece together the story of Erie and EL passenger service through Indiana, which ended Jan. 6, 1970, with the last trips of the *Lake Cities*.

Just as I had been surprised in 1969 at the paucity of EL varnish, I also was surprised at how few trains the Erie operated over its mainline to Chicago even in the heyday of passenger trains in the early decades of the 20th Century.

Competition from the parallel New York Central, Pennsylvania and Baltimore & Ohio railroads had much to do with that.

Although my focus was the history of passenger trains, I also read several books about the history of the Erie and EL generally, including one written by a University of Akron history professor, H. Roger Grant.

Not long after my Indiana passenger train book was released, I joined the Akron Railroad Club. On occasion a program would show images of EL trains.

These photographs and the stories the presenters told about railfanning the EL and riding its passenger trains intrigued me.

In 2006 I started work on *Akron Railroads* and my archive of materials related to the Erie and EL expanded.

After *Akron Railroads* was released in 2007 by Arcadia Publishing, I would go on to do two more books that included researching the history of the Erie and EL: *Cleveland Mainline Railroads* and the second, *Akron Railroads*, both published by Arcadia.

The EL continued to captivate me. I was struck by its plucky underdog nature, its colorful locomotives and the manner in which it had been dismembered during the first decade of Conrail.



***THE MOTIVE POWER*** of The Lake Cities runs around its train in Ravenna. No, it's not that Lake Cities, but an excursion hosted by the Wheeling & Lake Erie for the Erie Lackawanna Historical Society, which was holding its 2007 convention in Akron. The train is sitting on what is left of the EL mainline.

The EL seemed to make as much history after it died as it had in the 15 plus years that it operated.

Having missed seeing the EL when it was alive, all I could do in my quest was to amass information and photographs. Yet I could also go out to physically look for it.

### **Rails to Trails**

Railroad rights-of-way have much in common, but if you understand a railroad's history you begin to grasp the ways in which each railroad had its own identity in ways large and small.

In many towns, railroads used a standard architecture style for depots, for example.

Railroads also tended to have their own style of signals. The Pennsylvania Railroad could easily be identified by its position light signals.

In Ohio, traces of the EL are actually traces of the Erie. The Lackawanna part of the EL never had tracks in Ohio.

By the time I arrived in Northeast Ohio in 1993, much of the former EL had already been removed, but portions of the former right-of-way have been converted to trails that offer the opportunity to walk where EL trains once ran.

It is often the case that when a railroad line is abandoned, most of the infrastructure is removed with it, although not all of it.

Bridges may remain in place because they are too expensive to remove. Concrete bases that once held signal masts also tend to remain. In some instances, mileposts have been left behind as have other artifacts that were too bulky to remove.

On the Portage Hike and Bike trail between Kent and Brady Lake, you can find a hexagon-shaped concrete structure that was once used to house a phone used by crews to contact the dispatcher turned onto its side.

Until a few years ago, the light tower used to illuminate the east end of the Kent Yard still stood, but it has since been removed.

The control house at the base remains and has been painted. The trail uses a bridge that once carried a yard lead track over Breakneck Creek. Other bridges remain, including those above the CSX New Castle Subdivision in Kent and the Cleveland Line of Norfolk Southern in Brady Lake.

The trail skirts the west edge of the former Kent Yard, which is now a flat area bereft of tracks and other railroad structures. But the footing of the former roundhouse touches the trail and, if you go back into the woods a bit, you can find the base of a water tank used in the steam era.

Similar water tank bases still stand in Solon and in Akron

near the border with Barberton.

The Portage Park District has erected on the trail an informational sign about the Erie and its role in Kent. It includes photographs made by the late Robert Redmond, a long-time ARRC member who photographed the Erie in the late 1940s and 1950s.

Just west of Ravenna Road is the concrete base of a semaphore signal that Bob worked into a photograph of an east-bound Erie train in the steam era.

Development continues of a trail in Akron on former EL right-of-way. Portions of this trail are open between Tallmadage and Kent.

Unlike the Portage Hike and Bike Trail, this trail runs along EL tracks that have not seen a train in decades.

The track is railbanked by Akron Metro Regional Transit Authority for possible commuter train use, although that seems unlikely to come about anytime soon, if ever.

The Portage Parks District has created another trail on ex-EL right-of-way. The Headwaters Trail is built on the largely abandoned Cleveland line of the Erie Railroad.

The trail extends for eight miles between Mantua and Garrettsville. I've only walked a portion of it, but some remnants of the railroad remain, including a telephone booth.

The passenger station still stands in Mantua, now owned by a real estate company office. The passenger station in Barberton also still stands.

In Wayne County, the County Line Trail is laid on the former EL right-of-way between Rittman and Creston. I walked it last summer and found signal bases and mileposts.

### **Still a Railroad**

They may be rare, but I have seen in recent years a freight car or two still wearing EL markings.

Locomotives wearing EL markings repose in various museums, and I've seen one at the National Museum of Transportation near St. Louis.

The livery EL locomotives used was based largely what the DL&W had before the merger.

Norfolk Southern SD70ACe No. 1074, part of the NS heritage locomotive fleet, wears Lackawanna colors and markings. I've seen it a few times, but never on former EL track.

NS also repainted SD35-2 No. 1700 into its original EL colors. It spends its time on the Conrail shared assets region in New Jersey and I've never seen it except in photographs.

Large portions of the former EL east of Ohio remain active

railroad mainlines, but in Ohio that is the case in just two places.

The Erie and New York Central had a paired trackage arrangement between Galion and Marion and parts of the former Erie are still used by CSX as its Mt. Victory Subdivision.

NS uses the former Erie mainline between Youngstown and Meadville, Pa.

Otherwise, what remains of the EL in Northeast Ohio that still sees service is lightly used.

The Akron Barberton Cluster (ABC) Railway uses ex-EL track between Barberton and Rittman, and between Kent and Ravenna. Those trains don't operate every day and can be a challenge to catch and photograph.

The Ashland Railway uses a portion of ex-EL track between Mansfield and West Salem but, like the ABC, can also be a challenge to catch.

A small portion of the former EL in Kent is used by Shelly Materials, a division of The Shelly Company, which unloads aggregates there.

ARRC member Bob Rohal, who once worked for the Erie, operated a locomotive for Shelly for several years.

The Cleveland Commercial Railroad leases from NS a portion of the EL's Cleveland line that is still active.

### **Not the Lake Cities**

Until a few years ago, there were opportunities, albeit limited, to ride former EL rails in Northeast Ohio.

I never tire of hearing ARRC members talk about steam and diesel excursions they rode over the former EL when it was still a through route east of Akron.

The ABC hosted excursion trains between Wadsworth and Rittman in conjunction with the annual Blue Tip Festival in Wadsworth.

For several years, short excursion trips were operated from Kent during the annual Heritage Festival. Those trains often ran east toward Ravenna, passing the site of the former Kent yard and stopping short of Ravenna Road.

In some instances, excursion trains traveling over the Wheeling & Lake Erie Cleveland Subdivision to Kent unloaded at the former Erie depot, thus using a small portion of the ex-EL.

For the 2007 convention of the Erie Lackawanna Historical Society in Akron, the W&LE agreed to host an excursion from Akron to Ravenna that was dubbed *The Lake Cities*.

The engineer was ARRC member Chris Lantz, who worked for the W&LE at the time.

Passengers received tickets that were a facsimile of an Erie Railroad ticket inside an EL ticket jacket. The train did not, though, use the former EL tracks between Akron and Kent.

As I rode those excursions I tried to imagine what it must have been like to have been aboard an EL passenger train back in the day.

It is a good thing that I rode those trains when I did. The W&LE has since ceased hosting excursion trains on its property.



***THERE IS ONLY SILENCE in Leavittsburg where the EL split into lines going to Cleveland and around Youngstown. A milepost stands as mute testimony that it is 50 miles from here to Cleveland.***

### **The Dead Zone**

On the east side of Ravenna is an invisible demarcation line. To the west lies an active railroad whereas to the east lies a dead zone.

To be sure, rail traffic west of the line is infrequent, just a couple days or so a week with the ABC serving a cardboard company.

The last time that I visited, the former EL tracks east of Ravenna were still in place all the way to Leavittsburg, although unused.

It is here that I've come closest to finding the Erie Lackawanna. Vegetation covers the rails in many places and trees grow through the ties.

Grade crossing signals remain in place, waiting to be activated by trains that are unlikely to come.

A few still have identification signs with the EL initials on them.

The railroad scene in Windham is eerie. A double track mainline and a switch leading from Track No. 1 to the last customer to receive rail service remains in place.

It was here on Nov. 22, 1973, that an eastbound EL intermodal train was routed into the siding after two trespassing juveniles had thrown the switch earlier in the day. The resulting derailment killed one crew member and seriously injured another.

Although the former EL east of Ravenna is owned by Norfolk Southern, for a time an Ohio Central System subsidiary leased the line and ran as far west as Windham.

I was told that two main tracks were left in place in Windham so the OC motive power could run around its train.

Further east of Windham is the hulking, double-track through truss bridge that carried the EL over the Mahoning River. Only one track is left there today.

Leavittsburg used to be a railroad town. The EL line to Cleveland diverged at SN Tower on the west side of town. To the east of the tower, the EL split into two mainlines, one of which ran via Youngstown, while the Youngstown bypass line operated via Cortland.

The Baltimore & Ohio also had a branch that passed through Leavittsburg that diverged from the Akron-Youngstown mainline at Newton Falls and ran via Warren and Niles before rejoining the mainline in Girard.

It's been four years since I've been to Leavittsburg, when it had tracks but no trains.

Some railroad block signals still stand between there and Warren, including a set of searchlight signals for westbounds that stands beside the remains of the right-of-way of the route between SN Tower and Youngstown.

EL's last passenger train outside the New York commuter zone — a Cleveland-Youngstown train that operated until January 1977 — used that line.

The last time I was there, a concrete milepost still stood beside the empty right-of-way showing that it is 50 miles to Cleveland.

The EL's line into Youngstown still has tracks in some places, but they are rusty and Mother Nature is slowly reclaiming what was once railroad space.

Like Leavittsburg, Warren also is a good place to practice railroad archeology.

The tracks had been removed in many places from the EL line to Youngstown, but the Youngstown bypass was still in place. It had at least one active customer the last time I was there who received and/or filled covered hopper cars.

One track was being used for the storage of boxcars near the shuttered General Electric plant.

In theory, the former EL could be revived between Warren and Akron, but it would take thousands, if not millions, of dollars to rebuild an infrastructure that hasn't had a train operate over it for many years.

And who would have a need for that rail line? If anything, it is a wonder that the tracks have lasted as long as they have.

Like so many industrial cities, Warren contains many silent factories and railroad tracks.

Maybe someday new businesses will come here who need to

ship by rail. Yet it will never be what it once was.

As I looked around the empty parking lots surrounding the vacant factories and surveyed the homes of the working class neighborhoods, I couldn't help but think of the generations of men and women who made this neighborhood thrive. Where have the workers gone?

And what happened to those railroaders who kept the EL trains running?

### Legacies

Many railroad enthusiasts tend to pine for railroad operations that occurred just before they matured as adults.

Baby boomer railfans long for the final years of steam locomotives and lament all the fallen flags they grew up with that are gone. It is in part why the heritage locomotives of Norfolk Southern have been so popular among railfans.

Millennial railfans may long for Conrail — something they might have seen in their youngest years, but were never able to get out and get to know.

But few railroad enthusiasts have much more than a passing interest in railroad operations of more than a generation ago.

Images of the Erie Lackawanna still appear in railfan slide shows and books, particularly those published by Morning Sun Books, providing a chance to get a sense of what the EL was like when it was still around.

Just north of the crossing of South Leavittsburg Road with the Youngstown bypass of the ex-EL is the Leavittsburg Ace Hardware store. It is housed in an old building that no doubt has seen a lot of EL trains over the years.

I see it and think about what it must have been like to have been a boy of about middle school age in the early 1970s, going with dad on a trip to the hardware store on a Saturday afternoon.

He'd park in front of the store and maybe by happenstance the lights for the EL crossing would start flashing.

The boy and his dad would watch the train pass, led by two, three or maybe four of those colorful EL locomotives.

Such are the moments that live in a boy's memory long after he's become a man and started his own family.

Maybe today he takes his son or grandson to the hardware store but there are no trains to watch, only those dad or grandpa tells him about that they used to see. Like myself, that young man can only imagine what the Erie Lackawanna must have looked like.

# Porter built 0-4-0 now on display at Richmond Railroad Museum

By RAY POTTER, Old Dominion Chapter NRHS

One of our biggest attractions for children at the Richmond Railroad Museum is our coal-fired steam engine switcher. This locomotive was used for years by the W. M. Lea Company of Richmond to move freight cars around the yard at the company's furniture manufacturing plant.

The engine is an H.K. Porter 0-4-0 built in the early 20th Century. Visiting children enjoy climbing all over this gentle giant.

This locomotive type is a "tank engine", as in "Thomas The Tank Engine." The main difference is that ours is not painted blue. If you look at the engine from the front you can see that the water "tank" sits on top of the boiler where the steam is generated. Other locomotive designs combined these two functions into one housing.

While this locomotive is inoperable now, some members of the museum have discussed the possibility of restoring it to operation. As it is now, it just gets a fresh coat of black paint every few years when the color starts to fade.

You are invited to come see this historic relic of Richmond's past. Sit in the engineers seat, pull the throttle and pretend you are chugging down the tracks.

The museum, owned by the Old Dominion Chapter of the NRHS, is open every weekend. Hours are 11a.m.-4 p.m. Saturday, and 1-4 p.m. Sunday. Admission is \$5 for persons over 13

The museum <[richmondrailroadmuseum.org](http://richmondrailroadmuseum.org)> is located at the Hull Street Station (the former Southern Railway passenger station at 102 Hull Street) in Richmond.



***THIS H.K PORTER STEAM ENGINE, shown "then" (top photo) and "now" (lower photo) is now on display in Richmond.***

# How did your love of railroading begin and then grow over the years?

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

Walter E. Zullig Jr.  
Ossining, N.Y.  
New York Chapter NRHS and & NRHS Global Director

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

Born in 1946, I had my first train experience in the summer of 1950 when my folks took a round trip via rail from Wichita, Kan., to Bridgeport, Conn., to visit relations.

My interest in railroads dates to riding the New Haven Railroad with my parents as a child. Later, our family moved to Maywood, N.J., where we soon discovered the New York, Susquehanna & Western Railroad.

And, I still have memories of the sweet aroma of coal smoke, inhaled during a trip in 1954.

That line operated an excellent passenger service at the time and many of the railroad employees became good and generous friends. My first of many locomotive cab rides came at the age of 13. This led to a career as a railroad lawyer and worldwide rail travel and photography. But it all started as a kid riding the NYNH&H.

My interest, however, was sealed in the fall of 1951 when my dad, uncle and I were treated by my uncle's father-in-law, a Frisco engineer, to a tour in Neodesha, Kan., of new Frisco and Missouri Pacific diesel power that had recently replaced steam.

Ron Chamberlain  
Wichita, Kan.  
Wichita Chapter NRHS

## NRHS News deadlines, submission requirements are listed

Remember that we welcome submissions to the *NRHS News* from chapters, rail historical societies and members. Please submit photos from chapter events such as trips, picnics, train shows, etc. If you get any good photos from the upcoming convention, send them in. We can also publicize future chapter events in the *News* and on the NRHS Facebook page if you send it in to <nrhsnews@charter.net> or mail to *NRHS News*, c.o Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, N.C. 28654.

article revisions may require substantial work on the layout.

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 boxes which contain dozens (and sometimes hundreds) of photos, with no caption info.

As a reminder, the NRHS publishes nine issues of the *News* each year. The *News* is distributed in the six even-numbered months (February, April, June, August, October and December) as .pdf files. There are no printed copies of these issues available. We urge chapter members to print and distribute copies to other members who do not have access to the Internet.

Be sure to check out the NRHS Facebook page for the latest rail news and updates on chapter events. Posting info on upcoming chapter members may well attract new members. The Facebook address is < <https://www.facebook.com/Rail-Preservation/>>.

The NRHS also prints and mails copies of the *News* to members of record in March, July and November. Those are copies specifically designed for members who do not have access to the Internet. There are no .pdf copies of those issues.

The submission deadlines for the remainder of this year are included in the attached box. Please send submissions as early as possible as the layout process is ongoing.

Please submit only high resolutions photos sent as attachments to an email and not in the body of the for a time email or Word document. If you have an article that needs to be approved by others, send only the finished version rather than a draft. Articles are usually laid out upon receipt, and

<b>NRHS News Deadlines</b>		
<b>Month</b>	<b>Print or .pdf</b>	<b>Deadline</b>
September	No issue	—
October	.pdf	Sept. 10
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

## Nickel Plate Heritage Railroad acquires vintage F9 for fall trips

*Article and photo submitted by NICKEL PLATE HERITAGE RAILROAD INC.*

ATLANTA, Ind.— Nickel Plate Heritage Railroad, in partnership with Atlanta Pacific Rail, has announced the acquisition of a historic 1950s locomotive that will be used to power the *Nickel Plate Express* this fall in northern Hamilton County.

The locomotive was built for Erie Mining Company in August 1956, by the Electro-Motive Division of General Motors, the largest manufacturer of railroad locomotives in the world. Designated as a model F9, it was the most contemporary engine of its type when built. It boasts 1,750 horsepower and a 16-cylinder engine. When new, the locomotive would have cost \$189,262. Only 87 similar locomotives were built between 1954 and 1956.

“Nickel Plate Heritage Railroad and Atlanta Pacific Rail are fortunate to have acquired such an historic locomotive to power its trains,” said Tom Hoback, owner of Atlanta Pacific Rail. “This classic locomotive will recreate the high point of rail passenger travel in America during the 1950s”.

Before this particular locomotive was in service, more than 4,000 similar ones were frequently used to pull fast passenger trains throughout North America. The F9 was the culmination of locomotive development through the mid-1950s. Based on the highly popular design of streamlined passenger locomotives, the engine was used in freight service for many years in the Iron Range until acquired by Powell Felix for use on his Vermillion Valley Railroad near Covington, Ind.

The historic F9 locomotive will pull *Nickel Plate Express’* Santa Fe *El Capitan* Hi-level passenger cars when operations begin this fall. Excursions will operate regularly every Saturday and Sunday from Atlanta to Noblesville.

Nickel Plate Heritage Railroad Inc. is a non-profit based in Atlanta, 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.



***BRAND NEW – This photo shows the F9 locomotive, recently acquired by the Nickel Plate Heritage Railroad, when it was new. The locomotive was built for Erie Mining Company in August 1956.***

# NRHS seeking vintage photos of Golden Spike Centennial

*By the NRHS FILM ARCHIVAL COMMITTEE*

How many years ago did you begin shooting that film, taking those still photos of trains? Is it possible that the time was 50 or more years ago?

With the 150th anniversary of the completion of the trans-continental railroad just around the bend, your NRHS Film Archival Committee is in search of film or still photos of the 1969 centennial celebration or footage of the *Golden Spike Centennial Limited* taken during its trip from New York to Utah and back.

If you have such film or photos in your collection or have a friend who has such material, please let us hear from you now by emailing <marlin@nrhs.com>. We're on a mission for the good of your Society and making a contribution to rail history.

## Historic photos, film is sought

The committee is also seeking any vintage photos or film to preserve in the NRHS archives.

If you possibly have any original film footage — 16 or 8 mm,

color or black and white — which you recorded or was recorded by someone you know/knew, or if you know of someone possessing such footage, the NRHS Film Archival Digitalization Committee would like to hear from you. We are also interested in old slides and photos that can be preserved for future generations.

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

To contact the committee, email <marlin@nrhs.com>, or write to Film Archival Committee, NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard PA, P.O. Box 5016, Mount Laurel, NJ 08054.

As a part of the effort to bring attention to the need to preserve photos, and to show NRHS members some of the photos from the Society's collection, we plan to include a rare vintage photo in future editions of the *NRHS News*. The first of the photos is shown below. We hope that you enjoy this new feature.



**WABASH RAILWAY class D30, 4-4-0 No. 651, pulls the Continental Limited, through St. Louis, circa 1900. This comes from the Elmer Kremkow collection, from the Bluewater Michigan Chapter NRHS.**

## NRHS members take part in R&LHS convention in St. Louis

By RON GAWEDZINSKI, St. Louis Chapter; Photos by J.L. Gattis, Arkansas-Boston Mountain Chapter; and WILL RASMUSSEN

(Editor's note: Another article on this meeting was printed in the July issue of the NRHS News. Because of limited space, only two photos were printed. We're including more photos on pages 22-23.

The St. Louis Chapter NRHS sponsored the NRHS Spring 2018 Conference in conjunction with the Railway & Locomotive Historical Society (R&LHS) on Wednesday, May 30 through Sunday, June 3, in the historic St. Louis Union Station and Hotel.

The St. Louis Union Station and Hotel opened on September 1, 1894, at a cost of \$6.5 million, and took just two years to construct. An enormous single-span Train Shed of trusses covered 42 tracks. The first train pulled in Sept. 2, 1894, and the last train pulled out Oct. 31, 1978.

The R&LHS had a busy agenda from Thursday through Saturday. On Thursday morning the group departed for a “wind-

shield tour” of the Union Pacific Railroad Dupo, Ill., intermodal yard. In the afternoon, the group toured the National Museum of Transportation in St. Louis.

On Friday morning the group departed for a tour of the Melvin Price Lock & Dam on the Mississippi River at Alton, Illinois. In the afternoon, the group rode on the Terminal Railroad Association Circle Train trip.

On Saturday morning the group departed for the Monticello (Ill.) Railway Museum for a tour of the museum as well as train rides. In the evenings there were various presentations made on an assortment of railroad subjects. About 120 members and guests were in attendance.

The NRHS Spring 2018 Conference Advisory Council and Board of Directors' meetings were held on Sunday, June 3. About 50 members were in attendance.



***IN ST. LOUIS — One of the main events at the 2018 “Gateway Rails” in St. Louis, sponsored by the Railway & Locomotive Historical Society (R&LHS), was a trip on the rails of the Terminal Railroad Association. This photo shows TRRA T100 on the Wiggins Main in a wide angle view from the Eads Bridge. In the background, on the other side of the Mississippi River, is the St. Louis Arch.***



**STEAMER** — Those attending the convention got a chance to see and photograph this Republic Steel Corporation 0-6-0 steam locomotive switcher at the Monticello Railroad Museum.



**SHUTTLE** — The Monticello Railway Museum shuttle train was led by a classic Wabash F7 unit.