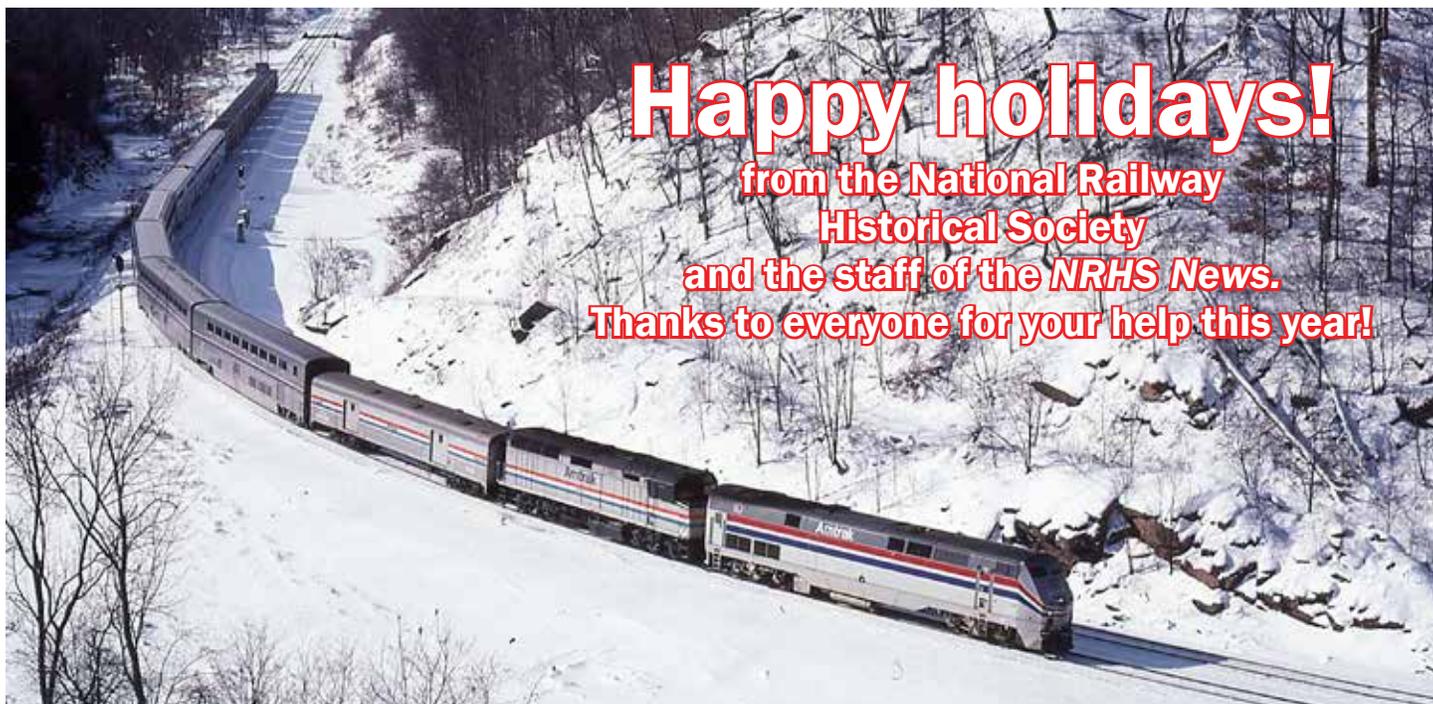


NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

DECEMBER 2016



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

I'LL BE HOME FOR CHRISTMAS – Amtrak's Capital Limited descends the east slope of Sand Patch Grade at Foley, Pa., west of Cumberland, Md., following a snowstorm on Jan. 8, 2000. This line was originally the main line of the Baltimore and Ohio Railroad, and is now CSX's Keystone Subdivision. This location is a popular train watching and photography spot for railfans; however, it is somewhat difficult to get to, especially in deep snow.

NRHS grant helps fund preservation of MoPac archives

By DAVID HUELSING, St. Louis Chapter NRHS President

Over the last several years, the Missouri Pacific Historical Society (MPHS) has taken an active approach to preserving its physical and digital archival collection.

Thanks to a 2014 NRHS Heritage Grant, the MPHS has been able to purchase archival file boxes, photo storage boxes,

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and other much needed archival supplies. Society members are still sorting through the collection and putting items

into archival safe, proper storage. While doing this, they are taking the opportunity to take inventory of the collection, as well as digitizing the collection.

The MPHS has been investing heavily in its digital archive collection. The society currently has over 80,000 digital files in the collection, which includes photos, drawings, dispatcher sheets, annual reports and much more. Members partnered with Green Frog Films to convert the film collection and make it available on DVD.

The society has also partnered with the Gulf Coast Chapter NRHS to digitize the Missouri Pacific & Texas Pacific items in the Texas Railroad Heritage Museum archives. Current projects include digitizing the microfilm collection which contains many

documents from the 1800s by predecessor railroads, and scanning a large collection of dispatcher sheets (in partnership with both the Gulf Coast and North Texas NRHS chapters).

Union Pacific has supported the digitization program through grants from the Union Pacific Foundation. Eventually many of the digitized items will be available on the MPHS website <www.mopac.org>.

Recently the MPHS has used its archives to help support restorations of the *Eagle Dome* car at Heart of Dixie Railroad Museum, as well as depot restorations like the Poplar Bluff Depot. They have assisted on a genealogy project for PBS Television, and helped museums and local historical groups with historical displays. They have also created a model railroad manufacturers' help desk to assist with producing ac-

curate models of Missouri Pacific products. The model manufacturers' help desk is currently working with several major model makers on new products.

This year, the MPHS took another big step and opened a new archive facility. The group leased a three-room office in St. Louis which will be used to store most of the collection in a climate-controlled area while providing space to organize the collection. The collection had been stored in a caboose at the Museum of Transportation in St. Louis, but had outgrown that space and overflowed into several storage areas.

The new facility will make access to the collection more convenient, and make working on the collection easier. With the support of the Thomas E Dailey Foundation, the MPHS was able to purchase shelving and storage supplies for the new location.



PHOTOS PROVIDED BY ST. LOUIS CHAPTER NRHS

FROM NORTH TEXAS CHAPTER — Shown is the presentation of \$1,000 Leroy O. King Grant Award from the North Texas Chapter NRHS to the Missouri Pacific Historical Society for digitization of historic Missouri Pacific dispatcher sheets. These sheets are from the collection of the Texas Railroading Heritage Museum in Tomball, Tex. (operated by the Gulf Coast Chapter NRHS). These sheets contain a unique historical record of train movements in Texas during the 1960s. They are being scanned by the Missouri Pacific Historical Society for digital preservation. The presentation was made at the new Missouri Pacific Historical Society Archives in St. Louis, Mo. on Oct. 4, 2016. George Porter of the Gulf Coast Chapter has been working on the MPHS digitizing project since 2012, and to date has personally scanned over 10,000 documents for the project. George and his wife drove to St. Louis to deliver the six dispatcher books to be scanned in St. Louis. When the scanning project is complete, the books will be returned to the Texas Railroading Heritage Museum in Tomball. Pictured, left to right, are: George Porter; Steve Siegerist, North Texas Chapter NRHS/St. Louis Chapter NRHS treasurer; David Huelsing, MPHS archivist/St. Louis Chapter NRHS president; and René LaVoise (MPHS vice president).

The president's corner

Three chapters thanked for helping with fall NRHS conference

By AL WEBER, NRHS President

The Portland, Ore. Fall 2017 NRHS conference is now over, and we all need to thank the three chapters — Pacific Northwest, Columbia River and Tacoma — for their hard work in presenting a very good meeting. The local events were outstanding. I participated in most of them and had a very good time.

The dinner speech from Doyle McCormack at the Oregon Rail Heritage Center was full of insights from his many years of running the steam trips.

The conference also had a trip on the Chelatchie Prairie Railroad, and a Budd Rail Diesel Car (RDC) ride. After a shop tour of the TriMet MAX Westside Express Service (WES) commuter rail, we had a ride back on the MAX light rail.

The 2017 membership renewal cycle is now in full swing, so please renew as soon as possible. Again we would like you to renew online, but we are offering renewal by U.S. Mail with your check. On-line saves us both money and volunteer time.

We are still budgeted to have three printed *Bulletins*, as well as three printed and mailed *NRHS News* issues, in 2017 in addition to the six .pdf issues of the *News*.

Feel free to contact me if you have any questions at <aweber@nrhs.com>.

Thanks again for supporting railroad history preservation. Without our support, many historical artifacts and locations will be lost.



PHOTO BY T. TRENT STETZ, PACIFIC NORTHWEST CHAPTER NRHS

AT NRHS BOARD MEETING — NRHS board members attending the recent meeting in Portland, Ore., had the chance to ride the Chelatchie Prairie Railroad. They were able to get up-close shots of the railroad's steam engine during a photo runby. Learn more about the railroad on page 22 of this issue.

NRHS eligible to receive donations from government's CFC

By BOB HEAVENRICH, NRHS comptroller

NRHS officials recently learned that the Society's application to receive donations via the government's Combined Federal Campaign (CFC) from Federal Government Employees and Retirees has been approved.

CFC is similar to the United Fund, and is the only authorized solicitation of federal employees in their workplaces on behalf of approved charitable organizations.

To be eligible for this program, an organization is required to submit a written application which demonstrates they have had significant program service activity in at least 15 states during the past three years and have undergone an audit by a CPA firm.

In recent years, NRHS has received nearly \$115,000 as a result of this program. The money raised from these donations is mainly used to support NRHS program services, including grants, RailCamp and publications produced by the society.

For the first time ever, federal retirees will now be able to pledge CFC donations through their annuities. For those making donations to NRHS through CFC, designate organization 10276. This year, the campaign continues until Dec. 15.

NRHS owes thanks to Wes Ross for his efforts in preparing this year's application and to Pat Molloy for his efforts on this in prior years.

Work is continuing on Society's film archival digitalization project

By NRHS Film Archival Digitalization Committee

The NRHS Film Archival Digitalization Committee met on Sept. 24, 2016, in Princeton, N.J., to review and plan for future action regarding the various aspects of this multi-faceted and on-going endeavor. The following is a status report on the project:

1-The 8mm project is about 75 percent complete and has involved an equipment investment of about \$11,000 and more than 250 hours of volunteer labor.

2-The members of the committee are in agreement that our mission has a two-pronged goal: to digitize as much rail-related footage for long-term historical preservation as possible; and to, when possible, make it available for public viewing via modern-day systems.

3-On this front, a) There will be continuing work to bring this to completion in coming months; and b) with the desire to begin to make this footage available for viewing by the public, there's a plan to create a couple of pilot segments complete with narration (as most of the footage is silent film).

4-On the 16mm side, there are several aspects involved before the committee provides any recommendation to the NRHS board of directors, all of which will be addressed as

time permits. These include: a) Completing a full and accurate inventory of what's in the library, presently housed in safe storage in New Jersey; b) Determining if the commercially-produced films have copyrights and, if so, whether those copyrights remain in effect; and c) Review of the various systems and approaches for digitizing, followed by determination of which and what is best for our purposes, with prime consideration being the funding needed and available. Before any film is digitized, it was decided that the possibility of the film having already been digitized by another organization should be researched, where we can simply acquire a copy rather than duplicate the labor. A request is being prepared for dissemination to every NRHS member, requesting that if they own any original 16mm film, or know of any person who may have such film, please consider: a) donating it to the NRHS for digital preservation or, if not interested in giving it to us, then b) loan it to the NRHS so that we may produce a digital copy.

The committee is led by NRHS Vice President Joe Maloney and consists of NRHS members Mitch Dakelman, Tom Coughlin and Marlin Taylor, all committed to moving these endeavors forward at maximum possible speed, yet tied very much to available volunteer hours and the financial support needed for purchasing equipment and supplies.

NRHS members should have received letters concerning renewals

The NRHS membership renewal cycle for 2017 is underway.

Current NRHS members should have already received 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 <<http://nrhs.com/membership/renew>> as

it is the cleanest and easiest way to renew. We will take a return mail with a check, but processing the check and entering the data into the Amilia system takes the volunteers' time.

If you are a lapsed member, please consider rejoining so we can support railroad history preservation. Your membership helps with preserving rail history in America. You can also share your love of railroading with other members in your community by joining a local chapter.

Make your hotel reservations for 2017 convention in Nashville

By JOHN GOODMAN, NRHS Convention Chairman

The 2017 NRHS convention committee has selected the Nashville (Tenn.) Airport Hotel as the headquarters for the convention, which will be held June 20-24 in "Music City."

This hotel was formerly the Holiday Inn/Airport before being sold recently to new owners.

The nightly rate will be \$129 for single or double rooms. This rate will apply for two days before or after the convention. Mention that you want the NRHS rate when making reservations.

Free hotel shuttle is provided from the airport to the hotel. Guests are asked to phone the hotel to arrange for pick up.

The current number for reservations is 615-316-1062. This is through the hotel directly. Guests may get a voice mail (especially if calling in the evening). A reservationist will get back with them, but it may be the next day. THIS IS ONLY

TEMPORARY. In a couple of weeks, there will be a new number and a more efficient process. This is due to the hotel transitioning to new ownership.

Members of the convention committee are currently working on plans to visit rail-related sites in the Nashville area. More details will be printed in the *NRHS News* and *NRHS Telegraph*, and posted on the NRHS Facebook page as they are available.

Nashville has a wide variety of attractions for visitors in addition to rail-themed recreation. It's home to the Country Music Hall of Fame and Museum, Centennial Park, Musicians Hall of Fame and Museum in the Nashville Municipal Auditorium, the Ryman Auditorium, the Johnny Cash Museum, Andrew Jackson's Hermitage, and RCA Studio B, the famous recording studio where Elvis Presley recorded over 200 songs. Roy Orbison, Dolly Parton, Chet Atkins, Eddy Arnold and many more recorded classic hits there.

DCNRHS publishes *Collinsville Inn-Restoration and Revival*

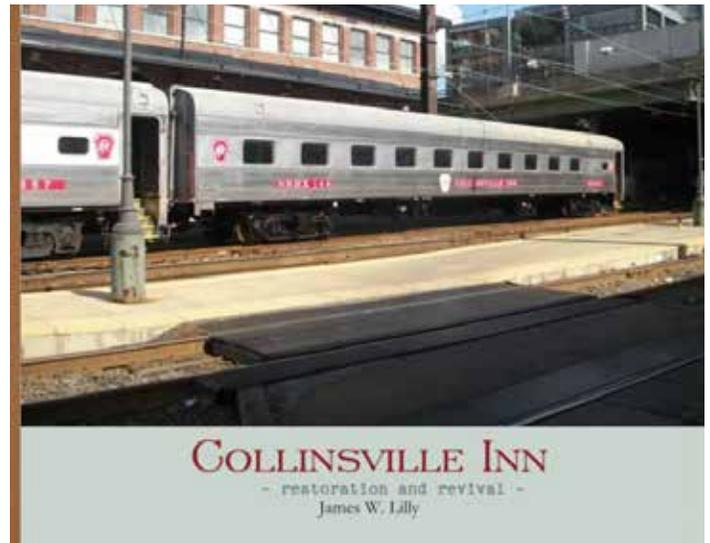
Collinsville Inn-Restoration and Revival is a new book published in June 2016 about the history and restoration of Washington, D.C. NRHS (DCNRHS) Chapter's 1949 Budd Company-built rail passenger coach *Collinsville Inn*. The car was restored and returned to the main lines of America last year through the efforts of DCNRHS chapter's dedicated volunteers and supporters.

The hardcover book is 8"x11", with 43 pages, including 36 photographs, plus drawings and other artifacts, and is printed in full-color.

The book actually tells two interwoven stories.

The first covers the history and operation beginning with the car's construction by the Budd Company in 1949 as a sleeper, reconstruction by the Pennsylvania Railroad as a coach for the 1964 World's Fair, and later service on commuter railroads in Michigan, New York, and Maryland until retired. Included are original 1949 and 1963 floor plans, pictures from the car's operation on the Pennsylvania Railroad, and photos in Southeast Michigan Transportation livery and finally in MARC colors. Relevant ephemera from the World's Fair and a Budd Company advertisement are also included.

The second story details the DCNRHS chapter's acquisition of the car and takes the reader through the restoration. This includes pictures of volunteers working on the restoration, provides a list of those volunteers and supporters who made the project happen, shows before and after photos of the car, and includes images and information from operations in 2015 in the Midwest, Mid-Atlantic and Northeast.



The author, DCNRHS Member James W. (Jim) Lilly, wrote it as a tribute to the generosity of the chapter's men and women volunteers and donors, past and present.

"The book highlights their selfless invaluable generosity, spirit, service, and talent," said Lilly. The book captures the history of the car and shows how it takes both money and people to make a project like this successful. 100 percent of the net proceeds from the book will go to DCNRHS programs.

The book may be ordered by sending a check for \$60, payable to "Washington, D.C. Chapter NRHS" to DCNRHS, P. O. Box 230, Savage, MD 20763. Maryland residents must add \$3.30 sales tax. The price does include shipping.



PHOTOS COURTESY OF DUPONT MUSEUM; DUPONT COMPANY COLLECTION

WHARF — *A view of the DuPont Powderworks wharf with the Northern Pacific mainline crossing over the narrow gauge railroad.*

Remnants of DuPont's "Dynamite Train" track still visible

By DANIEL SIMMERING, Pacific Northwest Chapter NRHS

(Editor's note: This article first appeared in the July issue of Trainmaster, the newsletter of the Pacific Northwest Chapter NRHS).

DuPont, Wash., is a city that is located on the southern reaches of the Puget Sound, just miles south of Tacoma. There, remnants of one of the most unknown but longest surviving narrow gauge railroads in Washington State can be seen.

This railroad operated at the DuPont Powderworks for nearly 66 years. Because the railroad was located within a tightly secured area, only Powderworks employees were aware of its existence and use.

DuPont was a company town established by the DuPont Company, which manufactured dynamite and other explosive materials nearby. The plant started manufacturing explosives in 1909.

In its first 50 years, DuPont's Powderworks made 1 billion pounds of dynamite. That dynamite was used in building the

Grand Coulee Dam, the new Cascade Tunnel, the Alaska Railroad and the Panama Canal. Of course, its explosives were also used during World War I, World War II and the Korean War.

A standard gauge track was laid into the plant to allow Northern Pacific to deliver supplies and ship out final products. A wharf on the Puget Sound was also constructed to receive and ship materials via water to ports along the Pacific Coast. The 3,200-acre facility stopped production in 1975, after which the property was sold to Weyerhaeuser in 1976.

Following cleanup of the property, Weyerhaeuser constructed a golf course and an industrial complex on the site with the surrounding area becoming a planned housing community. (Weyerhaeuser was planning to install a log and timber exporting facility on the location and use the pier to ship its products. That never materialized. If it had, the narrow gauge railroad might still be operating today.)

To move materials among the storage sheds, production sites or the waterfront, a 17-mile narrow gauge railroad was built, starting in 1906. The right-of-way was laid with mostly

30-pound rail with some 35-pound rail also used. The drop from the plant to the wharf was nearly 220 feet. A 1.3 mile portion of the railroad was laid to the waterfront on a 3 percent grade.

At first, rail cars loaded with explosives were gravity-fed to the wharf. A two-man crew would ride the loaded 20-foot boxcars or 18-foot flatcars while using the handbrakes to slow or stop the cars. To move the cars back to the plant, horses were harnessed to pull the cars up the grade.

Early on, a set of cars experienced a run-away while descending the steep grade. That incident killed the two-man crew when the cars derailed on the sharp curve at the bottom of the grade.

Because of this accident, it was realized that a more reliable and safer means was required to move the products to the wharf.

The DuPont Company bought and used gasoline-powered, internal combustion locomotives from Baldwin starting in 1910. Even though Baldwin made remarkable steam locomotives, their gasoline engines were not adequate for DuPont's requirements.

Later, a 1930-vintage gas-powered, 10-ton Plymouth locomotive, which proved suitable for DuPont's needs, was moved to the plant. Two more Plymouths were employed soon after

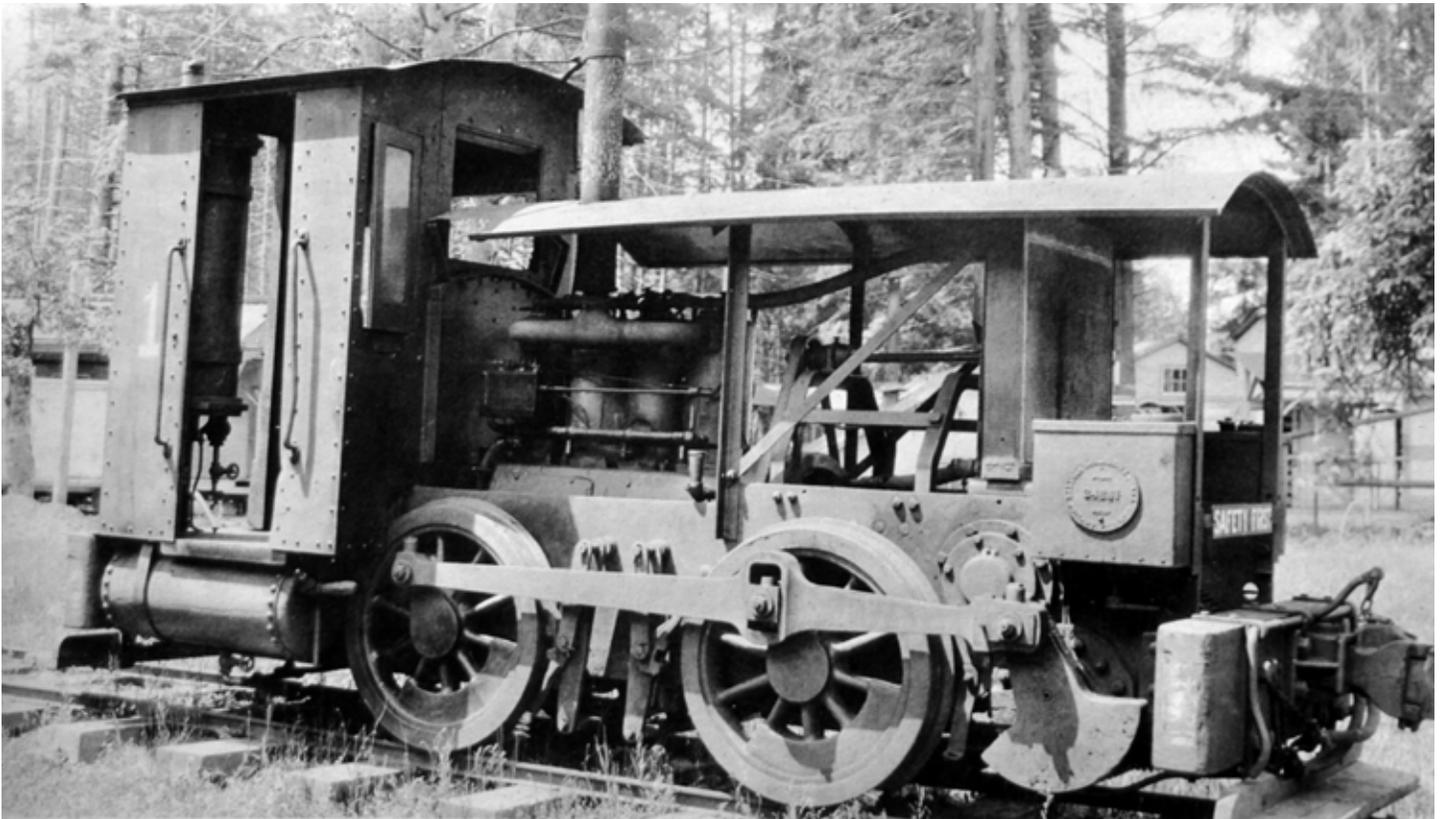
that. They were eight-ton Model DLCs. A fourth Plymouth, a gas powered 12-ton, Model JLA built in 1942, was acquired new. This locomotive became DuPont No. 4. It had a torque converter and a sprocket/chain arrangement to drive the wheels.

However, in 1952, DuPont replaced the gas engine with a diesel engine. The diesel was thought to be safer and more powerful than the gas-fed engine. No. 4 was used to the end of the DuPont production era and later by Weyerhaeuser. All existing locomotives and rolling stock were included in the DuPont land sale to Weyerhaeuser.

In addition, two eight-ton, battery powered locomotives built in 1919 were also used in the plant area to move materials between buildings. They were equipped with the Edison steel-alkaline rechargeable batteries as their electrical source.

Fire was a major concern at the explosives plant. Any mechanical power operated at the plant had to produce a very minimum amount of sparks. Even the earliest internal combustion engine's exhaust stacks were installed with spark arrestors.

Because Northern Pacific used steam locomotives to deliver and pickup cars at the plant, special spark arrestors were placed over the smoke stack outlet before the steam locomotives could enter the property. (The DuPont Powderworks never owned or used steam powered locomotives.) In addi-



PHOTOS COURTESY OF DUPONT MUSEUM; DUPONT COMPANY COLLECTION

NUMBER No. 1 — DuPont No. 1 delivered by the Baldwin Locomotive Works in July 1910 for \$3,900. It was a seven-ton gasoline locomotive, which was scrapped in 1921.

tion, deer and cattle were grazed about the plant to eat wild grass and weeds to minimize the chance of wildfires.

Two-truck, wooden 19-foot flat cars were used to haul production materials to the wharf and between buildings at the plant. When a train descended to the water front, it typically consisted of only three or four loaded cars. A 14-foot, four-wheeled spacer car was used between the locomotive and the cars carrying explosives. This flatcar was not to protect the train crew from accidental explosions as 14 feet was not far enough away from the loads for the crew's safety. Instead the spacer flat car was used to keep the locomotive and any sparks that it would make as far away from the load as possible.

Dynamite caps were never hauled in the same train that carried the finished dynamite. Installed later in the track that descended to the waterfront was a switch that led to a run-away train track. If the consist was under control and could stop at the switch as the train descended the grade, the switch was realigned to allow the train to continue to the wharf.

The photograph of the wharf area on the Puget Sound at the beginning of this narrative is revealing. Dupont's narrow gauge railroad is seen coming from the lower right and passing under the Northern Pacific mainline. The sharp curve that was mentioned earlier can be seen under the trestle.

Also observe the platform that was built over the NP mainline. This structure was used to protect the NP railroad from a cable and bucket system built by DuPont. Ships hauled saltpeter (sodium nitrate) from Chile and delivered it to the pier. Moving a ship load of saltpeter up grade by railroad to the plant would expend a lot of time and energy. A telfer (cable and bucket system) was built to hoist the crystalline substance to the plant. It proved fast and adequate for the task. The wharf was removed about the year 2000.

After the Powderworks closed, the 1942 Plymouth locomotive was retained and operated by Weyerhaeuser until it was donated to the City of DuPont. It was moved to its current location in 2008. The original 30-pound rail manufactured in 1906 was used to build a track for the Plymouth. This location is on the previous standard gauge right-of-way to the Powderworks plant. A roofed shed to protect the train from the weather was completed in 2011.

The 12-ton Plymouth, spacer car No. 14P, flat car No. 6A and box car No. 13P are kept at the DuPont Historical Society Museum site at 207 Barksdale Street in

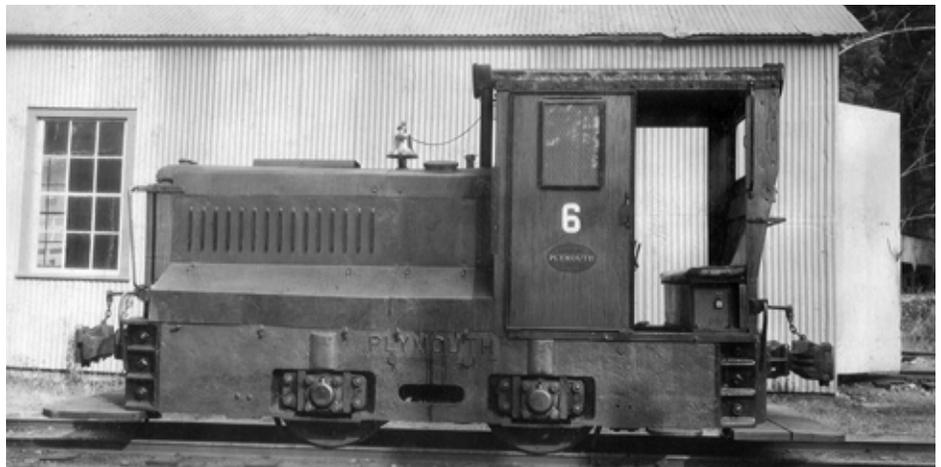
DuPont. During museum hours, anyone interested in more information can call 253-964-2399.

The Plymouth locomotive is operational and is run for special events and tours. The equipment is housed in the shed behind the museum and can be viewed there. Photography of the train is difficult when it's in the shed.

For those who want an outdoor adventure, the grade to the wharf area is now a hiking trail. That path is called the Sequelitchew Creek Trail. To find the trail head, enter the Northwest Landing entrance on Center Drive and follow the signs to the parking area. The BNSF mainline still passes over the lowest portion of the trail.

To learn more about the Dynamite Train, visit <www.dupontmuseum.com>. Then click on the "Dynamite Train" menu item.

I would like to thank Jerry Williams, Fred Foreman and John Lewis for their tremendous help compiling this text.



PHOTOS COURTESY OF DUPONT MUSEUM; DUPONT COMPANY COLLECTION
PLYMOUTH ENGINE — *DuPont No. 2 was a Type 6 Plymouth, an eight-ton gasoline locomotive when built in June 1930. The locomotive was a DLC model with 3,556 pounds of tractive effort. Newly purchased by DuPont for \$3,556, No. 2 is shown shortly after it arrived at the plant and carried No. 6, which was later changed to No. 2.*



STILL ON SITE — *The 1942 Plymouth locomotive, DuPont No. 4, is still on site. It was retained and operated by Weyerhaeuser until being donated to the town of Dupont.*

Pennsylvania museum dedicates restored historic steam engine

News release and photo provided by the Railroad Museum of Pennsylvania

Strasburg, Lancaster County, Pa. — The Railroad Museum of Pennsylvania (RMP) dedicated the restored, historic Pennsylvania Railroad E6s Atlantic steam locomotive No. 460 at a ceremony on Saturday afternoon, Nov. 5 during the museum's "Trains and Troops" event. Various volunteers and staff who worked on the engine's restoration were on hand for the ceremony.

The nonprofit Friends of the RMP contributed \$370,000 toward the six-plus year long restoration of this last-of-its-kind engine, including over \$120,000 from its general fund and more than \$250,000 in funds raised from interested individual, group and corporate donors who donated specifically toward this project. Generous lead gifts for No. 460's restoration were received from Mrs. Caroline Steinman Nunan, the Pennsylvania Railroad Technical & Historical Society, and Michael Wingard.

Donald H. Lotz, president of the board of directors of the Friends of the RMP, said, "Since 1983, the Friends have been committed to assisting the museum in its efforts to preserve and advance railroad history by providing educational programming, financial support, volunteer manpower and paid staff. This storied Pennsylvania Railroad (PRR) steam locomotive is one that merited saving for future generations."

According to Historic Site Administrator/Director Jeffrey Bliemeister, No. 460 will now be on display in the RMP's 100,000 square foot Rolling Stock Hall. The engine is slated to be the centerpiece among five other PRR steam locomotives in the museum's to-be-built roundhouse, for which ground could be broken in Spring 2017. Visitors will be able to see No. 460's wheels in motion when the engine takes its place in the roundhouse.

Built in 1914 by the PRR in its Juniata Shops, No. 460 is the sole survivor of the fleet of 83 PRR E6 Atlantic class locomotives. Lightweight yet powerful, No. 460 enjoyed a long and colorful career running on such distinguished trains as the *Broadway Limited*. The engine spent most of World War II working on the Pennsylvania Railroad's Atlantic Division and was finally retired from service in 1955. No. 460 is listed on the National Register of Historic Places and is part of the famed Pennsylvania Railroad Historic Collection.

About 29,000 man-hours were expended by paid staff, museum volunteers, tempo-

rary workers and outside contractors to restore No. 460 to its 1950s appearance. Prior to most of the tasks undertaken to restore No. 460, the engine, as part of an asbestos abatement project, had all its lead-based paint removed through sponge blasting, and was rust-remediated to stabilize the piece.

The comprehensive, cosmetic restoration of No. 460 included, but was not limited to, the repair, or replacement of pipe lagging, boiler jacket, back head jacket, drive rods, bearings and drive boxes. Also, wood doors, windows, cab liner, cab flooring and cab seats were replaced and installed, and the interior cab lights, and all exterior front and rear headlights and marker lights were rewired. Primer and two coats of finish paint were applied, and the cab and tender were re-lettered.

More than 89 years ago — on June 11, 1927 — U. S. President Calvin Coolidge made aviator Charles A. Lindbergh a colonel during a ceremony following Lindbergh's non-stop solo flight from Long Island to Paris, France. Several newsreel companies filmed the ceremony as it took place on the



RESTORED ENGINE DEDICATED — Officials of the Railroad Museum of Pennsylvania recently dedicated this Atlantic steam engine, known as the "Lindbergh Engine."

steps of the U. S. Capitol in Washington, DC and flew the film to New York to be processed and rushed to theatres. The International News Reel Company sent its footage by train.

The Pennsylvania Railroad selected E6s locomotive No. 460 to pull that train, complete with a special B60 baggage car outfitted with a darkroom. While the film was being processed on board the train, No. 460 covered the 216 miles to Manhattan Transfer in an amazing 174 minutes. During the trip, the train attained speeds in excess of 100 mph. Although the airplane landed before the train arrived, the International News Reel Company's film was ready for theatres when it reached New York. The footage was rushed to movie theatres in a fleet of taxicabs, scooping the rival newsreel

company. Since that time, No. 460 has been known as the "Lindbergh Engine."

Opened to the public in 1975, the RMP is home to a world class collection of more than 100 historic locomotives and railroad cars, a working restoration shop, a vast library and archives, an immersive education center and unique special events, programs and exhibits.

The RMP, a Smithsonian Affiliate, is one of 24 historic sites and museums administered by the Pennsylvania Historical & Museum Commission, with the active support of the nonprofit Friends of the RMP. Visit <www.rrmuseumpa.org> or call 717-687-8628.

Fund-raising effort underway to preserve five historic locomotives

Strasburg, Lancaster County, Pa. — The Railroad Museum of Pennsylvania (RMP) has announced that a special \$50,000 matching fund challenge has kicked off a \$250,000 "Ready For The Roundhouse" fund-raising campaign for the preservation of five historic Pennsylvania Railroad steam locomotives.

According to Steve Staffieri, president of the Pennsylvania Railroad Technical & Historical Society (PRRT&HS), his organization will match funds raised for the five locomotives, dollar for dollar up to \$50,000, between Nov. 5, 2016 and April 15, 2017. The nonprofit Friends of the Railroad Museum of Pennsylvania organization will take the lead in fund-raising.

Staffieri also presented the Friends with a check for \$1,000 from the Philadelphia chapter of the PRRT&HS to begin the matching campaign.

"The PRRT&HS previously donated \$50,000 in a 2009/2010 matching fund campaign to the recently completed restoration of the museum's last-of-its-kind Pennsylvania Railroad E6s Atlantic locomotive No. 460, the 'Lindbergh Engine,'" said Friends Board of Directors President Donald H. Lotz. "The Friends are pleased to work together again with the PRRT&HS for our common mission to preserve, advance and educate the public about the important history of railroading."

The five steam locomotives that are part of the "Ready For The Roundhouse" fund raising campaign are keystone pieces which are listed on the National Register of Historic Places and are part of the famed Pennsylvania Railroad Historic Collection. They include Pennsylvania Railroad M1b No. 6755, K4s No. 3750, L1s No. 520, H10s No. 7688 and B6sb No. 1670. These engines are slated to take their place in the museum's to-be-built roundhouse, for which ground could be broken in Spring 2017.

Jeffrey Bliemeister, RMP historic site administrator/director, said, "These iconic locomotives from our nation's rich railroading heritage must not be lost to the ravages of time and environment. The plan is to media blast, paint and repair some of the most egregious problems in order to stabilize them, put a stop to the various levels of deterioration and

make them ready for display in the roundhouse. In the future, one or more of these engines may certainly be subject to additional restoration work, given the time and the money."

Bliemeister added, "The museum is fortunate to have groups like the Friends of the RMP and the PRRT&HS come forward, recognizing the importance of preserving artifacts of this caliber and committing much-needed funds to these projects."

The majority of the work will be undertaken by an outside contractor, Sandman's Sandblasting & Coatings of Manchester, N.Y., and will be overseen by museum rolling stock curator/restoration shop manager Allan Martin. Given the \$250,000 in needed funding, the project could be completed within 18 months. The Friends of the RMP also will make these five engines the focus of its fall annual fund drive.

Individuals, groups, companies or foundations who wish to make a donation may do so securely and conveniently online on the museum's website at <www.rrmuseumpa.org>. Tax deductible contributions also may be forwarded to the Friends of the Railroad Museum of Pennsylvania, P. O. Box 125, Strasburg, PA 17579.

Bliemeister points out that some of the major pieces, in addition to PRR No. 460, which have undergone various stages of restoration or preservation work just since the RMP's restoration shop facility was built in 1998, include the Buffalo & Susquehanna combination car No. 35, the John Bull locomotive, the Coudersport & Port Allegany snow plow, the Pennsylvania Power & Light fireless steam engine, the Plymouth locomotive, the Cumberland Valley Railroad coach, the Pennsylvania Railroad air brake instruction car, the three-domed ACF tank car, the GP-38 cab simulator, the Reading multiple unit car No. 800, Pennsylvania Railroad ND cabin car No. 478396 and eight locomotives which have had asbestos abated.

Bliemeister notes, the RMP's restoration projects are becoming vastly larger in scope and ever more complex, challenging and expensive as time passes. Individuals who are skilled in welding, metal fabrication, cabinet making, painting and pipe fitting are needed in the restoration shop as volunteers and are invited to contact the volunteer/program coordinator.

St. Louis Chapter members enjoy food and fun at live steam rail park

On Sept. 24, 2016, the St. Louis Chapter NRHS held its annual picnic at the Wabash, Frisco and Pacific live steam railroad in Glencoe, Mo. The picnic was attended by about 60 members and family.

(All photos of the picnic on this page by David Huelsing, St. Louis Chapter NRHS).

Renovation budget for Winston-Salem station approved

Winston-Salem, N.C. leaders have approved an \$11.1 million contract for the renovation of the old Union Station. That's \$2.5 million below the construction budget.

On Nov. 7, the city council awarded the contract to New Atlantic Contracting Inc. of Winston-Salem for the renovation. The contract includes a base bid of about \$10.5 million plus extras that total about \$600,000.

The three-story station was built in 1926 and served 18 passenger trains a day at its peak of operation in 1947. When rail service declined in 1970, the station was closed. In 1975 the building was sold to Harvey Davis, who used the building for an auto repair and service company.

Once the renovation work is completed, the building will house some transportation offices, but other parts of the structure could be leased out to retail businesses.

The project is expected to take 18 months. Most of the work will be on the inside of the building and below street level.

The city hopes to use the building for rail service.



Group raising funds to restore Nashville 4-8-4 steam engine

By DAVID IBATA, Nashville Steam Preservation Society

NASHVILLE, TENN. — Those seeking to transform locomotive No. 576 from a static display back to steam organized an open house in Nashville's Centennial Park on Oct. 14 to raise money, which they did. But they also got an unexpected treat: an outpouring of family memories from the more than 500 people who turned out.

There were memories like those of Betsy Redmond, whose engineer father, William Lorenz Pope, was at the throttle of the 4-8-4 in the fall of 1953 when it was pushed by a diesel over temporary tracks from the nearby shops of the Nashville, Chattanooga & St. Louis Railway (NC&StL) to its present home in Centennial Park. In publicity photos, she said, "He's the guy hanging out of the engine when they were coming around the curve."

Or there were those of Kenneth Vaughan and Linda Tipps, who brought the fireman's log book of their father, Mike Vaughan. The elder Vaughan fired the Class J3 Dixie on Aug. 30, 1942,

just 12 days after it was delivered new from ALCO. He was called for an extra movement: on duty at Chattanooga, 7:30 a.m., off duty at Nashville, 2:55 p.m.

For a locomotive that has been sitting outdoors for the last 63 years — and for a railroad that has been gone for nearly as long — the folks in these parts still feel a strong connection to both.

"It was very encouraging for us to see people come out and share stories about their families whose dads and grandfathers had run or fired the locomotive," said Shane Meador, president of the Nashville Steam Preservation Society (NSPS).

NSPS members ran electricity to the headlight and marker lamps, had a steam generator bathe the engine in white vapor, and hooked up a compressed nitrogen line so visitors to the cab could blow the whistle.



PHOTOS PROVIDED BY NASHVILLE STEAM PRESERVATION SOCIETY

FOR OPEN HOUSE — *Electricity was connected to the headlight, and a steam generator added realism, for this night scene taken during an open house for the restoration effort.*

The open house and night photography session generated about \$3,000 in cash donations, \$2,000 from a silent auction and \$2,000 in gift sales.

Now the group is more than halfway to its goal of raising \$500,000 by January so it can move No. 576 to the Tennessee Central Railway Museum to begin its restoration. The ultimate goal is to raise \$2.5 million total for the J3's refurbishment and eventually an additional \$1.5 million to build a visitors center and maintenance facility to be the engine's home between runs. Tax deductible donations can be made at <www.nashvillesteam.org>. The group also has a Facebook page: <www.facebook.com/nashvillesteam>.

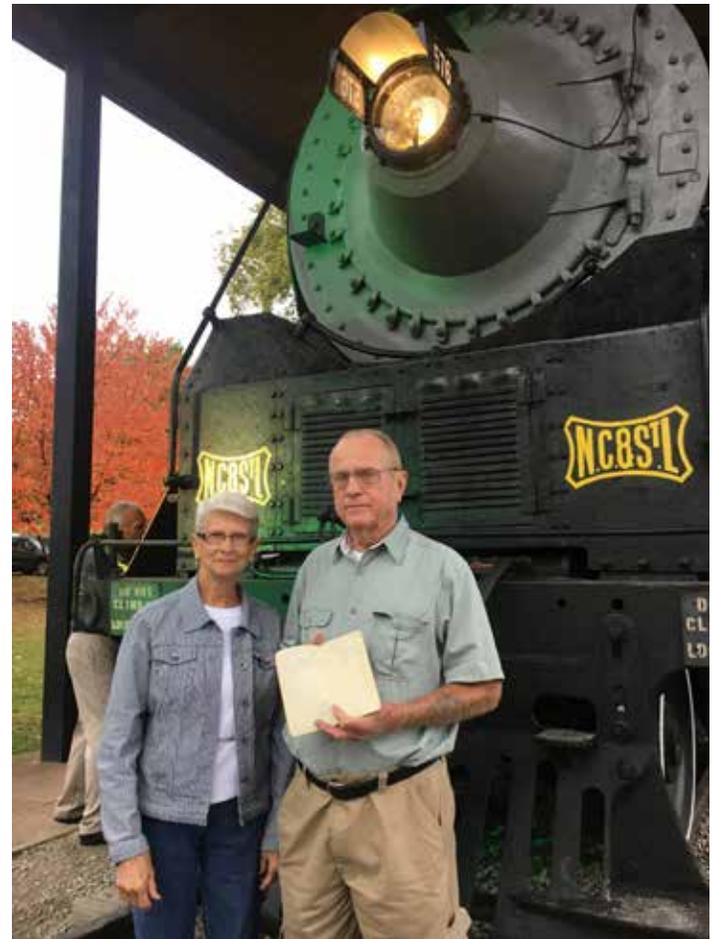
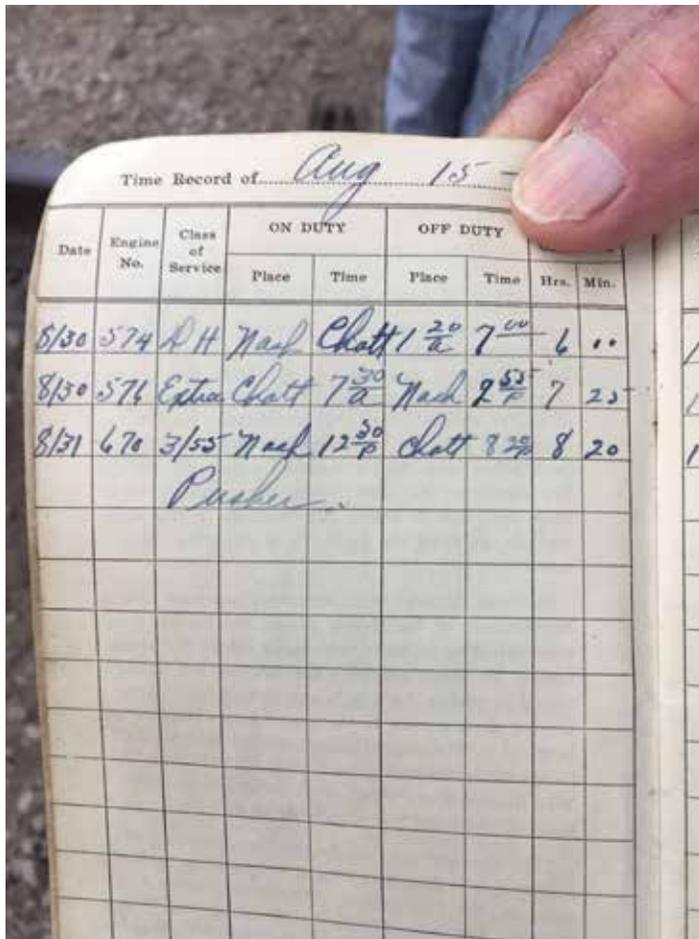
"We're on schedule for where we need to be right now," Meador said. A clock has been running since August, when the Nashville Metropolitan Council approved the NSPS request to a long-term lease of the locomotive; the engine eventually will have to vacate Centennial Park so the parks board can begin a major renovation.

A four- to five-year rebuild is anticipated. Some work, such as wheel-turning, might have to done at established steam shops like the Tennessee Valley Railroad Museum in Chat-

tanooga. However, "this is Nashville's engine and we will restore and operate the locomotive in Nashville," Meador said. "We want to involve the local community and educate people about the importance of the railroads and how No. 576 played an important role serving the Nashville community and the nation during World War II."

The first trips under steam are anticipated in the spring of 2021. The engine would lead passenger excursions on the Nashville & Eastern Railroad, which already hosts passenger trains of the Music City Star commuter operation.

Meador, who led the restorations of Southern Nos. 630 and 4501 for the Norfolk Southern 21st Century Steam Program at Tennessee Valley Railway Museum (TVRM), has assembled a team that includes T.C. Museum President Terry Bebout as NSPS vice president; NC&StL Preservation Society Secretary-Treasurer David Ellenburg as NSPS treasurer; Joseph Darby, a Georgia Tech engineering student who assisted in the restoration of Southern 4501, as NSPS secretary; Jim Wrinn, editor of *Trains* magazine; Gary Bensman, president of Diversified Rail Services; Brian Barton, CSX Trainmaster Passenger Operations; Dr. Jack Fisher, who is responsible for a model train installed for the use and enjoyment for children at the Vanderbilt Children's Hospital;



PHOTOS PROVIDED BY NASHVILLE STEAM PRESERVATION SOCIETY

FIREMAN'S LOG BOOK — Kenneth Vaughan and Linda Tipps brought the fireman's long book of their father, Mike Vaughan, to the open house. He fired the engine less than two weeks after it was delivered.

and Alex Joyce, whose great-grandfather was on the board of directors for the NC&StL Railway.

An engine full of surprises

NSPS volunteers visit the locomotive regularly to document the condition of its mechanical systems. They've often been surprised by what they've found.

This summer, they opened the smoke box door for the first time in years and were stunned to discover a new, or nearly new, superheater assembly. Shops tags were still attached to the necks of the type E superheater units. The tags showed a build date of 1949. Bits of emery paper from the installation were still lying at the bottom of the smoke box.

Why did the shops forces go to the trouble? Indeed, why did they put No. 576 in top operating condition, as though it was about to head back out on the road rather than to a display stand in a park? One theory is that when No. 576's second flue time ran out in Sept. 1952, work was performed to some leaky tubes and flues (yes there are signs of some leaks) to allow for a one-year flue extension that may have been applied for by the railway.

Once the leak repair work was completed, new superheater units were installed and the locomotive was put on standby in case the need arose. The need for No. 576 did not occur, and its flue extension time expired in September 1953, when it was donated to the City of Nashville. But the true reason may be a mystery for the ages.

As of early November, Meador's crew had inspected the roller bearings under the engine proper and found all in good condition.

"They look like mirrors...no rust, no etching, no pitting, no cracks," said Meador. "It's just phenomenal how good they look."

The restoration crew was starting on the tender as of the writing of this article.

"Plus, for the first time since 1953, we removed the covers of the cylinders and valve heads," Meador said. "Again, the condition was just excellent. There was very little rust, and the valve bushings were nice and slick. There was still a little valve oil coating on the bottom. The rings are a little worn and there's a bit of carbon build-up, but that's minor stuff. Overall, it's very promising, like everything else we've found so far."

Meador's crew this fall will prepare the firebox for ultrasonic testing, remove the cylinder heads to check out the pistons and bore, free up the brake rigging on the engine and tender so 576 can roll when the time comes, and pop off the steam dome cover and dome lids for an internal boiler inspection.

Built by the American Locomotive Company in 1942 to meet the surging traffic demands of World War II and retired after

only 10 years of service, No. 576 is one of a few survivors in the South of modern mainline steam.

The railway had first given the "Dixie" designation in 1930 to five 4-8-4 engines designed by NC&StL Superintendent of Machinery Clarence M. Darden and built by ALCO in Schenectady, N.Y. The railroad wanted an engine faster than its Mikados, more powerful than its Mountains, and more efficient than both.

The Class J2 Dixie was a dual-purpose engine for freight and passenger service. It had 25-by-30-inch cylinders and 70-inch drivers, weighed 381,000 pounds and exerted 57,000 pounds tractive effort at 250 pounds steam pressure, according to Richard E. Prince in his book, *NC&StL: History and Steam Locomotives*.

Dain L. Schult, author of the book *NC&StL: A History of 'The Dixie Line'*, wrote that the J2s had to be smaller than the 4-8-4s of other roads because of the NC&StL's tight tunnel clearances, lighter-weight bridges and 90-foot turntables. A diminutive cab and Vanderbilt tender for 16 tons of coal and 10,000 gallons of water gave the J2 a total wheelbase of 82 feet, 7 inches, compared with 95 feet, 4 inches for a Norfolk & Western J class locomotive such as the 611. The J2s were the smallest 4-8-4s ever built in the United States.

But what the J2s lacked in size, they more than made up for in innovation.

Darden specified free-lateral "floating" driving boxes on the main and lead driving axles. Road crews fondly called the engines "Gliders" for the way they seemed to glide in and out of curves.

The J2 also was an early user of a one-piece, steel bed frame cast integral with the cylinders, and it had a Type E superheater, Worthington 4-S2 feedwater heater, Standard BK stoker and Bradford front-end throttle, Price wrote.

After Pearl Harbor, Darden and the NC&StL went back to ALCO in 1942 for an updated, semi-streamlined version of the J2. The new J3 added Timken roller bearings on all locomotive and tender axles, Boxpok-type drivers, and six-axle conventional tenders with a capacity of 16 tons of coal and 15,000 gallons of water.

"What's also very unique and interesting is that Darden built the locomotive so the appliances and piping were not attached directly to the boiler," Meador said. "There are very minimal studs other than for handrail stanchions. All the pipes are connected to brackets off the frame, including the power reverse to the valve gear frame. Darden said a boiler was made to generate steam, not to hang everything on it including the kitchen sink." (Darden believed that piping attached to the boiler produced weak connections and leaks.)

Cylinder size, driver size, tractive effort and boiler pressure were identical to the J2, but the war engine was heavier (400,500 pounds), and longer (with a total wheelbase of

86 feet 3 5/8 inches). Prince wrote that, given the overhang — total length was slightly less than 100 feet — turning a J3 on a 90-foot turntable was possible, but not practical. The NC&StL replaced its turntables with 110-footers in Nashville, Chattanooga and Atlanta, the new engine's initial home territory.

The J3 also had a conical smoke box front and broad side skirts that Nashville Shops forces painted yellow, hence the nickname "Yellow Jacket." Ten J3s, including No. 576, were delivered in 1942. Ten more followed in 1943 with ordinary side boards that also were painted yellow. They were called "Stripes." (No. 576 lost its big prow and skirt in 1947. Today, it looks like a "Stripe" with a conventional smoke box.)

'A time capsule from 1953'

The October 1953 issue of the *NC&StL Bulletin* employee magazine reported on the engine's retirement to Centennial Park. The article said that No. 576 was capable of handling a 15-car passenger train or 50-car freight train over the mountainous terrain of south Tennessee and north Georgia. Its 7-by-11-foot firebox required 1-1/2 tons of coal to build a fire. Going all-out, it consumed four tons of coal and 7,000 gallons of water an hour.

The versatile J3 excelled in all duties, from speedy passenger service to expedited freight movements to troop trains. And like the 4-8-4s of other railroads, the J3 was fast. David P. Morgan wrote that one of the engines once was clocked going 110 mph. The only other 70-inch driving wheeled 4-8-4s to achieve this were the Norfolk and Western J class locomotives.

After the war, though, 576 and its sisters were bumped from prime assignments to lesser passenger and freight trains. Some served as pushers out of Cowan, Tenn., on Cumberland Mountain. Their days were numbered.

The NC&StL was among the first Southern roads to fully dieselize. The end of steam came in January 1953. By the early 1950s, Schult wrote, each J3 had been fully depreciated to a scrap value of

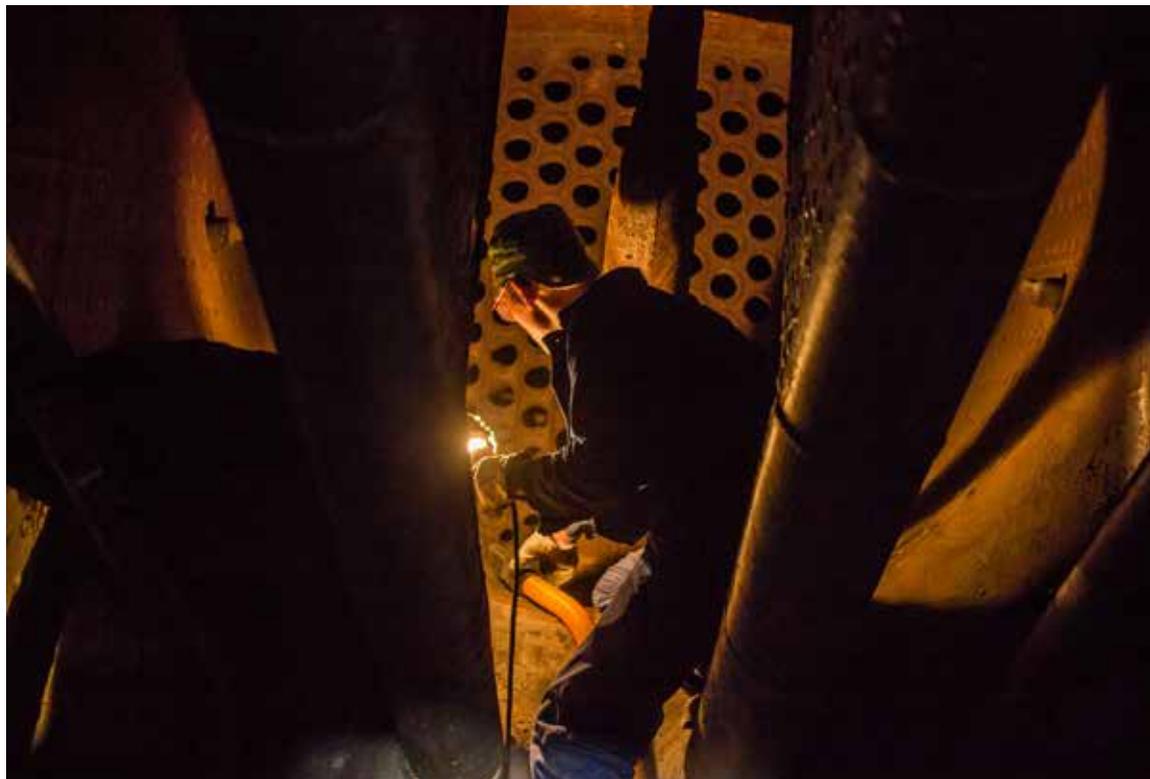
\$8,867 and needed about \$15,000 in repairs. With diesels coming online, the expense could not be justified. All of the J3s, numbered 570-589, were retired in 1951-52, and all were scrapped, except for one.

The decision was made to save one example of the class so children of future generations could see what a steam locomotive was. No. 576, ALCO builder number 69786, was selected for the honor. It cost \$166,500 new, was placed in service Aug. 18, 1942, ran 725,000 miles in freight and passenger duty between Nashville, Atlanta and Memphis, and was retired Sept. 2, 1952.

Shops forces gave No. 576 a thorough cleaning and fresh black paint and gold lettering (and more, as Meador and his crew are finding out). The engine's British-style capped smokestack — a spotting feature of NC&StL steam — sported a jaunty red collar. On Sept. 30, 1953, the J3 was rolled to its new home in Centennial Park.

The NC&StL ceased to exist on Aug. 30, 1957, merged into the L&N, which itself vanished in subsequent mergers. It's now part of CSX, yet locomotive No. 576 endures.

"It's almost like a time capsule from 1953," Meador said. He credits NC&StL Shops forces with the care and foresight to properly prepare the engine for long-term outdoor storage. "This enables it to be a prime restoration candidate."



PHOTOS PROVIDED BY NASHVILLE STEAM PRESERVATION SOCIETY

FIREBOX INSPECTION — A member of the National Steam Preservation Society crew checks out the condition of the firebox on former Nashville, Chattanooga & St. Louis Railway engine No. 576.

Old Dominion Chapter holds fall picnic with food, fun and rides

By RAY POTTER, Old Dominion Chapter NRHS Publicity Chairman

Saturday, Sept. 24 was a lovely fall day with sun, blue skies and moderate temperatures...a perfect day for a picnic.

Instead of a regular monthly meeting at the Hull Street Station, the members of the Old Dominion Chapter NRHS (ODC) held a picnic at their storage and restoration site in Hallsboro, Va. This was a chance for all members to see what has been in the works during the past year and for spouses and children to visit the facility they may have never seen before.

The 10-acre yard at Hallsboro was acquired by the ODC some years ago. The ties that comprise the tracks came from the old Broad Street Union Station. The rails came from Tidewater Supply Company, McGuire Veterans Hospital, Albemarle Paper Company and other sources. The ties were donated to the ODC when the Union Station was turned into the Science Museum. ODC members transported the rails and ties to the Hallsboro location west of Rich-

mond and constructed the trackage all by hand.

Today most of the chapter's rolling stock is stored on these rails, including some derelict un-fired boiler locomotives,



COAL-FIRED ENGINE – The chapter's coal-fired steam locomotive was once used at Albemarle Paper Company in Richmond.



PHOTO S PROVIDED BY OLD DOMINION CHAPTER NRHS
AT CHAPTER PICNIC – There was plenty of food, and shady spots to visit with friends and chapter members, at the Old Dominion Chapter picnic.

some Pullman cars and coaches waiting to be restored and a Pullman car, caboose and a steam locomotive that have been restored.

Saturday, the ODC members and their families enjoyed fried chicken with all the trimmings, water and soft drinks and a cake to top off everything. Everyone got on board the 1920s era Pullman car, the *Dinwiddie County*, and our restored RF&P caboose. The coal-fired steam locomotive was on display, and rides down the rails were given in our gasoline powered, hump motor car HM-6, which was used by switching yard crews many years ago. A wonderful time was had by all.

The Old Dominion Chapter NRHS invites anyone with an interest in railroads to come to our monthly meetings on the third Monday of every month,

at 7 p.m., at the Hull Street Station (the former Southern Railway passenger station, 102 Hull Street). Visit the Old Dominion Chapter website at <odcnrhs.org>.



MOTOR CAR RIDES – Motor car rides for Old Dominion Chapter members were provided in the hump motor car HM-6.



IN STORAGE – Old Dominion Chapter members were able to climb on board the chapter's 1920s-era Pullman car, Dinwiddie County.

NRHS RailCamp prepares next generation of railroaders

Reprinted, with permission, from the August-September 2016 issue of Amtrak Ink, the employee magazine of Amtrak

Elijah “E.J.” Jackson, 17, fondly recalls the stories he heard growing up in Milwaukee about his great-grandfather, who worked in the railroad industry for more than 50 years. Jackson’s great-grandfather worked in almost every field — from switch man to shop worker to fireman — and in 1967 became an engineer for the Milwaukee Road, at a time when few African-Americans held that type of job.

“Hearing about his experiences and how much of a ground breaker he was sparked my interest early on, and I continued to grow more and more fascinated with having a career in the same profession,” Jackson said.

That curiosity led him to the National Railway Historical Society’s RailCamp, an annual program that provides a great opportunity to high school students interested in the railroad industry. This June, Jackson and 23 other high school students, ages 14-18, from across the country attended the RailCamp East program to learn about railroad history, preservation, maintenance and operations, and to experience firsthand how to couple rail cars together, inspect equipment and help to maintain steam and diesel locomotives.



RAIL ART — *Elijah (E.J.) Jackson often sketches the locomotives that he wants to one day help repair.*



PHOTOS ON THIS PAGE REPRINTED, WITH PERMISSION, FROM AMTRAK INK
‘PHENOMENAL EXPERIENCE’ — *Mike Belotti is learning the business firsthand, often spending time on site with his grandfather, who is a yardmaster for Norfolk Southern in Taylor, Pa. “This camp has been a phenomenal experience,” he said.*

“This camp has given me a better understanding about the realities of the railroad industry. Plus, it has been an awesome networking opportunity,” Jackson said.

Amtrak is a long-time partner to this program, which in many ways is preparing a new generation of railroaders. This year, Amtrak hosted the students with a day of instruction at the High-Speed Rail Training Facility, and tours of the locomotive shops and Consolidated National Operations

Center (CNOC), all in Wilmington, Del. Once the tours were complete, they traveled on the inspection car to Washington, D.C., where they were treated to behind-the-scenes tours of Washington Union Station, K Tower and the REA building.

The students also spent part of the week in Strasburg, Pa., at the Railroad Museum of Pennsylvania and Strasburg Rail Road, where the focus turned to the daily operations of a historic steam railroad and the restoration of vintage passenger equipment.

“Amtrak is an excellent partner, and every year it gets better and better,” said Tony White, camp director. “For some of our kids, this is their first or second time traveling on an Amtrak train. To see an Acela or an ACS-64 up close is a thrill for them.”

Chris Jagodzinski, Vice President of Operations, and Scott Leonard, Senior Manager, Government Affairs at Amtrak, have co-facilitated the program in Washington, D.C., since its inception in 2006 and are energized by the students’ passion to learn more about the industry.

“The camp helps them understand more fully what it takes to be a good railroader,” Jagodzinski said. “It also helps set expectations so that they can one day make a good career choice. It’s great for Amtrak to be part of this.”

Amtrak has also hosted students in the Pacific Northwest, for RailCamp Northwest, since 2012. In August, 12 camp-

ers toured the maintenance buildings in the King Street Coach Yard and observed Amtrak employees involved in the inspection and repair servicing for the *Empire Builder*.

While the students experienced a variety of transportation modes in Seattle, "All of the campers tell us that the Amtrak experience in the yard is the best part of the day," said Kurt Laird, deputy general manager, who facilitates the program for Amtrak.

Many of the students who attend the camp have a background in the industry, mostly through family members, but the chance to be around like-minded peers helps cultivate their interest further.

"This camp gave me an opportunity to be around others who share the same interests in railroading," said Jackson, who wants to someday work in the mechanical field.

Josh Redenz, 17, agreed. Redenz grew up near Hamburg, Germany, where he developed his love for trains. Last year, when he moved to Amherst, Mass., he joined the local historical society. His week spent at the RailCamp only served as a reinforcement to pursue a career in the industry, and he added, "Maybe one day I'll even work at Amtrak."

One of the counselors, Tim O'Malley, says the camp builds a camaraderie among the young people who attend.

"Through this camp, they gain more of an organizational understanding. It gives them the confidence to pursue their



PHOTO BY TIM O'MALLEY

AT RAILCAMP EAST — Jacob Walter-Johnson, a member of the RailCamp East camp this past summer, learns how to operate an engine at the Strasburg Rail Road.

dreams and we hope they leave here with a good impression of what they can achieve in the industry," O'Malley said.

2017 RailCamp dates announced

RailCamp East will be held June 25-July 1 in 2017. Campers will be housed at the University of Delaware, Newark. Amtrak will host campers at its High Speed Rail Training Facility and National Operations Center in Wilmington, Del. The Railroad Museum of Pennsylvania at Strasburg, Pa. and the Strasburg Rail Road will provide additional activities.



PHOTO BY TIM O'MALLEY

DRIVING SPIKES — RailCampers Jacob Walter-Johnson and Michael Buchta try their hand at driving spikes at the Strasburg Rail Road.

RailCamp Northwest will be held July 30-Aug. 6. The University of Puget Sound, Tacoma, Wash. will house campers. The week-long schedule includes a visit to Amtrak's King Street Station and maintenance facility in Seattle, as well as time at Sound Transit's facility there, and activities with Tacoma Rail, the Northwest Railway Museum and Mount Rainier Railroad and Logging Museum.

Tuition for either camp is \$1,290. Financial assistance and sponsorships are available.

The application will be available Jan. 1, 2017, on the NRHS website or by contacting the RailCamp committee at <railcampnrhs@yahoo.com>. The application deadline is April 15, 2017. Space is limited at both locations. Early submission is advised.

Chapters, other entities or individuals are invited to sponsor RailCampers. You must notify the RailCamp Committee of your intention to do so by Jan. 15. If you do not have a candidate and wish to contribute, the committee will award your gift to a camper.



VETERANS DAY TRIP – Eight railfans, including several Potomac Chapter NRHS members, made the annual Veterans Day trip on MARC's mid-day train to Perryville, Md., on Friday, Nov. 11. The train left Washington Union Station at 12:20 p.m., and arrived in Perryville on time at 2:13. Following a 20-minute layover at Perryville, the train headed back to Washington. During the layover, the eight riders posed for a photo, which was taken by the MARC conductor. Pictured, left to right, are: Alex Mayes, Art Audley, Ken Brooks, Mary Frances Moriarty, Tim Moriarty, John Morris, Glenn Orletsky and Teresa Renner. The train was comprised of four bilevel cars and one single level coach, and was powered by MARC MP36PH-3C No. 14. Many thanks to John Morris for organizing this trip.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

ALCOS IN THE SNOW – One of the most popular regional railroads in the Northeast for railfans is the Western New York & Pennsylvania Railroad, based in Olean, N.Y. The attraction is WNY&PA's diesel fleet, which is comprised of vintage six-axle and four-axle American Locomotive Company (ALCO) and ALCO-designed Montreal Locomotive Works (MLW) locomotives. Although these rare locomotives were manufactured over 40 years ago, the WNY&PA's talented mechanical crews keep them in top condition. This is WNY&PA's Driftwood Turn (a regularly scheduled train) passing through Eldred, Pa., southbound on their ex-PRR Buffalo Line on Feb. 22, 2011. The power for this day's train was all six-axle MLWS: M630 No. 630 and M636s nos. 637 and 43. Many E7s were still in service on several railroads until the creation of Amtrak in May 1971. Despite the E7 being produced in such large numbers, all of them ended up being scrapped except No. 5901.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

IT'S THAT TIME OF YEAR – A west bound MARC (Maryland Area Regional Commuter) train slows for the stop at the former B&O station at Point of Rocks, Md., following the “Blizzard of 1996” on Jan. 13, 1996. The massive storm dumped over two feet of snow on the Mid-Atlantic region, bringing travel to a standstill. The Washington DC-area Metro Rail system was discontinued on above-ground lines for five days. MARC service between Washington and Martinsburg W.Va., resumed within three days. The Point of Rocks station was completed in 1873 and was designed by noted architect E. Francis Baldwin. The station was added to the National Register of Historic Places in 1973.

Additional issues of *NRHS News, Bulletin* planned for 2017

At the fall conference of the NRHS board in Portland, Ore., the members approved funding for additional issues of both the *NRHS News* and *NRHS Bulletin* in the 2017 budget,

The Society will publish three issues of the *Bulletin* next year. In addition, a third printed, eight-page issue of the *News* will be mailed to members. There will also be six .pdf issues of the *News* published once again next year. The .pdf issues will be published in even-numbered months (February, April, June, August, October and December). The print issues will be published in March, July and November.

The deadline for the submission of items for the print issues of the *News* will be the 10th of the preceding month. The deadline for the February 2017 issue will be Jan. 10. When possible, please don't wait until the deadline to submit photos and items for the *NRHS News*. Early submissions make the layout process easier. Items submitted after the deadline will be held until the next issue.

Send submissions to <nrhsnews@charter.net> or Charles S. Williams, Editor, *NRHS News*, 4712 Brushy Mountain Road, Moravian Falls, NC 28654. For questions or further information, phone (336) 838-2754.

Please submit articles as a text file or in the body of an email. Photos should be submitted as separate, high resolution files (300 DPI at eight-inch width) attached to an email. Please do not include photos intended for publication in the body of text files or emails as they cannot be used. Caption information should be included with the article or in a separate text file and not used as the name of the photo file.

Remember to “like” the NRHS page on Facebook <<https://www.facebook.com/RailPreservation/>>. It's a great way to see vintage photos and keep up with the latest from the NRHS. If your chapter has an upcoming activity — from a chapter meeting to special events — submit it to Charles Williams at the addresses listed above to have it posted on the Facebook page.



PHOTO BY T. TRENT STETZ, PACIFIC NORTHWEST CHAPTER NRHS

PROTECTION FOR STEAM ENGINE – *The new building being constructed at the Chelatchie Prairie Railroad will help protect the railroad's equipment, including the one steam locomotive owned by the railroad. The engine, the former Hammond Lumber Company 2-8-2T steam locomotive, built by the American Locomotive Company, is currently running under its original Crossett Western No. 10 designation. It is used to pull the excursion train approximately one weekend a month, and for special occasions, such as the recent NRHS conference in Portland.*

Ground broken on building to protect Chelatchie Prairie equipment

By JAKE THOMAS, reprinted with permission from The Columbian, Vancouver, Wash.

A north Clark County, Wash., nonprofit dedicated to preserving the area's railway heritage, broke ground Saturday, Oct. 15, at the Chelatchie Prairie Railroad on a new building that will allow the railroad to better maintain its locomotives and coaches, some of which are nearly a century old.

The railroad is located in Yacolt, Wash.

Chelatchie Prairie Railroad Association, also known as the BYCX, offers excursions on a seven-mile stretch of railway between Yacolt and Heisson on trains built in the 1920s. While the equipment provides a link to the past, the locomotives and cars also require significant upkeep and repair.

State Rep. Liz Pike, R-Camas, helped secure a \$500,000 state capital improvement grant for the new building. It will

be constructed on land leased from the county near the BYCX depot in Yacolt.

Matthew Barton, the association's vice president, said the new building will allow volunteers to more easily replace worn-out parts, make repairs and continue restorations on trains while also keeping the equipment out of the rain in the winter.

Kerry Barton, the group's director of publicity, said the new building will be completed in about a year and there are plans to eventually open a museum inside.

(Editor's note: The railroad's roster includes an Alco S3, Alco S2, Plymouth JLC Gas (0-4-0), Davenport 25 Ton Gas (0-4-0), Also S4, and Davenport 25 Ton Gas (0-4-0). To view the entire roster, visit <<http://www.bycx.com/node/19>>.

A visit to historic (and still active) Clagg Tower in Louisville

By CHARLES H. BOGART

As of 2016, only one active railroad tower — Clagg Tower in Louisville — stands in Kentucky.

Clagg Tower guards the Louisville & Indiana Railroad's 14th Street vertical lift bridge over the Portland Canal. The Portland Canal is a two-mile long canal, built in 1830 and modernized in the 1960s, that hugs the Kentucky shore. The canal, with its McAlpine Lock and Dam, allows towboats and other craft to navigate past the Falls of the Ohio, which are a series of rapids that cut Ohio River boat traffic at Louisville.

In May 2016, a group of At-Large NRHS members were given a tour of Clagg Tower.

The 14th Street Bridge, also known as the Ohio Falls Bridge, Pennsylvania Railroad Bridge, Conrail Railroad Bridge, and Louisville & Indiana Bridge, is a bridge that spans the Ohio River between Louisville and Clarksville, Ind. The bridge was built between 1865-1868 by the Louisville Bridge and Iron Company for the Jeffersonville & Indianapolis Railroad, later part of the Pennsylvania Railroad.

At the time the bridge was built, it was the longest iron bridge in the United States, with its 27 spans covering a mile in length with spans of 352 and 380 feet in length.

Between 1916 and 1919, the 14th Street Bridge was rebuilt. The draw portion of the bridge was rebuilt as a vertical lift span, replacing the former swing span. The vertical lift span is across the upstream end of the Louisville and Portland Canal. It was with the installation of the vertical lift bridge that Clagg Tower was built.

In 1968, ownership of the bridge passed to Penn Central with the merging of the Pennsylvania Railroad and the New York Central System. In 1976, due to the bankruptcy of the Penn Central, the bridge came under the control of Conrail. In 1994, Conrail sold its rail line from Louisville, Kentucky, to Indianapolis, Indiana, to the Louisville and Indiana Railroad,

the current bridge owner. However, in 2010, CSXT acquired a perpetual running right over the Fourteenth Street Bridge.

During 2016, CSXT funded a major overhaul of the 14th Street Bridge that updated the lift bridge machinery. Clagg Tower also got a refurbishing; the old manual electrical switches and mechanical dispatcher board within the tower were replaced by computers, video screens, and solid state switching equipment. Outside, 10 security cameras stream video to the bridge tender in Clagg Tower and to the L&I dispatcher in Jeffersonville, Ind.

In June 2016, I was able to visit Clagg Tower with a group of railfans escorted by an L&I official. I am not certain if I heard the following correctly, but this is what I think I heard during our visit: 1-CSXT is looking at restoring double track on the 14th Street Bridge; 2-In 2017, CSXT will start directional Autorack running from Louisville. Loaded Autoracks will head north from Louisville on the L&I to Seymour, Ind., and then east over B&O to Cincinnati. Empty Autoracks will run west from Cincinnati to Louisville over the L&N's LCL track. 3-In 2017, Clagg Tower will be closed and its functions controlled from the L&I dispatcher's office in Jeffersonville, Ind.



PHOTO BY CHARLES H. BOGART

LAST REMAINING TOWER — Clagg Tower is the only remaining active railroad tower in Kentucky. The bridge, built near the end of the Civil War, was rebuilt between 1916 and 1919.

Get in the Christmas spirit with visit to Richmond model train show

By RAY POTTER, Old Dominion Chapter NRHS Publicity Director

The Old Dominion Chapter NRHS Modelers will host a special Christmas season show for the display of their HO model layout at the Richmond Railroad Museum.

This huge model railroad will be open for four big weekends, Nov. 26 through Dec. 18. The hours of operation will be 10 a.m.-4 p.m., each Saturday and Sunday.

A great deal of expansion has taken place over the past year, and the members are eager to show off their accomplishments. In one corner of the layout, a fore-shortened cityscape of Richmond is rising from the waist-high framework. A featured building is the Broad Street Station (now the Science Museum). In another area, a bucolic country scene features a herd of cows and people in lederhosen.

Group leader Alan Cox said, "Some of the scenes from last year have undergone a makeover so the action is more visible. Several animated signs have been added to complement the C. F. Sauer sign from last year."

A model of the Southern Railway passenger station (the Hull Street Station) is on the front main line of the layout. Areas of the model have been populated with people, dogs and cats, cars and trucks of the 1930s. All sorts of rolling stock will be running on the tracks, including steam locomotives and more modern diesels. Passenger cars and different types of freight cars make up the train consists moving around the layout.

The members invite the public to come out and enjoy this model layout during the days before Christmas. It is a featured part of the Richmond Railroad Museum. Admission is free but donations are accepted. Children of all ages are welcome.

The Old Dominion Chapter NRHS invites anyone with an interest in railroads to come to a monthly meeting at 7 p.m. on the third Monday of each month at the Hull Street Station (the former Southern Railway passenger station at 102 Hull Street). You can visit the website at <odcnrhs.org>.



PHOTO PROVIDED BY OLD DOMINION CHAPTER NRHS

IN RICHMOND — A water wheel with used water flowing under the tracks is part of this grist mill scene built and operated by the Old Dominion Chapter NRHS.

New England rail museum honors veterans at Thomaston Station

By STEVE CASEY, President, Railroad Museum of New England

THOMASTON, Conn. — Fifty area veterans, their families, and friends attended the second annual “Salute to Veterans” on Friday morning, Nov. 11 at Thomaston Station.

Most veterans were Thomaston residents. Others came from Watertown, Northfield, Harwinton, Plymouth, Terryville, Bristol, East Hartford, Torrington, Winsted and Dover, N.Y.

The Railroad Museum of New England (RMNE) partnered with Thomaston’s American Legion Post 22 and the Thomaston Savings Bank to sponsor the event. After a ceremony of appreciation, coffee and refreshments were served, and veterans told their service stories.

Before the interstate highway system, previous generations traveled by rail. Many veterans started their service by boarding trains.

In 1943, during the middle of World War II, Albert Desroachers of Northfield took the train from Thomaston Station to serve in the Army Air Force, the predecessor of the Air Force. He was stationed in Florida and supported the transportation of supplies and wounded servicemen.

On Sept. 15, 1958, Lawrence Duffany, a former American Legion Post 22 commander, boarded the 7:15 southbound

train at the station to start his service. He traveled to Waterbury, Bridgeport, and on to Grand Central Terminal. From there he walked a few blocks to Times Square to get sworn in. He served his country in the Navy for the next three years.

Al Chaponis, former American Legion Post 22 commander, lived in Waterbury and departed from Waterbury train station in 1953 to serve at the end of the Korean War.

The Thomaston Station is not just an attractive historical building. It is a place where, generations ago, many people set off on adventures, far and wide. The stories of Desroachers, Duffany and Chaponis are but three examples of the importance of rail in our history. Area servicemen, starting in the 1850s with the construction of the Naugatuck Railroad, would have started their service as these gentlemen did. The Thomaston Station and the Naugatuck Railroad were the connection to the rest of the country and the world.

RMNE Trustee George Wittman, himself an Army veteran, proposed the recognition program last year. With approval of membership, Steve Casey contacted officials at the Thomaston Savings Bank and the American Legion Post, and a plan was developed.



Last year’s attendance was more than 40 people from the community and the membership.

According to Steve Casey, president of the Railroad Museum, “Our organization greatly appreciates what our veterans have done for our country. We cannot do enough for those who served and defended our freedom. The museum receives an extra benefit as an educational and historical non-profit group because we learn first-hand of the contribution the railroads and area train stations played in transporting our troops. We look forward to passing along their recollections as part of our historical narrative to younger generations.”

Ed Olcese, the American Legion Post 22 commander, said that he wanted to “start planning the event earlier next year to make more veterans aware and increase participation. The event this year was even better than the first one, and we want

PHOTO COURTESY OF JIM SKOCZYLAS
VETERANS DAY SALUTE — The Railroad Museum of New England was one of the sponsors of a Veterans Day observance at Thomaston Station.

this tradition to grow in years to come.”

Both Thomaston First Selectman Ed Mone and State Representative John Piscopo were on hand to honor the veterans for their service and sacrifice.

The RMNE, located at the landmark Thomaston Train Station, is a not-for-profit, volunteer, educational and historical organization that dates back to January 1968. The mission of the museum is to tell the story of the region's rich railroad heritage through its 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 <www.rmne.org>.



PHOTO COURTESY OF JIM SKOCZYLAS

AT THOMASTON STATION — Veterans recalled their memories of travel by rail during a Veterans Day ceremony in Thomaston.

Rail technology historian White recovering from strokes at his home

By *ASHLEY FORD, Cincinnati History Advisory Board*

Friends and fans of railroad and steam technology historian Jack White will be troubled to learn that in late July he suffered two strokes that temporarily impaired both speech and mobility. He is now mostly confined to his home in Oxford, Ohio following two weeks in a rehabilitation facility after emergency treatment at the local hospital.

Fortunately, his impaired functions are slowly coming back, although he still lacks energy to do much more than think about the projects he would like to be working on but no longer can, at least for now.

John Hoxland White Jr. (“Jack”), widely regarded as the “Dean of the American railroad preservation movement,” was longtime curator of transportation and then senior historian at The Smithsonian Institution’s Museum of American History in Washington, where he specialized in railroad and transportation history for more than 32 years. From that vantage point, he basically invented the modern movement to preserve vintage railroading, meaning operating steam railroads and locomotives all over the country. His impact on the railway preservation movement as it exists today is incalculable.

Along the way, White published more than a dozen major books and a myriad of articles in the field, including the classics *American Locomotives*, *The American Railway Passenger Car*, and *The American Railway Freight Car*, and even

Cincinnati Locomotive Builders (in tribute to his original home town).

In addition to railroads, White is passionate about, and an expert on, the subject of steamboats, with dozens of publications on that subject as well.

His latest book, *Wet Britches and Muddy Boots: A History of Travel in Victorian America* (Indiana University Press 2013), can be found through Barnes & Noble. (White said he isn’t all that enthusiastic about the title of this one, but the publisher thought it would broaden the market...and who can object to that?)

White retired from his 32-year career with The Smithsonian in 1990 and, after a while, moved on to academia as adjunct professor of history and mechanical engineering at Miami University in Oxford, from which he had graduated in 1958. Now retired, he still lives only a few minutes out of the university town of Oxford, where I am sure he would be glad to hear from old friends and associates wishing him good progress in his recovery from his mid-summer incident.

Cards and letters addressed to John H. White, Jr. c/o the National Railway Historical Society, P.O. Box 5016, Mt. Laurel NJ 08054 will be promptly forwarded by the Society to him in Oxford.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

A WORK IN PROGRESS — Middletown & Hummelstown's ex-Canadian National 2-6-0 No. 91 is currently undergoing its five-year inspection and maintenance review at their shop facility in Middletown, Pa. The 106-year-old Mogul is used for special events on the M&H's former Reading Company seven-mile branch between its namesake boroughs. Aside from a few leaky staybolts the shop crew reported no major problems, and the 91 is expected to power their "Santa Surprise" and "Polar Bear" trains in November and December. This photo, taken in the M&H shop on Aug. 27, 2016, shows the 91's smokebox cover partially open and a grate resting above the pilot. For details about upcoming special events check their website at <<http://www.mhrrailroad.com/>> or call 717-944-4435.

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