

Barnstable Train Station Gets the Green Light for Restoration

By FRED PEGNATO, Cape Cod Chapter, NRHS (All text, photo credit Linda Pegnato)

The West Barnstable Train Station, headquarters of the Cape Cod Chapter, has a peculiar history. It sits at milepost 69.4 on a railroad line that extends from South Station in Boston to Hyannis, Massachusetts on Cape Cod.



WEST BARNSTABLE STATION.

At one time, the line extended to Provincetown, some 120 miles from Boston. Since the first train ran over this part of the line in 1852, it has been operated by many railroads over the years with a variety of name changes for the line. When the railroad opened, a small wooden station was built to serve the village of West Barnstable. The New York, New Haven & Hartford Railroad built the present masonry station in 1911.

Here is the peculiar part of the story. The land the station sits on and the railroad right-of-way that passes through the Parker Lombard Trust had to be leased to the railroad before construction began. When Parker Lombard died in 1752, he willed his farm to the Town of Barnstable to use its revenue to take care of the poor of the town and to never be sold. The Parker Lombard Trust predates both the Commonwealth of Massachusetts and the United States of America. The never-to-be-sold clause in Mr. Lombard's will was evaluated in court and the court affirmed that the land can never be sold. *(Continued on page 3.)*

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Announcements

NRHS 2025 Convention and Conference(s)

2025 NRHS Fall Conference – October 3-4, 2025. Milwaukee, Wisconsin.
Hosted by the Wisconsin Chapter.

Submission Deadlines for NRHS News

August 10, 2025 deadline – **September 2025**

About the NRHS News

NRHS News is published nine times a year by the National Railway Historical Society. Six full-color issues are published usually in even-numbered months. The three remaining issues are printed in black-and-white and mailed to members across the year. Issues are available (pdf file) online at <https://admin.nrhs.com/NRHSNews/>

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The address for the Society is: National Railway Historical Society, Inc., 505 South Lenola Road, Suite 226, Moorestown, NJ 08057. Membership information changes should be sent to Patti Webb at Membership@nrhs.com. Membership dues should be mailed to NRHS - Membership, PO Box 31074, St. Louis, MO 63131-0074

Barnstable Train Station Gets the Green Light for Restoration (cont'd)

(Continued from page 1)

In 1974 the station building, not the land under it, was sold by Penn Central Railroad into private ownership. Over the years, the station was resold a few more times with bills of sales recorded at the Barnstable County Registry of Deeds. Over these years, the station was used as a feed and grain store and a used furniture store. At one point, the then-owner died and willed the station to Assumption College, located in Worcester, MA. The college did not want the building and put it up for sale; a buyer came along but did not realize he bought the building only.



To settle the misunderstanding, the Town of Barnstable purchased the building. The town then put out a Request for Proposals in 2001 to see what proposals would offer. Jeffrey Foster, the then-president of Cape Cod Chapter asked the membership to vote on offering a proposal to the Town to use the station as the Chapter headquarters and establish a museum and it was so voted. The town awarded a 10-year license to the Chapter and before the end of that term, current Chapter President Linda Pegnato worked with the Town for a new RFP that offered a 20-year lease, and once again the Town awarded a lease to the Chapter.

The 114-year-old station is showing its age. Over the past few years, the roof began leaking, the doors were not weathertight and the building was unheated. The original potbelly stove that heated the building had been taken away years ago, and when Cape Cod Chapter took over the station, it was returned to be used as a museum piece. The Town wanted to restore the station, but Covid-19 interrupted plans and costs increased. Additionally, the Town's attorney questioned ownership of the building and that had to be settled before funds could be appropriated.

Finally, a proposal was brought before the Barnstable Town Council to appropriate \$980,000 from Community Preservation Funds and \$186,000 from other town accounts to replace the roof, exterior doors and windows, install a heating system, and repair interior water damage. On June 5, 2025, all 13 Barnstable Town Councillors voted in favor of the project with an anticipated construction start date of October 2026.

The Cape Cod Chapter of the National Railway Historical Society has opened the station to the public free of charge on Saturdays from May to October since 2001 and relies on donations and help from its members. As a bonus, Cape Cod Central Railroad's scenic excursion train from Hyannis to the Cape Cod Canal makes a station stop on Saturdays for West Barnstable passengers to partake in the train ride to the canal.



New York Central Railroad Historical Society 2025 Convention – Rochester NY

By WALTER ZULLIG, New York Central Railroad Historical Society, NRHS (All text, photo credit)

This year the New York Central Railroad Historical Society's Convention was held in Rochester, NY, an Amtrip away from our home. After deciding to attend, I offered to do a presentation on the West Shore RR passenger service, essentially a history of the demise thereof. That, of course, is a long story spanning a five-year period. While the subject would be fascinating to lawyers, I spiced it up for this group with some photos of historic West Shore passenger trains as well as some I had taken of the ferries and trains during the late 1950's.

We traveled to Rochester on Amtrak Empire Service Train #281 departing Croton-Harmon station at 11:01 AM on Thursday, June 5th. Upon arrival at the station, the train was listed as on time. However, about 20 minutes later the listing changed to 11:48 which is about when it chugged in.

There was plenty of activity at the station with multiple track change announcements being made while we waited. About 15 others were awaiting the train including a family visiting from India heading to Niagara Falls with more than ample luggage. The train was nearly full and the conductor said he would straighten out luggage storage while we found seats. I found a seat for Suzanne next to a man heading to Rhinecliff and I took a "backwards" aisle seat further back. Later the helpful conductor stopped by to advise that the seat next to Suzanne soon would be free so I moved into it at Rhinecliff. The train's consist included a P32 locomotive and five Amfleet I cars, of which the last one was a café/business class car.



Genesee Valley Transportation loco 2035 with excursion train loading at Brockport, NY. Passenger coaches are former NYC *Empire State Express* cars dating to 1941. The train was operating on the former Falls Road from Brockport to Medina, NY and return.

Although the train ran at good speed between stations, the stops were time-consuming as many riders were getting on and off with luggage. While stopped at Hudson, we obtained lunch from the Café Car with Suzanne enjoying a grilled cheese sandwich (greasy) while I dined on a Deluxe Stromboli. Arrival in Albany (ALB) was a little late, but we departed on time at 1:15 PM as there was 25 minutes station time with little station work to be done. Many detrained at ALB but about half that number boarded so the train remained quite full. Leaving Albany I noted that construction of the new double track bridge over the Hudson River was now underway.

Adirondack Railway passenger equipment was on hand at the Utica station; much of it looked “shopworn” to say the least. We had been 48 minutes late leaving Croton-Harmon and with more delays from long station stops and 10 minutes sitting in the Syracuse station, we arrived later, leaving that city at 5:50 (4:02). Our destination of Rochester was reached at 7:20 (5:28). The station there is rather new and a very nice facility with an island platform served by two tracks. Perhaps 50 detrained here.

Once outside I inquired about a taxi and was told “well there was one but somebody got in and it just drove away.” The security guard at the door offered to call one for us but he must have called a friend, as an auto soon arrived with regular license plates and no taxi ID. Anyway, he took us to the hotel which was a short ride and then requested \$15 to which I replied NO and you’re not a real taxi so are violating the law. We settled for \$10 as he had been helpful with the luggage.

Once we checked in, we met some friends in the lobby. As it was late, we had dinner in the hotel’s dining room, which was surprisingly good. The following morning, I caught up on some emails after a leisurely breakfast. My first function was the Presenters’ Meeting at 12:15 followed by my West Shore presentation at 1 PM. We had full capacity in the room and the presentation inspired some interesting questions.

Suzanne and I then attended several other presentations followed by dinner and two evening sessions. There was a very interesting session about a triple train wreck in Upstate New York during 1953. It was very professional and described the details of how this tragedy came to happen and raised the question of whether modern-day technology would have prevented the tragedy. The clear answer was “No.” The accident had involved two passenger trains and one freight train, as well as a second freight that had passed through shortly prior. I did not record the details but I believe some 20 passengers were killed and about 150 injured.

Saturday, June 7th was excursion travel day. We started with a motor-coach ride to Brockport where we boarded a train to Medina, via the former NYC Falls Road, where we would visit the Medina Railroad Museum. The passenger car consist of the train was three former Empire State Express coaches. Although we had been told the train would be accessible, it was not. Since there was no way Suzanne could climb the steps, we were given one of the three buses and drivers (the bus was lift equipped) and followed the train to Medina where we visited the excellent museum that also contained one of the best model railroad layouts I’ve ever seen.



The excursion train departing Brockport.

Although not pleased to have missed the train ride, I had “covered” the entire Falls Road on a NYC excursion train back around 1952. After lunch, the group reboarded the train and we reboarded our bus for the return to Brockport. The group then continued to Industry, NY, home of the Rochester & Genesee Valley RR Museum. This was on a former Erie RR line, now Livonia, Avon & Lakeville.

Many exhibits were on top of a hill, reachable by an excursion train up a steep grade and with a switchback. The management said it was accessible but we did not think it was, so I rode it by myself. From there, the three buses took all of us for the half hour ride back to the hotel. The cocktail hour and banquet were held that evening at the hotel, followed by the NYCHS Annual meeting.

I reprised my West Shore presentation at 9 AM on Sunday. After several other presentations, we decided to do some sightseeing and used an Uber to reach the George Eastman Museum. Mr. Eastman had built a large house with many advanced features such as indoor plumbing and electric lighting.

That house, a later addition, and attached museum building, now comprise the George Eastman Museum. It contained countless exhibits on the history of photography and the Eastman Kodak Company and is well worth a visit.



Rochester & Genesee Valley Railroad train travelling upgrade at Industry, New York station & museum

Our return was on Monday, June 9th. We had planned to visit another attraction that morning but dropped the idea when we learned it was not accessible. Later in the morning we took an Uber to the High Falls of the Genesee River, just a little north of downtown. The viewing area provides a good opportunity for photos of the falls and the NYCRR bridge just beyond.

We arrived too late for an Amtrak train but several CSX freights passed while we were there. Luckily, the Genesee Brew House, dating to about 1905, is right there so we stopped in for what turned out to be the most delicious and somewhat huge lunch. Now fortified, we called an Uber to take us to the hotel to pick up the checked luggage and then on to the Amtrak Station to await #64 due about 1:30 PM.

The new Rochester station is quite nice. Upstairs there are two tracks with an island platform, reachable by stairs, escalator or elevator. Downstairs there is a large waiting room, ticket office,

baggage room and other facilities. Our train arrived on time and departed two minutes late due to the rather large crowd boarding.

The consist was Engine 129 [P42] pulling five Amcars—coaches 82727, 82578, 82731 82726 and café/business class car 48191. I had made several attempts to change to Business Class but it was sold out. Earlier trains that day were also sold out in coach while ours had just a few coach seats left. We boarded coach 82731 and found two seats together. Departure came at 1:36 (1:34) and we soon were running at track speed (75-79 mph).

Unfortunately, at 2:45 we came to a stop several miles west of Syracuse (SYR) followed by a conductor's announcement that we will have to sit at this location for an hour. It seems that CSX was single tracking somewhere east of Syracuse and we had to wait for one passenger train (#63) and three freight trains.

After some radio discussion, the dispatcher agreed to a somewhat unusual move that allowed us to proceed to the SYR station as quite a few riders were to detrain there. Thus, we left the location at 2:58 and reached the SYR station at 3:02. Our train pulled as far down the long platform as possible to make room for #63 which was to back in behind us.

There are plans to enhance the SYR station with an island platform, but as of now there is only a single platform track. After some time two westbound freights blasted through followed by #64 running at high speed. It must have made a quick brake application, as soon as it was backing on to the station track with both trains nearly back-to-back. A few minutes later a long container train came through and our #64 finally departed SYR at 3:53 (2:54).

After SYR we made station stops at Rome, Utica, Amsterdam and Schenectady followed by an Albany arrival of 6:33 (6:05). Here we had the option of remaining on the train which would "do some moving around" or visiting the station upstairs during the long layover awaiting the arrival of #68 from Montreal, with which we would be combined for the run down the Hudson Division to NY City.



Westbound CSX freight on former NYC main line at the Genesee River Falls in Rochester. The lead unit is the CSX's C&EI heritage unit.

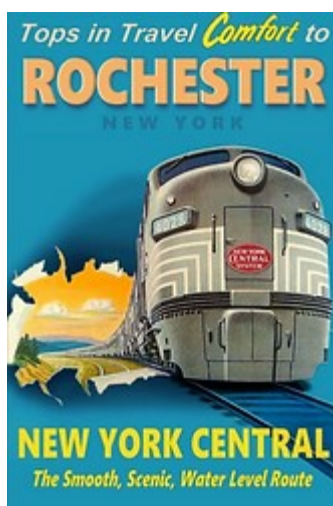
We elected to visit the station which was rather full, many of whom were awaiting Train #49 which arrived at its departure time of 7:05. As a result of that, the station crew was occupied putting the NY and Boston sections of #49 together, resulting to a delay to us.

Upstairs, we had a snack in the station café which was doing a brisk business. Just as we were about to return, Train #68 pulled in and discharged a load of humanity. The usher told us our train was still on Track 3 where it had arrived but where was it? Downstairs, five Amcars were on that track but the entire train was backwards as it had been turned on the wye!

After locating our seats, we moved as our forward-facing seats now were facing backwards. After #49 departed about 7:35, we felt a lurch as the "D&H" #68 backed on to us. Departure came at 7:51 (7:40) with a consist of two locomotives (a P42 and a P32) pulling 10 Amcars (eight coaches and two café/business class cars) and P42 #129. We reached Hudson at 8:11 (8:01), Rhinecliff at 8:39 (8:23), and Poughkeepsie at 8:55 (8:40). While we had been running at good speed we began slowing down around Beacon as we were catching up with Metro-North #892 scheduled to depart POU at 8:49.

Apparently, the MN Rail Traffic Controller could not route us around #892 because of northbound traffic so it was slow going from there to our station of Croton-Harmon where we arrived at 9:49 (9:19). Fortunately, taxis were on hand at the station so we were home about 5 minutes later. We had enjoyed the convention and the visit to Rochester, a city I had visited only twice previously and for business matters so I never got to see much of it. Sadly, the tourist train was not accessible but we made the best of the situation and enjoyed the program.

It was nice to be able to reach a convention site by Amtrak. The service could be improved by adding a coach to each of the trains we rode and by eliminating the combination of Trains 63/69 and 64/68 between New York and Albany. All the four Amtrak train crews we encountered were very courteous and most helpful with luggage.



Chapter Events & Activities

Fort Collins Trolley Charter – Saturday, August 9, 2025

By Intermountain Chapter, NRHS

INTERMOUNTAIN CHAPTER, NRHS

SATURDAY, AUGUST 9, 2025 * FORT COLLINS 2-TROLLEY CHARTER**

Join the Intermountain Chapter, National Railway Historical Society for another rail history summer excursion - a repeat visit to the Fort Collins Trolley for a morning of rides, run-bys, and photo opportunities with the 2 beautifully restored Birney-type trolleys that originally plied the streets of Fort Collins until 1951. We will enjoy lunch in Fort Collins after our trolley experience, by individual settlement.

Our chartered ARROW motor coach will depart our usual pick-up locations as follows:

7:00 AM RTD Mineral Park and Ride, Mineral Ave & Santa Fe Dr, bus loading area

7:30 AM Denver Union Station, Wynkoop St. in front of station near fountain plaza

7:45 AM RTD Thornton Park and Ride, Northbound slip ramp on I-25 by 88th Ave.

Access: 8700 Grant St. Drop off at Southbound slip ramp on return trip.

Pedestrian tunnel connects the slip ramp stops under I-25

9:00 AM Arrive Fort Collins Trolley

11:30 AM Lunch in Fort Collins, individual settlement.

1:00 PM Depart Fort Collins

2:15 PM Arrive Thornton PnR (*park and ride*)

2:30 PM Arrive Denver Union Station

3:00 PM Arrive Mineral PnR (*park and ride*)

And there may be a bonus stop on the return trip!

FARES: Chartered Bus + trolley excursion: \$29 Chapter Members, \$39 Non-members

SORRY, BUT WE CANNOT OFFER REFUNDS DUE TO PRE-PAYMENT OF BUS

AND TROLLEY CHARGES. YOU MAY OFFER YOUR PAID FARE TO OTHERS IF

YOU CANNOT JOIN US. JUST LET US KNOW IN ADVANCE.

PLEASE EMAIL US WHEN YOU MAIL YOUR CHECK SO WE CAN CONFIRM YOUR

RESERVATION: conductor@nrhsintermountain.org

PLEASE PRINT AND USE THE FORM ON THE NEXT PAGE.

SEND THE COMPLETED FORM WITH YOUR CHECK TO:

Intermountain Chapter, NRHS, PO Box 17371, Golden, CO 80402

If you cannot print this form, put required information on a sheet of paper and mail to us.

Those wishing to pay by Venmo or Zelle please email the Chapter for instructions at

conductor@nrhsintermountain.org

****OR YOU MAY REMIT PAYMENT AT THE CHAPTER MEETING AT MALONES JUNE 14.**

THE MEETING STARTS AN HOUR EARLIER, on this date only, AT 11:00 AM.

Before 11:00 AM you may be able to dine from the breakfast menu. Come early for socializing.

**** Preferred method** - save a stamp and the anxiety of whether your envelope will arrive.

=====→ **CLIP HERE** ←=====

NAME_____

ADDRESS_____

EMAIL_____

CELL PHONE_____HOME PHONE_____

PICK UP LOCATION:

RTD MINERAL PnR_____ DUS (Denver Union Station)_____ RTD THORNTON
PnR_____

How many CHAPTER MEMBERS _____ @ \$29 TOTAL \$_____

How many NON-MEMBERS _____ @ \$39 TOTAL \$_____

GRAND TOTAL _____ \$_____

Central PA Chapter – 49th Annual Train Show, Sun. August 24, 2025

By Central Pennsylvania Chapter, NRHS



49th ANNUAL TRAIN SHOW & SALE

SUNDAY, AUGUST 24, 2025

9:00 AM TO 2:00 PM

AT WARRIOR RUN FIRE DEPARTMENT SOCIAL HALL
Second Street, ALLENWOOD, PA (convenient to U.S.
Route 15) AIR-CONDITIONED AND EXCELLENT
LIGHTING! GREAT FOOD FOR SALE!

TRAINS: BUY - SELL - TRADE - ALL SCALES AND GAUGES OF MODEL TRAINS MODEL TRAIN SUPPLIES AND RAILROADIANA

ADMISSION: \$5.00 PER PERSON – CHILDREN UNDER 12 YEARS OF AGE, FREE!

TABLES: \$20.00 EACH, AND INCLUDES ONE DEALER'S HELPER AT NO CHARGE

DEALERS ADMITTED AT 7:30 A.M, DOORS OPEN AT 9:00 A.M

* Chapter is not responsible for any damage or loss *

INFORMATION: email to Mark Irvin at irvinwepfer@msn.com or 717 343 7182

Registration Form 2025

Date _____

MAKE CHECKS PAYABLE TO "CENTRAL PA. CHAPTER, NRHS" AND MAIL TO:
Central PA-NRHS TRAIN MEET - Mark Irvin- 3814 Leyland Dr. Mechanicsburg PA 17050

Name _____ Table(s) at \$20.00 \$ _____

Street _____ Extra admission (s) at \$5.00 \$ _____

City, State and Zip _____ Total enclosed \$ _____

Telephone _____ Special requests? _____

EMAIL: _____ confirmations will be emailed to you:

DEALER AGREES TO REMAIN SET UP UNTIL 2:00 P.M., SIGN _____

Directions: From Williamsport, take US 15 South to red light in Allenwood, turn left at red light (Sunoco Gas station on corner, go to 2nd St, turn left to Fire Hall: from I80 and Lewisburg, take US 15 North to red light in Allenwood turn right at red light-Sunoco Gas station on corner-at 2nd street, turn left to Allenwood Fire Hall.

Fall Foliage Special – October 11, 2025

By Watauga Valley Railroad Historical Society & Museum Chapter, NRHS

The “**Fall Foliage Special**” (previously reported as the “Hiwassee Loop Excursion”) has been planned for Saturday, October 11th, 2025.

The Special will offer a scenic ride through the famous Hiwassee Loop and delight riders in a 50-mile roundtrip journey through the stunning lower Hiwassee River Gorge.

This 4.5-hour adventure will take passengers to the apex of the renowned Hiwassee Loop with the tracks intriguingly crossing over themselves as they spiral up the mountain. Notably, there are only six such loops in North America, with this one being the sole example east of the Mississippi River. Note that there is no layover on this trip; passengers will enjoy the entire duration on the train.

The rails over which this train travels were formerly part of the Louisville and Nashville Railroad's Atlanta Division stretching between Etowah, TN, and Marietta, GA. More information to follow.

A fundraising event to sponsor a camper to the NRHS Railcamp East.

We invite all local chapters and societies to help with this effort.



North Bend Flyer – October 5, 2025

By Cincinnati Chapter, NRHS



June 29, 2025 - "North Bend Flyer" Postponed to October 5th, 2025

Come along for a scenic trip from Cincinnati, OH to Perfect North and return. This route was originally built for the Cleveland, Cincinnati, Chicago and St. Louis Railway, also known as the Big Four Railroad. In 1906, the Big Four was acquired by the New York Central Railroad, which operated it as a separate entity until around 1930. The Big Four's lines were later incorporated into Penn Central in 1968 with the merger of New York Central and the Pennsylvania Railroad. Penn Central declared bankruptcy in 1970, and in 1976 many of Big Four's lines were included in the government-sponsored Conrail. This trip is a great event for people wanting a shorter train ride. We will have full concessions with a wide array of options available for purchase in our Queen City Tavern car.

Trip Duration: 2 Hours	Fund Raiser for the CCNRHS
Pricing: \$25 all Seats	Seating: General Admission
Departure Times: 11 AM Boarding	229 Idaho St., Cincinnati, OH 45204

Order Tickets

Number of Tickets needed: _____ @ **\$25.00** each. Total amount to pay \$ _____

Name: _____

Address: _____ City _____ ST ____ Zip Code _____

Email Address: _____

Phone Number Home: _____ Cell: _____

Mail Check or Money order made out to **CCNRHS** (Cincinnati Chapter NRHS)

PO Box 62023	or	10 Village Square
Cincinnati OH 45262-0223		Glendale, OH 45246

We will email your receipt for payment and that receipt will be your ticket to Board.
Your receipt for June 29th is valid or a new receipt for October 5th will be Valid.
Record of cancellations will be kept and the list of names will be in the conductors' hands at boarding.



*****Please Note***** Due to the historic nature of the railroad equipment, Ohio Rail Experience trains are not handicapped accessible. Historic and antiquated rail passenger equipment, like that used on this excursion, are exempt from ADA regulations under U.S. Code: Title 42: Section 12184. The passenger cars and boarding facilities used on these excursions were constructed before disability accessibility laws were adopted. Platforms, boarding areas, stairs, step-boxes, seating, and especially doorways, passageways, aisles, and onboard restrooms may not accommodate all passengers. We will make all reasonable efforts to accommodate differently abled passengers who desire to ride the train. Motorized wheelchairs and/or scooters cannot be accommodated onboard any of our trains at any time.

AIR-CONDITIONED DELUXE CLASS - CAR 3200

Deluxe Coach class seating will be inside the Milwaukee Road 3200 car. This long-distance coach car was featured in the 2015 movie "Carol." The 3200 seats 60 passenger. The car features comfortable reclining chairs, and large picture windows. The 3200 car is heated.

Eagle Lake Depot Museum Donates Huge Collection of over 6,100 Slides to the North Texas Chapter

By Wayne Smith, President of the North Texas Chapter, NRHS

In May of this year, the North Texas Chapter of the NRHS acquired over 6,100 railroad slides from Ken Stavinocha, President of the Eagle Lake Depot Museum, in Eagle Lake TX. The slides were taken by photographer John L Buchanan of San Antonio. Topics include North Texas, mainly Ft Worth, some of Dallas and the Texarkana area as well. A significant amount of the slides includes Australia, New Zealand, Canada and Europe.

Europe includes England, Switzerland, Germany, France, Belgium, Luxembourg, Austria, Scotland, Sweden, Denmark and the Netherlands. The rest of the slides include Northeastern, Midwestern, Southwestern and Western United States. A comprehensive list will be sent to Chapter Members to vote on future programs.

Many thanks go to Ken Stavinocha and his generous donation of the vast collection of railroad slides. We look forward to showing the slides in upcoming chapter meetings and at our Semi-Annual Media Show and Open House in conjunction with the Plano (Dallas Area) Train Shows.

In order for the acquisition to take place, Ken Stavinocha and Chapter President, Wayne Smith, met halfway in Hearne, TX and visited the Hearne Depot Museum at the same time. Ken is also Editor of *Gulf Coast Railroading*, the newsletter of the Gulf Coast Chapter of the National Railway Historical Society.



Ken Stavinocha, pictured right, is President of the Eagle Lake Depot Museum and Editor of *Gulf Coast Railroading*, the official newsletter of the Gulf Coast Chapter of the National Railway Historical Society.

Also included in the photo is Matthew Dittert. Matthew is one of the docents from the Eagle Lake Depot Museum. The donation included 19 cases of slides, three of which are pictured above between Ken and Matthew. 18 cases contained 300 slides each and 1 case contained over 700 slides. We ate lunch at a former Post Office that was repurposed into a restaurant. Photograph by Wayne Smith (2025).