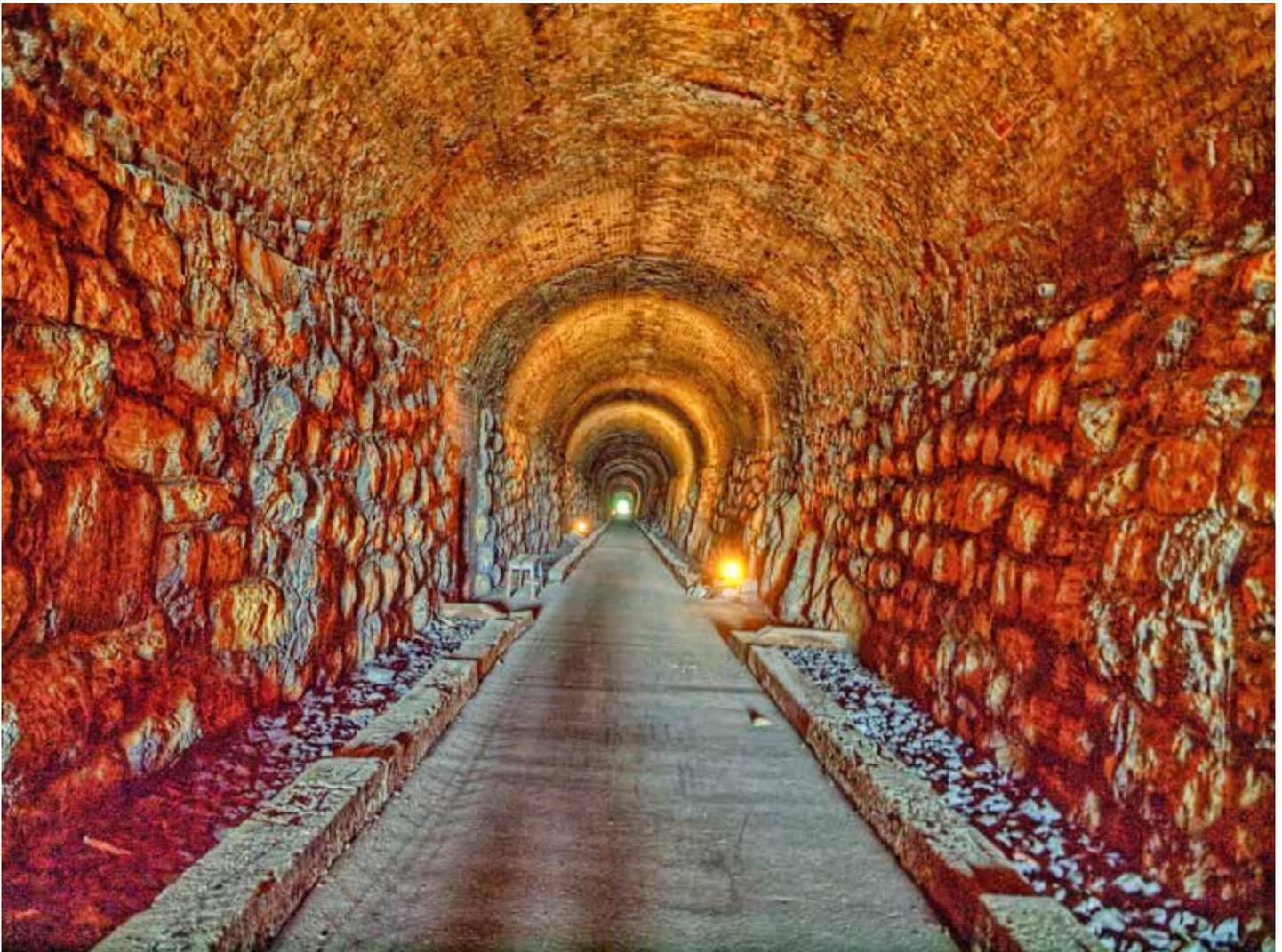


Tickets still available for 'Cumberland Rails 2018' NRHS convention
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NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

JUNE 2018



COLORFUL UNDERGROUND WONDERLAND — *This 1,477-foot tunnel through Chetoogeta Mountain was used by troop trains in the Civil War. The tunnel was dug by Irish immigrants.*

Abandoned rail tunnel through Georgia Mountain now open to public

By ERIN JOHNS, Manager of Visitor Centers, Dalton Area Convention and Visitors Bureau

Railfans and history buffs can visit a colorful Civil War-era tunnel as well as a museum with period artifacts in Georgia.

Proposed in 1836 by the Georgia legislature and created to connect the Tennessee and Chattahoochee Rivers, construc-

tion began on the Western and Atlantic Railroad in 1838.

Throughout the 137-mile journey through north Georgia, the builders of the "State Road" would encounter their biggest obstacle in the shape of Chetoogeta Mountain in modern-day

Whitfield County, Ga. The mountain was too steep for trains to climb over and too large to go around, so they had no choice but to tunnel through.

Construction on the tunnel began in July and August of 1848. Two crews of Irish immigrants, one on either side of the mountain, took on the arduous task of digging through the mountain while slaves made brick for the walls, arch and ceiling for the structure on site.

The stones used to build the tunnel walls were hauled from Rocky Face Ridge, some 5.5 miles away from the mountain. The tunnel was excavated using only hand tools, man power, and black powder as dynamite wouldn't be invented for another 19 years.

After digging through solid rock on the western side of the mountain and muddy, loose soil on the eastern side, the two crews met in the mountain on Oct. 31, 1849, and the first train passed through the tunnel on May 9, 1850, less than two years after excavation began.

The tunnel is 1,477 feet long. The west crew dug 575 feet, leaving 902 feet for the eastern crew. It was the first tunnel through the Appalachian Mountains.

The tunnel was also part of two important events during the Civil War. "The Great Locomotive Chase," or "Andrew's Raid" passed through the tunnel on April 12, 1862, about 12 miles south of Ringgold, where *The General* ran out of steam. Two years later, it was also used by Union troops during the Atlanta Campaign.

The tunnel was taken out of operation in 1928 when trains became too large to pass through unscathed. Several larger

trains became stuck in the tunnel. As a result, a parallel tunnel through the mountain was opened.

After decades of abandonment, the City of Tunnel Hill purchased the tunnel from the state of Georgia. Money was raised for restoration, and the tunnel was reopened to the public as a tourist attraction for its sesquicentennial on May 9, 2000.

Since then, a museum has been built and is filled with items loaned from local citizens and artifacts found on the property.

Along with the tunnel and museum, guests can also visit a 1900s-era replica general store and the "Clisby Austin House". The house, originally built as a hotel to serve the Western & Atlantic passengers, was commandeered by the Confederates and used as a field hospital in 1862 and 1863.

In May of 1864, the building was General Sherman's headquarters for six days as he planned the first leg of the Atlanta Campaign.

The site is a joint collaboration between the City of Tunnel Hill, Whitfield County Board of Commissioners and Dalton Area Convention and Visitors Bureau and is open year-round to visitors.

Visitors can tour the site and the tunnel on the attraction's eight-passenger golf cart limo.

More information can be found online at <www.CivilWarRailroadTunnel.com>. A standard Civil War tunnel tour is \$6, and a deluxe tour is \$10. Directions can be found on the website.

FOLLOW US ON FACEBOOK!

Keep up with the latest happenings in the NRHS, plus railroad history and preservation news, on the NRHS Facebook page. <<https://www.facebook.com/RailPreservation/>>



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The *NRHS News* is published nine times a year by the National Railway Historical Society. Charles S. Williams, Samuel Spencer Chapter NRHS, Editor. Lynn Burshtin, West Jersey Chapter NRHS; Ellen Pinsky, Iowa Chapter NRHS; and Sami Williams, editorial assistants. Alex Mayes, Potomac Chapter NRHS, special contributor. Send items to: *NRHS News*, c/o Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, NC 28654. E-mail: <nrhsnews@charter.net>. Phone 336-838-2754. The address for the Society is: NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard PA., P. O. Box 5016, Mt. Laurel, NJ 08054. All membership information changes should be sent to Hugh Harris <hughrharris@aol.com>.

The president's corner

Contact your elected officials about changes to Amtrak policies

By AL WEBER, NRHS President

We are still working on convincing Amtrak to change its new policy on private car and special passenger train movements. Hopefully you have contacted your Representative and your two Senators. This is a major change and I need all of you to write them and tell them how important passenger trains are to you and America.

We do have one success. The C.P. Huntington Chapter's *New River Train* is going to run in 2018 but we have many other trips that have been either canceled or put on hold waiting developments with Amtrak.

Also Amtrak is removing dining cars on many long distance trains. I for one think that this is not the way to get more passengers on the long distance trains. Again make your voice heard with your elected officials.

I get the question of YOU meaning the NRHS can not lobby congress on any matter that affects your organization. That is incorrect; anyone can petition the government. What we cannot do is support a candidate or political party. So make your concerns known, write a letter now!

The 2018 convention in Cumberland, Md. is now open for registration. As I write this on May 5, we already have over 120 registered. For several events, we have had to go back and ask to get more seats. Convention Chairman John Goodman and his committee have a very good program planned, so please attend.

The NRHS national election is coming up. Expect a ballot in the mail the first week of June or so. Please vote by mailing the ballot back in the pre-addressed envelope.

Tickets going fast for 'Cumberland Rails 2018' NRHS convention

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

Tickets for events that are a part of the "Cumberland Rails 2018" NRHS convention are selling at a brisk pace. The convention, scheduled for Tuesday-Sunday, Aug. 7-12, in Cumberland, Md., has over 140 registrations, and one of the convention trips is already a sellout.

Also, all rooms at the host (Ramada) hotel have been reserved by NRHS members in anticipation of their trip to the annual NRHS gathering. The NRHS will not be offering a second hotel with special rates for members attending the convention. There is, however, a Fairfield Inn & Suites located three blocks away from the Ramada.

The daily rate for the Fairfield Inn in Cumberland is approximately \$150 per night. Members may be able to get a small discount by using AAA or a senior citizen discount available through their AARP membership. The NRHS would have been forced to guarantee 35 room-nights for five nights in total just to get a rate at \$120 a night at the second hotel.

There are also many motels on the outskirts of Cumberland.

The first event, already a sellout, will be on Wednesday, with an all-day outing to Cass, W.Va., to ride the Cass Scenic Railroad up to Spruce, W.Va. No extra cars will be added to the train per the railroad. The 110 seats available were sold out very quickly.

Tickets for the luncheon trip on Sunday aboard the Western Maryland Scenic Railroad continue to sell very well. The NRHS has sold out one of the two dining cars on the train and officials are now selling seats in the second dining car on the

train. The train will leave from the historic station near the host hotel. This trip is the final event of the convention.

According to the convention schedule, no trips are planned on Thursday, as NRHS meetings will be held all day at the host hotel. The Advisory Council will meet in the morning. Then, after lunch, the Board of Directors' meeting will take place, followed by the membership meeting. Following a dinner break, the NRHS Fund Inc. meeting will take place. That evening, NRHS will hold an At-Large meeting for those members who do not belong to a chapter.

The Friday schedule for the convention includes an all-day chartered trip on the *Potomac Eagle* from Romney to Petersburg, W.Va. First class seating, which includes sit-down meal service, is sold out. Coach class seats, which come with a box lunch, are \$150, and some tickets are still available.

The Saturday, Aug. 11 trip will be over the Everett Railroad in Hollidaysburg, Pa., to be pulled by 2-6-0 steam engine No. 11 to Petersburg, Pa. Only coach class tickets, priced at \$149 each, will be available. This trip also features several photo runbys, as well as cab rides to the winners of a raffle.

The annual NRHS banquet will be held Saturday night. There will be two dinner choices. The cost will be \$51, and a cash bar will be offered beforehand.

Please check the convention page for ticket availability and to book your convention space now. The on-line registration material is available at <<http://nrhs.com/content/2018-convention>>.



SWITCHER ACQUIRED — *The former Missouri Kansas Texas (MKT) Railroad switcher has been acquired by the Oklahoma Railway Museum. Behind the switcher is AT&SF 643, which was originally built in 1879 as a Hinkley 4-4-0. AT&SF rebuilt it to its current configuration, a 2-8-0, in 1897 at its Topeka shops. AT&SF donated 643 to the people of Oklahoma City in 1953, and it was displayed at the Oklahoma State Fairgrounds. In 2015, it was relocated to the Oklahoma Railway Museum.*

Oklahoma Railway Museum saves Missouri Kansas Texas switcher

By ERIC DILBECK, Oklahoma Railway Museum

The Oklahoma Railway Museum, owned and operated by the Central Oklahoma Chapter of the NRHS, recently acquired a rare Missouri Kansas Texas (MKT) Railroad switch engine.

The only one of its model purchased, the General Electric 25-ton switch engine was used in the MKT railroad tie plant in Denison, Tex. Built in 1950, MKT-400 shuffled cars to and from the plant for loading of treated ties. MKT-400 remained with the tie plant after MKT sold it to W.J. Smith Preserving Company. Research shows the engine was sold into private ownership after the tie plant was closed. The engine was then purchased by Alan Ritchey, Inc., where it was used at Martindale Feed Mill in Valley View, Tex.

At the feed mill, the engine was used to move hopper cars to and from the grain elevator. It was eventually replaced by an EMD SW-9 switcher.

For many years, old MKT-400 remained parked at the end of the feed mill's siding. If you have ever driven I-35 through Valley View, Tex., you might have noticed this engine. The south end of the siding is raised up from the surrounding land by at least 20 feet. The engine sat at the end of the track looking like a monument on a hill.

After months of communication, the Oklahoma Railway Museum and Alan Ritchey, Inc. came to a purchase agreement, securing the preservation of MKT-400. Future plans are to restore MKT-400 for operation at the museum. Once our 100-foot turntable is installed, the engine will be staged to push equipment on and off the turntable and eventually into our roundhouse which is planned for the future.

We are currently researching paint schemes for the engine. If you have any information or pictures of the engine when in service at the MKT railroad, please drop us a line.



IN HATTIESBURG — *This Heisler Fireless 0-4-0 locomotive is on display at the restored depot in Hattiesburg, Miss.*

Memories of Hercules Powder Company's Fireless Heisler

"How dear to my heart are the scenes of my childhood."

Article and photos by FRANK CORNELIUS, At-Large Member NRHS

My wife and I recently visited Hattiesburg, Miss., my birthplace. I was delighted to find that the little engine that fascinated me as a child — a Heisler Fireless 0-4-0 locomotive — has been preserved and is displayed on the grounds of Hattiesburg's beautifully restored train depot.

This locomotive was built by Heisler Locomotive Works at Hercules Powder Company No. 35 and served the Hatties-

burg plant from 1946 until 1958, when replaced by a diesel unit. The Heisler is a "fireless" steam locomotive and was charged with steam from the plant boilers, thus allowing extra safety when operating in a flammable environment.

Although built by Heisler, it is not of the famous "Heisler" V-shaped design like engine 91 at the Mount Rainier Scenic Railroad.



RESTORED DEPOT — *The Hattiesburg depot, now restored, was built in 1910.*

According to a 2015 article in *The Washington Times*, “The Hercules plant in Hattiesburg opened in order to harvest the stumps that were in the ground that were left over from the timber cuttings from the late 1800s, early 1900s. They would grind up the stumps and extract the rosin out of them. They never actually made explosives at this plant.”

My aunt and uncle lived on the street on which the plant was located, and my uncle would take me to watch No. 35 as it trundled about town pulling loads of pine stumps.

The Hattiesburg Train Depot is served by Amtrak’s Crescent (New York-New Orleans) and is worth a visit. A Norfolk Southern freight yard adjoins the depot.

A plaque at the station provides historical perspective:

The Hattiesburg Train Depot

“The Hattiesburg Train Depot, designed by architect Frank P. Milburn, was constructed in 1910 by Southern Railway to serve as a passenger station for the

New Orleans & Northeast Railroad. The building exhibits many meritorious characteristics; most notable are the passenger canopy that originally extended 924 feet along the tracks and the 4,000 square-foot neoclassical style passenger hall.”

A paving stone dedicated to Herbert L. Bishop, Jr., 43 Years of Railroading, Division Superintendent, 1958-1979, Central of Georgia Railroad, Southern Railway, Crescent Division, is wistfully inscribed: “The happiest part of my career was operating a steam engine.”



DEPOT LOBBY— *The Hattiesburg depot lobby is bright and welcoming to travelers. The depot serves Amtrak’s Crescent. The highlight of the main room is the large Hattiesburg logo in the center of the lobby floor (upper photo).*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS.

INTRODUCING THE SPEAKER — *Carl Stephanus (right), chapter treasurer, introduces Bob Bryant at the beginning of his presentation.*

Program on Buckingham Branch presented at Winchester banquet

By ALEX MAYES, Potomac Chapter NRHS

The Winchester Chapter NRHS held its 51st banquet in the Valley Room at the historic Strasburg Hotel in Strasburg, Va., on March 10.

Members and guests were treated to a buffet-style dinner and a program about the founding and expansion of the Buckingham Branch Railroad in Virginia presented by Bob Bryant,

founder and chairman of the board of the railroad. Bryant provided an in-depth history of the Buckingham Branch Railroad, which began in 1989 when he leased the former Chesapeake and Ohio's 16-mile Dillwyn Branch from CSX.

The Buckingham Branch Railroad is now a Class III shortline with 275 miles of trackage.

What sparked your interest in railroading? Tell us your story

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

My story...shared by an NRHS member.

"During the period 1955-57, my family lived in the third house from the Illinois Central main line in Metairie, La. All was "normal" for most of that time, with early diesels the only power seen most of the time.

"But I can distinctly remember the day, at age 4 or 5, when a hulking black beast belching black and white smoke came down those rails in the middle of the day. It scared a young fellow half to death, and I ran inside crying. That day imprinted something

into my spirit that I have never been able to exorcise."

Matthew Hardey
Covington, La.
Southeast Louisiana Chapter NRHS

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

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

Newsletter column explores railroading around the world

By STUART WERNER, *Western Connecticut Chapter*

For the past several years, I have been writing a unique column entitled "International Railway Briefs" for the *WestConn Manifest*, the monthly chapter newsletter.

For too many railfans, their horizons do not extend beyond the United States and Canadian rail scenes. For many railfans, foreign railroad knowledge is limited to high speed lines and tourist railroads. That's because there is so much activity between the two extremes of modern high speed lines and steam tourist railroads.

Railroad expansion projects can be found throughout the world, and we are living in the new age of railroading internationally. Interestingly, many of the new railroad projects are being undertaken by the Chinese in Africa, Latin America, and Asia outside of China. I am not only referring to mainline railroading. There is also unprecedented expansion of heavy rail urban metro systems and light rail systems.

As a youngster in New York City in the 1950s, I remember that the New York City subway system was the largest in the world. New York City always seemed to have the most of ev-

erything. That is no longer the case.

Today, the Shanghai system is the world's biggest metro system in term of route mileage, or kilometers, and it did not even exist in the 1950s.

To get information for the column, I do not travel the world continuously. I just read the latest news from *International Railway Journal* and *Railway Gazette*. The newsletters are available online and are free. They also have subscription print magazines and are published in the United Kingdom. They have online news summaries on all aspects of railroads including urban rail systems and mainline railroads. They also include information on the railroad supply industry, including rolling stock.

I simply choose the most interesting stories for inclusion in my column. Also, *International Railway Journal* has regular columnists who do analyses of policy issues for railroads such as open access for non-state operators in the European Union, and the impact of digital technologies, privatization, rail freight competitiveness, etc. In short, there is a world to be discovered.

Lehigh Valley groups planning special rail trip to Atlantic City

The Railroad Historians of the Lehigh Valley and the Lehigh Valley Chapter NRHS will offer a special trip, "Atlantic City, N.J. By Rail", on Saturday, Aug. 1. This excursion replaces the chapter's August membership meeting.

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

stay. A casino rebate is included for all riders. The motorcoach will operate non-stop on the return home.

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

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

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

Seeing his first diesel interest sparked youngster's interest in railroad

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

My story...shared by an NRHS member.

"I was born April 26, 1941, in Exeter, N.H., and lived in Durham, N.H. By age 3, my mother was putting me on a south-bound steam-powered Boston & Maine Railroad passenger train to ride alone for 16.2 miles to East Kingston, N.H. There, my grandfather, George Edward Morrill, would meet me.

"Since he was the B&M station agent at East Kingston, I spent a lot of time there. My grandfather wrote in his diary on Aug. 19, 1944, 'Ed saw his first diesel locomo-

tive.' Grandfather George lit my railroad fire, and it's still burning."

Edward L. Johnson
Peoria, Ill.

NRHS Associate Member
Former Member, Chicago & Illinois Midland Chapter NRHS

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

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



AT CHAPTER TRAIN SHOW — Patrons view numerous railroadiana items on display at Harrisburg Chapter's 32nd annual train show.

Annual Harrisburg railroad show, collectors market hailed as success

Article and photo by SLOAN AUCHINCLOSS, Harrisburg Chapter NRHS

(Editor's note: We are saddened to report that Mr. Auchincloss, the author of this article, died on April 27. He was a frequent contributor to the NRHS News, and we appreciate all that he did for the News. His obituary may be found at <<https://theburgnews.com/news/obituary-sloan-auchincloss>>

The Harrisburg Chapter NRHS returned to United Steelworkers' Union Hall in Steelton, Pa, with its annual Railroad Show and Collectors Market on March 10 with great success. This was the first show back at the union hall after a two-year absence when the show was held at another site.

"I was a bit worried that the change of venue would cause an attendance drop-off, but that didn't happen" said co-chair Eric Ohstrom. "This is our 32nd year".

Co-chair Mark Irvin reported that adult admission count was 411 for the 9 a.m.-3 p.m. event. Attendance was enhanced by 40 children under age 12. "That's in line with previous years," said Irvin.

Ohstrom reported that the chapter has reserved the facility for March 2, 2019.

Vendors of model trains and railroadiana spread their wares along 100 tables. Too, Chapter Historian Fred Wertz, Treasurer Dick Crow, and former NRHS Director Mark Eyer did a brisk business selling redundant artifacts from the chapter's archives.

There were also exhibits by Operation Lifesaver, Penn Central Railroad Technical & Historical Society, Anthracite Railroads Historical Society, Williams Grove Steam Engine Association, Keystone Model Railroad Historical Society, East Pennsboro Historical Society, and Middletown & Hummelstown Railroad. Capital PenN Scalers had a three-track modular exhibit, which featured Amtrak, Norfolk Southern, C&O, and Napa Valley Wine Train.

To commemorate Penn Central's 50th anniversary, there were movies of the fallen flag from the NRHS library. Chapter member Kerry Jury presented a program on northeastern railroads during the 1970s as well.

Nearby, the chapter's Harris Tower Railroad Museum was abuzz as docents Abe Burnett and chapter Controller Chick

See LARGE CROWD, Page 10

Harris Tower was filled with visitors on day of chapter train show

By ABE BURNETT, Harrisburg Chapter NRHS

(Editor's note: The following is a sidebar article on the Harrisburg train show on activities at Harris Tower on the day of the train show (see page 9). The Harrisburg Chapter NRHS owns and operates Harris Tower, also known as HG Tower. The article was intended to be a report to International Morse Telegraph Club President Jim Wades, who set up Harris Tower with telegraph instruments two years ago.)

March 10 was a blockbuster day at HG Tower in Harrisburg. It was an off-season opening of the tower due to the big annual train show event held each March in Harrisburg. The docents estimated we had 80 people come through the tower.

Unfortunately, the interlocking machine, which is the main attraction, was torn apart as all portions of the sheet metal case have been sent for repainting, which meant that the hands-on interactive working display of a railroad interlocking machine was not functional.

There was so much noise in the tower that I was not really able to participate much in the regular Saturday Wire 11 meet. We had the usual complement of children, to whom I try to pay special attention and give each one a turn at the telegraph key. We also had a young college girl, Rylee, (daughter of chapter member Dean Hixson), who made her second appearance. Last year Rylee was at the tower on the day we were installing the instruments, and I put her to work pulling wire. She got to use a soldering iron for the first time while we were doing the jack box.

Two men and their wives spent considerable time inquiring about the telegraph. One is a retired mechanical engineer who did nuclear power plant installations for Babcock-Wilcox Company. The other was an electrical engineer from northern New Jersey. Both asked some interesting questions about how Morse was "done" in the days of open line wire, and how it is done today, over the Internet. The wives tried the key first, then the engineers.

Another interesting event happened, too.

A gentleman who had come for a visit last year, and spent about two hours playing with the telegraph and asking questions, came back on this day. He handed me a pair of coils from a model 15-B sounder and asked if I could re-wind them for him. He has acquired a key, sounder and relay and wants to get them working. He has both mechanical and electrical competence, so is setting up the circuit and rebuilding the instruments on his own.

We also demonstrated Mr. Kerr's new Wire 106 *Weather Report by Telegraph for Your Location*, and people thought that was really slick.

So we had a good, if busy, day at HG. The regular opening of the tower is Memorial Day weekend at the end of May. From then through the end of October, I plan to be at the Tower for all our Saturday Wire sessions.



ANTIQUE SET — Visitors to Harris Tower got a chance to try this antique telegraph key.

Large crowd attends 32nd annual Harrisburg railroadiana show and sale

CONTINUED FROM PAGE 9

Ulmer explained exhibits and gave telegraph demonstrations (see sidebar). As part of on-going restoration, the 1930s-era interlocking machine metal covers were off-site undergoing sandblasting and re-painting. Other displays, as well as Norfolk Southern and Amtrak train watching, caught visitor attention.

"Kudos to members Dan Rapak and Jim Nowotarski for their meticulous work in removing the covers and labeling levers, wires, and thumb latches for eventual computer reconnection for train simulation, as displayed on the tower's model board, and audio of actual tower operators reporting train

movements," said Chapter President and Project Manager John W. Smith, PE.

Smith is also overseeing construction, by chapter member Bob Killoran, of a 1950s era HO gauge diorama of the Harrisburg, Pa. train station. An estate grant funds this project, and Smith estimates diorama's completion by end of year.

Harrisburg Chapter, one of over 135 chapters of the NRHS. Major projects include maintaining Pennsylvania's official electric locomotive (GG-1 No. 4859), and preserving and operating Harris Tower, a National Register of Historic Places structure.

Virginia Avenue Tunnel program presented at Washington, banquet

Article and photos by ALEX MAYES, Potomac Chapter NRHS

The members of the Washington D.C. Chapter NRHS held their annual banquet and gala celebrating the chapter's 74th year on March 25th at Normandie Farm Restaurant in Potomac, Md.

The evening's keynote speaker, Brandon Knapp of CSX, project manager for the Virginia Avenue Tunnel reconstruction project in downtown Washington D.C., presented a program about this project. His presentation included the extraordinary challenges endured to rebuild the original 118-year-old tunnel and construct a new tunnel parallel to it, all in compliance with countless federal, District of Columbia and FRA requirements.

At the conclusion of the banquet, Washington D.C. Chapter Treasurer Jim Lilly presented Knapp with an original Washington Terminal Company railroad lantern in appreciation for his presentation. The Washington Terminal Company was the company formed by the B&O and Pennsylvania Railroads to build and operate Washington Union Station in 1906.



PRESENT FOR SPEAKER — During the Washington, D.C. Chapter's annual gala, Chapter Treasurer Jim Lilly (right) presented keynote speaker Brandon Knapp with a vintage lantern.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS.

50-YEAR MEMBERSHIP PIN — Dan Rollyson pins an NRHS 50-year membership pin on his wife, Eileen "Pearl" Rollyson, during the Winchester Chapter's annual banquet on March 10. Pearl joined the Winchester Chapter after marrying Dan in 1968, and participated in several projects, including co-authoring the early history of the Winchester Chapter and serving as the assistant editor of the Winchester newsletter, High Iron. Pearl is also a member of the Washington D.C. Chapter NRHS.



PHOTO BY WAYNE POATES, WASHINGTON D.C. CHAPTER

50-YEAR MEMBER — During the Washington, D.C. Chapter's "Dinner in the Dover" aboard their restored heavyweight car Dover Harbor on March 23, George Fleming was presented with his 50-Year NRHS membership pin and certificate. George joined the Baltimore Chapter in 1968, and was a member of the Long Island-Sunrise Trail Chapter. George still retains his NRHS membership with the Washington D.C. Chapter.

Horseshoe Curve Chapter celebrating 50th anniversary this year

By Submitted by LEONARD ALWINE, Historian, Horseshoe Curve Chapter NRHS

The Horseshoe Curve Chapter NRHS celebrated its 50th anniversary on Friday, May 11, 2018 (after the deadline for this issue of the *NRHS News*). The chapter is located in Altoona, Pa.

The chapter really had its beginnings a few years prior to that date.

During 1964-65, officials of the Commonwealth of Pennsylvania were looking for sites on which to build a state railroad museum. Many sites competed for this location. Local Altoona residents thought that their city would be a logical site due to its Pennsylvania Railroad (PRR) heritage. At that time, the PRR test plant along 17th Street was still intact, complete with the locomotive test rack on which a working steam engine could still be run.

But Lancaster County had an established tourism trade with the Strasburg Rail Road, and "senior" politicians. Those were things Altoona did not have at the time. Altoona lost out in the competition, and it was a big let down for the area.

In early 1966, the Blair County Tourism and Convention Bureau placed an ad in the *Altoona Mirror* seeking people who were willing to explore ways and means to establish a railroad museum for Altoona. Six people showed up for the meeting, and they bonded together for this common cause.

The six formed a group known as The Altoona Railway Museum Club. That small group began setting up displays of PRR artifacts and photos in store fronts in downtown Altoona and at local events in an effort to attract more members and support for a local museum.

In 1967, the group became aware of the NRHS and applied for a local chapter. That charter was granted on May 11, 1968. The Altoona Railway Museum became the Horseshoe Curve Chapter NRHS. The chapter continued to work to find support for a local railroad museum.

Shortly after receiving the NRHS charter, Ray Garvin became head of the Blair County Tourist and Convention Bureau, and he joined the chapter. He was also marketing director for the Central Counties Bank. This gave him a position of influence in the community.

Under his guidance, it was decided that the museum should be a separate entity for legal and other reasons. For the next four years, the chapter worked toward that end.

By 1972, The Altoona Railroaders Memorial Museum (ARMM) was chartered as a non-profit corporation of Pennsylvania. The museum was, at that time, only a paper company with nothing of its own, so to speak. The two groups worked together to raise funds and support for the new museum so that it could be built.

At about the same time, the chapter membership purchased the original charter of the FRR Mechanics Library from the Penn Central Railroad and donated it to the museum as its first piece or artifact for display once a museum was actually built.

The chapter also raised \$9,000 to complete the purchase of an Altoona-built engine GG1 No. 4913, which was built in Juniata in 1942 and had been recently retired by Amtrak. It was brought back and returned to its original PRR colors by chapter members and then donated to the museum.

The chapter continued to promote the local museum idea and seek support for both itself and the museum. By then, the area began to embrace the local museum idea, and over 700 people had purchased memberships in the new



LONG-TIME MEMBER — *As a start to the 50th anniversary celebration of the Horseshoe Curve Chapter NRHS, Chapter President Frank Givler (right) presented Dave Seidel a certificate and pin from the NRHS honoring him for his 50-plus years of service preserving the Altoona railroad heritage. Dave is the only original founding member who is still active in the chapter. The presentation was made at the Jan. 23 meeting.*

museum, which was still only on paper. They were only promised one admittance to the museum should it ever be built.

Finally, fundraising reached a level which allowed construction to begin in 1980. The chapter members worked hard in the yard, building tracks for the museum on which it could display the rolling stock. The chapter also purchased folding metal chairs and donated them to the museum.

Finally, on Sept. 21, 1980, the ribbon was cut, and the new museum's original building was opened. With continued support from the chapter members and local citizens, in September 1985, the original \$500,000 mortgage was paid off. It took a lot of work and support, but the Altoona area had built and paid for its own railroad museum, the original goal of the Altoona Railway Museum Club.

Since that time the chapter members have done much more to preserve the rail heritage of the local area. They have purchased many railcars, restored them, and put them on display at the museum. They have also restored other railcars and trucks owned by the museum, which are on display there.

The chapter members are also a major part of the volunteer labor force for the museum, conducting tours of the museum and the Horseshoe Curve when bus tours come to the area.

The chapter has also sponsored trips to other railroads in the state and neighboring states. They were also the volunteer train crews for the ARMM Railfest of years past.

The members purchased and restored three rail coaches for use behind the K-4 engine when it was returned to excursion service. These coaches are now leased to the Everett Railroad in Hollidaysburg for excursion service to Roaring

Spring. Perhaps the best known trips are the "Santa Trains" at Christmas.

The chapter has also worked hard to preserve the history of another Blair County railway. The Altoona and Logan Valley Electric Railway is the street car system which used to run around the city and county. They have written a book and made a VHS tape and a DVD about that system.

As the chapter reaches its 50th anniversary, the membership can look back and say without a doubt that it took a lot of hard work and dedication to accomplish what it has to preserve the rail heritage of Altoona and Blair County.

The chapter is producing a history book outlining the past events of the chapter. That book will be available by June 2018. It will include about 50 pages with more than 125 color photos.

The chapter meets the fourth Tuesday of the month at the ARMM at 7:30 p.m. Anyone with an interest in the local railroad heritage is welcome to attend the meetings.

Anniversary celebration

Plans for the 50th anniversary celebration include:

- A banquet to be held July 21 at the Altoona Railroaders Memorial Museum. There will be a tour and social time from 5:30-7 p.m., with a catered buffet at 7, and a program at 8 in the Theatre Room.
- An all-day ride on the Everett Railroad (date to be announced soon) in Hollidaysburg. A picnic in August (date and place to be announced after the snow melts).

PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS.
MAKING A DONATION – Over 50 members and guests of the Baltimore Chapter NRHS attended the chapter's annual banquet, held at Columbus Gardens in Baltimore, Md., on March 17. Attendees were treated to a buffet-style dinner and a program on the history of the Maryland Division of the Maryland and Pennsylvania Railroad presented by Rudy Fischer, archivist of the M&PR Historical Society. The M&PR was formed in 1901 from predecessor railroads, which began in the 1870s. Due to lack of traffic, service on segments was discontinued beginning in the 1950s, with abandonment of the entire line in 1984. In this photo at the right, Charlie Plantholt (right), Baltimore Chapter treasurer and editor of the chapter's newsletter (*The Interchange*), presents Fischer with a \$1,000 donation to the M&PR Historical Society after his presentation.





AT NEW HOME — *Central Vermont Railway wooden caboose No. 4014 is now on display at the Railroad Museum of New England in Thomaston, Conn.*

Railroad Museum of New England acquires wooden caboose

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

THOMASTON, Conn. — The Railroad Museum of New England (RMNE) has acquired Central Vermont (CV) Railway wood caboose No. 4014 built by CV's St. Albans, Vt. shop 93 years ago.

According to RMNE Chairman Howard Pincus, "CV 4014 is a wonderful example of the thousands of wood cabooses once used all over the nation. Cabooses were painted red or orange on most American railroads and were usually the last car on a freight train. They carried the rear end marker lamps, denoting the 'official' end of a train. Train watchers could usually count on a friendly wave from train crewmen riding the caboose."

Pincus continued, "This caboose contains two bunks, a raised observation area called a 'cupola,' a coal-burning stove for heating, two oil lamps for lighting, a sink, an ice box, a desk and chair, a pair of seats facing a folding table, and many lockers and cabinets for storage of tools, parts, coal, and the crew's personal items."

"This caboose has a great history," Pincus said. Central Vermont Railway built the caboose at its St. Albans Shops in February 1925 to replace a caboose of the same number that had been destroyed by fire. CV operated it in active freight service until 1973. CV then sold it to Steamtown USA museum in Bellows Falls, Vt.

Previous owner Allen B. Pomeroy III said, "The caboose was transferred to Vermont Historical Railroad upon Steamtown's exit from Vermont." When Vermont Historical Railroad dis-

posed of its equipment in 1987, Pomeroy purchased it.

Pomeroy restored and maintained the caboose in Massachusetts. In 1992, he moved CV 4014 to the Railroad Museum of New England yard at Old Saybrook, Conn. The caboose was part of the September 1996 move of RMNE equipment to Waterbury, for the startup of RMNE's new Naugatuck Railroad operation.

According to Pincus, "In 1998, CV 4014 had a featured role in The History Channel series "Trains Unlimited — The Caboose". Both interior and exterior shots showed CV 4014 in action on a Naugatuck Railroad demonstration freight train. Additional restoration work took place during 2003-2010, including a full repaint and a new rubber membrane roof."

Pincus added "Freight train crews used cabooses as a rolling office (conductors did their paperwork at the desk), bunk room (for rest at the end of a run), tool box (for freight car repairs out on the line), lunch room (meals were cooked on-board using the coal stove), and a lookout post for observing the freight cars during the train's run."

Pincus concluded, "Most wood-bodied cabooses like CV 4014 were retired in the early 1960s, and replaced by more modern, all-steel cabooses, equipped with oil or gas heating, electric lighting and more comfortable bunks. Those 'modern' cabooses in turn, were replaced almost at once in

See RAILROAD, Page 21



ON MORSE DAY — Telegrapher Abram Burnett demonstrated Morse code at “DK” Office, which was the telegraphic call for Boyce. (The laptop is the interface to a virtual “wire” over the Internet.)

Boyce Depot brings Morse Code to life again on Morse Day

By Dr. Frank R. Scheer, Curator, Railway Mail Service Library, Inc., member of Winchester Chapter NRHS

Morse Day at Boyce (Va.) Depot (the home of the Railway Mail Service Library, Inc.) was a day of good acquaintances and excellent weather. About 50 people attended during the afternoon on Saturday, April 28.

Boyce Postmaster Donna Richardson provided “DK Office” pictorial cancellations upon request. Bob Cohen tended the grill, and Abram Burnett demonstrated telegraphy for children and adults alike. Several other offices were on the virtual wire, as far away as Anchorage, Alaska.

A special guest was Dennis Nauman, a relief agent-operator during the 1950s who worked on occasion at Boyce. Dennis received promotions over the years and retired from the Norfolk & Western Railway as a supervisor in the Systems Operations Center which managed motive power across the system.

To see a video of the day’s activities, visit the link at <https://youtu.be/p2VaobgL8aM>

The museum is located in the 1913 former N&W Railway depot at 117 East Main Street in Boyce, Va.



SPECIAL CANCELLATION — Postmaster Donna Richardson applies the Morse Day pictorial cancellation to cards at Boyce Depot on April 28.

NRHS chapter, railroad partner to benefit steam restoration

By ANTHONY VERBYLA, Lackawanna & Wyoming Valley Chapter NRHS

Saturday, May 5, was a special day for rail history buffs in the Anthracite Region of Pennsylvania. On that date, the Lackawanna & Wyoming Valley Chapter NRHS partnered with the Reading & Northern Railroad to operate the *Oneida Clipper*, a 96-mile, rare-mileage, photo freight excursion.

The *Oneida Clipper* departed from the Reading & Northern headquarters at Port Clinton, Pa., right on schedule at 10 a.m., and began its journey into the heart of Pennsylvania's Anthracite Region. The excursion traversed many storied pieces of former anthracite road lines and paralleled and crossed many other that had long been abandoned with the creation of Conrail in 1976.

Included in the rails that the excursion traversed were sections of the Reading's Little Schuylkill Branch and Catawissa Branch, the CNJ's Nesquehoning Branch, and the Lehigh Valley's New Boston Branch and Mahanoy and Hazleton main.

The former Lehigh Valley portions and Reading Catawissa Branch sections constituted the rare, freight-only sections of the excursion, and it is believed that this was the first public pas-

senger train on the LV New Boston Branch since a PRR excursion operated over it in 1955.

The crowd of over 360 passengers came from all corners



PHOTO BY KYLE SANDERS

PLANNING COMMITTEE — L&WV Chapter member Tony Verbyla Sr. (left) is shown with Oneida Clipper planning committee members (left to right): Joe Boshek, Ken Kertesz, Tim O'Malley, Norm Barrett and Tony Verbyla Jr. Ed Philbin and Robert John Davis were not present for the photo.



PHOTO BY DAVE FERRELL

PHOTO LINE IN PLACE — Photographers and spectators line up to watch the photo runby of the Oneida Clipper at Tamaqua Yard on the former Reading Little Schuylkill Branch.



PHOTO BY TIM O'MALLEY

ONE OF FOUR PHOTO RUN-BYS — Passengers on the Oneida Clipper were treated to four photo runbys on the special excursion. This photo shows the Clipper during the run-by at Molino. Other run-bys were made at Tamaqua Yard, Audenried, and Morea Junction (formerly Laurel Junction on the Lehigh Valley). Proceeds from the trip will be used to help fund the operational restoration of Boston & Maine No. 3713 at Steamtown National Historic Site, which is now at the Steamtown National Historic site.

of the country, and even as far as England. Passengers delighted in passing through the many Anthracite Region towns such as Tamaqua, Quakake, Lofty, McAdoo, Audenried, and Delano. Making the territory traversed extra special is the fact that the region is celebrating the 250th anniversary of Anthracite coal.

The excursion was powered by R&N 1543 and 1540, two of their newly acquired MP15DC class locomotives in the handsome Reading-inspired paint scheme worn by the original Reading MP15DCs that operated through this territory in the 1970s. The rest of the consist was made up of eight freight cars, a caboose, six coaches, and two passenger service gondolas bringing up the markers in the grand fashion of excursions of days gone by. And yes, many people spent the whole nine hours in the gondolas relishing the experience.

Photo runbys took place at Tamaqua Yard, Audenried, Molino, and Morea Junction (formerly Laurel Junction on the Lehigh Valley), allowing the passengers to get photos of this historic

excursion or just stretch their legs.

Proceeds from the Oneida Clipper will be used to help fund the operational restoration of Boston & Maine 3713 at Steamtown National Historic Site.. To date, the L&WV Chapter has raised over \$250,000 toward a committed goal of \$750,000.

The members of the Lackawanna & Wyoming Valley Chapter NRHS thank the Reading and Northern Railroad officials for their support of the Project 3713 restoration and especially the Reading and Northern Passenger Department for their commitment to a quality passenger experience and also our railroad history. The many compliments heard from the passengers on board prove that they excel at what they do.

To learn more about the Boston & Maine 3713 restoration, go to <www.project3713.com>. Stay tuned for more L&WV chapter events at <www.laurellines.org>. To learn more about the 250th Anthracite Anniversary, go to <www.250thanthraciteanniversary.org>.

Eagle Scout project provides better access to museum caboose

Article and photos submitted by RAY POTTER, Old Dominion Chapter NRHS

Connor Brooks and his crew of helpers saw an important need and they knew they could help. Because they did, the Richmond Railroad Museum has a new “bridge”, and Connor is a step closer to his Boy Scout Eagle rank.

His Eagle project greatly improved the access and safety for the museum’s former Seaboard Coast Line caboose No. 21019, one of their most popular attractions.

Joining Connor were fellow Chester (Va.) Troop No. 2815 Scouts Alex Anderson and Seth Kindberg.

Museum officials sincerely thanked Connor and his team for what they called “their enduring contribution to the museum.”

The Old Dominion Chapter of the National Railway Historical Society, Inc. (which owns and operates the museum) is a voluntary, non-profit Virginia educational organization.

The museum is open, for a \$5 admission for persons 14 and over, every weekend. Hours are 11 a.m.-4 p.m. on Saturdays, and 1-4 p.m. Sundays.

We invite anyone with an interest in railroads to come to our monthly meetings at 7 p.m. at the Hull Street Station (the former Southern Railway passenger station at 102 Hull Street). The meetings are held on the third Monday of every month.

Visit our website at <odcnrhs.org>.



EAGLE SCOUT PROJECT — *Boy Scout Connor Brooks, members of Troop 2815, and volunteers are shown with the bridge that provide easy access to the caboose. Pictured, left to right, are Kevin McNeilly, Alex Anderson, Seth Kindberg, Chris Sweat, Julien, Connor Brooks and Rob Sweat. At the left is the plaque on the bridge.*

Check your mail in early June for ballots for NRHS national elections

The national election for the NRHS is coming up this summer. NRHS members in good standing as of April 11, 2018, can expect to see a ballot in their mailbox in the first week of June. Members must be 12 years of age as of June 13, 2018, to be eligible to vote in this election.

The membership this year will elect the president and two global directors. Global directors represent the entire NRHS membership. As a member in good standing, you will also

elect one board member based on the district to which you are assigned. District membership is determined by whether a member is a chapter member or an At-Large member. Chapter members are assigned to one of seven chapter districts. For At-Large members, your assignment is based on your residential location to either District A or District B.

Please vote by mailing the ballot back in the pre-addressed envelope.

Arkansas Boston Mountain Chapter accomplishments listed

By BOB STARK, Arkansas Boston Mountain Chapter NRHS

The Arkansas Boston Mountain Chapter of the NRHS remains active in our community with a variety of activities.

Our chapter will again participate in three community events this year.

We will be setting up our G scale layout for children to operate. This gives exposure for a chapter and a chance to explain our purpose, which is preserving western Arkansas railroad history.

Mike Sypult, the editor of our chapter newsletter, *Scrambler*, and webmaster, has most of our past *Scramblers* available on our web page, <www.arkrailfan.com>. We will be working on indexing those to make researching them easier.

Also Mike was able to reboot member Mike Condren's historically important website, Condrenrails. Mr. Condren has suffered some health issues recently, and the chapter has

and will continue to sponsor his site.

We were saddened by the recent loss of our treasurer and prominent MWA rail historian Tom Dugan, Tom's passing is the most recent in a number of chapter losses, including Jim Plumlee, John Hendricks, Ray Toler, Bob Hoffer, and Tom Stark. All are now high-balling that train in the sky.

We had our Christmas party again in a vintage dining car on the Arkansas & Missouri Christmas train. It was great fun for everyone.

Our 2017 annual chapter award winners were: Mike Sypul and Gary McCullah, outstanding members; and the Fort Smith Trolley Museum, Western Arkansas History Preservation award.

Our chapter's present goals are to keep the chapter strong and make it a primary research website for western Arkansas railroad history.

West Jersey Chapter book, *Two Roads to Medford*, wins award

Officials of the West Jersey Chapter NRHS have announced that its latest book, *Two Roads to Medford* by Christopher J. Young Jr., and William J. Coxe, has won the Burlington County (N.J.) Published History Award for 2018.

The awards ceremony was held May 18 in Smithville.

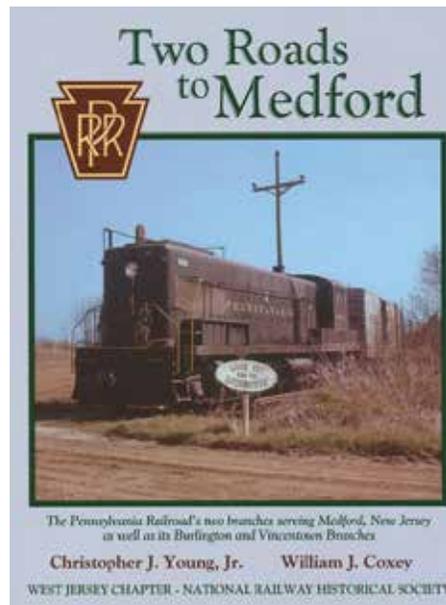
Two Roads to Medford covers the history of four Pennsylvania Railroad branch lines in Burlington County: the Mount Holly & Medford Branch, the Burlington Branch (between Burlington and Mount Holly), the Vincentown Branch (between Ewansville and Vincentown), and the West Jersey & Seashore Railroad's Medford Branch (between Haddonfield and Medford).

All of these branch lines are now abandoned, with the last of these, the Mount Holly & Medford Branch, being abandoned on April 1, 1976.

The 8½" × 11" book is softbound and printed in a vertical

format. The 80 pages have 155 photographs, 30 charts, maps and timetables. It was published in November, 2017.

The book retails for \$22, and can be purchased by mail order through West Jersey chapter's website <<http://www.westjersey-nrhs.org>>, at West Jersey Chapter meetings, and at events where the West Jersey Chapter has a sales table.



Film preservation committee in search of historic rail-related footage

By NRHS FILM ARCHIVAL COMMITTEE

We here at the Society know that as each year goes by, with the passing of another longtime railfan, there's a distinct possibility that some great historic rail-related film footage may be lost, as it may be forgotten or simply thrown out by someone not recognizing what they have in hand.

If you possibly have any original film footage — 16 or 8 mm, color or black and white — which you recorded or was recorded by someone you know/knew, or if you know of someone possessing such footage, the NRHS Film Archival Digitaliza-

tion Committee would like to hear from you.

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

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



ONE IF BY LAND, TWO IF BY...SOUND(?) – Dan and Jana Shaw of Everett, Wash., are shown with a 1901 Pullman parlor car which they donated to the Northwest Railway Museum. The first leg of the trip was aboard a barge, pushed by a tugboat, across the Puget Sound. The museum is raising money to help with the relocation and restoration on the car.

Pullman parlor car floats across Puget Sound to its new home

Article and photo provided by Northwest Railway Museum

On Monday, April 30 at 6 p.m., a 1901 Pullman Parlor car began its crossing of Puget Sound by barge during the first leg of its journey from Whidbey Island to the Northwest Railway Museum in Snoqualmie, Wash.

Parlor Car No. 1799 was built by Pullman in 1901. It saw service on the Northern Pacific Railway carrying the emerging middle class and dignitaries on travels between Seattle and Yakima en route to Spokane, the Twin Cities and beyond. Historically, parlor cars were extra-fare cars (think “business class”) that provided individual seating, a porter to tend to passenger needs, and a more elegant interior than other coaches.

Parlor Car No. 1799 was retired in 1941 and was used as a cottage on Whidbey Island for many years. Jana and Dan Shaw of Everett lovingly cared for car 1799 for many years before deciding to donate it to the museum to ensure that this

unique piece of Northwest railroading history is preserved and available for generations to come. The two expressed pleasure that the car will be moved to a heated building.

The moving of the 80,000 pound and 70-plus foot long historic artifact, which retains nearly all of its original paneling, lighting and hardware, was a monumental task. Nickel Brothers (structural moving specialists) lifted the car from its beach front resting place onto a barge to journey across Puget Sound.

The second leg of Pullman Parlor Car 1799’s journey to the Northwest Railway Museum was scheduled for the weekend of May 12-13. It was to travel via I-90 in an early morning trip between 1-6 a.m. At the museum, it will undergo restoration and be placed on exhibit.

Over the weeks prior to the move, museum volunteers pre-

pared the Car 1799 for moving via barge, then truck, till it finally resumes a life on rails.

Moving an oversize load in Washington State is now a little different than it was a few years ago. Moves of parlor car size must be made at night, cannot go over the floating bridges, and require a police escort. The trip was made on three interstate highways.

Founded in 1957, the Northwest Railway Museum is the largest railway museum in Washington State and welcomes over 88,000 visitors each year. The museum operates an interpretive railway program offering antique train excursions through the Upper Snoqualmie Valley.

The museum's collection of railway artifacts and equipment is one of the most significant in the United States and includes over 70 examples of locomotives, passenger and freight cars, and specialized railway equipment.

The Northwest Railway Museum is located in the Snoqualmie Depot, recognized as the oldest continuously operated train station in Washington State. The seven-acre Railway History Center currently includes the Conservation and Restoration Center and now the 25,000 square foot Train Shed exhibit building.

For more information on train schedules, the Railway History Center, special events and operating hours visit the museum on the web at <www.TrainMuseum.org> or call 425-888-3030.

Railroad Museum of New England acquires former Central Vermont caboose

CONTINUED FROM PAGE 14

the mid-1980s by electronic 'end-of-train' devices known as FREDs (Flashing Rear End Devices). FREDs are still in use today, but they don't wave at train watchers."

The RMNE is a not-for-profit, all volunteer, educational and historical organization that dates back to January 1968. The mission of the RMNE is to tell the story of the region's rich railroad heritage through its educational exhibits and operation of the Naugatuck Railroad.

The museum concept is more than artifacts. It is also a story of the region and the development of society around the railroad.

The museum is located at the landmark Thomaston Station, on 242 East Main Street in Thomaston.

Upcoming excursion train operations include the *Litchfield Hills Special* with BBQ, bourbon, and desserts on Saturday May 26, weekend scenic trains at noon and 2 p.m. (beginning May 26), and the Chocolate Decadence Sunset Tours. Train rides will also be offered on Connecticut Open House Day on Saturday, June 9.

For scheduled trains, birthday parties, and corporate events, contact the RMNE at <www.rmne.org> to find out how the Thomaston Station and the Naugatuck Railroad can offer a unique experience.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

DEPARTING TAMAQUA — *The October, 2017 steam, diesel and Budd RDC trips on the Reading and Northern Railroad "Railfan Steam Special" were popular among railfans. This photo shows ex-Gulf, Mobile and Northern 4-6-2 No. 425 departing Tamaqua, Pa., after boarding passengers. This train then proceeded east non-stop to Jim Thorpe.*

NRHS grants help Monterey Chapter restore antique speeder

By *KEN HALL, President, Monterey Chapter NRHS*

The members of the Monterey (Tenn.) Chapter NRHS have completed the restoration of an antique speeder with the financial help of the NRHS.

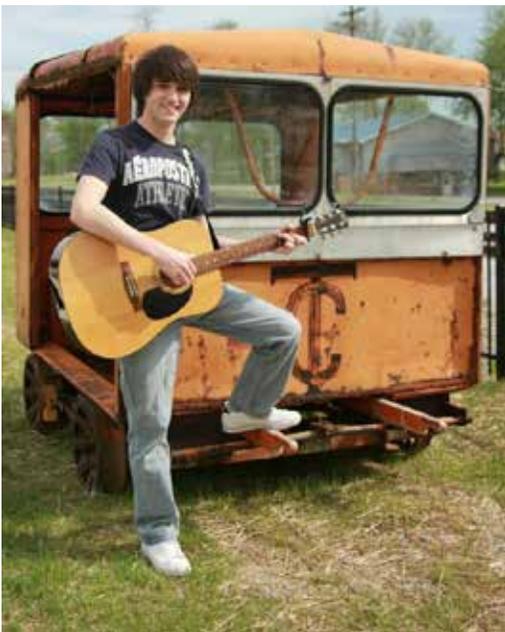
The speeder is an original piece of Tennessee Central Railway equipment and is on display inside the Monterey Depot Museum.

The NRHS awarded a \$3,500 grant to the chapter to help restore the original 1950s crew car that served the east-

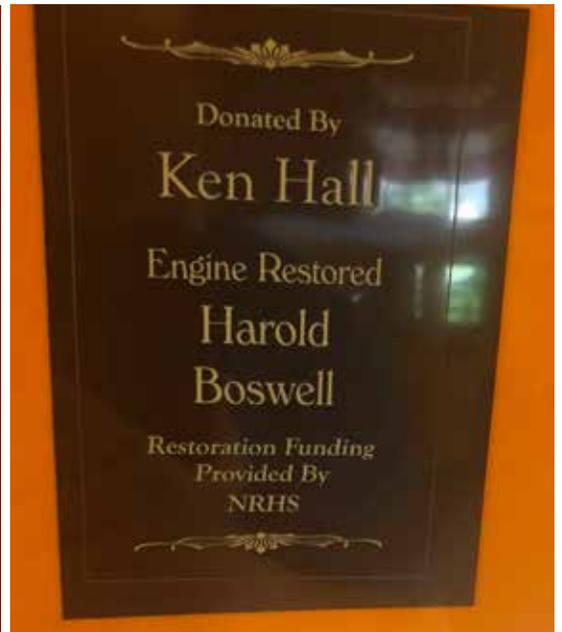
ern route of the Tennessee Central Railway. The Monterey Chapter has teamed up with the Monterey Depot Historical Society to restore the car, one of a few still in existence, and move it inside the depot museum.

A plaque was attached to the speeder honoring the NRHS for their support.

The chapter members appreciate the support of the NRHS Heritage Grants Fund.



RESTORED SPEEDER — *The restored Tennessee Railway Speeder is shown on display on the top two photos. The photo at the left shows the speeder before restoration. On the right is a photo of the plaque acknowledging the NRHS for the \$3,500 heritage grant, which was used to fund the work on the car.*



Can you help to identify where these photos were taken?

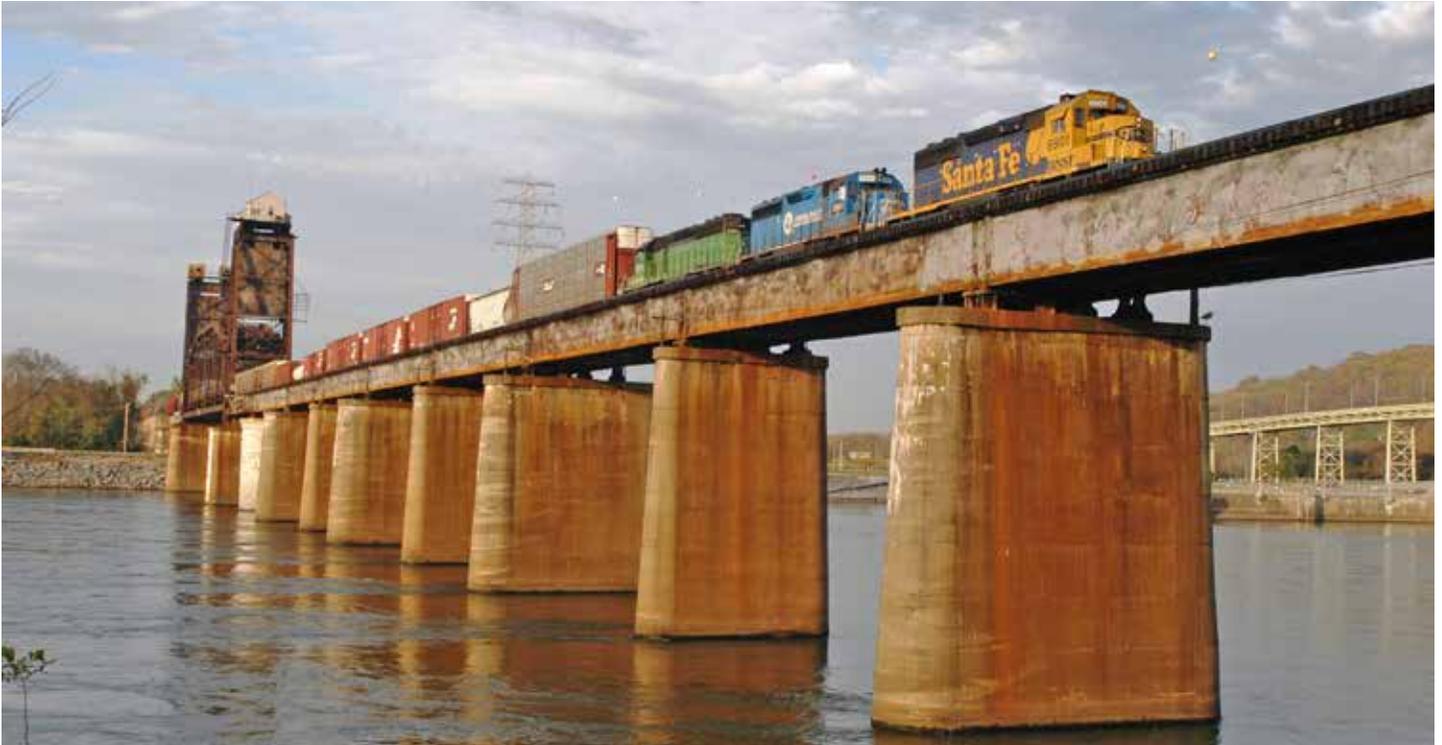
The NRHS recently received a vast collection of photos and videos recorded by William T. Martin of Somerville, Ala., who died last year. Per his wishes, the collection has been donated to the NRHS by his widow.

From what his widow told NRHS officials, much of his photographic activity (between 2003 and 2009) was in the southeastern states.

Four of the photos from the collection are on this page and the following page. Can you identify where? If so, please con-

tact Marlin Taylor at <marlin@NRHS.com>. Perhaps your information can help the NRHS archivists identify and catalog other photos.

The collection includes timetables, maps, and rail videos by others. There are three notebooks of slides and four notebooks of negatives by Martin, as well as two external hard drives with images and videos by Martin, as well as 122 CDs of images and 24 CDs of videos by Martin. Most have little info other than year and, occasionally, the state location.



*For information, see article
on preceding page*

