

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

OCTOBER 2016

Teen reflects on 'awesome' NRHS RailCamp Northwest

By JENNIFER BAUER, member of RailCamp Northwest Class of 2016

(Editor's note: The author's family is no stranger to the NRHS RailCamp program. Siblings Janice, Erica, Melissa and Scott Bauer, as well as several cousins, have also attended RailCamp. Additionally, Janice, Erica and Melissa later served as RailCamp counselors).

I attended the National Railway Historical Society's RailCamp

Northwest program, based in Tacoma, Wash., as a camper this year.

I would like to thank the Railroad Passenger Car Alliance for supporting me with a scholarship so I could experience such an awesome camp. I had so much fun, and I met the best people interested in railroading that you could ever find.



PHOTO BY BUD THOMPSON, TACOMA CHAPTER NRHS

AT RAILCAMP NORTHWEST – Members of the RailCamp Northwest Class of 2016 pose with one of the new engines (not yet in service) at Tacoma Rail. Pictured are: Left side (top to bottom) – Aaron Fried, Justin Murphy, Steven Flanagan, Aidan Falvey, Jennifer Bauer and Matthew Bettendorf; Right side – Daniel Holmes, Ryan Trombly, Darren Pitts, Cole Johnson, Tobin Rowe, and Aron Adams.



PHOTO BY PHIL THOMPSON

WORKING ON THE RAILROAD – The week at RailCamp included some “hands-on” experience, including working on the rails (and driving spikes) at the Mount Rainier Railroad and Logging Museum.

On Monday, Aug. 1, we visited the Amtrak Maintenance Facility where Amtrak and Sound Transit Sounder train sets are serviced. We toured the entire facility. We learned about the history of the building; then we climbed onboard an Amtrak train to turn around. Before we did, we went through the car wash. It was really great to see how they clean their cars. Then we went back to the dorm at the University of Puget Sound campus, where we stayed throughout the week.

On Tuesday, Aug. 2, we traveled to the Tacoma Railway. First we were taken into the meeting room for a safety briefing, because safety comes first. After the meeting, we split up into groups. My group went out to the yard and into the dispatching station. We learned what they do to dispatch the entire yard because BNSF and Union Pacific also use this yard.

Then we went into the caboose where the engineer training simulator was located. We all had a lot of fun running it.

Next, we got to go further into the yard to do switching. Fi-



PHOTO BY BUD THOMPSON, TACOMA CHAPTER NRHS

UP CLOSE – Campers had the chance to inspect the “inner workings” of a Tacoma Rail locomotive.

nally, we toured the Tacoma Railway shops and then we were able to run a Union Pacific train. This was the most exciting part of the day, as the best was saved for last.

On Wednesday, Aug. 3, we went to Mount Rainier Railroad and Logging Museum. First, we fired up their oil-powered steam engine. I really liked the restoration of the locomotive and how they had restored it after it had been in a forest fire at Redwood Forest Railroad. Then we split up into groups, and my group fired up another steamer. We went into the shops to make a part for an engine that they were rebuilding. Then we went into the yard to replace ties. Since I already knew how to replace ties, I was the first to drive a spike into a tie.

Operating their engines was the most exciting part of the day for me. It was much different because my family owns a steam engine, but the set up at the museum was new to me.

On Thursday, Aug. 4, we were at the Northwest Railway Museum in Snoqualmie, Wash., where we toured the shops, and then split up into groups again. Our group went to help take apart some of the steam engine that they were rebuilding. It was a bit difficult because the bolts were in really tightly. Then our group switched to make our bookshelves. We finished early and looked at the top of their diesels, at the missing fan parts. It was cool to see the top of an engine up close.

On Friday Aug. 5, we traveled to the Sound Transit Central Link Light Rail Operations and Maintenance Facility (OMF), and toured the shops, including the paint shops and car wash. We ran a light-rail car into the car wash, and then we investigated a derailment. Finally we sat and watched some trains in action before heading back to the dorms.

On Saturday, Aug. 6, our group journeyed back to Mount Rain-

ier Railroad and Logging Museum to be assistant conductors. We helped the members of the public onto the train, and we took the train up the mountain to the museum. In between, our group switched to take turns riding in the cab of the steam engine.

When we arrived at the museum, we helped the public off the train. It wasn't really new to me because, at my family's railroad, I assist passengers on and off our train. This was fun, however, as we were able to interact with more people.

The other group of campers were at the station when we returned, so we switched, and my group became tourists. Then, after the last train was loaded by the other campers, we all went to the gift shop and bought cool stuff to remember the railroad. Finally, we watched trains again. Unfortunately, this was the last day of RailCamp, and we all felt a little sad that evening.

RailCamp Northwest was the most exciting camp I ever attended. I met awesome people whom I can talk to every day on Facebook and recall the memories that I made with them. These memories will make me smile when I think about trains in the future.

I had also attended RailCamp East, which was great. But I felt that RailCamp Northwest was totally the number one camp for me.

Again, I would like to thank NRHS and RPCA for supporting me to go to this great camp.



PHOTO BY BUD THOMPSON

AT KING STREET STATION – RailCampers capture the arrival of Amtrak's Empire Builder at King Street Station in Seattle, Wash.

RailCampers express thanks for ‘experience of a lifetime’

(Editor's note: The article below includes several segments from the many "thank you" notes received by NRHS representatives following the two RailCamp programs this year. The final email was sent to John Goodman, the national convention committee chairman of the NRHS. To learn more about this unique program for teenagers and how you can support RailCamp, visit <<http://nrhs.com/program/railcamp>>).

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“2016 NRHS RailCamp East was indeed the experience of a lifetime, and I will never forget it. I am so grateful for this opportunity.

“I am so grateful to all of the NRHS RailCamp volunteers, Amtrak employees, Pennsylvania Railroad Museum and Strasburg Rail Road volunteers for their work in sharing their time, knowledge and experiences with us campers. It is inspiring to listen to and learn from these special and very skilled people.

“One of the best parts of RailCamp is sharing the experience with other campers who are as enthusiastic about railroading as I am and can greatly appreciate this amazing experience.

“I was blown away by all the activities the NRHS RailCamp had planned for us. I came to RailCamp to learn about railroad operations. I want to pursue a railroad career as a conductor, engineer and maybe other positions in the railroading industry. Having hands-on experience gives me a better understanding of the many aspects of railroad operations.”

* * * * *

“It has taken me a while to figure how to put this experience into words. RailCamp was mind blowing!

“We got to go behind the scenes at Amtrak and learn what the employees do. That really turned a light on in my mind about wanting to work for Amtrak.

“I really enjoyed Strasburg and the Railroad Museum of Pennsylvania. I loved getting to go into some of the pieces in the museum that the public does not get to see. I loved getting to operate the Cagney steam locomotive and to get to engrave the railroad spike.

“The thing that I was tickled about the most was getting to blow the whistle in the steam locomotive. That has been a childhood dream and it finally came true.

“I loved getting to ride in special Amtrak cars and getting a tour of Washington Union Station. This whole experience was thanks to you. If it

wasn't for you, I would not have gotten to do this. All I can really say is THANK YOU from the bottom of my heart.”

* * * * *

“Dear Mr. Goodman,

“Thank you very much for sponsoring me for RailCamp West in Tacoma, Wash.

“RailCamp allowed me to interact with both industry professionals and other enthusiasts my age, and that's something I have never been able to do. Without your sponsorship, I would not have been able to attend RailCamp, and the fire it lit under me would have been merely embers.

“The seven days of RailCamp were, quite possibly, the best seven days I've ever had.

“All of the people at the camp, from the counselors to the employees we talked to, were the model of friendliness, patience, and enthusiasm, and my interest in the industry was rekindled by the openness of the railroad employees we talked to about their careers.

“Overall, the experience was amazing, and one that, if I had the opportunity, I would do again in a heartbeat. In fact, the camp was so influential to me personally that I now intend to work in the railroad industry, whereas before the camp I had been a little unsure. Thank you very much for your sponsorship.”

Daniel Holmes



PHOTO BY PHIL THOMPSON

AT MOUNT RAINIER -- RailCampers had the chance to have their photo taken with No. 17 at the Mount Ranier Railroad and Logging Museum.

The president's corner

Planning well underway for 2017 convention in Nashville

By AL WEBER, NRHS President

The Denver 2016 convention is over, and the planning for the Nashville 2017 convention is proceeding. The convention committee volunteers are now getting all the details in place. Please reserve June 20-24, 2017 on your schedule and plan on attending. The Nashville Airport Hotel (formerly Holiday Inn/Airport) will be the location for the convention. The nightly rate will be \$129 for single or double rooms.

Many of you are modelers and are members of the NMRA. In the current issue of the NMRA newsletter, NMRA President Charlie Getz has a cover article on the closing of Caboose Hobby. This was one of the venues at the Denver convention.

A similar thing happens all the time with railroad history. Companies close and areas get destroyed and redeveloped.

While it is still available, please document railroad history for future generations. I have many memories of the Rock Island. I can remember it running by many of my stomping grounds and even just by my farm in Versailles, Mo.

Also, I am looking for a volunteer to develop a display that the national can ship to chapters and events. I have ideas, but I need someone with artistic skills. If that is you, please email me and we can talk about what we need. My St. Louis chapter, like many other chapters, goes to events to promote the preservation of railroad history and to look for new members. I want a "pop up" type of display for those type of events.

Please email me at <aweber@nrhs.com> if you have questions, and thank you for helping to preserve railroad history.

NRHS financial reports and audits are available on NRHS website

By RALPH ROBERT BITZER, NRHS Treasurer

At some of our more recent advisory council and board of directors' meetings, I was asked why we don't publish financial reports and audits for the National Railway Historical Society and the NRHS Fund, and make them available to the chapters and the membership. The quick answer is that we do. It was explained at these meetings where this information is located and how it can be obtained.

Because of this, we thought it might be beneficial if this information was provided to all members and chapters of the society through a brief article in the *NRHS News*.

Financial reports, yearly audit results, budgets and I.R.S. 990 filings are reviewed by the board of directors of the Society and the board of trustees of the fund. Once they are approved, they are posted on the NRHS website. Members

and chapters can find this information by going to the NRHS website and opening the link titled <admin.nrhs.com>.

Financial documents are available in the public section of our website. If you want to see the current financial summaries for the Society and the fund, you may obtain them by opening the approved minutes from our most recent board of directors' meetings. Approved financial reports prepared by the comptroller and treasurer are included with the minutes as attachments. They provide a financial summary up to a cut-off date prior to the board meetings of the Society and the fund.

I hope this information is helpful. Questions should be directed to <info@nrhs.com>.

Thanks for supporting the Society and our rail heritage.

L&WV Chapter sets 'Sentimental Journey' slide show for Nov. 5

The Lackawanna & Wyoming Valley (L&WV) Chapter NRHS will host the seventh annual Sentimental Journey Slideshow on Saturday, Nov. 5, at the Mountain Top Hose Company in Mountain Top, Pa. The day will feature slide shows that take a look back at the area's rich railroading history. Doors open at 9 a.m. for a social hour with coffee and donuts. Slides start at 10 a.m. and continue until 5 p.m.

This year's presenters and topics include: Ed Koehler, "Rails of Eastern Long Island"; Richard Jahn, "Reading Variety," Ed Philbin, "History of LV Mountain Cutoff"; George Gula, "Eastern Pennsylvania Railways (Traction)"; Sam Scannella, "CP's Return of the D&H to Harrisburg"; and Ed Zech, with a variety of Ed Miller's railroad slides.

The ticket price is \$25 and includes all-day refreshments (coffee, water, soda), donuts, lunch (pizza, wings, stromboli and salad), cake-dessert and door prize entries. The food will be provided by Tony's Pizza of Pittston.

Door prize donations are being solicited. Please donate that unused DVD, book, or other item. If you have an old lantern or model engine to sell, ask about the white elephant table. All proceeds from the program will benefit L&WV Chapter activities.

For additional information, contact Ed Philbin at (570) 954-7981, email <edlvrr@gmail.com>; or Tony Verbyla Jr. at (570) 760-4344, email <crjeep9@yahoo.com>.

Harris Tower is now listed on National Register of Historic Places

By SLOAN AUCHINCLOSS, Harrisburg Chapter NRHS

Members of the Harrisburg Chapter NRHS and visitors gathered on Tuesday evening, Aug. 9, near the steps of Harris Tower in Harrisburg, Pa., for the unveiling of a plaque memorializing the site on the National Register of Historic Places.

The designation was official in 1994, but the plaque recognizing the honor was only recently cast in bronze.

Chapter Vice President Dan Nettling was master of ceremonies at the event. Nettling, formerly chapter president, arranged for the bronze casting with National Register designation and NRHS logo, which is now cemented on the building's parking lot side.

He praised the work of President John Smith and Treasurer Dick Crow, each of whom devoted over 300 hours to power washing, window restoration, landscaping and supervising work by outside con-

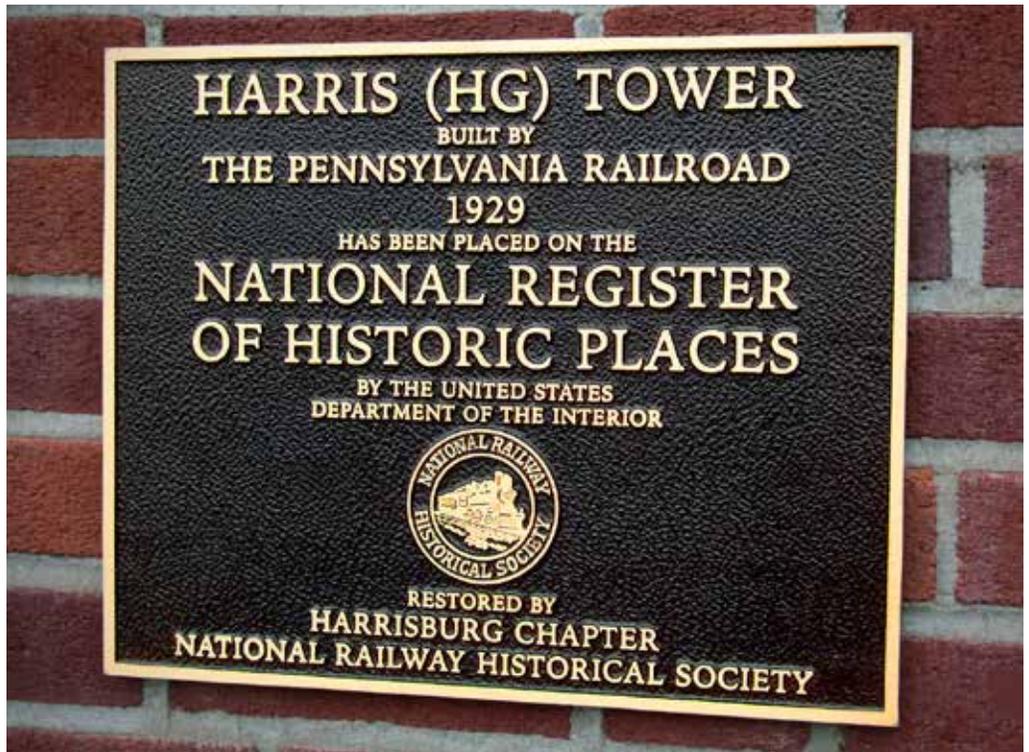


PHOTO BY ABRAM BURNETT, HARRISBURG CHAPTER NRHS

PLAQUE – *The plaque showing that Harris Tower is listed on the National Register of Historic Places was unveiled Aug. 9.*



PHOTO BY SLOAN AUCHINCLOSS, HARRISBURG CHAPTER NRHS

INSIDE THE TOWER—*Visitors to open house at Harris Tower check out model board and interlocking.*

tractors at the tower. Also lauded was Chapter Historian Fred Wertz, who, for many years, led monthly work sessions at Harris and restoration of the PRR N6B cabin car.

Smith gave a short history of the tower and listed period-appropriate fixtures acquired to enhance tower authenticity. He recognized chapter member Jon Sheetz, who restored and installed cross bucks outside Harris. Norfolk Southern engineer and chapter member Dan Cupper received kudos as well for his leadership in acquiring GG-1 4859 in 1982.

Sen. Rob Teplitz (D-Susquehanna Township), through his aide, Jon Hendrickson, presented a citation detailing the chapter's Harris Tower preservation efforts.

Chapter member and NRHS National District 2 Director Mark Eyer pointed out that Harrisburg is one of the strongest chapters in the organization and that national officers have taken note of its achievements.

After the unveiling of the plaque, members Dan Rapak and Brad Anderson gave demonstrations of the interlocking and model board. Shortly after the chapter acquired the tower from Amtrak in 1992, Rapak used his considerable technical skills to convert the 1930s electro-pneumatic switching levers to a computer simulation which was coordinated with lights on the model board. This work enabled the board to show train movements during the heyday of Pennsylvania Railroad activity.

Located at 637 Walnut Street in Harrisburg, Pa., Harris Tower is open for visitors every Saturday, May-October, 9 a.m.-4 p.m., or by appointment for groups. Admission is free. You can visit the tower website at <www.harristower.org>.



PHOTO BY SLOAN AUCHINCLOSS, HARRISBURG CHAPTER NRHS
ELECTRONIC INNOVATOR – Chapter member and electronic innovator Dan Rapak (in blue and white shirt) checks out the interlocking he converted from electro-pneumatic to computer simulation.



PHOTO BY SLOAN AUCHINCLOSS, HARRISBURG CHAPTER NRHS
OUTSIDE HARRIS TOWER – Harrisburg Chapter NRHS President John Smith (right) points to National Register of Historic Places plaque on Harris Tower. Chapter Vice President Dan Nettling (left) arranged for casting.

Pocono Mountains Chapter celebrates 25th anniversary

The Pocono Mountains Chapter NRHS celebrated its 25th anniversary with NRHS on Aug. 27 with an open house at the former DL&W Railroad depot at Tobyhanna, Pa.

The chapter has leased the building since 1993, and has been extensively restoring the depot through its many open house functions and train rides operated in connection with the Steamtown National Historical Site, located in Scranton, Pa.



ANNIVERSARY EXCURSION – A special excursion from Scranton brought fans to the celebration.



CELEBRATION TREAT – Visitors to the open house at the former DL&W Railroad depot were treated to a 25th anniversary cake.



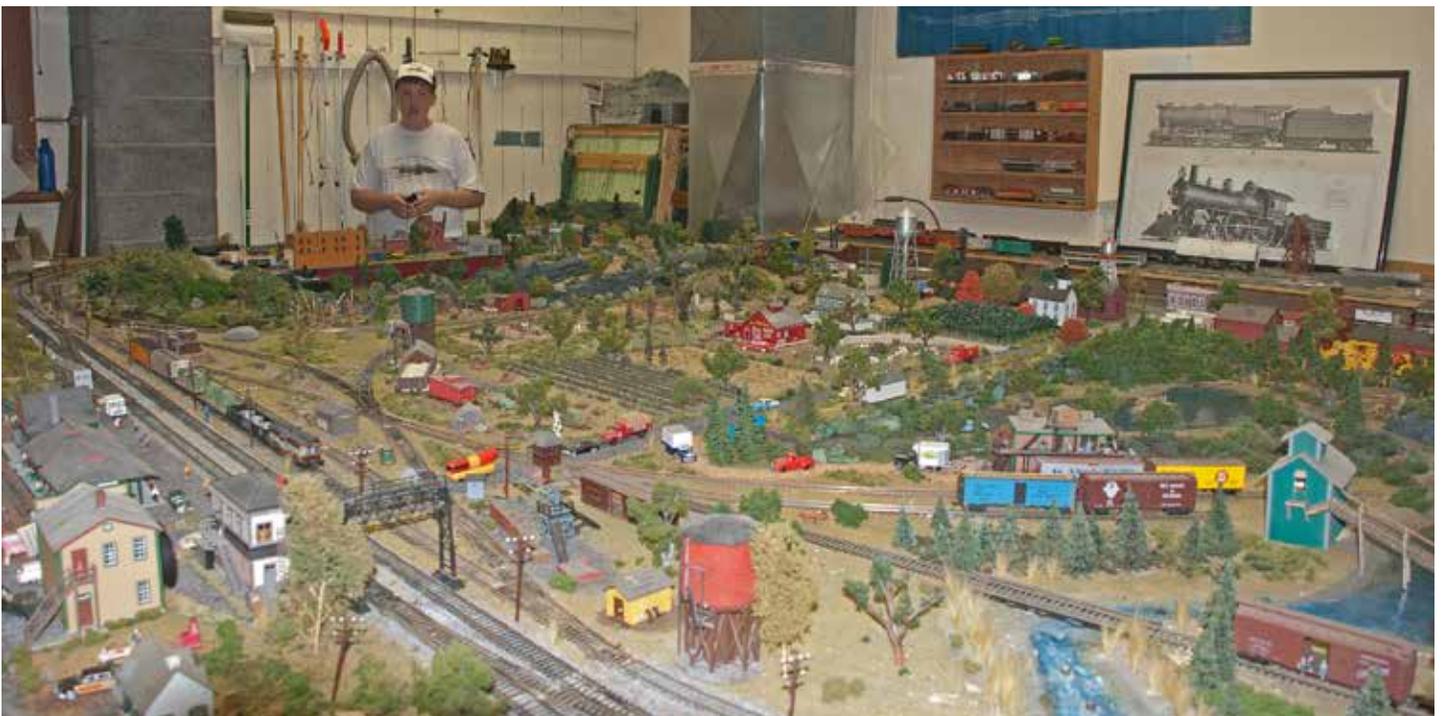
PHOTOS PROVIDED BY POCONO MOUNTAINS CHAPTER NRHS
WITH CERTIFICATE – Pictured with the 25th anniversary certificate for the Pocono Mountains Chapter from the NRHS (left to right) are: Bob Bitzer, NRHS treasurer; Jim Winston, chapter president; Elwood Johnson, chapter national representative; Howard C. Dickinson III, station master; Joe Maloney, NRHS vice president; and Joe Oboyle, chapter membership chair, Kneeling, with the certificate, is Anthony MacPhee.

Because the chapter has sold many thousands of hot dogs at its functions to fund the restorations efforts, the depot building is known as “The Railroad Station that Oscar Meyer Saved.”

The anniversary celebration included several members operating two separate model railroad layouts for the public and passengers who rode that day’s special train from Scranton.



EXPLAINING OPERATION – Howard C. Dickinson III, the Tobyhanna station master, explains the operations on the Pocono Mountains Chapter’s HO scale model layout.



CHAPTER LAYOUT – The Pocono Mountains Chapter HO layout was running for visitors to the chapter’s 25th anniversary celebration.

Scenes from the 2016 NRHS ‘Rails to the Rockies’ convention

Pages 10-14. (Not in chronological order)



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT DEVIL'S GATE – This photo was taken during the “Photographer’s Chaser Bus” option of the trip to the Georgetown Loop Railroad. It shows the steam-powered train crossing Devil’s Gate High Bridge at Georgetown. Event participants formed a photo line below the bridge to record the in-bound train crossing the bridge. Leading the train is ex-West Side Lumber three-truck Shay No. 9, built by Lima Locomotive Works in 1923.



PHOTO BY LARRY DYER, ATLANTA CHAPTER NRHS

DURING CONVENTION “EXTRA” – NRHS members attending the 2016 convention had the opportunity to travel, after the official end of the convention, to the Cumbres and Toltec Scenic Railroad. In addition to a ride on the line, they toured the yard and took photos of the vintage steamers.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

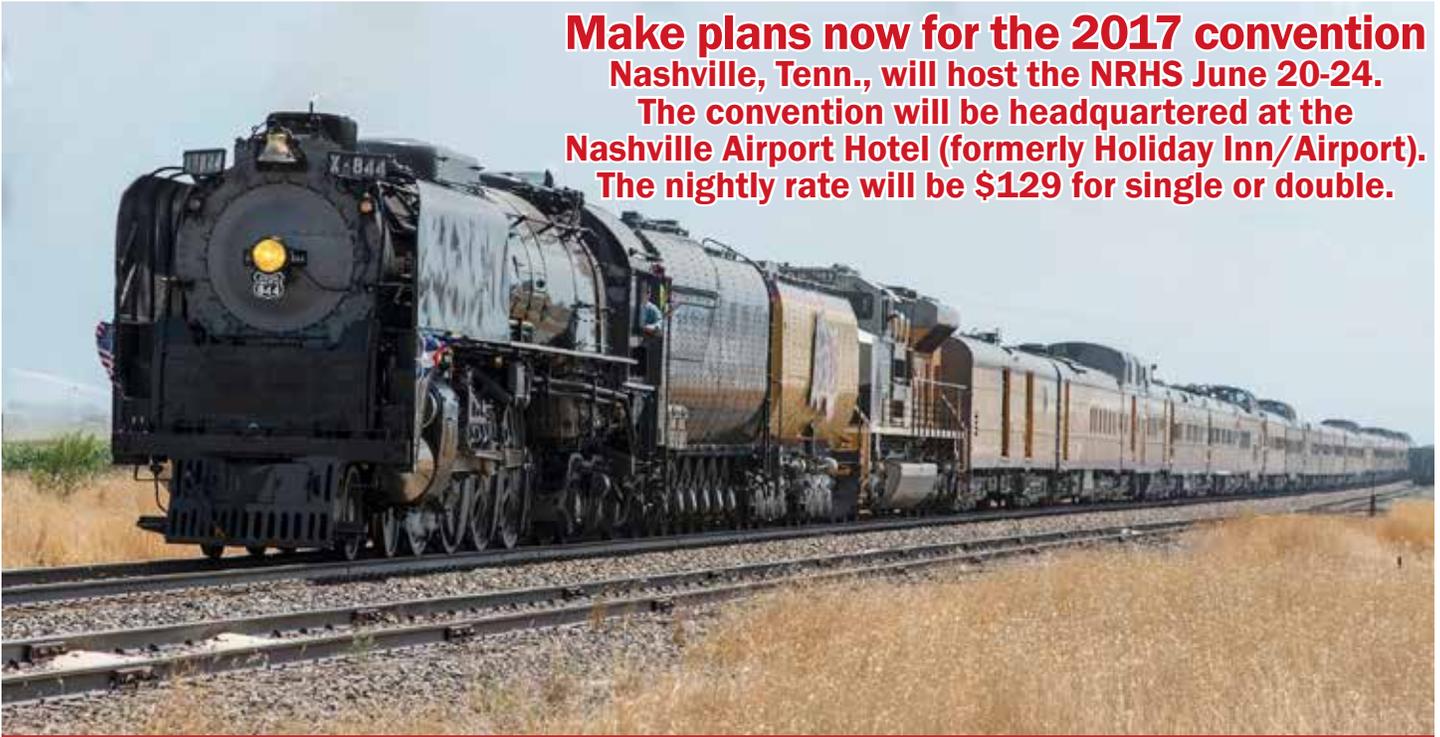
NEAR LEADVILLE — *The final excursion of the convention was a trip on the Leadville, Colorado & Southern Railroad on July 23. The NRHS special train is shown two miles northeast of Leadville. The EMD GP9 pushed our train up the two percent grade to Climax.*



PHOTO BY DOUG SCOTT, CAPE COD CHAPTER NRHS, DISTRICT 1 DIRECTOR

NIGHT PHOTO SHOOT — *On the evening of July 21, a night photo session was held at the Colorado Railroad Museum. The program was led by Steve Barry and utilized Alien Bee lighting provided by Barry, Michael Burkhart and Nick Hovney. Most of the photo opportunities were of steam engines, but they did get in some shots of Rio Grande F9 No. 5771. This engine used to pull the Rio Grande Zephyr as well as the Rio Grande Ski Train. The photographer, Doug Scott, noted that he rode behind her one Sunday in early April 1983 on a run from Salt Lake City to Denver.*

Make plans now for the 2017 convention
 Nashville, Tenn., will host the NRHS June 20-24.
 The convention will be headquartered at the
 Nashville Airport Hotel (formerly Holiday Inn/Airport).
 The nightly rate will be \$129 for single or double.



PHOTOS BY DAWN HOLMBERG, NORTHSTAR CHAPTER NRHS

ROLLING DOWN THE RAILS – *Union Pacific steam engine No. 844 rolls along near Gilcrest, Colo. on Sunday, July 24 on the return deadhead move from Denver back to Cheyenne following “Frontier Days.” NRHS members had a chance to “chase” the iconic engine in a chartered bus.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

COMMUTER RAIL – *The last stop on the July 20 tour of the Denver Regional Transportation District’s light rail and heavy commuter rail system was at Denver Union Station where members explored the renovated station and had lunch. Following this break, a fast run was made to Denver International Airport on the University of Colorado A Line, a 22.8 mile heavy commuter rail electric line which opened for service on April 22, 2016. Silverliner V cars made by Hyundai Rotem are used on this line, which are identical to the equipment used by SEPTA, though they are somewhat lighter. This image was taken at Denver Station just before our train departed for the airport.*



PHOTOS BY LARRY DYER, ATLANTA CHAPTER NRHS

CUMBRES AND TOLTEC TRIP – Some NRHS members attending the 2016 convention took advantage of the chance to visit the Cumbres and Toltec Scenic Railroad to ride and enjoy the scenery.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

WIG-WAG – Ex-D&RGW 2-8-0 No. 346 passes a vintage wig-wag crossing signal at the entrance to the Colorado Railroad Museum in Golden on one of its many runs during the convention trip.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

STEAM UNDER STARLIGHT — Seven night photo opportunities were offered at the Colorado Railroad Museum, which has over 100 historic narrow and standard gauge steam and diesel locomotives, passenger cars, cabooses, a HO model railroad and G-scale garden railway and a well-stocked gift shop. The fourth scene was ex-D&RGW 2-8-0 No. 346 posed on the turntable in front of the museum's roundhouse.

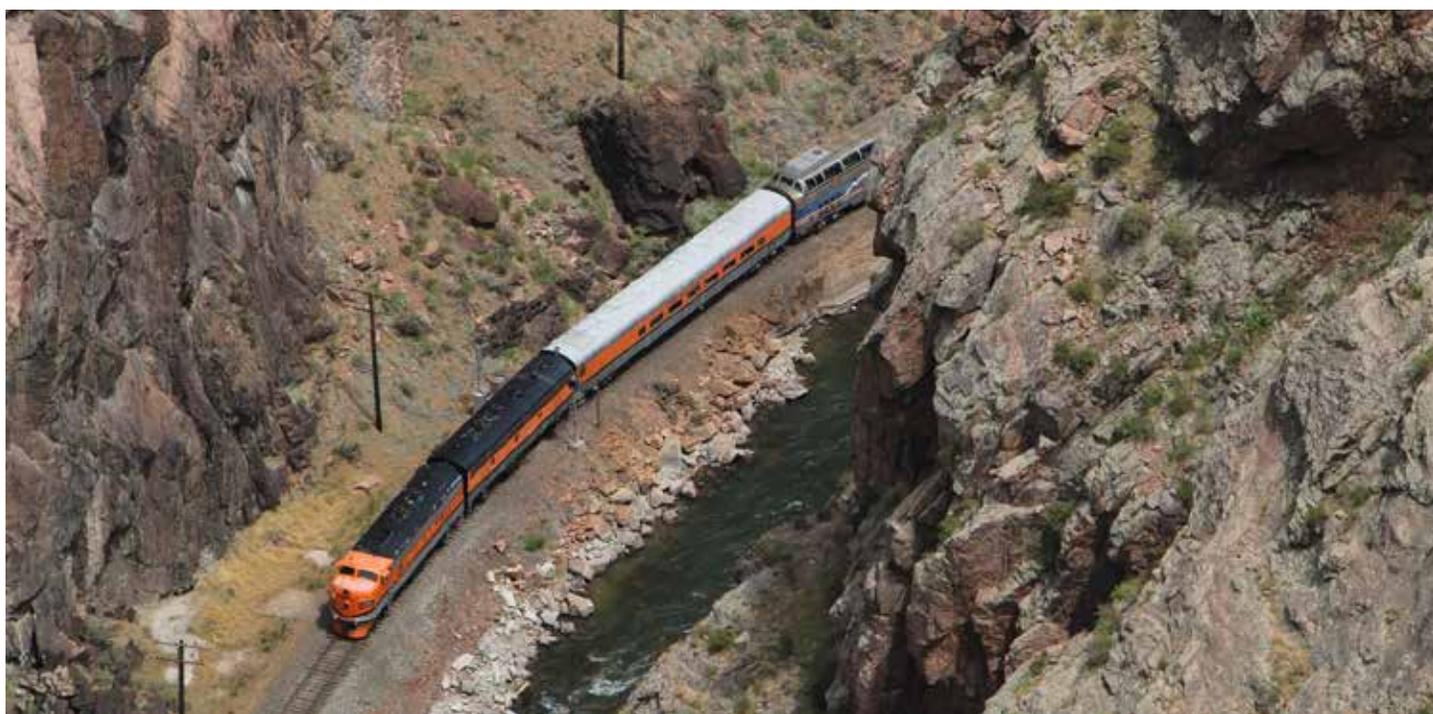


PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

HELLO DOWN THERE! — This photo shows the Royal Gorge passenger special gliding along beside the Arkansas River east bound passing through the narrow Royal Gorge. The photo was shot from the walkway over the gorge at Royal Gorge Park, 955 feet above the track.

Former EJ&S combine being restored with help from NRHS grant

By PETER BECKER, *Mid-Continent Railway Museum*

Officials of the Mid-Continent Railway Museum in North Freedom, Wisc., are starting the restoration of a vintage combine car. The restoration is being undertaken with assistance from the NRHS Heritage Grants Program.

The standard gauge passenger car we now know as East Jordan and Southern (EJ&S) No. 2 had its origins 152 years ago and is the oldest piece of equipment at the Mid-Continent Railway Museum.

The car was originally built by Osgood Bradley in Worcester, Mass., in November 1864 for the Grand Trunk Railway as their No. 112. Originally a first class coach, it has a 45-foot-long car body with 16 arch top single windows per side and two windows on each end. No photos or records are known to exist for the coach as built. We can only assume it was a typical coach of the era and had features such as a Monitor roof, board and batten siding, six-foot wheel base trucks, and hand brakes as the only means for stopping.

There are some details that suggest the assumptions are not too far off. The interior clerestory area stops about six feet short of the ends, suggesting the car started with a Monitor roof. Also, board and batten siding remains above the window sills, whereas later cars have tongue and groove siding the whole height of the car.

The early history is based on information gleaned from the book *Canadian National Railways An Annotated Historical Roster of Passenger Equipment 1867-1992*, published by the Bytown Railway Historical Society, Inc in 1995. Canadian used railroad equipment dealer Andrew Merrilees collected large amounts of historical information from his Canadian National Railway contacts that was used in this book.

Close examination of the roster suggests No. 112 was built as part of an order for four cars, 110-113, in 1864. The CNR book includes an 1872 roster for the Grand Trunk Detroit Extension, officially known as the Chicago, Detroit, and



PHOTO BY PETER BECKER

UNDER RESTORATION -- The "west side" of EJ&S No. 2 is shown with new side sill and braces.

Canada Grand Trunk Junction Railroad Company (CD&CGT), which lists these four cars.

Also, the 1868 Compilation of the Auditor General of Michigan indicates the CD&CGT had 11 first class passenger cars. These include two Goold, the four Osgood Bradley and five Wason cars which are also shown in the 1872 roster. This is important because the Grand Trunk in Canada originally was built with a track gauge of 5 feet, 6 inches and was not fully converted to standard gauge until 1874. However, the Detroit extension was standard gauge when built in 1859. The implication is that Nos. 110–113 were built as standard gauge cars and were operated only on the Detroit-Port Huron line when they were new.

Other information in the CNR roster shows that two cars were assigned to Michigan Division Service. No. 110 was re-numbered 584 in 1886, and No. 112 was renumbered to 585 in 1885. Existing interior window trim parts are marked with both 112 and 585, which provides support for this history.

Of the other Osgood Bradley cars, No. 111 was scrapped in 1874, and No. 113 ended up elsewhere in the Grand Trunk System. The Grand Trunk Michigan Division included the Port Huron-to-Detroit line and the Michigan Air Line Railway, which ran from Lennox, now Richmond, through Pontiac to Jackson. Michigan division passenger cars were numbered in the series 571 to 598.

A photo of a Michigan division train was found in the Claude Thomas Stoner collection at the University of Michigan Bentley Historical Library. The photo was taken in Rushton, a flag stop 26 miles southwest of Pontiac. Baggage car No. 597 and second class coach-RPO combine No. 589 are shown in the photo. This photo, plus the roster data, suggest No. 112/585 spent its entire Grand Trunk service time in Michigan.

Modifications were made to the car throughout its service life. A survey of the Reports of the Michigan Railroad Commissioner provides some additional interesting information related to safety improvements.

The rail line from Port Huron to Detroit was built as the Chicago, Detroit and Canada Grand Trunk Junction Railroad Company. It was leased by the Grand Trunk Railway of Canada, but reports were filed by the CD&CGT. Michigan enacted the General Railroad Law of 1873, which required some sort of automatic brake be installed by Oct. 31, 1873. It seems the Grand Trunk officials dragged their feet and did not install brakes until



PHOTO BY PETER BECKER

CONTRASTING – *The refinished north end door of the car shows contrasting mahogany and ash construction.*



VINTAGE PHOTO – *This undated photo, probably taken in the 1940s, shows No. 2 in front of EJ&S engine house in East Jordan, Mich.*

1875, at which time they installed Smith vacuum brakes and the Miller platform and buffer system.

The Grand Trunk was the only company in Michigan to use Smith vacuum brakes. Apparently the Smith brakes were not too satisfactory because the 1882 report indicates Westinghouse air brakes were in use by the end of that year. The Miller platform faired a little better and lasted until at least the end of 1886. After 1886, the type of buffer system was not addressed in the reports so we don't know when it was removed.

The new safety issue in Michigan was car heating, and the 1889 report suggests all Grand Trunk cars had Baker heaters. There is a series of holes on the wall near the floor that are in the correct position for heating pipe brackets. Additional evidence of a heater is the patch in the roof where a heater vent and tank would have been.

Coach No. 585 had a major rebuild in 1889 at the Chicago and Grand Trunk Railway Fort Gratiot shops. To give the coach a more modern appearance, we believe this rebuild most likely included changing the roof profile from Monitor style to full length clerestory, replacing the board and batten siding below the window sill with tongue and groove siding, covering over windows facing the end platforms, and conversion from six-foot wheel base trucks to the current seven-foot

wheel base. Evidence of this rebuilding includes a cast brass center truck center pin cover plate that was found inside the coach.

The Fort Gratiot shops were opened in Port Huron, Mich., in 1880 and operated until 1913. Unfortunately they were significantly damaged by a major storm in 1913. Later that year, a massive fire destroyed the remainder of the shops, as well as the shop records, so we will never know the details of the 1889 rebuilding.

The Grand Trunk got about another 12 years of service out of No. 585 after the rebuild. No records give a specific date, but, around 1901, it was sold to the Hicks Locomotive and Car Works in Chicago Heights, Ill.

The EJ&S incorporated in 1901 and started passenger service with combine No. 1 inherited from the E.J. Lumber Company, which had been operating the railroad privately for a few years.

To serve the public transportation needs, the EJ&S purchased a refurbished No. 585 from Hicks in April 1902 and gave it the number "2." Hicks probably did little to No. 2 other than clean up and paint it. Investigation of the interior shows five finishes: 1-The original stain and varnish; 2-Faux wood finish of primer-stain-varnish; 3-Tan paint applied when converted to a combine; 4-Beige paint; and 5-Off white paint applied in 1964 at the museum.



PHOTO BY PETER BECKER

VINTAGE TRUCK — *The truck pedestal from 1889 shows the "C>" in the casting.*

The current belief is that Hicks applied the faux wood finish to cover up 37 years of wear and tear. A good example of this finish was found under the toilet door lock. Unfortunately, the paint covers a fine variety of wood. The door rails and styles are mahogany while the panels are ash. Window sashes are cherry, and the window mullions are butternut. The trim above the windows looks like walnut.

The Museum in East Jordan has a significant collection of East Jordan Lumber Company records, William P. Porter's (principal owner of E.J. Lumber Co.) personal journals, and EJ&S records, including a general ledger, labor time books, and station cash books. The most informative piece is an EJ&S ledger of passenger car maintenance costs from 1907 to 1932.

One previously unanswered question was when the No. 2 was converted from coach to a coach-baggage combination car. The maintenance ledger show typical passenger car maintenance costs were less than \$50 per month. However, in August 1919,

\$201.50 was paid to carpenters, and \$131.20 was paid to carpenters in September, 1919. An additional charge of \$126.60 was paid to the East Jordan Cabinet Company on Nov. 1, 1919. These relatively high expenses must be due to the conversion to a combine.

Based on the expenses, we believe that during the conversion, besides adding the baggage doors, the Baker heating system was replaced by a stove located in the center of the car, and a partition was installed, leaving a passenger section with 11 seats and the toilet. Also during this time, 55 pounds of copper sheeting was purchased with a portion used to cover the toilet floor.

The timing of the conversion is supported by information from the Michigan Railroad reports and the 1918 ICC valuation report. According to the reports, combine No. 1 was disposed of in 1904 or 1905 and replaced with No. 4 in 1912. Combine No. 3, of uncertain origin, was purchased in 1903 but was off the record by 1919. The fate of No. 3 is uncertain because it is included in the Michigan Public Utility Commission report of Dec. 31, 1918 report, but not in the June 30, 1918 ICC valuation report. Passenger traffic was decreasing by 1918, and I am sure it became apparent that a combine had more utility than a coach, so No. 2 was converted in 1919.

Regular passenger service ended on the EJ&S in 1945. Sometime after that, and before the 1956–1961 *Swam City Express* excursions, the interior was stripped of stove, partition and seats. Why the 2 was kept and what it was used for from 1945–1956 is unknown, although it may have been used for LCL freight and express. The East Jordan and Southern was abandoned in 1961 and No. 2 was purchased by an individual. In 1963 it was donated to Mid-Continent and transported across Lake Michigan on a car ferry.

At the museum, No. 2 was used in excursion service for a short time in the mid-1960s until newer coaches in better and sturdier condition were added to the collection. It was then placed on display and later in storage.

In the mid-1970s, restoration work was started but not completed. In 2009, work was started to explore the history and condition of No. 2. The investigation has found some interesting details such as the lighting for the toilet. The toilet has a glass panel, once painted over, in the inside wall to allow light in from a lamp mounted on the wall outside the toilet. The lamp screw holes have been uncovered, and a mounting bracket was found that lines up perfectly.

A few of the window catches are marked “J. L. Howard.” The James L Howard Company of Hartford, Conn., has been in the business of making latches and locks for railroad equipment continuously since 1846.

On the panel inside the car and above the door on the north end, “EJ&S No. 2” was found in red paint, and “585” was found in gold paint under the No. 2 and a layer of paint. Screw hole patterns have been found and measured for bag-

gage racks and the original seats. These patterns give us a starting point for determining the appropriate types of seats and racks to use in a restoration.

Based on what is now known about the history of No. 2 and the current configuration, the best option is exterior restoration to the logging railroad combine of 1920. It does seem like it would be a good compromise to have a stained and varnished passenger section to show off the fine woodwork of the original car, even though the interior was painted during its time on the EJ&S. Enough work has been done on the interior during the research process that you can get an idea of what it will look like when the interior is refinished.

Exterior work restoration work began in earnest in 2014 with the removal of the temporary siding from the 1970s. We found that the side sill required replacing, and much of the side wall framing and bracing needed repair. Donations from individuals, and a grant from the Tom E. Dailey Foundation, allowed the purchase of material for new side sills in 2015. The “west” side of the car now has the new side sill installed and all framing and braces repaired. Repair of the “east” side is the next step of the project.

We would like to thank the NRHS for the Railway Heritage Grant received in 2015 which has allowed Mid-Continent to purchase tongue and groove siding for No. 2. Rough cut, yellow poplar boards were milled at Fox Valley Technical College into the finished siding. The profile of the siding was made to Master Car-builders specifications. The siding will be installed after the “east” side sill and framing work is completed. Hopefully, the exterior restoration will be completed in the next two years.



PHOTO BY PETER BECKER
REBUILD DATE — The truck center pin cover plate shows the 1889 rebuild date.

Old Dominion offering 'Autumn Leaf Rambler' and Santa trains

By RAY POTTER, Old Dominion Chapter NRHS Publicity Director

The Old Dominion Chapter of the NRHS will sponsor special passenger trips on the Buckingham Branch Railroad during October and December.

You can enjoy the fall foliage of central Virginia on the *Autumn Leaf Rambler*. Each day, choose from either the morning or afternoon 3-1/2-hour round trip for a journey through the rolling hills and deep forests of rural Buckingham County, Va. Seating will be available in either the vintage reclining seat coaches or the open air sightseeing cars. Each trip also features a view of the James River from a unique perspective.

Passengers may bring picnic lunches, or purchase sandwiches, snacks and beverages on the train.

All trips depart from the Buckingham Branch Railroad Station at 1043 Main Street in Dillwyn. Trips are scheduled for Saturdays, Oct. 8, 15 and 22. The morning "A" trips will leave Dillwyn at 9:30 a.m. and return at 1 p.m. Afternoon "B" trips leave Dillwyn at 1:30 p.m., and return at 5 p.m. Fares are \$30 for adults and \$18 for children 2-12. Children under 2 not occupying a seat may ride at no charge.

On each of these trips, a special appearance by the Tom Mix Rangers will be featured, allowing passengers to see the days of the Old West relived.

The chapter will also sponsor *Santa Train* rides during the Christmas season. As the train journeys through the Buckingham County countryside, Santa Claus will pass through



DURING AUTUMN EXCURSION -- The Autumn Leaf Rambler rounds a curve on the Buckingham Branch Railroad.

the seasonally-decorated train and visit with the children. These 45-minute trips will be available Dec. 3 and 10. Trips leave Dillwyn at 9:30 a.m., 10:30 a.m., 11:30 a.m., 1 p.m., 2 p.m., and 3 p.m..

As seating for all of these trips is limited, advance ticket purchase is recommended. Tickets may be purchased online at <www.odcnrhs> or by mail at Old Dominion Chapter, NRHS, P.O. Box 3131, Chester, VA 23831. For more information, phone 804-231-4324 and leave a message.

Proceeds of these trips help fund the railroad preservation and museum projects of the Old Dominion Chapter NRHS.

NRHS members will be receiving letters concerning renewals

It is time for NRHS to start the membership renewal cycle for 2017.

Current NRHS members will be receiving a letter in the mail in early October. Please read the renewal instructions and renew early as our volunteers working on renewals are just that... volunteers who are not paid for their time.

Again, we would like you to renew on line via the NRHS web page link to Amilia as it is the cleanest and easiest way to renew. We will take a return mail with a check, but processing takes volunteers time to enter the data into the Amilia system.

If you are a lapsed member, please consider rejoining so we can support railroad history preservation.

Submit chapter news events and photos for publication in NRHS News

The deadline for the submission of photos and articles for the December issue of the *NRHS News* is Nov. 10.

Send submissions to <nrhsnews@charter.net> or Charles S. Williams, Editor, NRHS News, 4712 Brushy Mountain Road,

Moravian Falls, NC 28654.

Also, NRHS members are invited to "like" the NRHS page on Facebook. If your chapter has an upcoming activity, submit it to Charles Williams at the addresses listed above.

Keokuk depot restoration has now reached new heights

By BOB WOODBURN and JANET SMITH, Keokuk Union Depot Foundation

(Editor's note: The article below is a follow-up to an article on the Keokuk, Iowa depot that was published in the August issue of the NRHS News).

At noon on Wednesday, Aug. 31, workers at the Keokuk Union Depot in Keokuk, Iowa hoisted the newly reconstructed apex onto the central tower base as the first step in restoring the tower to its original height and design.

Junior high school students watching the event as part of their STEM (science, technology, engineering and mathematics) education, and a crowd of local depot enthusiasts, cheered as the tower rose above the central tower base and was carefully set in place.

Beginning in mid-July, the crew built the apex on site on the ground between the depot and the bluff. McDowell Crane & Rigging of Keokuk donated its crew and equipment to lift the apex onto the reinforced central tower base.

The apex itself adds 26 feet to the existing 38-foot central tower cap. The top of the tower was cut off by 1960. When the finials are installed, the central tower will be 70 feet tall.

Four corner turrets were reconstructed on the central tower base this summer prior to hoisting the apex. These turrets will be three feet taller when their copper finials are attached this fall. Since the installation of the apex, two dormers have been added to replicate the original design. Summer Rose clay tiles will be installed on the entire central tower by the end of October.

The final step for the 2016 phase of the roof restoration project will be attaching copper

finials to the turrets and towers, including a lightning rod that will be concealed in the top finial. In 2017, the downriver and upriver portions of the roof will be restored with application of the Summer Rose clay tiles, finishing the roof restoration project.



PHOTOS PROVIDED BY KEOKUK UNION DEPOT FOUNDATION
MOVING INTO PLACE — A crane hoists a new apex into place above the Keokuk Union Depot.

In 2015, the chimney was raised to its original height, and the eaves, brackets and soffits around the upriver waiting room portion were restored.

The Keokuk Union Depot, built in 1891, was originally graced with a soaring red clay tile roof of decorative ridge and hip tiles, dormers and hip pinnacles, and a tall corbelled chimney. The nationally renowned architectural firm of Burnham & Root of Chicago designed the roofline to rise above the limestone bluff and be viewed from afar whether traveling on roads, rails or river.

The entire roof is being replaced, both to preserve the building and to restore it to its original design. The reconstruction of the apex was funded by a \$43,400 Historical Resource Development Program (“HRDP”) grant from the State Historical Society of Iowa. This is the second of two HRDP grants for the roof restoration project, totaling \$100,000. The entire roof restoration project is the subject of a challenge grant of \$333,000 from the Jeffris Family Foundation based in Janesville, Wisconsin. Local foundations and banks, as well as over 300 individuals from the Keokuk area and around the coun-

try have donated to this \$1 million roof restoration project. Donations to the roof restoration project may be made to Keokuk Union Depot Foundation, P.O. Box 463, Keokuk, IA 52632.



PHOTO BY FREDERICK J. BANDHOLTZ
IN 1907 – This Library of Congress photograph shows the Keokuk depot in 1907.



THE FINAL MOVES – Construction and crane workers prepare to move the depot apex into place as it is lowered by the crane.

Group plans to rebuild and restore Maine Central No. 470

By RICHARD GLUECK, *President, New England Steam Corporation*

(Editor's note: The article below is a follow-up to the September, 2016 printed edition of the NRHS News).

As you may know, passenger locomotive Pacific No. 470 is safely resting at Washington Junction Yard in Hancock, Maine.

The move was an enormous effort made possible by discounted services from Casco Bay Trucking and Keeley Crane, and especially with donated services from Cianbro Corporation. It's difficult to show our deep gratitude to these people, and especially to all service donors throughout the last three years.

Governor's Restaurants deserve special recognition for the constant feeding of work crews, year round. Without "gilding the lily," each of you who either joined (New England Steam Corporation (NESCO) or made a donation of fund and/or materials, parts, photographs, and technical manuals, can take credit for bringing us to this point. Remember when authoritative voices told us "It can't be done"?

We have taken a short break, during which the shop building was delivered and is now safely stored until the service and drop pit is cast. The pit will be 60 feet long and 12 feet wide in the drop section. If it can be poured and cast in early fall,



PHOTOS PROVIDED BY NEW ENGLAND STEAM CORPORATION
LAYING IT OUT – NESCO volunteer Bob DeWachter hammers in stakes as he lays out the floor plan for the shop building.



PHOTOS PROVIDED BY NEW ENGLAND STEAM CORPORATION
RESTORATION UNDERWAY – The Baker valve gear on the 470 is loosened.

we will grade the land and maybe (hopefully) raise the building itself. On one recent weekend on August, volunteer Bob DeWachter laid out the floor plan with stakes and tape. No. 470 will be sheltered in a large, adequate home once this is accomplished. Both these efforts have been supported by the Samuel Freeman Foundation.

When the frame and drivers were lifted by cranes in Waterville, the rear driver set was pushed up into the journal boxes and "jammed" in place. Getting these to settle has been problematic, and we have not been able to place the hydraulic jacks properly in order to push the drivers down again. Chief Mechanical Officer Leverett Fernald is going to construct a threaded tool to force them down and relieve the pent up energy in the springs.

We have turned our attention to removing the rods and loosening the valve gear where we found more amazing surprises in 470. The welded nuts and cotter pins haven't always cooperated, but the bushings and cross pins are smooth and shiny, all having been lubricated repeatedly over the past three years, and retaining shop grease since 1954. The Baker valve gear linkage swings freely. The eccentric rods came free with relatively few hours of work.

We then turned our attention to the eccentric cranks. The left side came off using mostly “sweat equity,” but the right required placement of hydraulic jacks to free the pin and a hammer and wedge to encourage its release. Before we packed up on Sunday evening, both parts were ready to be carted off for secure storage, along with the right rear drive rod.

In summary, we are making the frame and drivers ready to roll freely once again. It will take some delicate grinding and torch work so we can turn the remaining rods to a position where the pins can be removed without damage. Once this is completed, on the civil engineering side, we can work on contracting the casting of the pit and erecting the building. While that is being done, our mechanic volunteers will start work on the tender’s trucks and frame, funded with a grant from the Mystic Valley Railway Society.

There is a fund to replace the tender’s tank and coal bunker, seeded by the Jacobs Family Foundation. Rebuilding that portion of the tender is going to ultimately require about \$100,000. Please consider helping to underwrite that objective with a gift specifically noted for that purpose. The Mystic Valley grant will cover the tender’s frame, brakes, and trucks, but the tank replacement will be labor intensive.

A fund for flexible staybolts, sleeves, and caps is another one we wish to grow. Each set will cost an estimate \$250, and No. 470 will require over 400 of them.

A special thank you goes to Jean Roy of Atlanta, Ga., who sent us her father’s Maine Central telegraph “bug,” as well as a small library of Maine Central company magazines, from the 1920s and 30s.

Members of Waushakum Live Steamers, as well as their club, responded generously after a dinner presentation on 470, given by NESCO’s president. John Reed, of Nashua, NH, has created and donated a computer program for organizing the hundreds of photographs of 470’s assemblies and parts. The Benevity Fund continues to send regular checks, representing matching donations from members.

Your membership in NESCO will help to cover the purchase of welding gases, specific tools, lubricants, and more. Remember, everything goes to the rebuilding of Maine Central No. 470, and only that. Download a membership form from our website <www.newenglandsteam.org>. Donations and contributions should be mailed to New England Steam Corp., P.O. Box 302, Winterport, ME 04496. Donations of \$100 or more receive our “Restoration Supporter” enamel pin.

Visit us on Facebook at “New England Steam Corporation” <<https://www.facebook.com/NewEnglandSteam/>> or “Maine Central 470 Restoration” <<https://www.facebook.com/MCSL470Restore/>>.



ECCENTRIC WORK – A worker loosens the left eccentric on the locomotive.



VALVE GEAR ASSEMBLY – The photo shows the work being done on the left valve gear assembly.

Steamtown, Lackawanna & Wyoming Valley chapter restoring No. 3713

Restoration work is continuing on Boston & Maine 3713, a Lima built 4-6-2, in a partnership project involving the Lackawanna & Wyoming Valley Chapter NRHS and Steamtown National Historic Site in Scranton, Pa.

Recent work on the boiler, being done at Steamtown, included re-attaching the steam dome to the boiler. The steam dome was removed to repair some nicked rivet holes and some small cracks in the shell and liner that radiated from the main steam dome hole.

Upon the completion of the repair work, the steam dome was bolted tight back in place. Once seated tightly in place, the

bolts were then removed one at a time and replaced with red hot rivets driven in their place. A pneumatic caulking tool was then used to make the steam tight seal between the dome and boiler.

Another repair made to the boiler was a patch welded in place on the boiler side. The patched area was X-rayed and showed zero defects. The area was then stress relieved.

Both work items were completed by Steam Services of America.



PHOTO BY BRUCE MOWBRAY OF STEAMTOWN N.H.S.

PATCH – A patch for the boiler was welded in place.



PHOTO BY BRUCE MOWBRAY OF STEAMTOWN N.H.S.

AT STEAMTOWN – Steam dome is shown in place, being held by temporary bolts.



PHOTO BY KENNY GANZ, STEAMTOWN NATIONAL HISTORIC SITE RANGER

DOMES WORK – Crews at Steamtown are shown working to hot-rivet the steam dome in place on 3713.

Swamp Rabbit Station officials look forward to growth in Berea

By *ROBIN SHOCKLEY, Swamp Rabbit Station committee member*

The Swamp Rabbit Station — a “pocket park,” or mini-park — is fairly new to the Berea, S.C. community, but the rich heritage of quality roots have been around for many years.

Berea is a small town in the Greenville, S.C., area with a legacy of people with big hearts. Many of the citizens have lived here all of their lives, believing in family and unity.

A few years ago, an old refurbished rail car was brought to the area after being donated to Greenville County, and placed on Pinsley Circle. According to the *Greenville Journal*, the green railcar served as a “heater car” in the 1940s, providing heat to other freight and passenger cars. It was placed at the location in 2007 after salvage operations of the rails were underway, waiting to be transferred to a railroad museum in Indiana.

In August of 2015, a locomotive was placed in front of the box car on the property. According to the newspaper, “Dave Wilkerson, president of Motive Power & Equipment Solutions, stopped by the park one day and offered his help by donating a yellow mini-locomotive engine. Wilkerson purchased the 1942 locomotive from a mine in Arizona to prevent it from getting scrapped and refurbished it before it gained its home next to the green railcar.”

That’s when a group of siblings and friends who were born and raised in Berea decided to form a committee to think of creative ways to bring family fun activities to the park.

This park has an area paved along the trail where people may enjoy the scenery of flowers and information posted concerning the area. Since this organization was formed, it has brought oneness within the community. The hope is to gain the attention of the current residents, as well as future ones, with the purpose of planning and organizing activities to preserve and strengthen the Berea community.

In this past year, the committee had several events planned such as the Harvest Market, Christmas Express, Spring Fling and Pet Party at the Berea Station with food and other vendors. The committee is currently planning for other events at the park in 2017.

The Swamp Rabbit Station at Berea is a nonprofit 501(c)(3) organization known as the Berea Station Events. If you would like to know more about this location and about opportunities to help this area grow, go to <www.Facebook.com/swamprabbitstationatBerea> or on the website <www.swamprabbitstation.com>.



AT ‘POCKET PARK’ — The Swamp Rabbit rail car is shown adjacent to a trail that winds through a “pocket park” in the Berea community near Greenville, S.C.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

VINTAGE POWER – *The first of seven scenes during a night photo shoot at the Colorado Railroad Museum during the national convention featured ex-D&RGW 2-8-0 No. 346 and a red 1931 Ford Model A at a grade crossing on the museum grounds.*

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PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

AT SILVER PLUME – *After photographing the Georgetown Loop steam train on Devils Gate High Bridge during the national convention, participants riding the “Photographer’s Chaser Bus” went to Silver Plume where they boarded the train to Georgetown. This photo shows the special train arriving in Silver Plume. Leading is ex-West Side Lumber three-truck Shay No. 9. Coupled behind is their unique 3-foot gauge diesel No. 1203, which was built by the H. K. Porter Company in Pittsburgh in 1947 as a one-of-a-kind, six-axle 75 ton switcher. It is powered by an in-line, six cylinder, ALCO 251 diesel engine.*