



PHOTO COURTESY OF LEADVILLE, COLORADO & SOUTHERN RAILROAD

RARE MILEAGE TRIP – *The Saturday schedule for the convention includes a ride on the Leadville, Colorado & Southern Railroad, which features rare mileage to Climax, Colo.*

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

APRIL 2016

Registration open for ‘Rails to the Rockies’ convention

By JOHN GOODMAN, 2016 NRHS convention chairman

Optional trip to Cumbres & Toltec added

NRHS will return to Denver, Colo. for its 2016 “Rails to the Rockies” national convention July 19-24.

The Holiday Inn Denver East-Stapleton, 3333 Quebec Street, Denver, will be the host hotel for the convention. The NRHS rate is \$110 per night, plus tax, for up to two people in

a room. NRHS members attending the convention may call (855) 914-1373 and ask for the NRHS group rate. A 20 percent discount will be offered in both restaurants in the hotel to registered guests. The registration fee for the convention will be \$49.

For the complete convention information, booklet and online convention registration, use the links below.

- NRHS 2016 convention web page <<http://nrhs.com/content/2016-convention>>.
- NRHS 2016 convention registration booklet <<http://nrhs.com/sites/default/files/ConventionRegistrationBook1c.pdf>>.

What's inside...

RailCamp registrationPage 4

Amtrak drops Train Day..... Page 6

Grant funds at work Page 13

Caboose restoration Page 16

- NRHS 2016 Convention Online Registration and Ticket Ordering <<https://www.regonline.com/Register/Checkin.aspx?EventID=1808794>>.

Optional events include lunch tour in a dome-lounge car on the Royal Gorge Railroad, and a light rail tour of the new lines in Denver, with a ride on the newly-opened commuter rail line from the Denver airport to the Denver Union Station. Also offered will be a tour of the Forney Transportation Museum and a ride on the Platte Valley Trolley. Participants will also make a stop at the famous Caboose Hobbies store.

Other options include a tour of the Colorado History Museum and the Denver Art Museum. There will be a trip to the Georgetown Loop museum rail line and the Colorado Railroad Museum where one of their narrow gauge steam locomotives will be fired up and run just for NRHS guests on the museum loop track.

The schedule includes a bus/rail tour to Leadville, Colo., to ride the Leadville, Colorado & Southern museum line. The trip includes rare mileage up to Climax, Colo.

The final convention trip will be a “chaser” bus trip Sunday from Denver to Greeley, Colo., following the Union Pacific deadhead special train from Denver going north to Cheyenne, with locomotives and passenger equipment used the previous day for “Cheyenne Frontier Days.”

The NRHS annual meeting, as well as other Society gatherings, will be held at the host hotel during the convention.

‘Post-convention’ option is available

There is also a special independent tour, not associated with

the “Rails to the Rockies” convention, planned by officials of the Cumbres and Toltec Scenic (C&TS) Railroad. The event will originate from the convention’s host hotel.

C&TS officials will provide a chartered bus trip from Denver to Chama, N.M., on Sunday, July 24. Participants can spend Sunday afternoon watching the train come in to the depot, or shop and enjoy the food which Chama has to offer.

That evening, participants will head back down to the Chama Depot for a night photo shoot. In the morning, they will board the C&TS train to traverse 64 miles of the original Denver and Rio Grande line, the highest and longest narrow gauge section of the route.

The train will stop in Osier for a homemade hot meal of turkey, meatloaf or soup and salad, with dessert. The train will continue onward through tunnels and over the Toltec Gorge to Antonito, Colo., where a motorcoach will pick up participants for the trip back to Denver.

The package includes the bus from Denver to Chama (lunch en route is not included in price), the night photo shoot at the Chama Depot, a hotel package, the train ride from Chama to Antonito (including lunch), and the bus trip back to Denver. The return bus will stop for dinner, which is not included in the price.

The price will depend on train class and hotel accommodations.

Those planning to make the optional trip must register no later than May 1. C&TS officials will require a minimum number of participants. If the number is not reached by May 1, the package will be canceled and all monies refunded. Phone Corrine Williams at (877) 890-2737 for more information.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

NEAR CUMBRES PASS — A westbound Cumbres & Toltec Scenic excursion train rolls along the former D&RGW three-foot gauge line at Apache Crossing three miles east of Cumbres Pass on Sept. 13, 2009. Ex-D&RGW 2-8-2 No. 488 was built by Baldwin in 1925.

Many companies will match employees' donations to NRHS

Many corporations, including General Electric, P&G, Pfizer and IBM, encourage their employees and retirees to make donations to 501(c)(3) tax exempt organizations by matching all, or part, of these donations.

There often is a minimum donation that must be made before the corporation will provide a matching donation. These minimum amounts vary from corporation to corporation but are typically relatively small. For example, some may be just \$25.

Procedures for obtaining a matching donation also vary from corporation to corporation, but typically involve having the do-

nor fill out a simple verification form which is sent to NRHS with the donation.

While not every corporation makes matching donations, many do and set eligibility requirements which NRHS usually meets.

Because donations to NRHS are recognized by IRS as tax deductible, assuming, for example, you're in the 25 percent tax bracket and itemize your deductions — and also assuming your corporation matches donations on a one-to-one basis — a \$25 dollar donation would result in NRHS receiving \$50 at a net cost to you of only \$20.



PHOTO BY CASEY THOMASON, COURTESY OF NORFOLK SOUTHERN CORPORATION

A "GOODVIEW" INDEED — Casey Thomason, the Norfolk Southern corporate photographer, captured this photo of former Norfolk & Western Class J No. 611 at sunrise on Feb. 11, in Goodview, Va. with the temperature at a chilly 17 degrees. The iconic engine was leading train 955 along the former Virginian mainline. The J departed Roanoke at 6:10 a.m., leaving its home at the Virginia Museum of Transportation and heading to the North Carolina Transportation Museum in Spencer for routine mechanical work to prepare it for this year's round of public excursions.

The president's corner

Volunteers working on convention and RailCamp programs

By AL WEBER, NRHS President

I want to express my sincere appreciation to all of the NRHS volunteers who have been working tirelessly on projects and events in recent months, and who are continuing to work on upcoming events, including the annual NRHS convention.

The 2016 "Rails to the Rockies" convention will be held in Colorado. The convention committee has put in many hours to assemble a great program of trips and visits to local attractions that I know you will enjoy. A complete schedule of events, plus on-line registration (as well a mail-in registration form) is available on the NRHS webpage <<http://nrhs.com/content/2016-convention>>.

I'm happy to report that many members have already taken advantage of the opportunity to place orders for events. Your support for the NRHS and the convention is appreciated. There's still plenty of time to register. The convention is one of our member benefits, so take advantage of it if you can. I'm look forward to seeing and meeting with many of you during the convention in Denver.

As a part of the convention this year, we're holding an auction of "special" items and experiences. All proceeds will benefit the NRHS Grants program. There will be more information

on this event to come in the next *NRHS News* and *NRHS Telegraph*.

The members of the NRHS RailCamp committee are making final plans for the program this summer. While the roster for the RailCamp East program is filling up quickly, there are still several openings for RailCamp West. The program offers teens a unique chance to get a close-up look at railroading, with behind-the-scenes visits to railroads operating from vintage steam equipment and trips to state of the art rail operations. If you know any teens who want to take advantage of this unique opportunity, urge them to apply.

We mailed the first of two printed editions of the *NRHS News* for 2016 in March, and it should have arrived in your mailbox by now. Another will be printed and mailed later this year, in addition to the regular .pdf versions of the *News*. We are planning on printing and mailing two issues of the *Bulletin* this year.

If you have any questions, please feel free to contact me at <aweber@nrhs.com>.

Thanks for being a supporter of the NRHS and helping to preserve railroad history.

There's still time for teenagers to apply for NRHS RailCamps

The deadline is quickly approaching for teens to apply for NRHS RailCamp 2016 program.

"The program this year promises to be full of wonderful opportunities," said Becky Gerstung, RailCamp program director. "Our partners have agreed to provide a variety of experiences for campers."

She added that RailCamp East (June 26-July 2) is nearly full. If you are planning to apply, you need to do so by April 15. RailCamp Northwest (July 31-Aug. 7) still has openings. The same deadline applies.

The headquarters for RailCamp East will be the University of Delaware in Newark. RailCamp Northwest will be based at the University of Puget Sound in Tacoma, Wash.

"Go to the NRHS website, get an application and sign on for an adventure unlike any other," said Ms. Gerstung. The address is <<http://www.nrhs.com/program/railcamp>>.

Tuition is \$1,290 for either session. Scholarships and financial assistance are available.

Chapters, other entities and individuals may sponsor campers. Donations are appreciated. Contact RailCamp officials for more information at <RailCampNRHS@yahoo.com>.



AT SOUND TRANSIT – Participants in RailCamp West have the opportunity to visit the Sound Transit facilities.



PHOTO BY STEVE HEASLIP, COURTESY OF CAPE COD TIMES

IN HYANNIS — A crew from a scrap metal company dismantles on old rail car in the train yards along Yarmouth Road in Hyannis on Feb. 4.

Rusting rail cars reach the end of the line...at the scrap yard

By HAVEN ORECCHIO-EGRESITZ, reprinted with permission from the Cape Cod Times

HYANNIS, Mass. — Two railroad cars that were moved from Canada to Hyannis, where they sat inoperable and rusting for the past 10 years, were dismantled in early February, according to P. Christopher Podgurski, president and chief operating officer of Massachusetts Coastal Railroad.

Workers from a scrap metal company used torches and heavy equipment on the tracks west of Yarmouth Road to cut the cars apart on Tuesday, Feb. 4, leaving little but small pieces of metal behind by Wednesday.

The cars, which were built in the 1950s, once belonged to the Canadian Pacific Railway and were bought by the former owners of the Cape Cod Central Railroad (CCCR), Podgurski said.

“One was a camp car,” he said. “It was there for trackworkers when they needed somewhere to stay overnight and cook their food.”

Massachusetts Coastal Railroad (MCRR) has 10 cars of “various vintages” that are used on the Cape Cod Central Railroad, he said.

The value of scrap metal is at an historic low level, Podgurski said about any windfall from dismantling the rail cars.

“We’re basically getting nothing out of it, but we just needed to get rid of them,” he said.

Podgurski didn’t think any homeless people were living in the cars. “But over the years, there has been a small population of people living in the woods over there,” he said. “Those cars have been an attraction.”

MCRR operates trains that carry trash off-Cape and moves other freight across the southeastern part of the state. CCRR runs dinner and other excursion trains in the region.

In recent years the Cape Cod Regional Transit Authority and the Massachusetts Bay Transportation Authority have operated a seasonal train on weekends between Boston and the Hyannis Transportation Center just south of where the old rail cars were kept.

The area to the west of the train tracks, which includes 16 to 21 acres of parking lots and under-utilized parcels, has been eyed for redevelopment in recent years, including the property where Pufferbellies Nightclub is located inside a railroad roundhouse built in 1901.

Last year, Hy-Line Cruises bought the Pufferbellies property for \$1.96 million to create additional parking for the ferry line.

State and local transportation officials have been studying ways to redevelop the surrounding state-owned property, including the possibility of locating a new performing arts center there. A state Department of Transportation spokeswoman did not immediately respond to a request for more

information about the latest plans for the area.

“I am pretty confident that the railroad operation part of it will stay the same to support the CapeFLYER” Podgurski said about the summer train service to and from Boston.

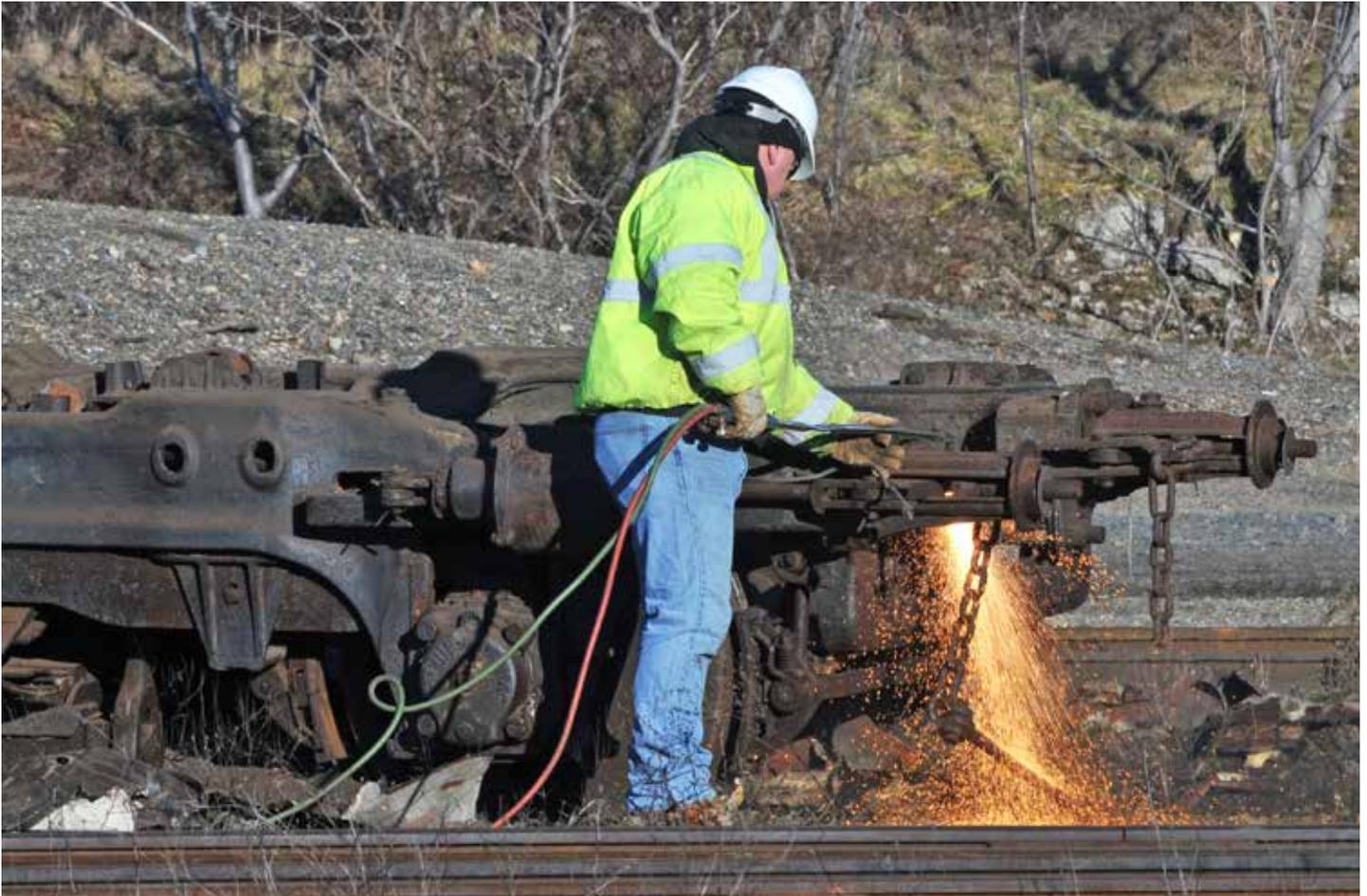


PHOTO BY STEVE HEASLIP, COURTESY OF CAPE COD TIMES

FALLING VICTIM TO TORCH — Sparks fly as a worker uses a torch to cut apart a truck from one of the cars.

Amtrak drops sponsorship of National Train Day after eight years

Amtrak will no longer sponsor the annual National Train Day program. The national passenger rail system was the primary sponsor of the promotion for eight years.

Amtrak, according to *Trains* magazine, is ending its support due to “financial challenges.” An Amtrak spokesman told the magazine “we have chosen not to continue the Amtrak Train Days program and to prioritize our resources more efficiently.”

The spokesman added, however, that the Amtrak Exhibit Train tour would continue and will make its scheduled appearance at Union Depot Train Days in St. Paul, Minn., April 30-May 1.

The event is used to inform the public about the advantages of rail travel and to tell the history of railroading in America. It was held annually on the Saturday closest to May 10, which is the anniversary of the driving of the golden spike at Promontory in the Utah Territory to join the Union and Central

Pacific Railroads in 1869. That site is now the Golden Spike National Historic Site, a part of the National Park Service.

Several cities held Train Day events on other dates. Organizers had events at Amtrak stations, tourist railroads, and railroad museums across the country, according to *Trains*. Many of the major events at large Amtrak stations included railroad equipment displays, as well as displays from freight railroads, transit agencies, non-profit rail organizations and historical societies.

This past year, Amtrak rebranded National Train Day with a company-sponsored event called Amtrak Train Days.

Though the sponsorship has ended, local independent celebrations may continue. In Toledo, Ohio, for example, Train Day events will continue as scheduled on May 7 and will feature Norfolk Southern’s 9-1-1 first responders tribute locomotive.

Carrying out a ‘mission’ for the government while riding rails

‘Trails and Rails’ program offers trip narration on Amtrak routes

By JIM MIXTER, Potomac Chapter NRHS, reprinted from chapter newsletter, Potomac Rail News

The date was April 4, 2015, and the time was 7:15 a.m. I was carrying my OSA (Operations Service Advisory) and equipment for the mission, including a night vision aid.

At a windowless door, I was buzzed in and looked for my partner, whom I hadn’t previously met. I had been told he would be wearing a green polo shirt. We spotted each other and cautiously exchanged the international recognition sign. After a few hushed words we walked briskly to another point in the cavernous building to meet the agent-in-charge, to whom we presented our credentials.

We were admitted through another windowless door into a secure area, where we went to a section of drawers. Inside an unlocked drawer was a key lockbox. Using a memorized access code, my partner opened it, and the key inside opened two more drawers containing the pre-positioned items we would need for our assignment.

We loaded two nondescript tote bags and made our way back to where we had met, slipped unnoticed out a rear exit, and hurried to a waiting train.

A “secret undercover mission”? No, not quite

This “Mission Impossible”-like sequence is the routine that National Park Service (NPS) volunteer “Trails and Rails” guides follow at Washington Union Station on Amtrak’s Northeast Corridor (NEC). On this day, I was making my first trip. Breaking me in was Bill Harris, a veteran NPS volunteer at a number of locations who is in his third year on the NEC run.

“Trails and Rails” (not to be confused with “Rails to Trails”) is a project of the NPS, Texas A&M University, and Amtrak. It puts volunteer guides on Amtrak trains to talk about national parks and point out sites of interest along the route.

I signed up in 2014 and made five trips on the *Capitol Limited* between Cumberland, Md., and Washington, D.C. In 2015, I added the NEC route to my portfolio. The NPS provides primary training for the volunteers, who also get Amtrak safety training because they can be pressed into service by

the Amtrak crew should there be an emergency situation. We are oriented regarding the location of on-board safety equipment, how the emergency exits work, and procedures for various circumstances. The NEC route has guides on one round trip originating in Washington on Saturdays and a few Sundays year-round.

On this day, Bill and I proceeded to Washington Union Station’s Track 14, where the crew was readying Train 152, the 8:10 a.m. Regional for New York. We entered the café, staked out a bulkhead table, and arranged our materials (several wall signs and two Lucite display units full of brochures).

Train 152 is a weekend-only Washington-New York train. Behind one of the new ACS-64 motors were a Business Class car, the Quiet Car (coach), another coach, a café, and four more coaches.

After the station stop at Baltimore-Washington International Airport, Bill made an announcement over the train’s public address system inviting people to seek us out in the café or buttonhole us as we moved through the train for information on national parks or other travel topics. I made a second public address announcement after our departure from Philadelphia.

Quite a few people stopped by our table with questions, and others flagged us down as we circulated through the train several times in our dark green National Park Service shirts,



PHOTO COURTESY OF JIM MIXTER, POTOMAC CHAPTER NRHS
PREPARING FOR THE TRIP— Jim Mixter, right, the author of the article, is shown with Bill Harris, his “Trails and Rails” program partner on Amtrak’s Washington-New York Regional trip that is chronicled in this article.

featuring a large “Trails and Rails” insignia and the brass name badge. A number of passengers asked us to stamp their NPS “passports,” booklets with descriptions of national parks and spaces for paste-in stamps or rubber-stamping for the various locations.

We arrived at 11:45 a.m. in New York Penn Station, where a major capacity expansion project is under way, due to the growth of Amtrak, New Jersey Transit, and the Long Island Railroad.

After lunch, we learned that Train 161, on which we were to make our return trip, had not gotten out of Boston due to a trackside fire. The good news was that a spare trainset was to be used as a make-up train. The train pulled out, fully crewed, at 2:15 p.m., just 10 minutes late and, by Philadelphia, we were on time.

People were inquisitive on the trip south, and the conductor accommodated our requests to make public address announcements about scenic highlights. Indeed, there really are scenic highlights, several in the Philly area when the train is not moving fast, and three dramatic river crossings in Maryland.

Our round trip came to an on-time close at 5:30 p.m.

Six days later came my first trip of the year on the *Capitol Limited*. Getting to the start point is a bigger task for me than simply driving from the Virginia suburbs to Washington Union Station for the NEC run.

On Friday, April 10, 2015, I left home at 6:05 a.m., picked up fellow Potomac Chapter member and NPS guide Bill Holdsworth, and drove the 140 miles to Cumberland, Md. The *Capitol*, scheduled at 9:31 a.m., was due about 9:50 a.m., which is not bad in comparison with the dreadful timekeeping of late summer/fall 2014. During that period, many guide trips were canceled, as we were instructed not to board the eastbound train if it was more than two hours late for fear of missing the westbound return if the delay worsened.

An NPS representative brought us a suitcase of items, including lots of reference information, park brochures, an iPad, and two sets of headset mikes and waist-worn speakers to enable us to make presentations in the Sightseer lounge.

Those of us who volunteer on the *Capitol* have been given a spiral-bound resource guide with 70 researched write-ups on topics associated with the history of the Potomac River Valley, the Chesapeake and Ohio Canal, the Baltimore and Ohio Railroad, the Civil War, Harpers Ferry, and more. I’ve chosen about 20 to learn thoroughly so I can deliver them in my own words. I’ve also assembled about 50 pictures which I pass around.

After the *Capitol* glided in, we boarded and headed to the Sightseer lounge car. I accessed the public address system,



PHOTO COURTESY OF JIM MIXTER, POTOMAC CHAPTER NRHS
TALKING WITH PASSENGERS — *Karen Gray, a volunteer with the “Trails and Rails” program, shows a map to passengers while talking about points of interest along the route of the Capitol Limited.*

introduced the guides and “Trails and Rails,” and invited people to join us in the lounge, where we kicked off nearly three hours of round robin discussions. There is more to talk about than can possibly be covered in the time we have, but we try to hit high points and follow where questions and passenger interest take us. The points we touch on include:

- The significance of the Potomac Valley as a gateway to the west for George Washington and the newly independent United States;
- The features of the Paw Paw area with its tunnels and bridges;
- Martinsburg with its now-idle railroad servicing facilities;
- Civil War destruction, and its history of the first railroad labor work stoppage;
- Harpers Ferry and the armory put there by George Washington and captured by John Brown and later Stonewall Jackson;
- The history-making B&O Railroad;
- How the Cumberland-Washington C&O canal was built, operated, flooded out of business, and ultimately saved and made into a 185-mile linear National Park; and
- How hazardous railroading was in the era of hand brakes and link and pin couplers.

After our layover in Washington, we boarded the *Capitol Limited* for a 4:05 p.m. departure, set up in the Sightseer Lounge, and

talked our way back to Cumberland. Our audience changed a bit as each seating in the dining car was announced.

The *Capitol* ran on time, and Cumberland seemed to come very quickly. Leaving around 6 a.m. and getting home around 10:30 p.m. makes for a long day, but well worth the time and miles.

The “Trails and Rails” program has grown to encompass 24 routes. Those include all of Amtrak’s overnight trains except the *Cardinal* (which has Collis P. Huntington Historical Society NRHS Chapter narrators) and Florida trains, plus many short/medium distance runs. It’s informative and entertaining for passengers and an enjoyable and satisfying experience for volunteers.

To learn more and find out about the routes near you, go to <http://www.nps.gov/subjects/amtraktrailsandrails/about.htm>.

(Editor’s note: Jim Mixer has been an NRHS member for more than 35 years and has been active with five chapters, currently the Potomac. Retired, he and his wife live in northern Virginia).

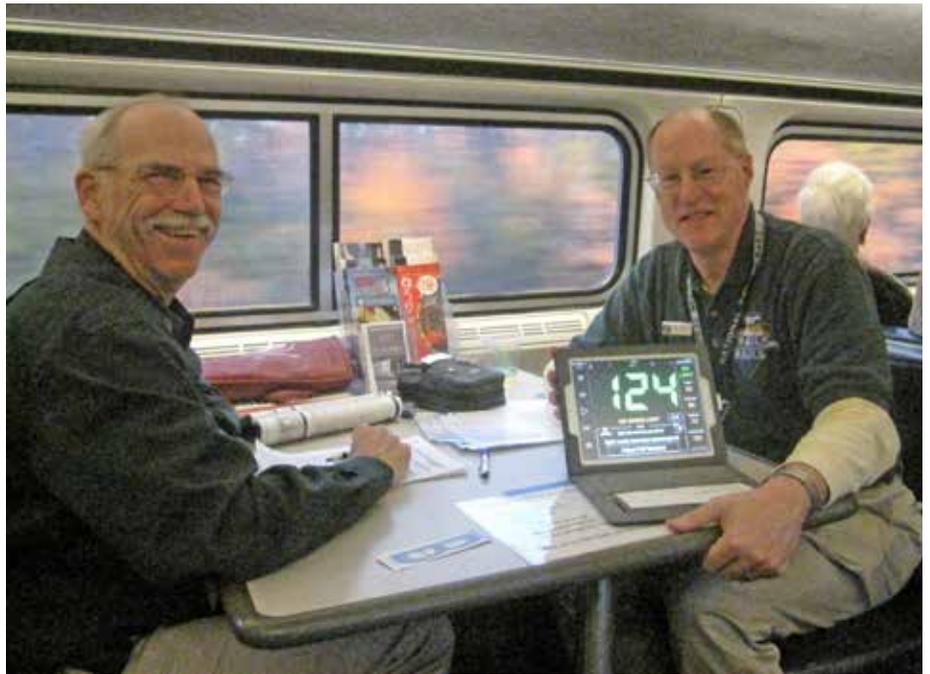


PHOTO COURTESY OF JIM MIXTER, POTOMAC CHAPTER NRHS
SPEEDING ALONG — *Jim Mixer, pictured with fellow “Trails and Rails” volunteer Donald Adam, uses a speedometer app on the iPad provided by the National Park Service to show the speed of the Amtrak train on the D.C.-New York City route.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS
IN CUMBERLAND — *Amtrak’s eastbound Capitol Limited passes a pair of classic B&O color position light signals as it passes CSX’s freight yard east of Cumberland, Md. on April 2, 2014. In the background is Mexico Tower, an interlocking tower which was taken out of service over 10 years ago when CSX upgraded this facility.*

Streetcar service in Washington, D.C. is now operational



PHOTOS BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT OPENING CEREMONIES — After more than a decade of planning, construction and testing, the opening ceremony for the new streetcar service in Washington, D.C. was held on Feb. 27. The top photo shows the first official streetcar, seen here on H Street NE at 11th Street and carrying only VIPs, returning to the opening ceremony site. In the lower photo, a streetcar carrying the general public is shown approaching the Union Station stop in the middle of H Street NE. The line goes from double to single track 300 yards to the east. Streetcar hours of operation are Monday-Thursday, 6 a.m.–midnight; Friday, 6 a.m.–2 a.m.; Saturday: 8 a.m.–2 a.m.; and holidays, 8 a.m.–10 p.m. There is no Sunday service.



PHOTO COURTESY OF GREAT SMOKY MOUNTAINS RAILROAD

RESTORATION UNDERWAY – Locomotive No. 1702 sits outside the Great Smoky Mountains steam shop. Officials announced in March that steam excursions will depart from the Bryson City Depot beginning July 22.

Officials say GSMR steam engine restoration ‘still on track’

By JESSI STONE, reprinted with permission from the Smoky Mountain News

Great Smoky Mountains Railroad (GSMR) officials say they will make their deadline for getting a steam engine back up and running in Bryson City.

The project has been in the works for many years, and the steam engine should be ready to roll by July, according to GSMR Marketing Manager Sarah Pressley. GSMR has been documenting progress on the restoration project on a blog since March 2014.

“The return and restoration of engine No. 1702 has always been the desire since the engine was taken out of service in 2005 due to a mechanical issue,” Pressley said. “Structurally, the 1702 is generally in fair condition. The primary focus of the restoration has centered on the firebox and boiler rebuild and repairs, along with removing the rust resulting from its dormant state.”

People in the community have been curious as to when they will finally see the newly-restored steam engine since Swain

County completed construction of a turntable back in September, 2015.

Believing the return of a steam engine would increase tourism dollars for the county, Swain County commissioners pledged to assist the railroad with the project in 2012. The county took out a \$700,000 low-interest loan to pay for the construction of a turntable located on Mitchell Street between the railroad tracks and the county administrative building.

Commissioner David Monteith was standing outside the county building Tuesday morning, Feb. 2, watching work being done at the turntable site. He is fairly confident the railroad will complete the project by summertime.

“I’m all for it and I think it will be a great attraction for tourists this summer,” he said.

The county plans to pay off the loan over 15 years using room tax revenue, which has been on the rise in the last

few years. The county increased the room tax from three percent to four percent in early 2012, setting the stage for an annual increase of \$110,000 in revenue plus the additional revenue the steam train will bring in once it's up and running.

The railroad estimates the steam engine scenic routes will increase daily ridership by 20 percent, in addition to the trickle down effect it will have on local businesses and accommodations in Bryson City.

"The return of the steam engine will bring an influx of new and returning passengers to our area," Ms. Pressley said.

In exchange for the \$700,000 contribution to the project, the county placed several stipulations on the railroad. GSMR officials had to create six new full-time jobs to be maintained for 15 years, promise that 50 percent of the steam engine trips would run from Bryson City for 15 years, and complete the project within 36 months of the agreement. If the railroad fails to meet any of those terms, it will be required to pay back at least a portion of the grant.

Even though the 36 months is quickly running out, Pressley said the project is still within the time frame.

"Operating from the finalized agreement, the deadline has not been missed," she said. "GSMR is in close communication with the Swain County board and they are satisfied with our progress and time frame."

Pressley said a team of three full-time shop workers was hired, with skills ranging from welding to manufacturing, to do the restoration on the steam engine. After a full-body sand blast, more than 1,000 staybolts were removed and are in the process of being replaced. Several other pieces and parts have been removed, re-welded, or entirely reconstructed depending on the need.

"Outside contractor Robert Franzen, president and owner of Steam Services of America, was selected to oversee the boiler rebuild. Under his guidance other outside contract workers are working along with the GSMR staff to tediously attend to the boiler," Pressley said.

The tender and engine cab have been relocated inside the restoration shop and are under repair. The tender has undergone months of needle scaling work to remove old epoxy and oil. The cab will receive new flooring, windows, and seating.

"It is a large capital project," Ms. Pressley said. "The funds are being supplied through Swain County and GMSR. By project's end, GSMR's provision of funds will exceed that of the grants."



PHOTO COURTESY OF GREAT SMOKY MOUNTAINS RAILROAD
RESTORING CAB — The cab of No. 1702 was moved inside in 2015 so its repairs could begin. It was cleaned, patched and re-painted to help make it ready for service again.

A little more information on the GSMR

With 53 miles of track, two tunnels and 25 bridges, the Great Smoky Mountains Railroad (GSMR) takes you on a memorable journey through a remote and beautiful corner of North Carolina. Passengers ride into river gorges, across valleys and through tunnels carved out of mountains. The railroad offers a variety of scenic, round-trip excursions departing from Bryson City. Trips range from 3-1/2 hours to a full day.

The railroad's most popular trip is the Nantahala Gorge excursion. This route carries passengers 44 miles to the Nantahala Gorge and back again. Riders travel along the Little Tennessee and Nantahala Rivers, across Fontana Lake and into the Nantahala Gorge.

A scenic route displaying the farmlands with a local feel is the Tuckasegee River excursion. This trip includes a 32-mile round trip along the Tuckasegee River through old railroad towns and scenic meadows.

The railroad is headquartered in Bryson City, N.C. Railroad depots are located in three historic towns: Dillsboro (no current departures), a village of shops and crafts; Bryson City, located on the edge of the Great Smoky Mountains National Park; and Andrews (no current departures), a scenic valley in the Snowbird Mountains. For several years, the GSMR operated "railfan specials" with trips, powered by No. 1702, from Dillsboro to Andrews as a benefit for area NRHS chapters. Those were the only trips along the entire line to Andrews.

For more information on the railroad and trip options, visit the railroad website at <www.gsmr.com>.

NRHS heritage fund helps pay for boiler jacket replacement

By JASON LAMONTAGNE, ED LECUYER, and STEPHEN PIWOWARSKI, Wiscasset, Waterville & Farmington Railway

“It needs paint!”

That’s what the toddler exclaimed eight years ago when he saw the unfinished and unjacketed boiler for Forney Locomotive No. 9 in the Wiscasset, Waterville & Farmington (WW&F) Railway Museum’s restoration shop. That’s when the hunt for a suitable covering began.

As part of its operational restoration, a project was undertaken to fabricate a new boiler jacket that matched the one that the 1891 Portland-built locomotive wore during its service life. Enough of the badly deteriorated jacket remained to possibly match the reproduction to the original. Suspecting that the original was made of Russia Iron, the restoration crew set out to replicate its production using commercially available materials and techniques.

Russia Iron, the trade name for a particular treatment of wrought iron sheet, originated in the Ural Mountains of Russia. The basic manufacturing process involved stacking more than 100 iron sheets together, interspersed with wood charcoal, heating to forge temperature, and steam-hammering

the stack. The sheets were then broken apart, inspected, and the process repeated until a high polish and consistent finish was achieved.

There is some debate about the exact specifics of the process and what transformations were happening to the surface of the metal. However, the general consensus is that the polished surface had a black-oxidized surface, similar to gun bluing. The color hues would vary between source mines, generally ranging from dark to light grey in neutral light. The high polish would further skew the color hue by reflecting whatever was around (blue sky, for example.)

Russia Iron provided a rust resistant locomotive boiler jacket that was exceptional in color and finish prior to the advent of paint enamels that could withstand high temperatures. High trade tariffs caused a great effort in the U.S. to develop a comparable domestic version. These American versions included “American Rolled Iron” and “Wood’s Iron.” Most of the American versions were squeezed between rollers at high pressure before being hammered, creating a surface with even greater reflectivity and smoothness.



PHOTOS BY STEPHEN HUSSAR, COURTESY OF WISCASSET, WATERVILLE & FARMINGTON RAILWAY MUSEUM
BACK IN SERVICE — *With financial help from an NRHS grant, Wiscasset, Waterville and Farmington Railway steam engine No. 9 has returned to service with a new boiler jacket. The locomotive was built in 1891.*

In later years, the trade name Russia Iron was used in describing many products, both imported and domestic, bearing similar characteristics in finish and durability.

The first task in recreating Russia Iron was to find a supplier of iron sheets. Museum officials theorized that the chemical difference between steel and iron may affect the hue and durability of the finished boiler jacket.

Because of the unique nature of the restoration and approach, the WW&F secured a grant from the National Railway Historical Society to assist with the costs of materials and labor. Eight iron sheets were purchased from UK supplier Don Barker (found at <www.pureiron.com>).

In order to achieve the mirror-like quality of Russia Iron (and its domestically-produced counterparts), New England Castings of Standish, Maine was contracted to polish the sheets to the desired finish. The sheets were then transported to Cleveland Black Oxide <www.clevelandblackoxide.com> for the company's black oxide treatment.

The black oxide process is a chemical conversion coating. Black oxide is not deposited on the surface of the substrate like nickel or zinc electroplating. Instead, the black oxide coating is produced by a chemical reaction between the iron on the surface of the ferrous metal and the oxidizing salts present in the black oxide solution. The result is the formation of black iron oxide (magnetite), on the surface of the metal being coated.

While this process has been available for many years, no other provider previously had the capability to treat large iron (or steel) sheets required for a locomotive boiler jacket.

Once the jacket was installed and locomotive assembly completed, locomotive No. 9 gleamed anew in a reflective manner nearly identical to how it originally appeared. However, when the first pictures of the replica boiler jacket appeared, some observed that the color did not appear to match their perception of Russia Iron.

Black oxide is a magnetite coating which, by its nature, reflects color differently depending on the angle of the entrance light. This causes any surface with a black oxide coating to appear to have a bluish

hue from some entrance light angles. An iron sheet with partial surface conversion to black oxide will appear bluish-grey in color, whereas an iron sheet with complete surface conversion to black oxide will appear bluish-black in color.

Because of their reflectivity, both versions' color hues will vary greatly with the surrounding colors being reflected.

In this reproduction, the oxide treatment was done commercially in a manner which caused a complete chemical conversion of the iron sheet surfaces. For this reason, No. 9's new jacket has a highly-reflective, deep bluish-black finish appearing very similar to the "ARMCO Ingot Iron Polished" product of the early 20th Century. The color hue varies with the angle of the entrance light, and is often silky smooth in appearance. While the results are not an exact match, under most lighting conditions one can't easily differentiate between the surviving pieces of the original jacket and the reproduction.

The restoration is complete, and No. 9 has entered revenue service on the WW&F heritage railway. The public can now observe firsthand a sight that is all too rare — a locomotive operating while gleaming in the sunlight, its jacket material shining in a way that no paint or enamel could ever replicate. And it is hoped that the "it needs paint" toddler, now several years older and wiser, will visit again and appreciate that difference.

For a complete report this project, including cost breakdowns, additional photos, and other restoration details, please visit <<http://wwfry.org/projects/jacket.pdf>>.



THE OLD AND THE NEW — A piece of the old boiler jacket for No. 9 is shown alongside a piece of the new jacket that was made in a special process to replicate the original "Russia Iron."

NRHS dues renewal program for 2016 running at full throttle

Renew, donate and register for convention online

By JOE MALONEY, NRHS Vice President

NRHS volunteers are working diligently to get the 2016 renewals posted to the new database, but they need help.

For everyone who has already renewed their membership for 2016, and made some financial donations, we sincerely thank you for your interest in NRHS and for your continued support.

For those who have not yet paid their 2016 dues, we need your renewed help. Beyond the obvious need for funds necessary to operate both our day-to-day operations, as well as those of our continuing programs like RailCamp and the NRHS grants, we need you to provide accurate and clear information with your dues payments.

All members need to return the paperwork with your dues payment so that: 1-We know who you are; and 2-We can accurately post that information.

You can help even more by looking over the data on your dues bill to see if it accurately describes you. Make sure your name is spelled correctly, that your chapter information is correct, that your membership number is correct, that your address is current, and that you have included your phone number and email address.

If you need to update any information, please provide all the data that we need. Print clearly. We are having difficulty in reading some people's handwriting and ask you to print

neatly and accurately. Better yet, go online to the Amilia data base link <<https://www.amilia.com/store/en/nrhs/shop/programs>>and update your records directly.

Make sure that you accurately show what money you are sending. Especially for the donations, show how much you want allocated to what purpose (i.e. RailCamp, grants, unrestricted).

Make sure that you tally your submission so that what you say you are sending matches what you show on the payment to Amilia, to PayPal, or on your paper check.

Though we had hoped to have accurate data for the chapters by now, our volunteers have been delayed posting your payments because of the problems above. We hope to have started the chapter status reports by the time you read this.

Links to Key Areas

Use the links below to go directly to each of the NRHS website pages. You can also access them at www.nrhs.com.

Renew your NRHS membership on <www.NRHS.com>.

Make a donation to the NRHS at <<http://www.nrhs.com/membership/renew>>.

Register for the 2016 NRHS convention at <<http://nrhs.com/content/2016-convention>>.

Mad River & NKP rail museum celebrating 40th anniversary June 25

By DWAYNE FUEHRING, Mad River & NKP Railroad Museum

The Mad River & NKP Railroad Museum will celebrate its 40th anniversary Saturday and Sunday, June 25-26 at the museum, located on York Street in Bellevue, Ohio.

The museum was founded on June 25, 1976.

The museum will be open for extended hours — 10 a.m.-6 p.m. — for the weekend of the celebration. A ceremony will be held at noon Saturday to commemorate this anniversary. As a part of the observance, officials will be operating caboose rides in the coach yard behind Flagg Coal Company steam engine No. 75. Guest equipment may be added for display.

“Considering we’ve been in the business for 40 years, many relationships and partnerships have developed between our museum and similar organizations,” said a museum spokesman. “It’s an honor to be a part of the rail preservation movement with these other groups. As you know, our goals can be a challenge to meet with regulation issues, funding shortfalls, and inadequate volunteerism.”

In the Monument Building and the passenger car shed, space will be provided for fellow organizations to set up booths or tables at no charge so representatives can pass out flyers, accept donations, display artifacts and memorabilia, and tell the public about their organizations. No sales will be allowed by visiting organizations in order to avoid competition with the museum gift shop.

Most tables will be in the car shed area. This is an open-air area with a concrete floor and roof. The museum has only a small number of tables, so representatives from other organizations are encouraged to bring their own table if possible.

To register, contact Dwayne Fuehring, c/o Mad River and NKP Museum, 233 York Street, Bellevue, OH 44811; phone (419) 202-2615; or email <dwaynefuehring@yahoo.com>. Register no later than June 1 if you plan to attend.

Regular museum admission fees will be dropped for the day, but donations will be accepted.

Former Georgia Railroad caboose is restored by NRHS museum

By NICK WHITEHOUSE and LLOYD NEAL, Southeastern Railway Museum

Members of the Southeastern Railway Museum, owned by the Atlanta Chapter NRHS, have restored former Georgia Railroad caboose No. 2866. The caboose will be on display during “Caboose Days” at the museum April 2-3.

The restoration of the caboose began as a simple project to repair the water leaks around the bay windows but turned into a full-fledged project.

During work on the windows, many rust holes were found along the roof edge and sides, causing water to get behind the walls, onto the ceiling panels and into the flooring. This forced us to replace much of the wood interior.

Listed below is a summary of the work we performed:

- Replaced the entire floor, rotted throughout the car, with two layers of plywood;
- Removed and replaced several rotten ceiling and wall wood panels with new wood;
- Added two bench seats and replaced the window seats. (The window seats were found in our Building 3. The bench seats were found wrapped in plastic in a boxcar behind Building 3);
- Repaired and reinstalled the original toilet and added a privacy door;
- Rebuilt safety rails around the window seats with original parts found in Building 3 and new parts purchased locally;
- Reinstalled, cleaned and repainted caboose stove;
- Added a writing desk found on site and built a new stool for the desk;
- Installed a sink, along with a soap dish, towel dispenser and a pipe for the water supply;
- Built and installed flag and fusee holders and shelves on both ends;
- Cleaned and repainted the cooler, and installed a can for drinking water;
- Installed and painted the original lockers that were found in Building 3;
- Installed an air pressure gauge with piping;
- Replaced the existing lighting circuit with new wiring and converted the car from its original 32 volt DC system to 120 volt AC house current (Note: The new wiring is installed in the ceiling to meet electrical codes. For appearances, we duplicated the exposed wiring the railroad did on the ceiling and walls with non-energized “dummy” wiring);
- Repainted all surfaces; and
- Repainted the exterior with red sides, ends and roof, and replaced lettering in white with new lettering stencils. (Some stenciling data was ad-libbed since the original data for No. 2866 was not available.)

We extend our thanks for the hard work to the people who helped bring this project to completion: Lloyd and Ben Neal, Bob East, Doug Ballin, Dennis “Kos” Kosmetatos, Nick Whitehouse, our shop crew and those volunteers whose names



PHOTO BY NICK HENDERSON, SOUTHEASTERN RAILWAY MUSEUM

READY TO ROLL — Former Georgia Railroad caboose No 2866 has been restored and will be in the spotlight during “Caboose Days” April 2-3 at the Southeastern Railway Museum. On the rear is Dale Grice, a member of the Atlanta Chapter NRHS.

are not recorded. Their assistance is appreciated.

A Little History

Caboose No. 2866 was converted from a 40-foot steel box car circa 1970. The conversion work was performed by the Atlanta and West Point Railroad, Western Railway of Alabama, and Georgia Railroad.

The March 1945 build date listed on the side is the construction date of the original boxcar used in the conversion. The railroad and road number of the boxcar used to rebuild No. 2866 is unknown.

Photos indicate that eight cars were converted circa 1970: Georgia Railroad Nos. 2864–2870 and Western Railway of Alabama No. 154.



PHOTO COURTESY OF SOUTHEASTERN RAILWAY MUSEUM

IMMACULATE — *Members of the Southeastern Railway Museum recently completed an immaculate interior renovation of former Georgia Railroad caboose No 2866.*

Former Georgia Railroad employee Ron Dettmer made the plans for the conversions. All the cabooses were identical when constructed. Some changes were made later by the railroad.



PHOTO BY NICK HENDERSON, SOUTHEASTERN RAILWAY MUSEUM

READY FOR RAILROAD DAYS — *Former N&W caboose No. 500837 will be on display, along with many other pieces of rolling stock, during "Caboose Days" April 2-3 at the Southeastern Railway Museum.*

One change may have been adding seating for passengers riding in the mixed trains. Dettmer does not remember the passenger seats being installed in the cabooses when he left the railroad in 1972. But the seats were there a few years later in 1980 when I (Lloyd Neal) rode in sister caboose No. 2869 on the mainline mixed train No. 108.

Georgia Railroad operated passenger service on mixed trains on several branches for many years. The mainline passenger trains generally became mixed trains in 1964-1967 and again in 1969 through the end of all passenger service on April 29, 1983.

Georgia No. 2866 came to the Museum in 1982.

The Southeastern Railway Museum was designated Georgia's

“Official Transportation History Museum” in a resolution approved by the state legislature in 2001.

The museum, which is located just north of Atlanta and south of downtown Duluth, is home to over 90 pieces of retired railway rolling stock: trains from the 1920s to the 1970s, including vintage steam and diesel locomotives, passenger and private cars, a World War II troop kitchen car, a railway post office car, wooden freight cars, baggage cars, cabooses, and maintenance of way equipment.

The museum is also home to buses from the Metropolitan Atlanta Rapid Transit Authority's historic fleet and predecessor systems, vintage cabs and firefighting equipment and more.

The 1871 Duluth rail depot has been restored onsite and now features a variety of exhibits both permanent and travelling. Permanent exhibits include artifacts from the museum's collection. Travelling exhibits include artifacts from and/or organized by the Duluth Historical Society, including an exhibit related to neighboring cities titled “Cities of the Rail.”

Spring is coming. Here is your sneak peek ahead

The museum's annual “Caboose Days” event on April 2-3 will offer temporary caboose tattoos, a caboose hunt, food, a kids' craft corner, caboose slide show, and rides on a restored antique handcar. This year, “Caboose Days” will also feature the return to public access of two caboose restorations, Georgia Railroad No 2866 and Norfolk and Western (N&W) No. 500837.

N&W No. 500837 was built in 1944 for the Pittsburgh & West Virginia Railway as class C19 No. 837. Acquired by N&W in 1964, it was donated to the museum in 1989. It will be placed in service on the museum's demonstration train ride, replacing Clinchfield Railroad No. 1064, which is slated for restoration work.

The museum will host the Duluth Historical Society's annual plant sale Saturday, April 16, 10 a.m.-4 p.m. adjacent to the depot, while hosting a Boy Scout merit badge clinic with the Piedmont Division National Model Railroad Association in the main building. The museum will also host the Duluth Community garden boxes this year with the Duluth Historical Society.

In May, the museum will host the Duluth Historical Society's special military exhibit in the depot (during normal operating days), and participate in the annual Duluth Art Week mid-month event, including hosting Plein Air artists for Paint Duluth (May 5-7), leading into art week. Wrapping up Art Week (May 14 for the museum) will be National Train Day with extra activities.

The museum's second annual Fast Track 5K fundraising run on Saturday, May 28 will kick off the Memorial Day weekend with a patriotic-themed race followed by Duluth events on the town green.

The first session of the museum's annual summer day camp will be June 20-24, with the second session July 18-22. The theme this year is “Railroads Around The World,” and is designed for ages 4-12. Young people will be able to explore railroads and trains from five continents in the half-day sessions. Throughout the quarter, the museum's education department will host tours, field trips, and the “Second Thursday” pre-school programs.

The museum participates (and extends the benefits year round) in the Blue Stars Museum program, offering free admission to military members and their dependents. This program is available to any bearer of a Geneva Convention common access card (CAC), a DD Form 1173 ID card (dependent ID), or a DD Form 1173-1 ID card, which includes active duty U.S. military (Army, Navy, Air Force, Marines and Coast Guard, as well as activated members of the National Guard and Reserve, U.S. Public Health Service Commissioned Corps, NOAA Commissioned Corps) and up to five family members.

Additionally, the museum extends these same benefits to first responders with appropriate identification.

Located at 3595 Buford Highway in Duluth, the museum follows a seasonal schedule. Days and hours of operation are available on the website.

For more information, visit <www.SoutheasternRailwayMuseum.org>, or phone the museum at (770) 476-2013.

Calendar for other 2016 events

April 14 — Second Thursday pre-school program focuses on police motorcycles;

May 1 — 31 DHS Military History Exhibit;

May 5-7 — Paint Duluth Plein Air event;

May 12 — Second Thursday pre-school program focuses on motor coaches & campers;

June 9 — Second Thursday pre-school program (focused on ice cream trucks);

June 11-12 — Locomotive celebration;

July 14 — Second Thursday pre-school program (focused on police cars); and

Aug. 5-7 — Trains, Trucks & Tractors.

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/Rail-Preservation/>>



Vintage feedwater heater being restored for former B&M steamer

By TONY VERBYLA, Lackawanna and Wyoming Valley Chapter National Director

Moving toward one of their major project goals for 2016, members of the Lackawanna and Wyoming Chapter (L&WV) NRHS have sent the Coffin feedwater heater pump of Boston & Maine engine No. 3713 for restoration to operating condition.

Staff members at the Steamtown National Historic Site Steamtown Shop loaded the original Coffin feedwater heater pump into Project 3713 co-chair Norm Barrett's truck on Tuesday, March 1. Barrett, along with project manager Carl Packer, drove the pump to the Coffin Turbo Pump factory in Englewood, N.J. the following day.

The workers at the Coffin Turbo Pump factory were quite excited to see the 3713's feedwater pump arrive, as it was built by the same company in the same shop over 60 years ago.

Coffin will tear down the pump for inspection and will report what work needs to be done for its restoration.

Other exciting project goals the L&WV Chapter has for 2016 include the rebuilding of the 800-watt dynamo and rebuilding of the front truck assembly for the engine.

If you would like to support or learn more about the restoration of engine No. 3713, visit <project3713.com>. Also check out <coffinpump.com> to learn more about the company that built and will be rebuilding 3713's feedwater heater pump.



PHOTO BY NORM BARRETT, Lackawanna and Wyoming Valley Chapter NRHS
LOADING THE PUMP – The photo shows the feedwater heater pump for No. 3713 being loaded onto a truck at the Steamtown National Historic Site for shipment to the original manufacturer for restoration.

B&O Museum receives \$100,000 grant for purchase of York locomotive

Officials at the B&O Railroad Museum in Baltimore, Md., have announced that the France-Merrick Foundation has granted \$100,000.00 to support the acquisition and interpretation of a reproduction of the York locomotive recently acquired at auction and returned to Baltimore by the B&O Museum.

The funding provided through this major grant will assist the museum by supporting the costs related to the locomotive's purchase and transportation "home" to Baltimore.

The York is one of three operable replica historic locomotives built at the B&O Railroad's Mount Clare Shops in Baltimore (the site of the B&O Railroad Museum) in 1926-27 for the B&O's centenary celebration. Since 1935, the locomotive had been in the possession of the Chicago Museum of Science and Industry. The B&O museum was able to acquire

the locomotive in October, 2015. The other two replicas are Peter Cooper's *Tom Thumb* (1830) and *Lafayette* (1837).



Nebraska Central Railroad spur line named for retired conductor

By *CHUCK LENTZ*, reprinted with permission from the Grand Island (Neb.) Independent

When the Nebraska Central Railroad wanted to honor Sam Sullivan III., a recently deceased conductor for its trains, it did what highway departments often do: It named a newly built stretch of track for him.

The “Sullivan Spur” on the edge of North Loup, almost 0.7 of a mile long, was built last year and dedicated in a ceremony at the site on Feb. 5. The guest of honor was Sullivan’s widow, Joan Sullivan of Rockville, Neb.

The spur connects the railroad’s Ord line to the Country Partners fertilizer plant and grain elevator on the east side of North Loup.

“Sam Sullivan knew everybody on that line,” said Taylor Kelley, a Nebraska Central spokesman in Norfolk. “There were no strangers to Sam Sullivan.”

Sullivan, who lived in or near Rockville all his life, died at age 65, three days after his vehicle was struck by a drunken driver north of Kearney on Nov. 26, 2011.

“Sam had been into railroads ever since he was knee-high,” Joan Sullivan said.

“Sam’s grandfather, Sam Sullivan Sr., was the Union Pacific depot agent at Rockville forever,” she said. Sam himself “started with Union Pacific when he was 18.”

When he was “bumped” from railroad jobs by senior employees, she said, he sought other employment — owning a gas station and a trucking business among others.

He also “was kind of in the popcorn business,” Kelley said. “He owned a small popcorn company.”

Then in the mid-1990s Sam Sullivan started working for the then-new Nebraska Central Railroad as a conductor. “He did take training for an engineer but he said it was not his ‘cup of tea,’” Joan Sullivan said.

Sam Sullivan was also known for his historical knowledge of

railroads and was a longtime member of the National Railway Historical Society’s Great Plains Chapter, she said.

He was a collector of all things pertaining to railroads as well.

“Train sets — I can’t tell you how many model train sets he bought over the years,” she said. Some have been donated to the railroad museum in Greeley, Colo., along with other railroad memorabilia Sullivan had collected.

Nebraska Central building the Sullivan Spur was itself a notable event. Most of the other tracks used by the railroad’s trains are not Nebraska Central property but are leased long term from Union Pacific railroad.

It was only the second time Nebraska Central had named a part of its facilities for an employee, according to Kelley. The other was the naming of its yard in Norfolk.

Officials from Rio Grande Pacific Corp., Nebraska Central’s parent company, were present at the ceremony in North Loup. Then the railroad sponsored a dinner and reception at the Dam Bar (no vulgarity — it’s named after the Sherman County Dam nearby) in Rockville.

Joan Sullivan is the longtime postmaster in Rockville.



SULLIVAN



PHOTO COURTESY OF GRAND ISLAND (NEB.) INDEPENDENT

AT SULLIVAN SPUR — The members of the late Sam Sullivan’s family gathered at the sign designating a spur on the Nebraska Central Railroad in honor of their relative.

Ulster and Delaware Chapter NRHS to restore Roxbury depot

By MALCOLM HUGHES, Ulster & Delaware Chapter NRHS

Our Ulster & Delaware Railroad Historical Society (UDRRHS, the Ulster & Delaware Chapter NRHS) collaborated in 2014 on a grant request to the State of New York for planning funds to develop a Statement of Work (SOW) for restoring the 1871-1890s Roxbury (N.Y.) Depot, which also serves as the chapter's headquarters.

The grant, requested to cover the cost of a complete historic and structural report, as well as equipping the depot as a world class, if modest, museum and tourist destination of high value and quality, was awarded by the state against some stiff competition.

The \$25,000 award by New York State demonstrates tight alignment between UDRRHS and the county as well, and represents the third major grant award received toward the greater project in the past decade. Previously, an \$84,000 O'Connor Foundation pledge was made available and will be used for the local share toward a larger state grant when restoration begins. In 2012, a combined New York State and O'Connor grant paid for a \$75,000 foundation stabilization, solving a problem that had rapidly become the greatest threat to this remarkable historic structure's long term survival.

Benefit concert for historic rail equipment

Many folks are aware that the Delaware & Ulster (D&U) Railroad, which operates a tourist line in our chapter's footprint, ran into a crisis in late 2015 and had to close its season early because all three locomotives went out of service and could not be repaired before the season ended. While Society member Chris Miller worked to broker a deal between

D&U and a major railroad in the region to do some of the repair work at cost, the most historic locomotive in the roster could not be helped in the same way and needs \$20,000 worth of custom radiator work to run again in 2016.

That locomotive is the former New York, Ontario and Western Railway (NYO&W) NW-2 No. 116, believed to be the only O&W locomotive still wearing O&W paint, and still serviceable (minus this repair). A 1,000-hp 1948 EMD switch engine, No. 116 was used in mainline, branch line and switching service by its original owner. Later, it and some of its sisters were used on NYC's Catskill Mountain Branch after O&W's 1957 abandonment.

No. 116 serves as D&U's second or third backup engine, and has made more than a dozen revenue trips to Roxbury from Arkville in the past few years, mostly on days when two trains had to be operated at once. It was a post mortem gift of the late Walter Rich, founder and former president of the current New York, Susquehanna and Western Railway, who owned it personally and operated it on a series of short and tourist lines in upstate New York. Without this radiator repair, the 116 won't be running in 2016.

This radiator work was the least expensive option for the 116. In light of this, a group of local concerned citizens, led by singer/songwriter Ben Rounds, asked the society if we would partner in a post-season fund raiser, given that by then the D&U had shut its office doors for the year.

Rounds and his friends put on a concert and did the promotional work, and the society helped coordinate while agreeing to take in the donated monies (as we are a non-profit) and get them to the radiator repair shop. With an O'Connor Foundation 50-50 matching grant, Rounds, Rebecca Andre (a local fund raising and promotions organizer) and the chapter managed to raise nearly \$1,200 as a down payment.

The event was successful enough that Rounds wants to do another in the early spring and expects it to be much bigger, since the first was a bit of a low-key experiment.

To say thanks back to Rounds, check him out on YouTube or Facebook. He's a great songwriter and performer, and many of his songs are about trains.

2015 New historic rail discoveries

The year 2015 was a banner one for making new discoveries. We believe we resolved two curiosities that have long been points of



COURTESY OF ULSTER & DELAWARE RAILROAD HISTORICAL SOCIETY
BEFORE PROBLEMS — Engine No. 116 is shown here in Arkville, N.Y., in 2014, under power at the head of a three engine, non-MU lashup (all under power) that includes roster mates Alco S-4 No. 5106 and former D&HRR Alco RS-36 No. 5017.

discussion, if not contention, within the ranks of Catskill rail historians.

The first of these came as part of an extensive research project on South Gilboa Depot, to develop an accurate scope of work to restore this gem, and develop a compelling reason for New York State to fund this project.

Countless new facts were learned, and suspicions confirmed in the process. But the most interesting fact found by the survey team had nothing to do with the depot, or its site.

Studies to understand the probability the depot was built on fill (which would have significant impact on the restoration scope) led to a side study of Rondout and Oswego Railroad's 1870s and U&D 1900 right-of-way and track construction practices. This, in turn, led to a new understanding of the original South Gilboa station, which many may recall was constructed at the end of a short stub siding, along the shore of a pond where ice was harvested.

Many believed the reason for the stub was to harvest ice, but also questioned why a station was built where it would have added operational challenges to through trains in the days when they had enough operational challenges already.

The survey team was able to use multiple sources to create a map of the South Gilboa Station areas as they would have appeared before the R&O built through in 1871-1872. Then, using the knowledge of R&O surveying and construction techniques used where track would be along flood plains and water courses, they pretended to be the R&O survey crew plotting the main line for the first time without regard to knowing where it ultimately was built.

What they came up with was a new (or old?) survey route through the area...a route that took the mainline directly on the alignment of the stub siding along Mayhem pond, and then east, wrapping around a small hill next to the farm that still sits across the road from the old station site, before making a beeline across a causeway to a point near where the present 1900-built depot sits one-quarter mile to the east.

Calculating the availability of fill to the R&O construction teams by the time they were building through South Gilboa, it was found they would have not had enough fill to build the intended embankment as described above. Instead, they chose a slightly more southerly route that involved a cut from which enough extra fill could be obtained to build a slightly shorter causeway across the same flat. This became the main line when it was finished.

The original survey would have caused the mainline to cross South Gilboa road at grade, about 100 feet north of where the overpass was finally built.

Once this is understood, it's easy to pick out the flat part of South Gilboa Road just beyond the end of where the stub siding ended. The speculation is that while the main construction gang worked west from Grand Gorge, a local gang was hired to

work east from Stamford, probably with a contract that said to build as far as South Gilboa Road. When they accomplished this using the survey route provided, they then constructed a small depot (actually a covered platform for both passenger and freight use) along the pond. Why else would even a young, strapped for cash railroad build a passenger station on a stub siding rather than on a mainline less than 200 feet away?

The second discovery was less profound in terms of solving great mysteries, but was more valuable relative to the work at hand and preservation efforts in general.

U&D depot colors have always been a point of discussion since no color photos exist from the era before New York Central took over the line. Experts likely are correct in saying that R&O pole barn depots (the first standardized stations built along the line) were likely painted with whatever generally dark red or brown color was available when it was needed.

Later stations, including gingerbreads (the more simple Victorians of the later 1880s and 1890s), are, however, another story. They appear in hand colored postcards in a variety of shades such as white, buff, yellow ochre, green, brown, etc.

We know these may not be accurate, but with the Roxbury Depot restoration scope of work now being defined (thanks to the Delaware County Planning Department and the planning grant they partnered with UDRRHS to win — \$25,000 in early 2015), the color of Roxbury became of paramount importance. There is no longer a doubt that kit stations were painted a light olive green, but the green worn by Roxbury is standard NYC two-tone depot green and not of U&D origin.

In the spring of 2015, John LaBarre (who has put in a massive amount of hard work and research on Roxbury) made an interesting discovery. The transom windows over the freight room door were removed for maintenance, probably between 1895 and 1910. A careless carpenter reinstalled the street side transom window panel (seven lights in a single frame) backwards because of how the seven panes are caulked. This particular building element spent the rest of its life facing inward and in a dark place where its paint would not fade rapidly.

While we believe the trim was most definitely of the dark red/brown variety, it appears that the main siding, the window frames and other parts were painted what even today we'd call bright red. We see this color again on the windows and trim of the kit stations and, searching black and white photos for clues, we feel this bright red, similar to Chinese red, is correct. Color renderings of both South Gilboa and Roxbury show how striking these buildings would have been at the time. They will be again, once restored.

We once more thank John LaBarre, Society director and U&D depot expert, for another amazing discovery.

Check out the chapter's website at <www.udrrhs.org>, or our sister web at <www.udchact.org> for more information and our exciting 2016 lineup of activities and projects.

Harrisburg Chapter sponsors 30th annual railroad show and sale

By Sloan Auchincloss, Harrisburg Chapter NRHS

Spring-like weather brought crowds of people to the Harrisburg NRHS Chapter's 30th annual Railroad Show and Collectors Market on March 12. Hundreds of train fans, some with children in tow, came to patronize 45 vendors occupying 100 tables, view operating N-scale model trains, and watch vintage railroad movies.

"The chapter moved the show to a new location a little further east, in Middletown, from Steelton," said Event Chairman Mark Irvin. "The new venue in a church social hall provided extra space for vendors and wider aisles."

There were several parking areas to which chapter member Richard Peiffer directed visitors.

The train show was a short distance from tourist pike and freight hauler Middletown & Hummelstown Railroad, which ran a special trip at 1:30 p.m. The railroad's president, Wendell Dillinger, gave an illustrated history of the railroad at 11 a.m.

Vendors, for the most part, were active throughout the day with deals going on right up to the 3 p.m. closing time.

"Vendors seemed to do well at our show," said Irvin, "and they appreciated the help our volunteers provided with setting up tables as well as unloading and loading merchandise."

Capital PenNscalers had a busy three-track operation while East Pennsboro Historical Society, Williams Grove Steam Engine Association, and Middletown & Hummelstown Railroad displayed their railroad heritage items.

A steady stream of visitors to Harris Tower, the chapter's restored 1931 Pennsylvania Railroad interlocking tower featuring original but computer-adapted electro-pneumatic levers and active model board, kept docents busy giving demonstrations and answering questions. The tower is near the Harrisburg, Pa. Amtrak Station at 637 Walnut Street.

Major projects of the chapter include maintaining Pennsylvania's official electric locomotive (GG1 No. 4859), and preserving and operating Harris Tower.

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TICKET SALES — Dianne Robinson and Joe Heffron presided over ticket sales at Harrisburg Chapter's railroad show.



***PHOTOS BY SLOAN AUCHINCLOSS, HARRISBURG CHAPTER NRHS
AT RAILROAD SHOW — The photo shows some of the vendors and exhibitors at the Harrisburg Chapter's 30th Annual Railroad Show and Collectors Market in a church social hall in Middletown, Pa.***



PHOTO COURTESY OF MEMPHIS CHAPTER NRHS

CITY OF GRENADA – *The Memphis Chapter NRHS sponsored an 80-mile round trip photo charter, named the “City of Grenada,” from Batesville to Grenada, Miss. and return on Jan. 29, 2016. The train featured a 10-car consist painted in Illinois Central colors and pulled by a pair of EMD E8 locomotives. It departed downtown Batesville at 9 a.m. There were two photo runbys, one at Pope, Miss., and the second at Oakland, Miss. The train arrived at the Grenada Depot at 12:30 p.m., where everyone detrained. It backed up and again pulled into the depot, giving everyone a chance to photograph the train. While the passengers ate lunch, the E8s did a runaround to pull the train back north to Batesville. The return trip stopped in Tillatoba for another photo runby. The chapter had approximately 200 local railfans on board, and approximately 60 fans who chased the train in both directions. The weather was perfect for passengers and railfans. The photo shows the special crossing the bridge at the Bobo Bayou in Pope, Miss.*

Submission deadline is May 10 for June issue of *NRHS News*

The deadline for submissions for the June issue of the *NRHS News* is May 10. Please don't wait until the deadline to submit photos and items for the *News*. Early submissions make the layout process easier. Items submitted after the deadline will be held until the next issue.

All chapter representatives preparing items for the *NRHS News* should review the submission guidelines and requirements.

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.

Do not include photos intended for publication in the body of text files or emails as they cannot be used.

NRHS members are invited to “like” the NRHS Facebook page.

If your chapter has an upcoming activity you would like to publicize on the NRHS Facebook page, or an article and photos for the *News*, submit items 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.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

MATCHED POWER ON THE MARYLAND MIDLAND - Maryland Midland's Union Bridge to Emery Grove train (UBEG) departs Union Bridge, Md., on Nov. 11, 2014. The UBEG currently runs Tuesdays and Thursdays, departing Union Bridge around 8 a.m., and heads east on the former Western Maryland Railway's Hanover Sub to their CSX connection at Emery Grove in Glyndon, Md. The Maryland Midland was acquired by the Genesee & Wyoming in 2007. The train this day consisted of 56 loaded covered hoppers: 46 cement and 10 soybeans. The power for this run was SD40-3s Nos. 3449, 3450 and 3451, all formerly SD45s, and GP38 No. 2061.

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PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

PENNSY E8s PASSING ALTO TOWER - During Altoona Railfest 2007, held in Altoona, Pa., July 7-8, excursions on Norfolk Southern's former Pennsylvania Railroad main were operated westbound from Altoona around Horseshoe Curve, through the tunnels at Gallitzin, Pa., around the loop track just beyond the tunnels, and back to Altoona. The trips were powered by Bennett Levin's two immaculately restored former PRR EMD E8s, Nos. 5711 and 5809, which were purchased from Conrail when it was sold to Norfolk Southern and CSX in 1999. This is the July 7 return trip passing historic ALTO Tower in downtown Altoona. ALTO Tower was opened by the PRR about 1915, and was closed by Norfolk Southern on June 16, 2012.