

NRHS plans four printed publications for members

You have in your hands a special print version of the *NRHS News*, one of four print publications planned for distribution to NRHS members in 2016. Another print issue of the *News* will be sent to members in the third quarter of the year, while new editions of the popular *NRHS Bulletin* will be mailed to members in the second and fourth quarters of the year.

The print issues of the *News* will be published in addition to the six .pdf issues planned for even-numbered months (February, April, June, August, October and December). These special issues, designed for members who may not have access to the Internet, include a mix of condensed articles from the elec-

tronic versions of the *News* as well as new items. Not all NRHS members have access to the Internet, and we appreciate the efforts of local chapter officials who have been printing and distributing copies of the *News* to those members.

Members on the Society's email distribution list will also receive the *NRHS Telegraph*, distributed six times a year and designed primarily for chapter leadership, though it is now being sent to all members. The publication disseminates a variety of information, including meeting schedules and other news. The *Telegraph*, edited by Valli Hoski, will be distributed electronically in odd-numbered months, beginning this year in March.

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

MARCH 2016

Registration now open for 2016 NRHS convention

By JOHN GOODMAN, 2016 NRHS convention chairman

Registration should now be open for the 2016 NRHS national convention, which will feature the trains and rail lines of Colorado, July 19-24.

Please remember that the final plans for the convention were evolving as this issue was being assembled in early February. As a result, details on some events may change. For the latest updates, and to register for the event, visit the Society website at <www.nrhs.com>. A list of trips and prices was included in the February issue of the *NRHS News*.

The host hotel will be the Holiday Inn-Stapleton, on Quebec Street in Denver, with a special convention rate of \$110 per night plus tax for up to two people in a room. Reservations may be made by calling the booking phone number at 1-855-914-1373 and asking for the NRHS group rate. A 20 percent discount will be offered in both restaurants in the hotel to registered guests of the hotel.

The convention registration fee is \$49.

Tuesday, July 19 — Trip set on Royal Gorge Route with lunch on dome car.

Wednesday, July 20 — Three trips to different events are on the schedule for this day. Included are an all-day outing over



PHOTO COURTESY OF RICH LUCKIN

SURVIVING 'GOOSE' — Three of the six surviving "Galloping Goose" railcars are on display at the Colorado Railroad Museum.



PHOTO COURTESY OF RICH LUCKIN

THURSDAY TRIP — *The schedule for the 2016 convention includes a Thursday trip to the Georgetown Loop Railroad and the Colorado Railroad Museum.*

the new and existing light rail and heavy rail lines in the Denver metropolitan area; a heritage tour to the History Colorado Center and the Denver Art Museum; and a trip to the Forney Museum of Transportation and the Platte Valley Trolley line, with a visit to the Caboose Hobbies store.

Thursday, July 21 — Plans call for a trip to Georgetown Loop Railroad and the Colorado Railroad Museum. Also on the Thursday schedule is the annual night photo shoot.

Friday, July 22 — The schedule includes meetings and seminars at the host hotel, including the annual NRHS member-

ship meeting and the annual banquet that evening.

Saturday, July 23 — Members can ride a chartered train on the Leadville, Colorado & Southern Railroad, including rare mileage on the Climax part of the line.

Sunday, July 24 — Chartered buses will chase the Union Pacific dead head passenger train leaving Denver heading to Cheyenne. NRHS officials hope (but are not guaranteed) that this train will have UP steam engine No. 844 on the point. On the return trip, the group will stop at the Fort Collins Trolley Museum. This is the final event of the 2016 NRHS convention.

Submit chapter news, activities for publication in *NRHS News*

We invite NRHS chapter representatives to submit news items on past and future activities for publication in the *NRHS News*. Since the *News* is printed in even-numbered months, the deadline for submission is the tenth of odd-numbered months.

As in 2015, the link to the .pdf version of the *News* will be sent to all members whose email addresses are on file with the Society. Submitting and updating members' email addresses is a part of the membership renewal process. Remember that the *NRHS News* is a member benefit, so please refrain from posting the link to the .pdf files in chapter newsletters or webpages, or on public Facebook pages.

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.

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. Do not include photos intended for publication in the body of text files or emails as they cannot be used. Submit photos and articles on chapter events within four weeks of the event.

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

Also, NRHS members are invited to "like" and follow the NRHS page on Facebook. Remind friends to "like" the Society's page for the latest news. If your chapter has an upcoming activity, submit it to Charles Williams at the addresses listed above to have it posted on the NRHS Facebook page.

The president's corner

President discusses renewals, preservation efforts of NRHS

By AL WEBER, President, National Railway Historical Society

First of all, I wish to thank all of you for supporting railway history preservation. As you all know, it is what we stand for and what we do. With RailCamp, Heritage Grants and our annual convention, we show the world what we are doing for preservation.

We have many volunteers working on many projects for the NRHS. I need to thank them all for their hard work and the time they are giving to help the Society. The Philadelphia office group is always looking for volunteers, and we could use some help with adult volunteers for both East and West RailCamps. The NRHS Fund is also looking for volunteers to be trustees. If you are interested in any of these opportunities please contact me at <aweber@nrhs.com> and I will put you in touch with the appropriate person.

The next conference for the NRHS board will be held in Cumberland, Md. on Friday and Saturday, April 22-23. The

NRHS Fund trustees will have a meeting on Friday at 8 p.m. If you want to have input and cannot be there in person, we will have a call in phone line.

The NRHS is on Facebook. Are you? If so, please follow us. If not, why not join the Facebook community for the latest news on the NRHS and rail preservation efforts around the country? If your chapter is having a special event or regular meeting, you can submit the information to <nrhsnews@charter.net> to have it included on the NRHS Facebook page as a reminder to your chapter members and prospective members in your area.

We are still working on getting the NRHS back on track and are making progress, but there is still a long way to go. We appreciate your continued support and look forward to the future of the Society.

Al

Winston-Salem city officials to renovate former railway depot

Officials of the City of Winston-Salem, N.C. plans to renovate and re-develop the former Union Station train depot, which was built between 1924 and 1926. The three-story, banked Beaux-Arts-style steel frame building, faced with brick and limestone, was listed on the National Register of Historic Places in 1998.

The building has approximately 12,000 square feet on each of its three floors. The total cost of restoration is estimated at between \$13.5 million and \$18.3 million from design to construction. The project is to be financed by bonds issued in 2014. City officials are currently considering uses for the building, and a city officials said that they plan to restore it as closely as they can to its "historical nature."

The building served as the city's train station until 1967. After that, the building was sold and served as the home for Davis Garage. The garage moved to a new location in 2012, and the city became the building's new owner. The city paid the owners \$1.35 million for the property.

Officials plan to redevelop the property in two phases after the property is rezoned from high-way business and multi-family uses to pedestrian business-special use limited zoning. The first phase will include some internal demolition and outside grading. The second phase will be the restoration.

The third floor, considered the main level, served as a waiting room for the depot. Plans call for that area to be completely restored for possible

use as a ticket office for Winston-Salem buses and regional transit. The area could also be used as ticketing for Amtrak, if rail service returns to the city.

The second floor will be renovated for shell space that would be leased for offices, a restaurant, or retail shops. The first floor will be used as office space for the Winston-Salem Department of Transportation.

Grading and demolition should take 120 days, while restoration is expected to take 18 months.



PHOTO BY CRAIG SANDERS, AT LARGE MEMBER NRHS
ONE ENGINE, ONE CAR...ONE TRAIN – Craig Sanders caught this unusual sight, headed east, on his first rail-fan outing of 2016 (Jan. 18) in Olmsted Falls, Ohio. It's a short train for a "short" issue of the News.

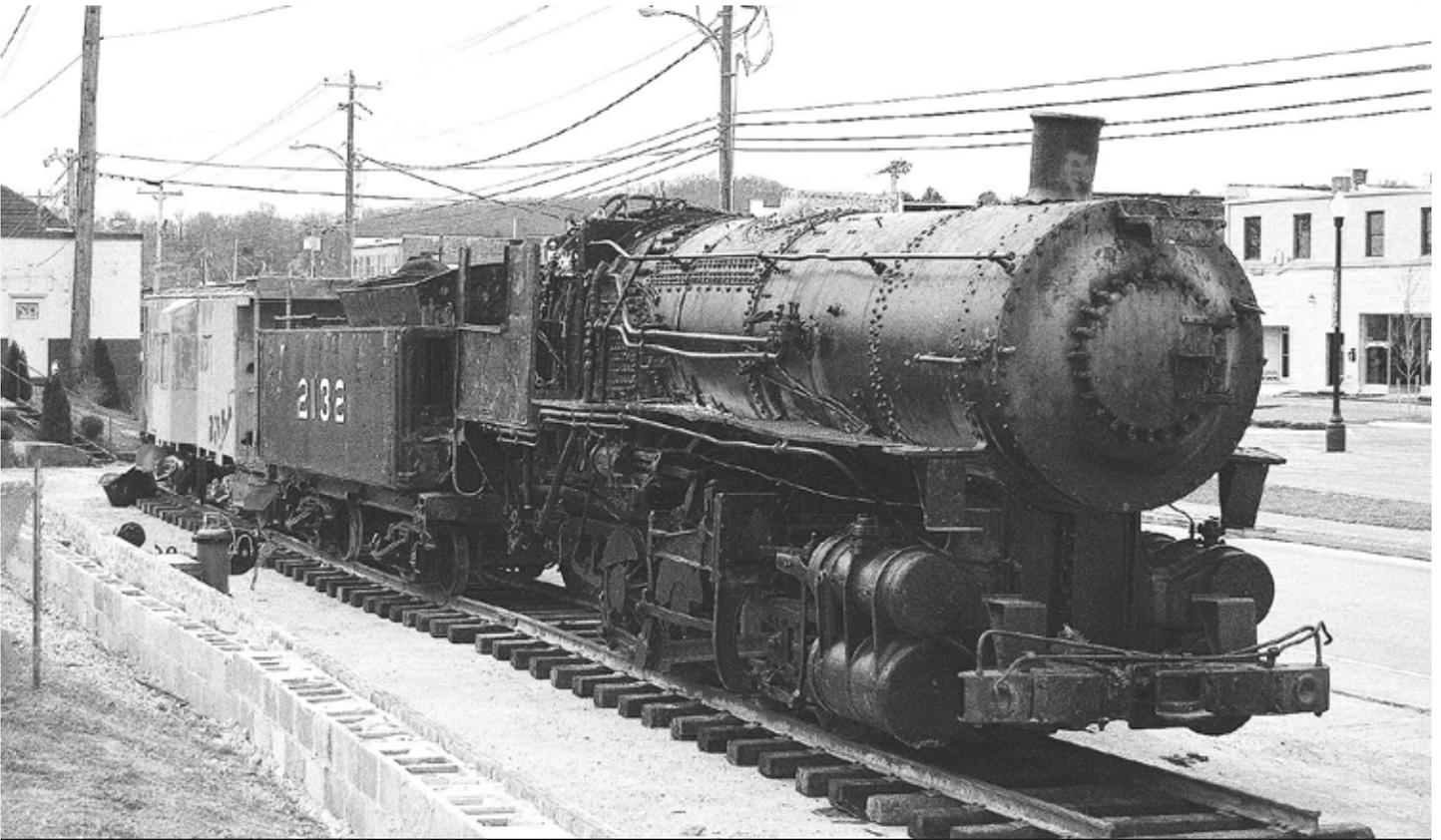


PHOTO COURTESY OF TRENT KNUCKLES, PUBLISHER, *NEWS JOURNAL*, CORBIN, KY.

AT NEW KENTUCKY HOME — Former L&N steam engine No. 2132 is shown in Corbin, Ky., on a 150-foot section of track, after being moved from Bainbridge, Ga.

Former L&N steamer No. 2132 now at new home in Kentucky

By POWELL COBB, reprinted, with permission, from *The Post-Searchlight*, Bainbridge, Ga.

Almost a year after the Bainbridge, Ga., city council voted to move Louisville and Nashville (L&N) Locomotive 2132 from the Early May Boat Basin, the engine has reached its new home at a rail museum in downtown Corbin, Ky.

Locomotive No. 2132 is one of three former L&N steam locomotives still in existence. Of 400 steam locomotives built at South Louisville Shops between 1905 and 1923, it is the only one left. It was sold by the L&N to a Florida power plant at Sneeds in 1951. Over 30 years ago, the mayor of Bainbridge proposed the acquisition and movement of the engine some 25 miles north, for display in that community.

In February 2015, the Bainbridge city council approved the steam engine's transfer to Corbin, which was once home to an L&N backshop, in a 5-1 vote. The transfer agreement was a payment of \$5,000 to Bainbridge, which has a sister-city relationship with Corbin, and mention of Bainbridge's role in preserving the train in all Corbin Rail Museum promotional material.

Contractors hired by the Corbin Tourism and Convention Commission arrived in Bainbridge in early January to begin loading the three pieces of equipment — L&N No. 2132,

its tender, and L&N steel bay window caboose number 30 — onto heavy-haul trucks. After a long trip, the tender and caboose arrived Thursday, Jan. 14. The locomotive rolled into Corbin on Monday, Jan. 18.

"I understand why the good people in Corbin were so determined," Bainbridge City Manager Chris Hobby said. "They spent money, time and effort tracking the train down. I understand why those good people feel like this train needs to come back. I know we would feel the same way about something that is a piece of our history."

Maggie Kriebel, director of the Corbin Tourism and Convention Commission, said Corbin was excited to have Locomotive No. 2132 returning home — so much, in fact, that they are making a documentary of the steam engine's history.

"It's regarding the homecoming of 2132," Ms. Kriebel said. "It will be a documentary about the sister-city relationship, the history of the engine, how (Bainbridge) has protected the engine for the last 36 years and how they created a relationship to bring the engine back to Kentucky."

According to a press release from the Corbin Tourism and Convention Commission, the return of Locomotive 2132 is uplifting for residents who are faced with a failing local coal business and recent closures of locomotive and car shops.

“It’s part of my children’s lives,” Hobby said. “They enjoyed the train. But I also know if someone were to find an old Callahan steamboat somewhere, we would really want it.”

The three pieces of equipment were placed on a display track adjacent to the former L&N passenger station, which is home to the Corbin Railroad Museum.

People have donated a variety of artifacts, including photos, tools, switch yard lamps, a caboose bell, a metal conductor’s box, china used on dining cars, a \$10,000 reward poster aimed at catching people who blew up train tracks in Harlan County, and log books documenting decades of passenger and freight service in the coalfields of southeastern Kentucky, to the museum.

One of the jewels of the museum will be No. 2132, which was used to switch train cars on the L&N at Corbin.

“It’s integral to Corbin,” Ms. Kriebel said of the engine. “She’s majestic.”

In a letter to the Bainbridge council, Sidney R. Johnson, president of the L&N Railroad Historical Society, wrote, “Already one of those members has donated a bell from a former L&N steam locomotive to be placed on the 2132 as part of the restoration work. Most of the small appliances such as the bell, whistle, number and builder’s plates, front and back headlights, steam and air gauges in the cab and other appurtenances have been lost or stolen over the years, but our members are committed to help locate replacements. It is our hope the 2132 will some day soon be displayed at Corbin and restored to the way it looked when it was working for the Louisville & Nashville Railroad there.

“More than just a large steam locomotive on display, it will stand as a

tribute to the men and women of the company who built, maintained and operated her for so many years. Many of the surviving family members of those L&N employees still live in and near Corbin.

“It is hoped this unique relationship between Corbin and Bainbridge can build into a meaningful and lasting linkage that will be a credit to both communities and to their leaders.”



PHOTO COURTESY OF POWELL COBB, *THE POST-SEARCHLIGHT*, BAINBRIDGE, GA.
PREPARING FOR MOVE — Crews in Bainbridge, Ga., prepare the steam engine for the journey to Kentucky. In the top photo, a worker cuts the roof off the cab. In the bottom photo, the tender is lowered onto a trailer.



PHOTO BY BUD THOMPSON, RAILCAMP PROGRAM DIRECTOR

AT STRASBURG – Participants in the NRHS RailCamp East program prepare to board a car at the Strasburg Rail Road.

RailCamp teaches teens about more than just railroading

By BECKY GERSTUNG, NRHS RailCamp Program Director

RailCamp 2016 is full steam ahead. Applications are now available on the NRHS website <<http://www.nrhs.com/program/railcamp>>. Boys and girls, grades 9-12, are eligible to take part in this extraordinary opportunity.

RailCamp is an educational experience for teens who have an interest in railroads and railroading. It gives them an appreciation of what railroads have meant to the history, development and economy of our country and how revolutionary technical changes in modern railroading affect today's business.

Occupations in the rail industry are unique, and this opportunity introduces these young people to the motivation and commitment necessary to pursue a railroad career. The intent is to inspire them to become involved with the many aspects of railroading; hobby, volunteering, working for an historical museum or tourist operation or a career in the rail industry. It encourages them to engage in the future of railroads.

RailCamp East will headquarter at the University of Delaware, Newark, DE, June 26-July 2. RailCamp Northwest will headquarter at the University of Puget Sound, Tacoma, WA, July 31-Aug. 7. Tuition is \$1,290 for either session. Scholarships and financial assistance are available.

The East program includes: visits to the Amtrak Training Center for an overview of railroad careers and use of locomotive simulators and more, a trip to Washington Union Station with time at "K" Tower, working on the Strasburg Rail Road and a visit to the Railroad Museum of Pennsylvania.

The Northwest program includes: taking a Sounder train for a full day in Seattle with Amtrak facilities tour, monorail and light rail rides and King Street Station tour, a day with Tacoma Rail exploring operations and maintenance, a trip to Northwest Railway Museum for hands-on restoration, a day with Sound Transit and trips to Mount Rainier Scenic Railway to do maintenance-of-way and locomotive maintenance and to take part in the operation of their excursion train.

Chapters, other entities and individuals may sponsor campers. The continued support of chapters over the years has provided funds to enable many young people to take advantage of this unique and educational program. Donations are appreciated. Contact RailCamp officials for more information at <RailCampNRHS@yahoo.com>.

Funds sought to restore NS caboos

Officials of the Fuquay-Varina Museums in eastern North Carolina are seeking financial support for the restoration of former Norfolk Southern (NS) caboose No. 375. Manufactured in 1940, this steel caboose ran on the lines through Fuquay-Varina both under NS and Southern (No. X257). The caboose will be the showplace of the museums' park when restored.

To help pay for the restoration, a "Go Fund Me" account has been created. Visit <<https://www.gofundme.com/4uc3v3vx>> to donate. Also, checks may be made to the Friends of the Museums at P. O. Box 2034, Fuquay-Varina, N.C. 27526.

NRHS members can still renew by mail or online for 2016

By SKIP WATERS, NRHS membership chair

It's not too late to renew your membership or to join the NRHS for 2016.

NRHS members should have received a renewal letter, along with their membership card for their national membership, by mail, in late December. In addition, members whose email addresses are on file with NRHS should have received a direct email invitation from Amilia (the database service now used by NRHS to manage membership) to renew their dues.

Amilia facilitates online registration and payment and allows you to access your membership information about NRHS activities, registrations and transactions. Members can also register for events and purchase items (like your membership) from the NRHS. If you did not get an email from Amilia but would like to renew your national dues online, go to <www.nrhs.com/membership/renew> to renew your dues.

Members without e-mail addresses, and those without Internet access, can mail in a payment via the payment coupon included with the renewal letter. If you don't have the letter and coupon, send your name, membership number, phone number and email address (if you have one) to: NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard PA, P. O. Box

5016, Mount Laurel, NJ 08054.

National membership is \$50 per person, and \$7 for each additional family member. Student memberships are \$16, and the cost of a youth members is \$5.

Individual chapters will again have to bill and collect chapter dues for 2016 separately from payment of national dues.

NRHS members will receive eight issues of the *NRHS News* (six online, two mailed), the national newsletter of the Society, as well as two issues of the *NRHS Bulletin*. Members will also receive the NRHS member discount list, which includes discounts and, in some cases, free admission to rail attractions across the United States. Members also have access to advanced ticket purchase for the NRHS convention, plus an organized, safe, international network of railroading, an excellent opportunity to meet and socialize with other people who have similar interests in railroads, rail preservation, photography, writing, operations, restoration, and/or history.

If you have questions about renewing, email us at <info@nrhs.com> or call (215) 557-6606. Someone will get back to you with the information you need.



PHOTO BY JOHN GREENE, CAPE COD CHAPTER NRHS

SNOW ON THE CAPE — *Snow blankets the West Barnstable depot after winter storm Jonas. The museum is leased, operated and maintained by the Cape Cod Chapter NRHS. The eastern seaboard was hit hard by the epic winter storm Jan. 23-25 with record snowfall in many areas and 14 states getting over a foot of snow. The storm brought freight traffic to a halt on Norfolk Southern and CSX in many areas and forced Amtrak to suspend or re-route service on many routes.*

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BLAST FROM THE PAST - During the 2011 NRHS convention, based in Tacoma, Wash., rare mileage mainline steam excursion over freight-only trackage was operated on June 25 over BNSF's former Northern Pacific Stampede Pass line. The steam special was powered by ex-Southern Pacific Daylight No. 4449 and Amtrak P42B-9 No. 202. The trip originated at the Tacoma Amtrak station and proceeded north on the BNSF main to Auburn, Wash, where it switched onto the Stampede Pass line and headed east to Easton. At Easton, the two engines were wyeed for the return trip and photo run by.

PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

