

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

DECEMBER 2018

Happy holidays!
from the National Railway
Historical Society
and the staff of the *NRHS News*.
Thanks to everyone for your help this year!



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

WINTER WONDERLAND — *Heber Valley Railroad's ex-Union Pacific 2-8-0 No. 1068 performs an outstanding photo runby on their former Denver & Rio Grande Western branch line three miles south of Heber City, Utah during their "Winter Steam Spectacular" Feb. 11, 2008. The 1068 powered a consist of vintage freight cars and a caboose on this day. Cold temperatures and clear skies over the three-day event combined to produce dramatic results.*

Convention will feature Union Pacific sesquicentennial

Though no specific date has been set, registration is expected to begin in mid-January for the 2019 NRHS convention. The event is scheduled for May 7-12 in Salt Lake City, Utah. Please check the NRHS Facebook page <<https://www.facebook.com/RailPreservation/>> and the NRHS home page <www.nrhs.com> for details on when registration will open.

The feature of the convention will be the Salt Lake City-Ogden-Promontory Summit events for the Union Pacific's Sesquicentennial celebration.

The host hotel for the convention will be the Radisson-Downtown hotel on South Temple in Salt Lake City. The nightly

rate is \$149 plus tax. The hotel normally charges a \$15 nightly rate for parking of an automobile, but this charge will be waived for NRHS members. The Radisson hotel phone number is 801-531-7500, and you must indicate, when making reservations, that you are a part of the NRHS group.

Reservations for the original allocation of rooms blocked for the NRHS sold out quickly. At the time of writing, reservations for the Society were approaching 1,100 room nights. A "room-night" is a reservation for one room for one night. The days that are the biggest problem (space

See **TICKET SALES**, Page 2

St. Louis Chapter offering matches for donations to NRHS fund

By DAVID HUELSING, President, St. Louis Chapter, NRHS

The St. Louis Chapter NRHS Endowment Fund will match contributions to the NRHS Heritage Grants Program 100 percent (up to a maximum contribution of \$2,999). Donations must be made between Sept. 1, and Dec. 31, 2018.

If you want to participate:

1-Write a check, payable to NRHS Fund Inc., for whatever amount you desire...the more the better.

2-Put in the memo line "Heritage Grants Program."

3-Mail the check to St. Louis Chapter NRHS, P.O. Box 220168, Kirkwood, MO 63122-0168.

Your check will be forwarded to the NRHS Fund after the chapter treasurer logs the gift in his spreadsheet for the matching contribution. If you send a contribution any other way, including with your renewal dues, it will not be counted for the matching grant. Checks must be received before Dec. 31, 2018.

Thank you for your support of this program.

After four new issues in 2018, articles needed for NRHS Bulletin

By JEFF SMITH, Editor, NRHS Bulletin

In 2018, the *NRHS Bulletin* returned to publishing four issues per year for the first time since 2013. As a result, we are in need of content for future issues and welcome contributions from the membership.

Articles of any length will be considered. Generally, most articles are between 3,500 and 9,000 words and are accompanied by between 15 and 40 images. Any subject related to railroad history in North America will be considered. Some topics of particular interest right now are: subjects from the South and Midwest; topics related to the development of

diesel locomotive technology; and those about steam/diesel locomotive restoration.

If you have a manuscript you are interested in submitting, please send an electronic version to *Bulletin* Editor Jeff Smith at <bulletin@nrhs.com>.

If you are interested in writing an article and want to talk through an idea first, please reach out to Jeff at <bulletin@nrhs.com>. Please do not send photographs or other material before reaching out to determine our interest in the article.

Ticket sales for Salt Lake City convention to open in mid-January

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wise) are the Wednesday and Thursday, May 8-9, of convention week.

The registration room for the convention will open on Tuesday, May 7. The annual general membership meeting will be held the following day (Wednesday), 3 p.m., at the host hotel. It was incorrectly announced earlier that the Society Advisory Council and NRHS Board of Directors would also meet on Wednesday. Gatherings for those groups will not be held during the convention.

Those attending the convention will be in Ogden on Thursday, and at Promontory Summit on Friday at the National Park where the Sesquicentennial 150th birthday party for Union Pacific will take place. On Saturday, the schedule features

a private charter train over the Heber Valley Railroad at Heber, Utah. More information on these and other convention events will be announced on the NRHS webpage <www.nrhs.com> and in future editions of the *NRHS News*.

2020 convention to be held in California

It was decided at the NRHS Board of Directors' meeting on Oct. 13 in Scranton, Pa., that the 2020 NRHS convention will be held in Fullerton, Calif. during the month of June (though no specific dates have been set). The convention committee will now begin a search for the host hotel by making an on-site inspection of nearby hotels in the area as close as possible to the Amtrak station. Further information will be provided to the Board at the Spring 2019 conference in Birmingham, Ala., with regard to hotels, events, and dates, and also reported in the *NRHS News*.

The *NRHS News* is published nine times a year by the National Railway Historical Society. Charles S. Williams, Samuel Spencer Chapter NRHS, Editor. Lynn Burshtin, West Jersey Chapter NRHS; Ellen Pinsky, Iowa Chapter NRHS; and Sami Williams, editorial assistants. Alex Mayes, Potomac Chapter NRHS, special contributor. Send items to: *NRHS News*, c/o Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, NC 28654. E-mail: <nrhsnews@charter.net>. Phone 336-838-2754. The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, N.J. 08057. All membership information changes should be sent to Hugh Harris <hughrharris@aol.com>.

Twin Forks Chapter offering calendar to raise funds for projects

By RICHARD GORDDARD, *Twin Forks Chapter NRHS*

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

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

In future calendars, each year will have a different theme with different railroading subjects.

We are offering this calendar to raise funds for our projects which, as you all know, are ongoing.

The calendar is \$10 (New York State residents please submit \$10.85), plus \$3.75 for shipping and handling. Send a check or money order to: Twin Forks Chapter NRHS, P.O. Box 1620, Ronkonkoma, N.Y. 11779 (Attn.: Calendar)

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

Atlanta Chapter NRHS selling 35th anniversary calendar for 2019

The Atlanta Chapter NRHS is offering the 35th edition of its chapter calendar for 2019. The photographs in this calendar are of locomotives at the Southeastern Railway Museum's current site from 1998-2018. All are the work of long time Atlanta Chapter NRHS members and museum volunteers, including Duncan Carel, Andrew Durdan, Stephen Flynt, Cheryl Hardt, Thorn Logan, John Marbury, Gragg Robinson and Scott Sadow.

The Southeastern Railway Museum, founded by the chapter, is located in Duluth, Ga., on U.S. Highway 23, Buford Highway, north of Pleasant Hill Road. About 90 pieces of equipment are on display. This display includes steam and diesel locomotives,

Pullman, coach and Railway Post Office cars, wood and steel freight cars and cabooses. Other specialty items are a pile driver, Jordan spreader, milk tank car, a 50-ton track-mounted crane and an early model Trackmobile, steam tractors, a horse drawn fire engine, trolley cars, trolley buses, and taxi cabs.

The cost for the calendars is \$14 for one to four calendars, \$13 for five-10, and \$12 for 11-50. Please contact the chapter for pricing on 50 calendars or more. Mail checks, payable to Atlanta Chapter NRHS, to: Calendar-Atlanta NRHS, P.O. Box 1267, Duluth, GA 30096-1267. Include name and mailing address. Back issue calendars and other items are available at <www.srmduluth.org>.



AT FALL CONFERENCE — A group of photographers attending the NRHS fall conference in Scranton, Pa., detrained during a special rail trip to shoot pictures of the engine. The group is shown at the end of the outbound leg of the excursion, just outside of Lackawaxen, Pa. Most of the passengers stayed on the train.

The president's corner

Consider giving NRHS membership as holiday present

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

I would like to thank all the new and returning board members, officers and volunteers for all the work that they did for the NRHS in the past two years.

We are now in the membership renewal cycle, and many of you have already renewed for 2019. Thanks. If not yet renewed, please renew soon. It costs considerable volunteer time and money to send second renewal notices. Please consider renewing on-line <<http://www.nrhs.com/membership>> as that uses the least volunteer time.

Now that the Society finances are much more stable, we have many opportunities to start more preservation of railroad history. This is a continuing project and the NRHS has been doing it for more years than any other similar groups group. Please consider helping out in your local area with a preservation project.

Telegraph scope to be limited; submit membership items to News

The *NRHS Telegraph* is now specifically charged to focus its content on the chapter level rather than the general membership. Beginning with the January 2019 issue, an email announcing the release of the *NRHS Telegraph* will be limited to the NRHS officers, directors, committee chairs, and other leadership positions, as well as chapter officers, board members and committee members.

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

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

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

Please submit only high resolution photos sent as attachments to an email and not in the body of the email or Word document to the *News*. Also, send caption information as

We recently changed our main mailing address. Please use this — National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, N.J. 08057 — for all correspondence, and delete the old address from your records.

The holidays are coming up. For a gift idea, consider giving a membership to a friend or associate. The NRHS has much to offer, and the gift membership you give just might get a new railroad history preservationist to join us for the long term.

Many groups are having holiday displays and some are running special trains. We have NRHS brochures available to give out if your group is interested. Contact your board member or me to get some.

Thanks for being a member and supporting railroad history preservation.

well as the name and chapter affiliation of the photographer in a separate Word document with a clear and precise link to the photo file number. Do not use caption information as the name of the photo file. Also, please send individual photo files rather than links to Internet dropboxes which contain dozens (and sometimes hundreds) of photos, with no caption info.

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

NRHS News Deadlines

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

L&WV chapter offering 40th anniversary railway calendar

By PAUL R. HART, Lackawanna and Wyoming Valley Chapter NRHS Calendar Committee

The Lackawanna and Wyoming Valley Chapter NRHS recently issued its 40th annual railway calendar.

The very first calendar, issued in 1980, was produced by charter members Ed Miller and John Rakowski. In subsequent years, several chapter members have continued the practice of publishing a collection of historic railroad photos from the Scranton and Wilkes-Barre region of Pennsylvania.

The region in question has a long and significant railroad history. During the heyday of anthracite mining in the region, the area was served by seven Class One railroads: the Central Railroad of New Jersey, the Delaware and Hudson, the Delaware Lackawanna and Western, the Erie, the Lehigh Valley, the Pennsylvania, and the New York Ontario and Western.

The Wilkes-Barre Railway Corporation provided trolley service to the Luzerne County area in the vicinity of Wilkes-Barre, and the Scranton Transit Company provided the same kind of service to the Lackawanna County area around Scranton. A third rail electrified line, the Lackawanna and Wyoming Valley, commonly known as the Laurel Line, linked Scranton with Wilkes-Barre.

The origin of the calendar was the personal collection of chapter charter member Edward S Miller. Ed began taking pictures in the region around the time he graduated from Pittston High School in 1938. He provided black and white photos of all the regional railroads and the streetcar systems in both Scranton and Wilkes-Barre. Later, Ed began to take color slides of many of the same railroads. In addition, Ed had an extensive collection of black and white negatives of transit lines around the United States. When Ed passed away in 2010, he left most of this collection to the Pennsylvania Trolley Museum in Arden, Pa.

For the first three years of its existence Ed Miller's collection

provided all the photos used, a cover photo and one photo for each month of the year. Beginning in the fourth year, 1983, photos from other photographers appeared.

During its 40-year history, the L&WV chapter has published photos submitted by 81 different photographers and organizations. Despite the diversity of contributors, Ed Miller has provided 252 of the 572 photos that have been used in the 40 years of calendars. Of those 572 photos, 455 were black and white, and 117 were color. Ninety-six communities or locations in Pennsylvania have been included as the background for these photos.

Scranton and Wilkes-Barre, the two largest communities and the ones with the most prominent railroad presence, have produced the largest number of photos in the 40-year collection. Many smaller communities such as Analomink, Lanesboro, Forest City, Rupert, Penn Argyl, Mount Pocono, and Harding have also appeared at least once.

Over the years the calendar has included photos of all the railroads that served the area during the 1940s and 1950s. As railroads changed due to bankruptcy and mergers later in the 20th Century, calendar photographers included photos of the Erie Lackawanna, Conrail, Canadian Pacific, and Norfolk Southern. There were also occasional photos, not quite as numerous, of Lehigh and New England, West Pittston and Exeter, Scranton Montrose and Binghamton – the Northern Electric, the Wilkes-Barre and Eastern and Steamtown USA. Shortlines such as Pocono Northeast, Lackawanna Valley, and Delaware Lackawanna were added in more recent years.

Over the years the chapter learned some lessons and improved the calendar. The first calendar, 1980, was printed on letter size paper and stapled at the top. This made it difficult to fold over the pages. In 1981 the second calendar went

to legal-size paper, 8.5" x 14" and was folded in half. The photograph with caption appeared above the fold, while the days of each month appeared below the fold. The next significant improvement was the introduction of a color cover in 1984. Every calendar since 1984 has had a color cover, with all the photos inside black and white.

In 1988 the chapter moved to a 11" x 17" format folded in the middle with photo and caption above the fold and days of each month below the fold. With some minor modifications

See CALENDAR, Page 20



SELECTING THE PHOTOS — Members of the Lackawanna & Wyoming Valley Chapter NRHS meet to select photos for the 2020 Annual Railway Calendar as the 2019 calendar is available for sale. Pictured, left to right, are Ed Zech, Paul Hart, Norm Barrett, Jim Kilcullen, and Carl Packer.



WITH GRANT LETTER — *Indiana Landmarks Vice President of Preservation Services Mark Dollase presents the grant letter and check to Hoosier Heartland Trolley Company (HHTC) Secretary William Whitmer at Forest Park on Saturday, Oct. 27, 2018, in front of the last Indianapolis streetcar. Pictured, left to right, are: HHTC Treasurer Jakob Stage; Dollase, Whitmer and HHTC Vice President Cameron Nichols, and City of Noblesville Deputy Mayor Steve Cooke. HHTC was founded in 2018 to rescue, restore, run and revive the last remaining pieces of Indiana's electric railway heritage.*

Grant awarded to help preserve last Indianapolis streetcar

Photo and article provided by HOOSIER HEARTLAND TROLLEY COMPANY

INDIANAPOLIS, IND. — The newly-formed nonprofit Hoosier Heartland Trolley Company (HHTC) was awarded a \$3,500 grant to relocate and stabilize the last-remaining Indianapolis streetcar, Indianapolis Railways No. 153, on Saturday, Oct. 27.

This rare grant request fostered a unique collaboration between the Marion County Historic Preservation Fund of the Central Indiana Community Foundation and Indiana Landmarks, ultimately aiding HHTC to enlist a professional contractor to transport the rare and priceless car.

With funding provided in part by Indiana Landmarks, Vice

President of Preservation Services Mark Dollase commended the efforts to save Indiana history within an award letter to HHTC. Dollase mentioned, "This funding will assist the Hoosier Heartland Trolley Company to complete the relocation and begin restoration of the last known surviving Indianapolis Street Railway streetcar. We understand that the streetcar was nearly scrapped...so your efforts to save and eventually relocate the streetcar to Indianapolis are admirable."

The check was presented Saturday morning at a brief ceremony in Forest Park in front of the streetcar, where several HHTC board members, Indiana Landmarks Vice President of Preser-

NRHS completes two more successful RailCamps for teens

Article by ELLEN SCOTT, Photos by GREG GERSTUNG and TIM O'MALLEY

(Editor's note: The following feature details the activities at both RailCamp East and RailCamp West this past summer. We have included plenty of photos to go with the article in order to give members a better idea of what the campers experience at one of the Society's signature programs. The tuition costs for many of the campers were funded fully or in part by donations from NRHS chapters and members).

RailCamp East 2018

Counselors and staff arrived at the University of Delaware in Wilmington, Del., for RailCamp East on Saturday, June 23. Counselors included RailCamp East Director Tony White, Tim O'Malley, Dave Bateson, Roy Wullich, Rick Davidson, Ellen Scott and Greg Gerstung, photographer. Members of the RailCamp committee were also present for a few days. They included RailCamp Chairperson Becky Gerstung, Carl Jensen, Bud Thompson and Bill Chapman.

We got settled in and prepared for the arrival of campers the next day.

RailCamp East began on Sunday, June 24 with the arrival of 24 campers. The campers arrived "by trains, planes, and automobiles". This year we had three girls and 21 boys.

University officials checked in the campers, who were given their room keys and meal cards for the cafeteria. They also received RailCamp shirts and hats, and binders with the daily schedule and pages for notes.

Once everyone had arrived and belongings had been taken to rooms, we had a brief meeting/orientation. The campers introduced themselves and gave a brief history of how they became interested in railroading. Tony briefly explained what we would be doing for the next week.

Dinner was in the college cafeteria. After dinner we had a presentation by Troy Grubb of the Railroad Museum of Pennsylvania about the history of railroading in Pennsylvania and the surrounding area. He also briefly discussed the interpretive presentation that each group would be doing. This was followed by an Operation Lifesaver presentation by Tim O'Malley.

Lastly was a briefing on the next day's events. This would be done every night before free time and lights out. The campers were told what safety equipment would be needed the

next day and what time to meet for breakfast. We travelled to breakfast in the cafeteria as a group.

Our past schedule for RailCamp East was to spend Monday and Tuesday at Amtrak. Due to scheduling at Amtrak, instead we were at Amtrak's facilities on Monday and Wednesday. Tuesday was spent at the Railroad Museum of Pennsylvania, with Thursday at Strasburg Rail Road, and Friday morning back at the Railroad Museum. The final afternoon was spent at the Strasburg Rail Road.

On Monday, at the Amtrak Training Center In Wilmington, the



DISPATCH SIMULATORS — RailCamper Nigel Soler uses the CETC training simulator at the Amtrak Training Facility in Wilmington, Del.

morning session was an orientation of conductor and engineer training. The trainers for each of these departments spoke to the campers about what the jobs entail and the type of training required for each. One of the things covered was how to read signals.

Adam Otsuka, a past RailCamper who now works for Amtrak as an operations planning manager, spoke on his educational background and his work at Amtrak. He also stressed the importance of an education in any railroad position.

The most anticipated part of the day came after lunch. The campers were divided into two groups. One group used the locomotive simulators, and the other group split, with half using the dispatch simulators and the other half taking the

display train tour with hands-on training. The groups switched places after an hour.

The locomotive simulators have always been the highlight of the afternoon. All campers have a turn using the different simulators. This time, most had a chance to use the Acela simulator although the motion part was not working. The ACS64 simulator was one that not many wanted to give up once they were on it.

It was then back to the university campus for dinner in the cafeteria. After dinner, we went railfanning at the Newark train station. It was the first time for many campers to experience the Acela going by at 125 mph. We stayed until it was too dark for any photos. Then it was back to the dorm for a briefing on Tuesday's events.

Tuesday we traveled to the Railroad Museum of Pennsylvania. The orientation and safety briefing were given by Troy Grubb, museum educator, and Aaron Fried, another former RailCamper. Four team activities were covered: interpretive presentation, a guided tour of the museum, steam locomotive restoration and shop tour, and a scavenger hunt.

Before the start of camp, four pieces of equipment from the museum were chosen for the groups to use for their interpretation. Each of the counselors picked the equipment their team would use. Mr. Grubb worked with each of the teams. He and his staff prepared a packet of information on each of the items. They also had assembled other materials for the campers to use. Although the presentations were started at the museum, the campers needed to work on them back at the dorm.

The day was busy with not a lot of free time although everyone found time to visit the gift shop and make purchases. They were also able to take many pictures of the equipment, both inside and out. Then it was back to the dorm for dinner and another evening of railfanning,

Wednesday was our second day — a very long day — with Amtrak. We spent the morning at the locomotive shops in Wilmington. After a safety briefing by the Amtrak staff, Chris Jagodzinski gave a talk on Railroading 101 with a slide show. There was also some time for Q & A.

Then it was off to the shops for a tour. We saw locomotives in all states: being rebuilt, painted, wheels and trucks being worked on, and other jobs being performed. We also saw where some locomotives were stored.

After lunch we traveled to the CNOC (Central National Operations Center) building. We were broken into two groups to tour CNOC (and CETC). Each tour lasted approximately one half hour. The campers got to see how the dispatch system worked in real life.

We then took a short walk (up the longest flight of stairs) to the Wilmington Station to wait for the arrival of the Northeast Regional train No. 125, our transportation to Washington Union Station. Our train on our way to Washington consisted of a telemetry car, a geometry car, and a theatre car. During the trip, we learned the use for each car.

Once we arrived at Union Station, we again formed into our four teams. Each team rotated through the following: "K" Tower tour, REA Building tour, Union Station tour, and a demonstration on how the canine team operates with a demo of how the dogs sniff out bombs.

One of the highlights of this afternoon was the tour of "K" Tower...one of the places that no one usually gets to see. It's the yard dispatch center for the station. On the station



TOURING AMTRAK SHOPS — RailCampers and staff toured the Amtrak Locomotive Shops in Wilmington Del., on June 27. The campers pictured are: Nathan Alley, Malik Belle, Tyler Cehelsky, Logan Dahir, Graham Dirian, Aidan Falvey, Conor Galligan, Sarah Gatof, Nichole Howell, Nick Hoyer, Zach Jagodzinski, Paul Manion, Max Meeker, Ian Megahan, Jacob Nance, Remi Phillips, Joseph Ripple, Tobin Rowe, Ricky Sepe, Nigel Soler, Will Westrich, Billy Winz, Alex Woods and Kirk Zevola. Also pictured are RailCamp East Director Tony White, and counselors Tim O'Malley, Dave Bateson, Roy Wullich, Rick Davidson and Ellen Scott.



STEAM OPERATIONS — RailCamper Jacob Nance had a chance to operate a 15-inch gauge live steam engine at Strasburg Rail Road on June 28.

tour, we were taken into the baggage center where all baggage is loaded and unloaded. In the three years I've been at RailCamp East, this was a first for me. It was very impressive and chaotic.

After dinner at Pizzeria Uno in the station, we boarded the Acela No. 2128 for our return to Wilmington. For most of the campers, this was the first time riding an Acela. It was a good time to relax and enjoy the ride. Once we got underway, many of the campers visited the Snack Car.

Day Four at the Strasburg Rail Road, although not as long as Wednesday, was a physical day. The four teams all rotated doing yard operations (switching, coupling, etc.), doing a camp project, driving LO&S Rail Car, and steam train operations (15" gauge live steam). Each camper had a turn performing each of the tasks. Most campers preferred the steam train

operations and the LO&S rail car since this gave them the opportunity to actually operate these units.

The camp project was engraving a spike with "Strasburg Rail Road". The staff clear-coated each spike overnight, and we received them on Friday.

During the operations session, the campers learned how to attach and separate the brake lines, and hand signals when working between cars.

After lunch came the Maintenance of Way

project. All campers took part in this. They learned to identify bad ties, and then remove and replace them. It was hard, physical work, and several campers excelled at this. One of the female campers was able to drive a spike better than



TOURING AMTRAK — RailCampers toured the Amtrak CETC and CNOC facility and speak to the employees about what they do.



AT STRASBURG — RailCamper Tobin Rowe operates the the Lancaster, Oxford and Southern rail car under the watchful eye of Strasburg staff member Ryan Merrill.

some of the boys. They all worked hard at removing the ties, putting the new ones in, and driving spikes. After this project, they went back to the individual group projects.

Following dinner in Strasburg, we drove back to the dorm for a special presentation by a past RailCamper, Tony Verbyla. Tony was a camper at the first RailCamp. The presentation was entitled “The Railroad Life and Experience”. Tony, who is now working for a railroad, told of his RailCamp experience and education.

It was back to Strasburg on Friday. The morning was spent at the railroad museum. All the groups were given an hour to finalize their presentations and rehearse them. After a break, the presentations were given. Several visitors stopped to listen to the presentation. The campers all did a great job.

After lunch, we went to the Strasburg Rail Road for the afternoon. First up was a tour of the tower. The campers went up in groups of five to see the equipment. Work was being done on the tower. A ride on the passenger train followed. Next were cab rides in steam engine No. 90. Campers shoveled coal and rang the bell.

Once the rides were done, we had a Q&A with Rick Musser, vice president and assistant chief mechanical officer. Campers were able to ask questions regarding what they saw and did while at the railroad.

We stayed in Strasburg for dinner at Casey Jones Restaurant. We sat in the rail car dining room. It was an enjoyable time. The campers were also able to do some railfanning as they could photograph the passenger trains going by.

Once back at the university, the campers told us what they liked and disliked about their experiences of the week. For some, it was time to say goodbye. Several campers had early morning flights or trains to catch. It was an emotional time for many of us.

The next morning was a breakfast buffet in the conference room on our floor.

I left for the Wilmington railroad station at 9:30 a.m. with seven campers. All trains were within 90 minutes of each other. Normally I drop off the campers at the station and then drive across the street to return the van. I was unable to find a place to pull over, so all of us proceeded to the rental return. Then all eight of us walked back to the station with all our luggage. We were quite the pa-

rade.

My train was delayed so I was able to see all but one of the campers off. His train was scheduled for 20 minutes after mine. Another week of RailCamp East came to an end.

RailCamp West 2018

Four weeks after arriving home from RailCamp East, on July 28, I boarded a plane to head to Seattle/Tacoma Airport for RailCamp West. Many campers had told me how different the two camps were and that I really needed to travel to West. This was my opportunity to see exactly what the difference was between the two.

I met up with Greg Gerstung at the airport and we were picked up by Bud Thompson, past director of RailCamp West, for the ride to the University of Puget Sound and the Kappa Alpha Theta house.

Since I had never been to this camp, I was meeting the director, John Cox, and another counselor, Mark Miller, for the first time. Tony White and Bill Chapman were also there.

This was going to be very different for me as I was the only female. At East in the two prior years, there was one other female counselor. This year I had the three female campers. In the West, I was alone.

On Sunday, the campers arrived. It was nice to see some familiar faces from the past East camps I had attended. I was used to picking up campers at the station and not meeting parents or grandparents. I enjoyed meeting the relatives and



AT SOUND TRANSIT—RailCampers Gage Bishop, John Compton, John Haubrick, Mile Kauffman, Anthony MacPhee, Andre Ramsey, Matt Scheu, Michael Strong, Elliot St. Peter, Aidan Sullivan and Joe Tibaldi are shown in a safety briefing in the conference room at Sound Transit.

being there as campers arrived. It was fun to watch them begin to interact with each other.

Arrival day is much the same as the East camp. Campers were checked in and given their room keys, shirts and caps, and a binder with the daily schedule and pages for notes.

Once all the campers had arrived, we had a brief orientation followed by dinner in the house dining room. Gary Emmons gave a presentation on the history of railroads in the Northwest. Gary's presentation was followed by a preview of what we would be doing on Monday and what needed to be worn.

Monday was Amtrak and Seattle by rail. It was a day with a lot of walking. We drove the vans to the Sounder Station in Tacoma to ride the Sounder to King Street Station in Seattle. If all went well we would arrive in Seattle and watch the departure of the Coast Starlight and then board the Empire Builder to Holgate Street. However,

this was not to be. The *Empire Builder* was very late so it was on to Plan B.

We stayed on board the *Sounder* until it deadheaded at the Seattle Amtrak/Sounder maintenance facility. An orientation and safety briefing took place during the ride. We then toured the locomotive maintenance shop, and the train set service area. We walked through the Sound Transit commuter train sets on our way to the Amtrak building. Once inside the building, we went up to the rooftop viewing area where we were able to look down at the yard and see the Sound Transit trainsets and the Amtrak Cascade train sets.

We walked over to the SODO Link Light Rail Station to ride the Central Link to Westlake Center. Once there, we walked to the monorail to ride to Seattle Center where we had lunch by the Space Needle

and the Museum of Pop Culture.

Due to having to move to Plan B, we were way ahead of schedule. Mark Miller, one of our counselors, is also a docent at the steam ship *Virginia V*. The steamer is a now a National Historic Landmark. In her day, she was part of a fleet which provided a way to move people, farm produce and occasionally livestock between the cities and towns lining



RIDING MONORAIL — RailCampers Travis Lomas, Anthony MacPhee, Elliot St. Peter and Gage Bishop are shown at Westlake Center Station in Seattle, Wash., riding the monorail to Seattle Center for lunch.

Puget Sound. We were able to tour the ship and get a close-up look at the engine that propelled her.

We rode the streetcar to King Street station for our tour. We were early so we went trackside to check out the trains in the station until the time for our tour. We heard about the restoration process for the station and were able to view an area that hasn't been restored yet. We went up to the second floor to get a better look at the work done on the ceilings. When the tour was over, we rode the Amtrak Cascades back to Tacoma.

Dinner was in the house dining room, followed by another presentation by Gary Emmons, "The Rail Garrison Story". The presentation was well received.

Day Two was spent at Tacoma Rail. After a safety briefing by Josh Banks, Tacoma Rail Superintendent Dale King discussed an overview of Tacoma Rail employment and work groups.

Next, the campers were divided into three groups for the days' activities: train operations-yard switching with a train crew (inbound and outbound trains); maintenance operations-locomotive repair, preventative maintenance, required checks, contracted maintenance of UP and BNSF locomotives; and operations management-dispatch, manifesting, yard control, and the locomotive simulator.

The campers all had a hand in learning coupling and uncoupling cars, connecting air hoses, hand signals, and throwing switches during the train operations. Maintenance operations personnel took them on a tour of the facility and gave them a chance to go in a locomotive. They all enjoyed the locomotive simulator that is housed in a caboose that has been reformatted into a classroom.

The highlight of the day was a barbeque with all the fixings provided by Tacoma Rail. We then drove the campers to Freight House Square, where we boarded light rail to the Washington State History Museum for an operating session on an HO layout of Tacoma in the 1950s.

While we were at Tacoma Rail, staff members from the local newspaper, *The News Tribune*, were also there. They spoke to a few of the campers, and the photographer followed the groups. That night there was a brief blurb on the news about RailCamp and we made the front page of the paper on Thursday.

Day Three had us at the Mount Rainier Railroad and Museum in Mineral, Wash. After the safety and job briefings, campers were divided into two groups. While one group worked on a maintenance of way project, the other worked on locomotive maintenance on a steam locomotive and a camp project.



AT TACOMA RAIL — The teenagers had a hands-on chance to learn about yard switching at Tacoma Rail. Here, campers Joe Tibaldi and Matt Scheu climb aboard an engine while counselor Mark Miller watches.

The maintenance of way project involved removing ties as needed and replacing them. Not only did the campers have to remove the ties, they had to make sure the rails were spaced correctly and drive the spikes to hold in place. Everyone had a chance to try his or her hand on this project. I, along with a few other counselors, also tried driving spikes.

In the locomotive maintenance project, campers made sure everything was ready to run. The camp project was making a test hammer that they were able to take home. At the end of the day, everyone got a cab ride in the steam locomotive.

Dinner was at Trackside Pizza in Puyallup, Wash. The restaurant sits on the side of the BNSF route. Unfortunately, we were



FILLING HOLES — *As part of a maintenance of way project at the Mount Rainier Railroad and Museum in Mineral, Wash., , RailCampers Matt Scheu, Elliot St. Peter, Michael Strong, John Haubrick, Anthony MacPhee, and John Compton learned how to fill in holes in used ties.*

not in the room that faced the tracks. Many of the campers had scanners so as soon as they heard a train was coming, they ran out the door to photograph. This was the only quiet time the counselors had and the only time we could get near the pizza. We stayed until it was getting too dark to photograph.

Day Four was with Sound Transit. We rode in the vans to the Central Link Light Rail to the SODO stop, then walked the few blocks to the Central Link Light Rail Operation/Maintenance Facility. The best part of the walk, at least to me, was walking by a bread company that was baking bread that morning. The smell was wonderful!

Once we were at the facility, we had a safety meeting and job briefing. First up was riding the Light Rail Vehicle (LRV) around the yard. We also heard about the plans they had for the future.

Once back in the facility, we were split into two groups. Half had a shop tour and the other half had a track maintenance tour. The group I was with did

the track maintenance tour first. We saw how the electronics that operate the switches were kept from freezing and also how they operate. We also went into the electronics shed to see that operation. On our walk back to the building, the planes of the Navy's *Blue Angels* aerobatic team were practicing and we got to watch them overhead. Everyone stopped what he was doing to watch.

After a break, my group moved on to the shop tour. During our tour, we went into the pit and saw the underneath of a car. We saw all the different shop areas and the bays available for use. We moved on to the operations center. There we learned about all the safety features built into the line, especially when it went underground. The fire prevention, suppression, and safety systems were also explained.

After lunch was an exercise in conducting an accident investigation. The campers were given an actual accident report to read and asked to come up with how it could have been prevented. They were also given a word search game entitled



WORKING WITH TIES — *Also at Mount Ranier, campers were tasked with removing and replacing ties as needed on a section and then installing tie plates and spikes.*

“Working on the Railroad”. Most of the campers enjoyed that.

Following a Q & A session, we walked back to the station to go back to the vans. The campers were able to visit a hobby shop on the way back to the school. That was quite an experience. It was fun to listen to the campers talking to each other about what they had purchased and how they would fit their purchases in their luggage.

Day Six was spent at the Northwest Railway Museum in Snoqualmie. After an introduction about the museum, we had a presentation on “Restoration vs. Rehabilitation” and were told about the federal guidelines for both. We then had a tour of the train shed exhibit building which houses locomotives, passenger cars, freight cars and maintenance equipment, along with multiple exhibits. We learned about the role and impact of railways in Northwest development. One of the cars in the museum is Chapel Car 5. It was called the *Messenger of Peace* and ran on the rails in 1917. We were able to go into this car to see the restoration work that had been done.

The campers were once again split into two groups. One group assisted on a current restoration project while the other group worked on railroad operation: coupling and uncoupling, hand signals and connecting air hoses. They also had a cab ride after all the work was done.

The restoration work was part locomotive and part passenger car. The campers worked on sanding the metal locomotive parts to remove rough edges. They worked on the doors for the passenger car by attaching moulding and hinges. They also helped install the doors on the car.

After a break, it was time to clean up and head back to dinner in Auburn. When we arrived, it was too early for our reservation. Fortunately there was a train station on the corner and we were able to railfan before and after dinner.

Day Six was spent with the Mount Rainier Railroad and Logging Museum at the Elbe Depot. The campers assisted the crew with loading and unloading passengers and cab rides. The train goes from Elbe to Mineral, where it stays for about an hour. It then goes back to Elbe. Half the group rode the train in one direction while the other worked in train service or locomotive service. Lunch

was in Mineral.

On the way back to Mineral, the car we had been riding in was now behind the locomotive. Many people were standing on the platform observing the locomotive. There were many young children on the train whom I saw as future RailCampers. I invited the parents and the children to watch from the platform. I also handed out cards so that when they were old enough, the parents would know where to look to find out about RailCamp.

Once back in Mineral, we helped direct traffic and had a chance to take photos of the locomotive. Several campers went across the street to get sodas or ice cream before we returned to the university.

We had dinner in the house dining room. When that was over there was a discussion about what the campers liked and didn't like about camp. It was nice to hear that for the most part they liked everything. Several of the campers said that this experience has helped them make a decision as what they want to do in the future.

I think the highlight for me happened at Mount Rainier Railroad. One of the campers asked me to video him while he was doing the cab ride. He wanted me to start as he walked up to the engine. When he got back, I handed him back his phone and he asked if he could watch it. I told him he could. He came back a few minutes later and asked if he could have a hug. I said “okay,” and he told me, “this was the best day of my life”. He brought tears to my eyes thinking how great it was to make this young man feel that good.



IN OPERATOR'S SEAT — RailCamper John Compton had a chance to sit in the operator's seat during a tour of the Sound Transit maintenance facility in Seattle, Wash.

Sunday morning, I drove to the airport with three campers at 4:45 a.m. We had said our goodbyes the night before. I had the earliest flight, leaving at 6:50. Two of the campers were meeting one of the boy's fathers for the trip home. The other camper was on his own. We were all flying Alaska Air, which

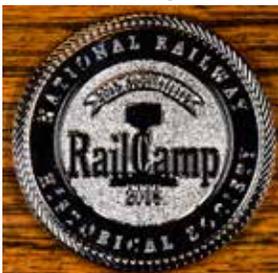
made it a lot easier.

Bud Thompson met us at the airport so I didn't have to return the van. He would take care of the return. The four of us said goodbye with hugs and went to our respective gates.



GROUP PHOTO — After a busy day at the Mount Ranier Railroad and Museum in Mineral, Wash., participants in RailCamp West gathered for a group photo. The class included Gage Bishop, John Compton, John Haubrick, Mile Kauffman, Anthony MacPhee, Andre Ramsey, Matt Scheu, Michael Strong, Elliot St. Peter, Aidan Sullivan, and Joe Tibaldi.

RailCamp 20th anniversary commemorative coins are now available



To commemorate 20 years of RailCamp, a special coin was minted. These were given to campers and other people who have been instrumental in the success of the program.

A few coins are still available. If you would like to have one, contact Becky Gerstung, RailCamp director, at <railcampnrhs@yahoo.com>.



TO BE RESTORED— *The historic Spokane, Portland & Seattle Railway FA-1 No. 866 will be moved to the Oregon Rail Heritage Center, where it will be on display after cosmetic restoration.*

Historic SP&S FA-1 No. 866 in Oregon to be preserved

Article developed and photos by ARLEN SHELDRAKE from information provided by ED IMMEL, Northwest Rail Museum.

The exhibits committee of the Oregon Rail Heritage Foundation (ORHF) determined on Oct. 13, that historic locomotive Spokane, Portland & Seattle Railway FA-1 No. 866 should be moved to the Oregon Rail Heritage Center and cosmetically preserved and displayed as an exhibit.

The 866 is believed to be the only survivor of the 28 FA-1 and FA-2 locomotives (14 were FA-1s) owned by the SP&S. It was delivered to the SP&S in January 1950 as American Locomotive Works construction No. 78286 and was the last FA-1 locomotive constructed by ALCO.

The engine was absorbed into the Burlington Northern and renumbered No. 4120. It later became the Long Island's No. 613. Long Island retired the 613 in 1998 with a scrap company in New Jersey purchasing it.

The Northwest Rail Museum (NRM) had the 613 inspected and, although missing the prime mover and power packs,

was in pretty good shape. The NRM purchased the locomotive around 1998, and the railroads moved it gratis to Portland's Brooklyn Roundhouse, where volunteers did some restoration work.

Several gallons of Bondo were used on the nose, followed by a coat of Imron Pullman green paint. The 866 has been stored and weathering for several years, as seen in these Oct. 12, 2018 pictures.

With NRM's support, the ORHF Exhibits Committee believes the 866, after some major cosmetic effort, will make an excellent and informative exhibit. The intent is to return the 866 to SP&S 866 livery that it wore in service in the Columbia River Gorge.

NRM, based in Portland, is one of the ORHF partner organizations. It was formed in 1986 to build a transportation museum, and that's the reason for acquiring the 866.

NRHS in need of professional-level video editor for archival projects

Your NRHS Film Archival Committee is: 1-over-resourced; and 2-understaffed. Hence, if you are qualified and capable of helping...we need you.

If you 1-have professional-level video editing experience; 2-have facilities for doing digital video editing; 3-are willing and interested in donating some of your services to the benefit of the NRHS, please let us hear from you by e-mailing <marlin@

NRHS.com> and telling us a little about yourself and what you can offer.

The committee's goal beyond simply digitizing film and videotape resources for long-term preservation is to begin building a library of professionally-produced features which can be made available for railfans and historians to see.

Oregon Rail Heritage Center hosts photo charter for SP 4449

Article and photos by ARLEN SHELDRAKE, Pacific Northwest Chapter NRHS

The Oregon Rail Heritage Center was the site on Oct. 15 for a Friends of SP4449/Lerro Photography charter with some 40 photographers from around the world in attendance.

The Friends of 4449 crew had the consist of the Gordon N. Zimmerman baggage car, Red River No. 6800 coach, and the James J. Gilmore observation lounge, along with the SP4449/tender, clean and sparkling on an absolutely perfect weather day.

The runs started at 3 p.m., and continued into the evening with night photo opportunities running on the Oregon Pacific Railroad north of the OPR/MAX diamond.

Photographers were from multiple states and foreign countries, including the United Kingdom, and Italy. One of photographers was Steve Barry, editor of *Railfan & Railroad* magazine.

The group had previously been at a photo shoot on the Sumpter Valley Railroad and, following the stint at ORHC, was headed to Garibaldi and the Oregon Coast Scenic. The weather at all three sites was abnormally perfect.

For more information about Lerro Photography, visit <www.lerrophotography.com>.



PHOTO CHARTER FOR 4449 — The Friends of Southern Pacific steam engine No. 4449 co-sponsored a photo charter, with the engine as the main attraction, at The Oregon Rail Heritage Center.

NRHS library, contents moved to commercial storage space

By JOSEPH C. MALONEY JR., NRHS Vice President

For many years, NRHS volunteers collected a lot of railroad-related ephemera with the idea that one day, NRHS would establish a central library. The volunteers did manage to assemble books and ephemera that various people donated to NRHS into one office in downtown Philadelphia, Pa., but they never operated a library per se.

After NRHS was forced to vacate its space in the Robert Morris Building in downtown Philadelphia, Pa., in early 2008, NRHS volunteers moved the bulk of the library collections into specialized commercial storage operated by National Library Relocations (NLR), located in Three Rivers, Mass. NRHS had no specific plans on what would happen to those collections.

At the same time, NRHS arranged to have the collections of photographic images and movies moved to the former PRR station in Phillipsburg, N.J. That building has a controlled temperature, and controlled humidity room with no windows that is ideal storage for these items.

In January 2014, NRHS began a series of strategic planning committees, among them a committee on preservation which, among other things, looked at the materials in storage in Three Rivers and ultimately concluded that NRHS should divest itself of those items. In June 2015, the NRHS Board of Directors approved the committee's recommendation and directed the NRHS officers to secure suitable commercial storage space, and to move the society's records and archives from Three Rivers to that commercial storage space.

By the end of 2015, NRHS secured that commercial storage space, located in Laurel, Md., and began to move boxes of records out of the Three Rivers facility. At about that same time, NRHS received a proposal from the DeGolyer Library at Southern Methodist University (SMU) in Dallas, Tex., about locating the print library with its collections on the SMU campus.

During 2017, representatives from NRHS, NLR and DeGolyer met at the NLR Three Rivers facility to look over what was in storage, and began to lay out the plans for de-accessioning those items, including identifying where various railroadians should be offered for educational display purposes. Collectively, we decided that the books, timetables and other printed materials would transfer from NRHS to DeGolyer. Those materials were ultimately shipped to DeGolyer in the Spring of 2018. Other items were de-accessioned as follows:

- Interurban lantern. This lantern is a unique design that was used by the Conestoga Traction Company intercity cars on lines that radiated out from Lancaster, Pa. We offered the lantern to the NRHS Lancaster Chapter NRHS, which agreed to accept it and display it at their former PRR freight station/museum in Christiana, Pa. NRHS formally presented the lantern to the chapter on June 18, 2018.

- Steam locomotive bell. The origins of the bell eluded current NRHS members who were working on this project. No one had any firm idea about the locomotive on which the bell was used, although there was a hand-written note taped to the bell's clapper that it may have come from a former Chicago Northwestern steam locomotive. At a street-car/interurban excursion in Mount Pleasant, Iowa in June 2018, former NRHS Treasurer Dick Billings confirmed that the bell was from a CNW steam locomotive, and was donated to NRHS in the early 1960s with the intent that it would be displayed at a NRHS office and library building that would have been located in Chattanooga, Tenn. In July 2018, Vice President Joe Maloney went over the surfaces



of the bell, and found the number "2023" near the top of the bell (**See Photo**). That number corresponds with a CNW class M-1 0-6-0 steam locomotive. With that information in hand, NRHS contacted the Illinois Railway Museum in Union, Ill., and transferred the bell to officials there in September 2018.

- Former PRR double file cabinets. These cabinets came from Pennsylvania railroad offices in Philadelphia Suburban Station. After NRHS offered these cabinets to several organizations which all declined to accept them, the Philadelphia Chapter NRHS agreed to accept them for that chapter's use. (**See Photo**).



- Negatives, slides, etc. Even though all the photographic materials were supposed to have been sent to the Phillipsburg, Pa. facility in 2008, we located many hundreds of photos, negatives and 35 mm slides that

were mis-routed to Three Rivers back in 2008. NRHS sent all these materials to Mitch Dakelman at the Phillipsburg facility, along with several specialized filing cabinets and storage boxes, between April and October 2018.

• Paintings and large framed photos. In 2015, NRHS received a bequest from the John Emory estate consisting of 14 original oil paintings depicting various railroad scenes. We arranged for NLR to receive and store those paintings in its facility until we could decide their disposition. President Al Weber agreed to sell them via eBay auctions, and we shipped the paintings to eBay to sell on NRHS' behalf. Look for those items from eBay seller "al-rebew" Concurrently, we found several large framed photographs that had hung on the walls at the former offices in the Robert Morris Building. We shipped the paintings and photographs to Al Weber to sell on eBay.

• Maps, track charts, train order hoops, timetable rack. We tried very hard, but unsuccessfully, to convince the DeGolyer Library to accept these items (See Photo). After having NLR document an inventory list, a group of NRHS chapters in the Pacific Northwest agreed to accept these items to be included with similar items in a railroad museum being developed in the Tacoma, Wash. area. We shipped all those items to Railmove in care of Ed Berntsen at the NRHS Tacoma Chapter in September 2018.

• Matched pair of PRR Class E.5.s builders plates. An anonymous donor returned a pair of builder plates to NRHS that he advised that the PRR had donated to NRHS in the early 1950s. The plates (See Photo) came from Juniata Shops Builder No. 2225, a PRR Atlantic class E.5.s.



At the Fall 2018 Board of Directors' meeting, Acting President Maloney appointed a committee to determine which railroad museum or other preservation organization would be the most likely recipient for these plates.

• Railroad playing cards. NRHS collected 13 decks of railroad-issued playing cards. Since most of the railroads represented in this collection operated throughout the Midwestern United States, NRHS decided to donate this collection to the National Museum of Transportation in Kirkwood, Mo. in November, 2018.

• NRHS files and records. Although we identified what we thought were all the records and files when we started this push to clear items out of the NLR facility, NLR personnel continued to find stray materials that had been co-mingled with railroaders and publications long after the initial records were sent to Laurel, Md. In fact, among these discovered files, they found a five-year-old personal check that had never been deposited, along with \$90 cash, all of which were personally handed over to Bob Bitzer, the NRHS treasurer.



This has been an interesting and, at times, a very challenging project that continues to surprise me. Even as I write this first draft of this article (Nov. 5, 2018), an employee at Fernley & Fernley advised us today that they had found a railroad photo album that NRHS personnel apparently overlooked when we were clearing our materials out of their office in 2015. Fortunately, I know where to send it.

Streetcar grant

CONTINUED FROM PAGE 6

vation Services Mark Dollase, and City of Noblesville Deputy Mayor Steve Cooke were present. Dollase added, "While this grant is somewhat unusual for this program, we support your mission to save this important part of Indianapolis transit history and felt it to be a worthwhile recipient."

William Whitmer, HHTC Board Secretary and grant applicant, added, "We thank Indiana Landmarks for their generous grant to the Hoosier Heartland Trolley Company. This funding will allow us to complete critical work in the preservation of the last remaining Indianapolis streetcar. We look forward to future collaboration with Indiana Landmarks and their dedicated, professional staff."

HHTC personnel were on-site at Forest Park to construct a steel subframe, which will allow for secure transport of the fragile car to a private storage site. Once relocated, the streetcar will remain indoors until restoration can commence.

A vintage photo from the archives of the NRHS



FAN TRIP PHOTO — *In the last years of operation, the Central Railroad of New Jersey ran a number of fan trips featuring Baldwin built (class of 1914) L7 as 4-6-0 “Camelback” No. 774. Photographed by R. L. Long, the train is slowly moving through Freehold, N.J. on July 11, 1954. The locomotive would pull additional trips through 1955, and ultimately, despite efforts to preserve her, she was scrapped. The NRHS would like to thank the West Jersey Chapter NRHS for its donation of Mr. Long’s negatives to the photo archives. The NRHS welcomes contributions of vintage photos and video.*

Calendar with vintage photographs being offered by L&WVRHS chapter

CONTINUED FROM PAGE 5

this is the format still used today. Beginning in 2010 when producing the 2011 calendar, the chapter produced an all-color calendar in anticipation of the 2010 NRHS national convention in Scranton. This calendar showed samples of the various rail lines that served the Scranton Wilkes-Barre region, as a record of the many different rail lines that serve the area.

For the 2012 calendar and subsequent issues, the chapter has produced calendars with a mix of color and black and white photos. In 2009 the calendar included a record of historic events that occurred on particular dates in the past. Details such as the incorporation days of particular rail lines or the dates of mergers or abandonments were listed. In 2018 the format was changed so that photos reached to the top and right and left sides of the page with no margins.

As this article is written and submitted to *NRHS News*, the L&WV chapter calendar committee is already preparing the 2020 calendar, which will probably be issued in May, 2019.

Calendar committee members Norm Barrett, Paul Hart, Jim Kilcullen, Carl Packer and Ed Zech assemble and select photos for a cover and 14 inside photos. Tentative captions are written for each photo and shared with all the members of the committee to make corrections and additions where needed.

While this is going on, all photos and slides are sent to a digital photo processor who scans them and produces high quality replicas. In some instances the digital scans provide higher quality than the original slides or photos or negatives. After the captions are corrected and the digital photos completed, everything is put together and a final form is sent to the calendar printer.

The 2019 calendar, the 40th annual edition, is available for sale, at \$10 per copy. Mail check or money order, payable to L&WVRHS to: Calendar, Dept. NA. P. O. Box 3452, Scranton, PA, 18505-0452. If you prefer to purchase using a credit card, go to our chapter website <www.laurellines.org> and click on 2019 calendar. Scroll down to "buy now" and enter your credit card information in the appropriate spaces. All calendars are shipped via first-class mail.

Washington D.C. Chapter to celebrates 75th anniversary in 2019

By SCARLETT WITT, President, Washington D.C. Chapter NRHS

Throughout 2019, the Washington, D.C. Chapter NRHS will celebrate its 75th anniversary with a new series of monthly public programs, special day and weekend tours of regional railroad facilities, and a continuing program of extraordinary mainline trips with its iconic 1923 Pullman *Dover Harbor*.

The year of the chapter's founding was significant. In 1944, World War II had turned in the Allies' favor, and it was generally thought that the Allies would soon defeat the Axis powers and banish Fascism from Europe and Japanese aggression from the Pacific. A year later, the Axis surrendered unconditionally, and railroads pivoted to what they believed to be an era of peacetime prosperity.

What, really, was the year of 1944 like in the United States, and especially in Washington, D.C. region? Why would a small group of railroaders and railfans think it was a good time to form a NRHS chapter and think they could make a difference?

That will be the topic of the chapter's annual banquet, to be held March 31, 2019 at the Army Navy Country Club just outside Washington. We are delighted to announce that John Hankey will bring his 50 years of experience with railway preservation and his national perspective to the evening's presentation. He is a near native, born in Baltimore and spending many years with the B&O Railroad as its historian and curator, and in engine service as a working railroader. He trained as a historian at Johns Hopkins, the University of Delaware, and the University of Chicago, and understands the complex transitions the Nation's Capital was experiencing in 1944.

Three-quarters of a century after its founding in the midst of wartime America, the chapter carries on the good work of the NRHS. It remains one of the largest NRHS chapters in the country, and for the last 35 years has maintained an active historic passenger car program. It is proud that two of its board members serve the national organization as director and treasurer. It is even more proud to seek new ways to present railroad heritage. This is the future of railway heritage and preservation.

Please consider joining us as we celebrate 75 years of railroad heritage and service. Full details on the chapter's 2019 program are available at: <www.dcnrhs.org>.

As we say, DCNRHS is "The Chapter That Does Stuff!"

Presently, the Washington, D.C. Chapter NRHS (DCNRHS) has three heritage cars in Amtrak-qualified service. In addition to the *Dover Harbor* (a classic Pullman six double-bedroom, buffet, dining, lounge car), the chapter operates two 1949 Budd-built former PRR coaches available for charter or lease service.

The chapter also maintains and interprets the former PRR interlocking tower at Bowie, Md., on Amtrak's Northeast Corridor. The Martin F. O'Rourke Railroad Library is in a relocated former PRR freight house at the same site.

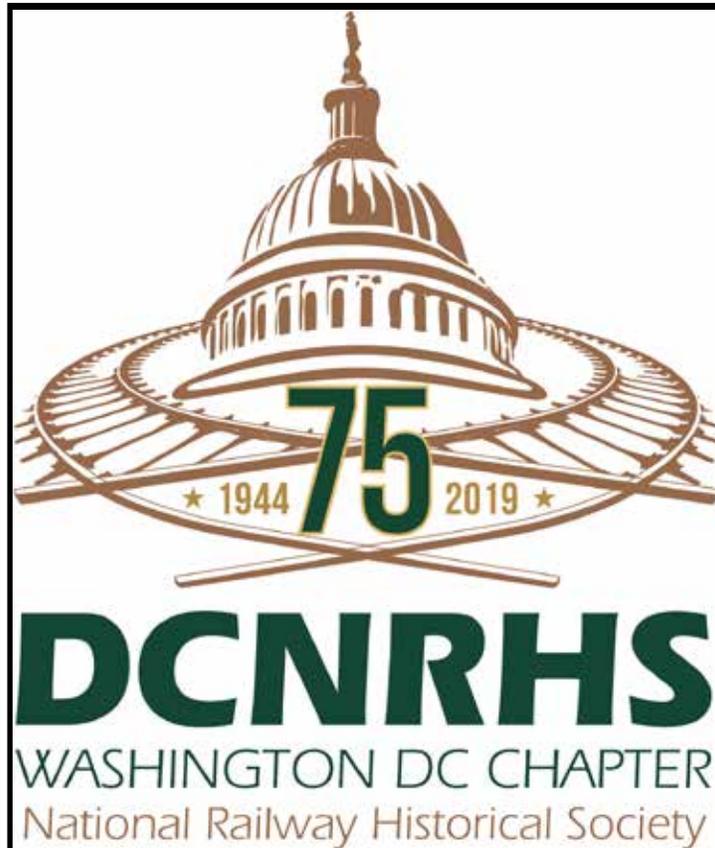
The chapter's mainline excursion activities stretch back to the 1940s, when it began operating railfan trips throughout the middle Atlantic region. The chapter enthusiastically participated in the Southern Railway (then Norfolk Southern) steam programs and has continued to sponsor tours of local railroad facilities.

DCNRHS officials understand that the chapter is at a pivotal point in the field of railroad heritage. On the one hand, it is deeply invested in the operation of a nearly century-old standard steel passenger car updated to contemporary mechanical and operating standards. That requires a deep engagement with both traditional railroading and current practice.

The chapter looks forward with its Digital Railroad Heritage Program, a sustained effort to create online resources documenting the region's railroad history. Central to that project is the history of Washington's Union Station

and the Richmond, Fredericksburg & Potomac's Potomac Yards, two of the most significant early 20th Century railroad projects. They represented real change in the way the U.S. railroad network operated.

For more information about DCNRHS programs or activities, please email <info@dcnrhs.org>.



Railroad Museum of New England holds ‘Salute to Veterans’

By STEVE CASEY, President, Railroad Museum of New England

Fifty Thomaston, Conn., area veterans and their families attended the fourth annual “Salute to Veterans” on Sunday morning, Nov. 11, at the Thomaston Railroad Station. The Railroad Museum of New England (RMNE) partnered with the Thomaston’s American Legion Post 22 and the Thomaston Savings Bank for the event. Coffee and breakfast were served before and after a ceremony of appreciation.

Jason Meehan, Post 22 Commander of Thomaston’s American Legion, and other post officials, led the program to commemorate veterans of all wars.

Meehan stated, “On this day, Veterans Day, we are commemorating the service of veterans of all wars.

We remember how men and women set aside their civilian pursuits to serve their nation’s cause, defending the freedom of mankind and preserving our precious American heritage.

“This year’s Veterans Day is especially important because it is the 100th anniversary of the signing the armistice that ended World War I,” Steve Casey, president of the museum, said as he welcomed the group of veterans and their families. “Since this museum is dedicated to telling the story of the railroads, it is important to remember that many soldiers started their service by departing from train stations like Thomaston’s,” he concluded.



PHOTO BY KRISTINA DEYO.

ON VETERANS DAY – American Legion Post 22 Commander Jason Meehan (center) commemorates the service of veterans of all wars with State Representative John Piscopo listening.

The RMNE, located at the historic Thomaston Train Station, is a not-for-profit, all volunteer, educational and historical organization that dates back to January 1968. The mission of the RMNE is to tell the story of the region’s rich railroad heritage through our educational exhibits and operation of the Naugatuck Railroad. The museum concept is more than artifacts. It’s also a story of the region and the development of society around the railroad.

More information about the Railroad Museum of New England can be found at the museum website, <www.rmne.org>.

What sparked your interest in railroading? Tell us your story

(Editor’s note: The following is a continuing feature in the NRHS News as contributed by members of the Society).

My story...shared by NRHS members

"I grew up on Chicago’s north shore. My first train riding experiences were on the North Shore Line from my Highland Park home to downtown, but I also rode the Northwestern’s commuter line. Early trips also included Chicago to Fort Lauderdale, Chicago to Tulsa, and Evanston to Ashland, Wis. Later on, I’ve ridden trains to most of the lower 48 states as well as in England, Scotland and Wales along with most of Canada. My most

recent trip was round-trip in a private car from my present home in Kansas City to St. Louis. I just love riding trains."

Jefferson Lewis
Kansas City, Mo.
Kansas City Chapter NRHS

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

Another article in the series appears on page 25

Twins Forks Chapter members visit Danbury Railway Museum

By RICHARD GORDDARD, Twin Forks Chapter NRHS

Members of the Twin Forks Chapter NRHS traveled by rail to the Danbury Railway Museum in Danbury, Conn., on Saturday, Oct 13.

We left the Long Island Rail Road Ronkonkoma station at 5:30 a.m. and traveled to Penn Station. We then took two New York City subway trains to reach Grand Central Terminal (GCT) in New York City. After a last-minute track change, we found our train, took our seats and settled in to our journey to South Norwalk, Conn.

However, after leaving GCT, we hit a snag. The train apparently ran a red stop signal, which took the crew out of service. We waited for a new crew only to find out we now had

mechanical problems which included some very flat wheels, and the whole train was taken out of service. We limped along to the 125th Street station in Harlem and waited for another train which, we found, was severely over-crowded.

By the time we reached South Norwalk, our connecting train to Danbury did not wait for us. As a result, we were stuck at South Norwalk for 2-1/2 hours. But the good news is that we eventually made it to Danbury.

We were also going to go to SONO tower, operated by the Western Connecticut Chapter NRHS, but because of the earlier problems we were not able to get there. However, in spite of the interesting turn of events, everyone had a great time.



AT MUSEUM — *Twin Forks Chapter members saw a variety of equipment at the Danbury Museum.*



CHAPTER FIELD TRIP — *Members of the Twin Forks Chapter are shown on their field trip to the Danbury Railway Museum.*

Roof tiling is now complete at Keokuk (Iowa) Union Depot

Article by JANET SMITH, President, Keokuk Union Depot Foundation; Photo by RICHARD C. LEONARD

Crews from Keokuk's Commercial Contracting Services (CCS) worked through the Columbus Day holiday to install the remaining clay tiles on the Keokuk (Iowa) Union Depot roof.

Although the roof restoration project was scheduled for completion by the end of 2017, the tile manufacturer delayed the final shipment of tiles beyond acceptable weather conditions last fall. Because of the delay, the original tile installer was unable to complete the job due to prior commitments for 2018.

CCS stepped in to finish the work by scheduling work around its existing projects.

"Not only did CCS re-arrange its schedule, it dealt with one of the more challenging roof areas — the hipped roofs over the trackside ticket window and the bluff side sandwich shop area," commented Janet Smith, president of the Keokuk Union Depot Foundation.

Work on the depot roof began in 2015 with restoration of the chimney and the soffits, eaves and brackets around the wait-

ing room area. In 2016, a re-constructed apex was hoisted onto the central tower to restore the tower to its original height and design with turrets and dormers. The rest of the soffits, eaves and brackets were restored in 2016 along with installation of clay roof tiles on the central tower. The upriver and downriver roofs were tiled in 2017 except for the ticket window and sandwich shop portions recently completed by CCS.

Throughout the roof restoration project, the depot has hosted numerous weddings, graduations, reunions, concerts, art shows and other functions in its role as a community event center. The Keokuk Union Depot Foundation and the Keokuk Union Depot Commission are currently assessing the next steps and timing of further restoration projects.

The depot's roof restoration was supported in part by the Jeffris Family Foundation, the State Historical Society of Iowa Historical Resource Development Program, Lee County Charitable Fund, Keokuk Area Community Foundation, the Landes Fund for Iowa of the National Trust for Historic Preservation, local banks and businesses, and over 400 individual donors.



COMPLETING THE WORK—A worker (inset) places the cap on the new tile roof at the Keokuk depot.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

SWAPPING POWER at Harrisburg — Amtrak's Broadway Limited pulls to a stop at the Harrisburg, Pa., station in March 1978. The diesel-powered train has just completed a 715-mile overnight run from Chicago, powered by an A-B-B-A set of Electro-Motive E8s. At Harrisburg, the diesels will be removed and a GG1 (on the right) will be coupled onto the head end of the consist to continue the run to Philadelphia and then to Penn Station, New York on the former Pennsylvania Railroad's (PRR) electrified main. A little over two decades before this photo was taken, the power swap at Harrisburg would have been from steam to a GG1. The PRR rostered 139 GG1s, which were initially placed in passenger service between Washington D.C. and New York in 1935. The Broadway Limited was the PRR's premier passenger train between New York and Chicago, and ran between 1912 and 1971 on the PRR. When Amtrak was created in May 1971 the Broadway Limited was continued. It was, however, discontinued by Amtrak in 1995.

What sparked your interest in railroading? Tell us your story

(Editor's note: The following is a continuing feature in the NRHS News as contributed by members of the Society).

My story...shared by NRHS members

"My love of trains started when I was around age 4, when my aunt took me to the Edaville Railroad...a great experience. Although I rode train excursions in Massachusetts (where I grew up) and had a model train layout, my railfan interest didn't really peak until I moved to the Washington, D. C. area, where I joined the Potomac Chapter NRHS and the Chesapeake Division Railroad Enthusiasts. That's when I really got involved, helping with the Southern Steam Specials and the Chessie Steam Specials, and eventually becoming president of the Potomac Chapter NRHS and then holding other positions."

Rick Davidson
Alexandria, Va.
Potomac Chapter NRHS

"I knew my grand-dad went to his work by rail to the Singer plant

in Elizabethport, N.J., but never had any contact with rails or railfans until a high school friend invited me to take a Reading Iron Horse Ramble with him. Wow! That was such an immense machine that seemed to breathe! (Air pumps do that actually.) As my first post high school job required I commute to Manhattan via Jersey Central, I got to see so much rail activity that I felt compelled to learn more, including what strange reporting mark NJI&I means and why. Thank you, NRHS."

John Evan
Seminole, Florida
NRHS At Large member

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

To be eligible, you must provide your full name, address, and the chapter of which you are a member. We'll be waiting to read your story.



50TH ANNIVERSARY— On Aug. 25, a cookout was held by the Danville Junction Chapter NRHS to celebrate the chapter's 50th anniversary. It was held at the Rossville Depot Museum, which is maintained by the chapter. The two men in the middle holding the certificate are Jesse Bennett and Rick Schroeder, both charter members in 1968. The picture was taken in front of the Rossville depot. Current member Dave Sherrill was also an original member, but he was unable to attend the cookout. The cake was obtained by Henry Schmitt, the current president.



Twin Forks Chapter offering O scale vintage Jordan Spreader

Just in time for the holidays, the Twin Forks Chapter NRHS is offering a limited edition O scale custom run collector LIRR 1940's Jordan Spreader No. 497499. The historically accurate version of the car is modeled in "as delivered" version.

Each car features Intricately detailed ABS body, metal wheels and axles, operating interior lighting, die-cast four-wheel trucks, operating die-cast couplers, decorative brake wheels, separate metal handrails, fast angle wheel sets, operating headlight, and moveable plow wings. The car operates on O-31 curves.

In a special for NRHS members, the price has been dropped from \$69.99 to \$62.99. There is a limited supply, and the cars are being sold on a first come, first served basis.

Each spreader is \$62.99 plus \$10 shipping and handling. New York residents should add 8.625 percent sales tax.

Send a check with your name and shipping address to: Twin Forks Chapter NRHS, P.O. Box 1620, Ronkonkoma, NY 11779.