

Tickets selling quickly as 'NashRails' convention nears

By JOHN GOODMAN, NRHS Convention Chairman

Ticket sales are brisk as anticipation builds for the 2017 National Railway Historical Society "NashRails" convention, to be held June 20-24 Nashville, Tenn. Tickets went on sale March 1.

The initial allocation of tickets for one of the convention's "non-rail" outings – the Friday Heritage tour to the Jackson Hermitage site and General Jackson showboat trip – sold

out quickly. A second bus has been added in order to meet demand. The showboat trip will include lunch and a show.

The names of the speakers for the three Friday seminars as well as the annual Friday night banquet have been announced. All of these programs will be held at the host hotel.

See **TICKET SALES, Page 2**

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

APRIL 2017

Museum volunteers restoring former C&O steamer No. 2716

Submitted by CHRIS CAMPBELL, President, Kentucky Steam Heritage Corporation

(Editor's note: The work on the steam engine is being done at the Kentucky Railroad Museum at New Haven, Ky. One of the NRHS convention trip options this summer is a visit to the museum on Thursday, June 22. Members of the team restoring the locomotive will be on hand to greet NRHS members and update them on the progress being made on the monumental effort).

Members of the Kentucky Steam Heritage Corporation (KSHC) have cleaned and inspected former Chesapeake & Ohio steam engine No. 2716 and hope to begin restoring the engine to operating condition later this year.

The history of C&O No 2716

C&O 2716 was the 17th engine built in the first order of 40 K-4 class of locomotives produced for the Chesapeake & Ohio Railway in 1943-44 by the American Locomotive Company in Schenectady, NY. No. 2716 was put into service in December, 1943, and remained in active service until 1956 when nearly all steam locomotives operations ceased on the C&O.

The K-4 class engines operated predominantly in coal coun-

See **FORMER C&O, Page 5**



PHOTOS COURTESY OF KENTUCKY STEAM HERITAGE CORPORATION

THE CREW – The volunteers helping with the restoration of former C&O steamer No. 2716 are shown with the massive locomotive during a June 2016 work session.

Ticket sales are brisk for ‘NashRails 2017’ convention in Tennessee

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Robert J. Stewart, chairman of the National Association of Railroad Passengers, will speak on the “History and Importance of Passenger Railroads Across America” at 10 a.m.

At 11 a.m., author Ralcon Wagner will speak on his book *Nashville Streetcars and Interurban Railways*.

The noon speaker will be Lyle Key, retired regional vice chairman of the L&N and CSX railroads.

His subject will be “L&N Passenger Trains That Served Nashville in 1940 and Subsequent Years.”

The annual NRHS banquet will be held Friday, 6 p.m., with a cash bar prior to the banquet. The speaker will be attorney Robert D. Tuke, with a presentation on “Saving Nashville’s Union Station from Demolition.”

Please note that Nashville is in the Central Time Zone, and all times listed are Central Daylight Saving Time (CDT).



Kentucky Railroad Museum at New Haven, Ky. The ticket price of \$99 per person includes a bag lunch.

For this outing to the static museum in Bowling Green, buses will leave the hotel at 8:15 a.m. Arrival at the museum is scheduled for 10 a.m., with departure at 11:15 a.m. Passengers will then make the 90-minute trip to Bowling Green for a 75-minute visit before leaving for New Haven. Once there, the train will depart at 1 p.m. for a three-hour trip to New Haven that will include a photo runby at Boston, Ky. A bag lunch will be provided on the train. Passengers will then re-board the buses for the ride back to the hotel with arrival at 7 p.m.

While at the Kentucky Railroad Museum, NRHS members will be able to view the former Chesapeake & Ohio steam engine No. 2716, which is undergoing cleaning and restoration. Members of the Kentucky Steam Heritage Corporation, which is in charge of the restoration, will be on hand to show the work being done and answer questions about the project.

Wednesday trip

The first official event of the convention will be a trip to the Tennessee Valley Railroad Museum on Wednesday, June 21 for a double-headed steam excursion behind engines No. 4501 and No. 630.

Buses will depart the hotel at 8 a.m. for the trip to Chattanooga, Tenn., where members will visit the museum’s depot/yard facility to board the special trip. The train will depart at noon, for the 3-1/2 hour trip (which will include a photo runby) to Summerville, Ga. Members and guests can watch the locomotives being wyed (and perhaps have a photo runby) before boarding buses at 4 p.m., for the return trip to Nashville, with arrival at the hotel at approximately 7:30 p.m.

Tickets for 138 coach seats on the train are \$199, which will include lunch in the diner. All of the 22 premium class seats in a streamlined observation lounge car have been sold.

Two trip options will be available for Thursday.

The first is a ride and lunch on the “My Old Kentucky Dinner Train”. Buses will leave the host hotel at 8 a.m. for the three-hour trip to Bardstown, Ky., where the train will leave on a two-hour journey at noon. Upon return, participants will have time to visit the depot and gift shop. The buses will leave for the return trip to Nashville no later than 3 p.m., with estimated arrival at the hotel at 6:30 p.m.

Tickets for this trip are \$149 each.

The second option includes a visit to the Heritage Railpark and Museum at Bowling Green Ky., and a train ride at the

Friday trip

The Friday, June 23 schedule includes a trip to the Hermitage historical site of Andrew Jackson. The mansion has now been restored with most of Jackson’s original belongings. As noted earlier, an extra bus has been chartered to meet the demand for tickets.

Departure from the hotel is scheduled for 8:45 a.m. Participants will then leave the Jackson site at 11 a.m. for the General Jackson Showboat tour, with the boat leaving the dock at noon for a buffet lunch and show until 1 p.m. The show will then continue on the outer deck. The boat is scheduled to dock at 2:45 p.m., and the bus will return to the hotel by 3:15 p.m.

The ticket price of \$164 per person includes admission at the Jackson site as well as the showboat ride, lunch and the show.

Friday is also the day for NRHS business meetings at the hotel with the NRHS Advisory Council and Board of Directors’ meetings, and the annual membership meeting, to be held in the afternoon.

Saturday is the final official day of the convention. The NRHS will provide a special diesel excursion over the Tennessee Central Railroad Museum (TCRM) line of the Nashville & Eastern Railroad. This train will operate to Cookeville, Tenn., which is a 180-mile round trip from the boarding point near the host hotel. Convention officials will operate shuttle buses for the 10-12 minute drive from the hotel to the TCRM boarding site.

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The train will depart at 8:30 a.m., with an expected arrival in Cookeville at 12:15. Departure from Cookeville is set for 2 p.m., with an expected arrival in Nashville at 6 p.m.

The 20 dome-class tickets for this trip are sold out. Coach tickets are \$149.

A night photo shoot, limited to 40 photographers, will also be held on Saturday. The cost is \$39 per person. A bus will leave the hotel at 8:15 p.m. and return to the hotel by 10:30 p.m.

Hotel Information

The Nashville Airport Hotel will be the convention headquarters. The hotel room rate is \$129 plus taxes per night for a single or a double room. Attendees must make their reservations by May 21, 2017 and mention you are with the NRHS to get this room rate. This special rate is good for two days prior and two days following the convention.

The phone number for hotel reservations is 844-886-4136.

Guests should reference the Nashville Airport Hotel and the National Railway Historical Society, or NRHS, or HistSoc. This is through the hotel directly. Guests may get a voicemail (especially if calling in the evening). A reservationist will get back with them, but it may be the next day.

NRHS members can begin picking up their convention tickets, information packets and credentials on Tuesday, June 20, at 4 p.m. when the registration room opens at the host hotel.

Registration for the convention is \$59 per person. Under NRHS guidelines, only the head of the family (usually the primary NRHS member) pays the registration fee. None of the other members of that family need to pay a registration fee as they purchase tickets under that one registration fee. That includes children under age 22 and living at home with their parents. You can register for the convention on the NRHS website <www.nrhs.com>.

To access online registration forms and the latest on the availability of seats and tickets, visit <www.Regonline.com/nrhs2017convention>.

Norfolk Southern "Safety Train" to visit 23 cities this year

NORFOLK SOUTHERN CORPORATION news release

Norfolk Southern's safety train will stop in 23 cities during 2017 as part of its Operation Awareness & Response (OAR) program, which provides first responders with free training on how to respond to a railroad incident.

The safety train kicked off March 21 in Hagerstown, Md., with three days of training at Norfolk Southern's rail terminal.

Additional stops include communities in Pennsylvania, Delaware, New Jersey, New York, Ohio, Indiana, Kentucky, North Carolina, Virginia, Alabama, Louisiana, Georgia, and South Carolina.

The full schedule, along with a link to request an invitation, is available at the OAR program website, <JoinNSOAR.com>.

The OAR safety train is composed of a 2,000-horsepower, 273-ton locomotive painted in honor of emergency responders; two boxcars converted into 30-seat classrooms; four styles of tank cars: DOT-105, DOT-111, DOT-112, and DOT-117; and two 89-foot flatcars used to transport intermodal containers.

Each four-hour training session includes classroom instruction and hands-on training inside a locomotive and on rail cars. The sessions are recommended for representatives of fire and law enforcement departments, emergency medical services and hazmat response teams, military and homeland security personnel, and railroad customers and suppliers.

"We're committed to moving all materials on our railroad safely," said John Irwin, Norfolk Southern assistant vice president safety and environmental.

During 2016, Norfolk Southern provided training for about 5,600 emergency responders, government officials, and others in 18 states. The training included classroom seminars, hands-on sessions with rolling stock, table-top simulations, full-scale drills, and exercises at training centers operated by Norfolk Southern and the Association of American Railroads.

The remainder of the schedule for the "Safety Train" is included below.

April – 7-9, Cresson, Pa.; 18-20, Newark, Del.;

May – 2-4, King of Prussia, Pa.; 16-18, Linden, N.J.; 23-25, Allentown, Pa.;

June – 6-8, Binghamton, N.Y.; 15-17, Canton, Ohio; 27-29, South Bend, Ind.;

July – 11-13, Columbus, Ohio; 25-27, Louisville, Ky.;

Aug. – 8-10, Asheville, N.C.; 15-17, Roanoke, Va.; 22-24, Bristol, Va.;

Sept. – 12-14, Huntsville, Ala.; 19-21, Birmingham, Ala.; 26-28, Slidell, La.;

Oct. – 10-12, Tuscaloosa, Ala.; 17-19, Macon, Ga.; Oct. 31-Nov. 2, Savannah, Ga.;

Nov. – 7-9, Greenville, S.C.; 14-16, Charleston, S.C.; 28-30, Greensboro, N.C.

The president's corner

NRHS helping in attempt to save rail line; special *Bulletins* planned

By AL WEBER, NRHS President

First of all, I need to thank all the volunteers who do all of the work for the NRHS. We have many volunteers who you never hear from who toil on needed but mundane committees and projects. Our mission statement is "The National Railway Historical Society promotes railway heritage preservation and educates its members and the public about rail transportation, its history and impact, with a focus on North America."

That covers a lot, and it should. Our commitment to education covers much more than our *NRHS News*, *Bulletin* and RailCamp, which are very important educational items. I, along with others, have to contact various local and national government groups to help them understand the real need to preserve history.

In the last month, we have participated in an on-line petition to save the Nickel Plate Road from Noblesville to Indianapolis, Ind. I talked on the phone with NRHS members and local officials in Noblesville about saving the track and railroad that the Indiana Transportation Museum has been operating on for 34 years. The plan is to remove the rail and put in a walking and biking trail. If interested in helping, please contact the museum at <<http://itm.org>>.

I also get contact from government officials asking for our help in determining what and how to preserve items of railroad historical significance. Many are asking about who to contact, and we try to put them in touch with NRHS chapters and museums.

I also have, in the last month, had conversations with major railroads about trains that some of our chapters run. Most officials are friendly but have many questions about what is in it for the railroad.

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Some of these trips have been running for 40-plus years, and you would think by now they would

know, but we still have to answer their concerns. As a rider of train trips, I know that the days of main line excursions are coming to an end, and we will have to work with the railroads in order to show them that main line excursions on their tracks are in their interest.

This is another benefit of the NRHS and membership in the Society. The NRHS has worked with the major railroads for many years and, due to your work over the years, we have a very good reputation among railroad officials.

If, in your area, you have any issues like the ones above, PLEASE contact either myself or your district director and we will see what we can do.

I did get several comments from members about our Historic Grants program. The only money we award comes from donations to either the grants program or from unrestricted donations. None of it comes from members' dues. The members were concerned that I was moving funds from dues collections to Historic Grants. That is not so.

Also your district, At-Large or global directors are your contact for the NRHS facts, unlike many alternate facts that seem to pop up each and every day. I spend a lot of time responding to the erroneous information with the facts.

If you have a news item, event, or train show, or train trip open to the public, send a note to Charles Williams <nrhsnews@charter.net> so we can put it on the NRHS Facebook page or in the *NRHS News*. This is a member benefit and FREE to you.

In the next few months, the NRHS will be publishing several very special *NRHS Bulletins*. These most likely will be collector's items as the articles and photos have never been published before and most likely never will be published again. Please get other railfans interested in joining the NRHS as that is the way to receive these special publications and the way to continue our mission.

Contact me if you have questions at <aweber@nrhs.com>.

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

Former C&O steamer being restored by Kentucky Steam Heritage Corporation

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try, making eastern Kentucky, West Virginia and Virginia their home for much of their careers. They were famous for hauling coal, although some of the class were also equipped with steam lines, giving them the ability to haul passenger trains.

Fourteen of the K-4 class engines were saved from scrap (12 remain), and 2716 was donated to the Kentucky Railway Museum. In May of 1959, she was delivered, via the L&N, to the museum grounds in Louisville, Ky. The engine sat on display, outdoors, for the next 20 years before the Clinchfield Railroad approached the museum to obtain the locomotive in a lease in order to restore and operate her on excursion trains.

The engine was moved from Louisville to Clinchfield property, first in Tennessee and later in North Carolina. Disassembly began but, before anything more was done, the railroad was rocked by a management scandal, and 2716's restoration was left dead in the water.

No longer needing the engine for excursions, the Clinchfield shipped 2716 back to Louisville, partially disassembled. Later that winter, however, the Southern Railway leased the locomotive in order to refurbish her for their fabled Southern Steam program, headed by master mechanic Bill Purdie. Purdie went to work on the engine, famously redecorating the distinctly C&O engine to look like a Southern 2-8-4, even though Southern never purchased any modern superpower steam.

Much to the chagrin of many C&O fans, but to the delight of many others, 2716 emerged from the Southern's Irondale shops looking like a genuine Southern Belle. Break-in runs were conducted in the summer of 1981, and that fall the engine entered excursion service as the flagship engine of the program. That position was soon relinquished however.

In 1982, Southern Railway merged with Norfolk and Western to form Norfolk Southern. A new management structure arrived, and with it came the decision to restore and operate N&W 611 as the new featured locomotive. Only days before 611 was test-fired in the summer of 1982, 2716 was taken out of service and sidelined because of firebox issues.

In late July, the engine ran under her own power back to the Irondale shops for repairs that were never completed. 611 emerged as the main excursion engine shortly thereafter, and 2716 never again turned a wheel for the Southern (now NS) steam program.

In 1994, 12 years later, Norfolk Southern decided to end its steam program. 2716 had been kept in Irondale, in anticipation for eventual repairs and "emergency" operation.

As NS liquidated its steam-related assets and returned its stable of engines to the rightful owners, 2716's lease was acquired by the Fort Wayne Railroad Historical Society, owners of famed excursion engine Nickel Plate No. 765. That engine has just been taken down for her 1,472-day rebuild, and was in need of significant mechanical work before earning the organization any more revenue.

Since 2716 still had available flue time left, the Fort Wayne group moved the engine to its shops in New Haven, Ind., and 2716 was given another chance.

Mechanical Officer Tom Stephens gave the engine the firebox work she desperately needed, along with other upgrades. She was transformed back to her original C&O look, and operated briefly in the summer of 1996 before again being laid up. Her flue time expired in 1997, and she was eventually sent back to her owners, the Kentucky Railway Museum (KRM), which has since moved to New Haven, Ky.

Since 2001, the engine has been on static display at the museum, partially covered by a large train shed.

The restoration of 2716

The KSHC was founded in August of 2015 after exploratory conversations had commenced with the KRM regarding a potential lease of 2716. Members of the Kentucky-based 501(c)(3) public charity conducted a three-day inspection of



RESTORATION BANNER – The 2716 is adorned with a banner letting visitors know how they can help with the effort.

the engine in November, 2015 to evaluate its condition for a potential full restoration.

Steam mechanic Jason Sobczynski led the charge, along with long time KRM steam specialist Joe Bratcher and former-KRM president Ed Hawkins. The team found relatively few points of concern, and concluded that the engine would be an excellent candidate for a full mechanical rebuild.

On the evening of Feb. 6, 2016, the Lexington (Ky.) Herald-Leader's story regarding KSHC's initiative to restore C&O 2716 broke online, and immediately web forums began discussing the exciting news.

While the announcement was choreographed to actually be released online in tandem via the KSHC 2716 Facebook page and through *Trains* magazine's newswire on Feb. 7 at 10 a.m., the leaked news did not allow KSHC members to release the news online and on the official website, both going live at around 11 p.m.

The release date, 2-7-16, was of obvious importance, and that afternoon, KSHC members and Kentucky Railway Museum Board President Charlie Buccola and Executive Director Greg Mathews signed a memorandum of understanding for the long term lease of 2716. The lease itself wasn't legally

finalized until later in February, giving insurance policies time to be officially active before KSHC became the legal steward of the locomotive.

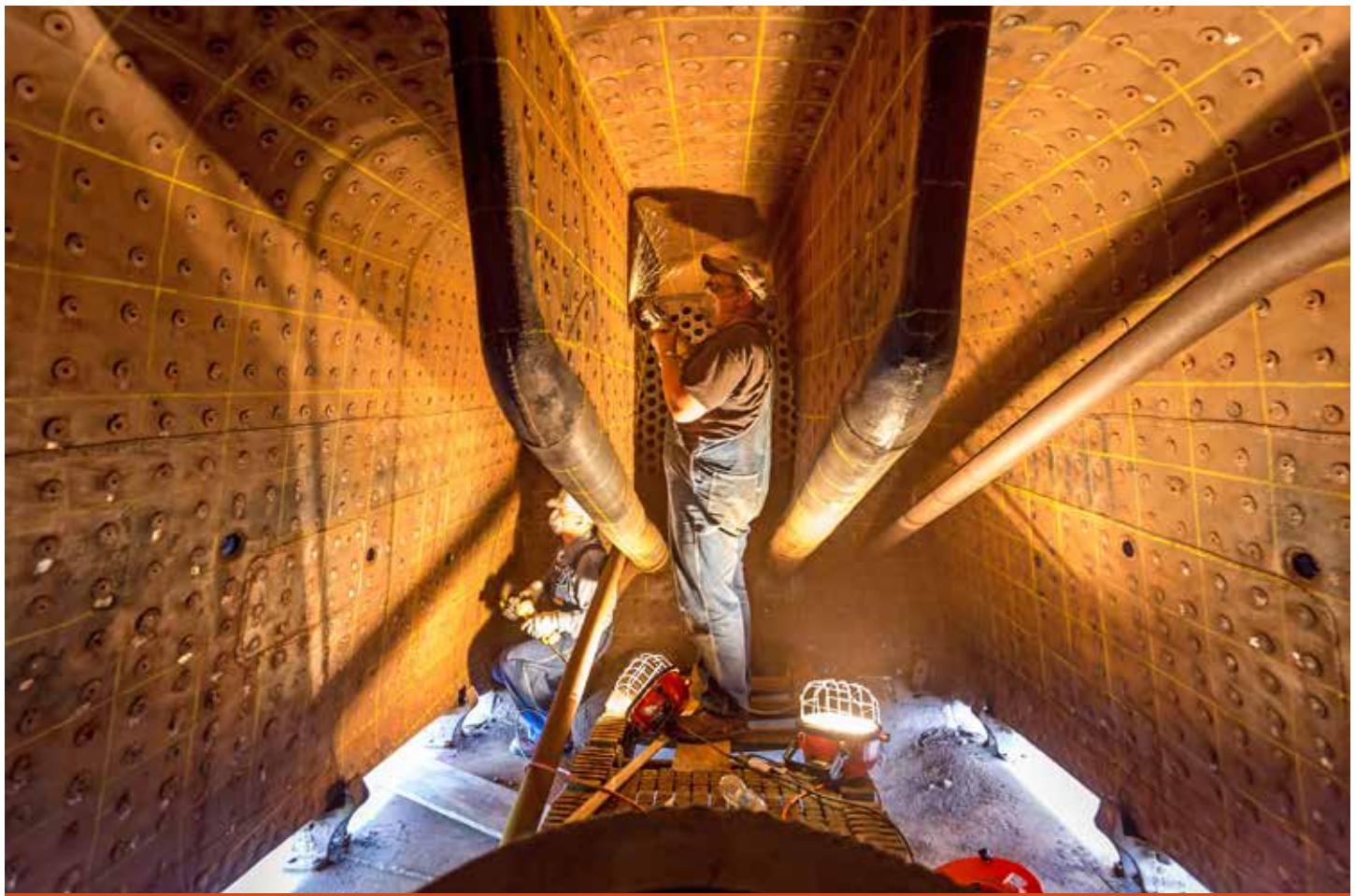
Preparation and initial work sessions

KSHC founders were hard at work behind the scenes during March and April, getting together the appropriate insurance policies for both equipment and for volunteer safety. Also, Jim Wrinn, editor of *Trains* magazine, visited the Kentucky Railway Museum to interview both KRM and KSHC members regarding the restoration of 2716, as well as L&N 152. The event was live-streamed over the web through *Trains* magazine's website. Robert Soule III, son of the founder of the Tennessee Valley Railroad Museum, was on hand, and presented the KSHC team with a donation check and a template for the original number plate for Southern 2716.

On May 1, KSHC members met with KRM officials to perform an inventory of the locomotive's many parts that were in storage. Grates, fire brick, gauges, pistons, lights and other miscellaneous items were procured, photographed and inventoried.

Summer and fall work

Crews began working in earnest in May, cleaning the engine in preparation for the first official public event: the KSHC Me-



TIGHT FIT – Working on the firebox of a massive steam engine means squeezing into tight confines.



IN DISGUISE – Ron Flanary from the Kentucky Steam Heritage Corporation talks with visitors about the steam engine, masquerading as L&N 1992.

morial Day Open House. The open house kicked off the summer sessions by providing the opportunity for volunteers to sign up in person, and join the effort.

Active volunteers helped accomplish a great deal. Andy Wartman was appointed director of restorations and spearheaded many of the important tasks. Working in tandem with Mechanical Officer Jason Sobczynski, Wartman was integral in making the entire project move forward.

On Memorial Day weekend, over 250 members of the general public were given the opportunity to visit the crew and see the progress firsthand. This event also became an excellent time for prospective volunteers to see the restoration effort. The event concluded with a night photo session, featuring the engine properly lit for the occasion.

Accomplishments

Actual mechanical work on 2716 began mid-May. Membership quickly grew to 42 persons, and many of the new members aided in performing maintenance and other essential duties during the summer months.

Cleaning

Both the engine and tender were thoroughly cleaned. Bird droppings, as well as grime associated with the locomotive sitting in one spot for a long period, were dealt with. The tender

bunker was emptied, and stoker screw covers were re-installed to aid in safety. The cab was thoroughly cleaned as well.

Running gear

The running gear was stripped of paint which had been applied over the years to protect the rods. Once clean, a thick coat of Cosmoline anti-rust product was applied to further protect the metal. The running gear was inspected and appears to be in excellent condition.

Smokebox

The smokebox was opened and cleaned; the exhaust manifold and shelf were inspected; and cinder screens were removed and cleaned.

Firebox

The firebox was the main focus of most of the first few months of work sessions. KSHC members thoroughly cleaned (wire-wheeled) the entire surface of the interior of the firebox in preparation for grids being drawn. The grids provided the necessary template for ultrasonic testing to occur.

Ultrasonic tests were conducted during June and July, and the general conclusion was that there would be some side sheet repair, but there was far less damage to the firebox than previously feared.

Engine truck bearings

The lead and trailing truck roller bearings were tested, drained and given new lubrication. Each bearing was photographed, inspected and fitted with new gaskets.

Engine/tender couplings

The pin that connects the engine and tender was inspected, and the piping/hoses were removed and capped.

Electrical System Maintenance and Use

The locomotive's electrical system was tested and was actually used for illumination for a night photo session during the Memorial Day open house.

Tender Work

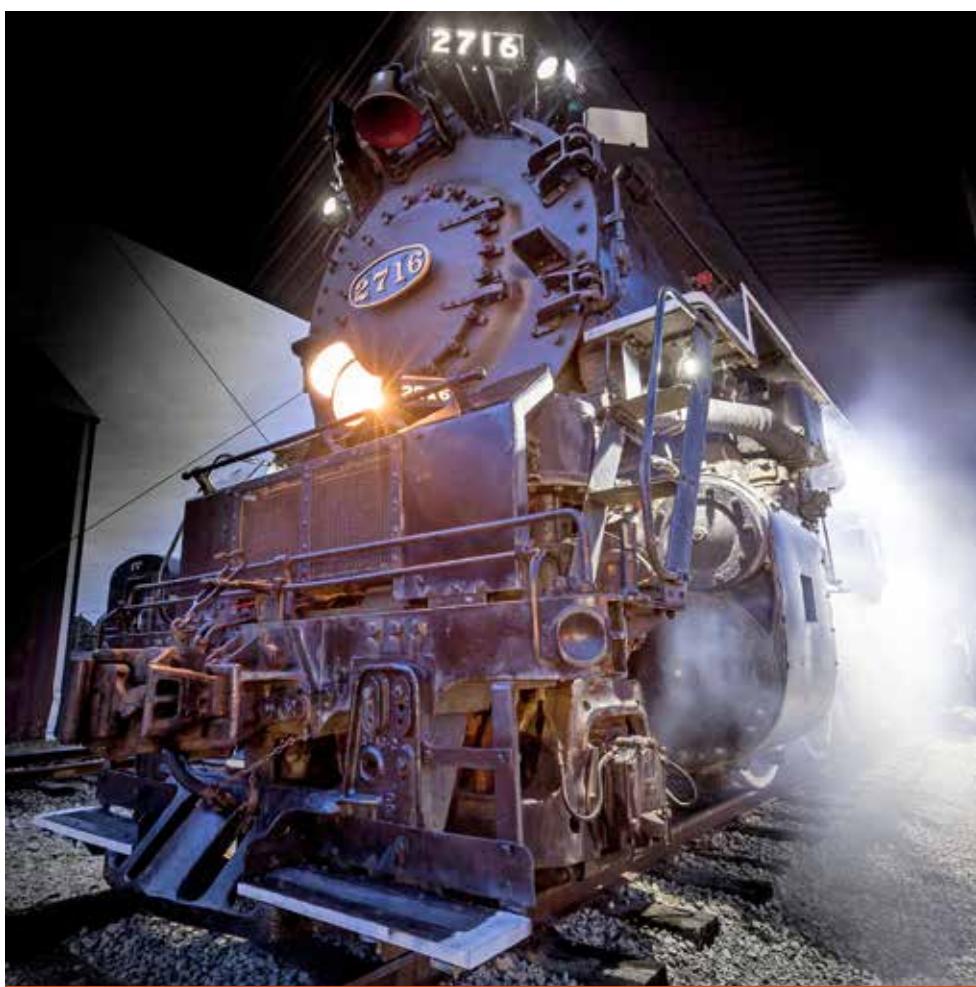
The tender was given a thorough cleaning, and the interior of the cistern was sandblasted to reveal white metal. The sandblasting is still in process and should be completed during the first quarter of 2017. Tender brake systems were inspected.



BEARING BOXES – Steam mechanic Jason Sobczynski works on the bearing boxes of the 2716.

Fabrication

Several parts were fabricated, including the brackets for the flying number boards on the front of the engine.



NIGHT PHOTO SHOOT – The 2716 seemed to come to life during a recent night photo shoot.

Donations from Tom Stephens

Tom Stephens, former CMO of the Fort Wayne Railroad Historical Society, generously donated the old pilot and headlight bracket that was originally used by 2716 when she ran for the Southern Railway.

Social Connectivity

The KSHC crew was committed to keeping the spotlight on the process of restoration, and over 10 live-streamed videos were made available to the public, allowing an exclusive behind-the-scenes look at what it takes to work on a steam locomotive like 2716. To see these videos, visit the video section of the 2716 Facebook page <www.facebook.com/2716>.

Tool Acquisition

While work on the engine subsided over the winter, KSHC has been making significant acquisitions for further heavy work on the locomotive. The organization is now equipped with a large assortment of appropriate tools and machinery to aid in the invasive refurbishment anticipated to be done in 2017.

Looking ahead to 2017

KSHC members have been hard at work in attempts to secure a location to restore 2716. While the process is ongoing, it is anticipated that a location will be selected and announced late in 2017. The eventual location will be selected with the long-term benefit of the locomotive in mind. In the interim, crews will continue to work on the locomotive at the KRM grounds. No. 2716 itself is in a prominent position in the collection, under roof and facing the visitor's center.

Since the announcement of the project, KSHC has received tax deductible donations from all across the globe totalling over \$20,000. This has been without a formal fundraising campaign. As 2716 crews prepare to mobilize the engine by doing a roller bearing conversion on the engine's tender, a cohesive fundraising effort will be announced.

In order to bring the engine up to modern standards, the "friction bearing" tender trucks will have to be converted to roller bearings. This will involve purchasing new wheelsets and performing significant and precise modifications to the tender trucks. A similar conversion was recently done to Nickel Plate 765's tender, which carries similar style Buckeye trucks.

Kentucky Steam Heritage President Chris Campbell has big plans for the locomotive, and is interested in establishing a new precedence for steam restoration.

"We went into this planning to set a new bar in covering the process to restore an engine of this size. I think we have already made an impression on the online community, especially with streaming our work sessions online for all to see."

"Our goal is to provide as much transparency as possible with this process. We want people to be able to see what we are doing, what we are spending money on, and what our plans are. While we can't discuss some details until they are finalized — such as who we are talking to about moving the engine, and which railroads we have made headway with in regards to operating opportunities — we want to be an open book."

Campbell predicts that the road will not be easy, but the organization is in it for the long-haul.

"Our core members are relatively young — in our 20s and 30s — and we are going to be patient with the process. This project is for future generations, and we want to do it right, even if that takes a bit more time. We are enjoying the process and are happy to share it with everyone."

You can contact Campbell at <chris@2716.org> with questions or comments, or by mail at Kentucky Steam Heritage Corporations, P.O. Box 23971, Lexington KY 40523. Also, visit <www.kentuckysteam.org>.



WITH THE STEAMER — Chris Campbell, the president of the KSHC, is shown in front of the engine, "masquerading" as the 1992.

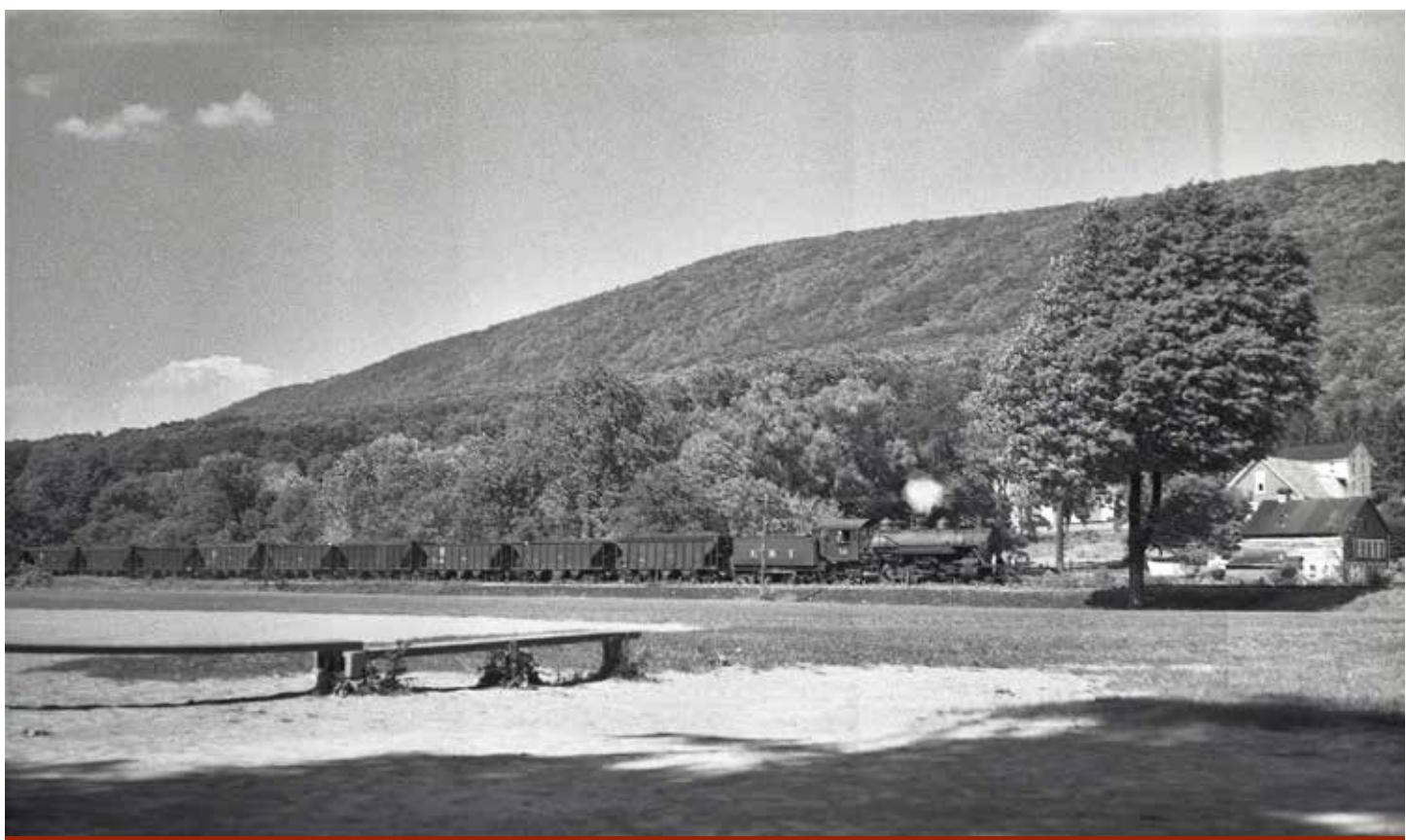


PHOTO BY FIELDING LEWIS BOWMAN

HAULING COAL – East Broad Top Railroad Baldwin built 2-8-2 No. 18 hauls a cut of coal cars as it passes through Saltillo, Pa., in June 1955.

NRHS digitizing vintage films, photos for Society archives

Submitted by MITCHELL E. DAKELMAN,

based on information from the Friends of the East Broad Top Railroad and the Western Connecticut Chapter's website

The National Railway Historical Society has a collection of still images. The first ones collected were black and white images used in the early issues of the *Bulletin*. Over the ensuing years the NRHS has acquired, mainly through donations, additional prints, negatives and transparencies.

These collections, which are widespread in their subject matter and photographic dates, are stored in facilities in New Jersey and Massachusetts and are extensive. Little by little, as time permits, a selective number of pictures are being scanned.

The photograph above was taken by Fielding Lewis Bowman, who lived in New Canaan, Conn. Bowman, a professional architect, wrote several articles in the 1950s for *Trains* magazine. A 26-year member of the Western Connecticut Chapter of the NRHS, he passed away on Sept. 17, 2004, at Norwalk Hospital after complications of surgery.

His family reached out to the NRHS, asking if we would like to preserve his photographic collection. There are several thousand negatives to be scanned and catalogued from this extensive collection which is now stored at the Phillipsburg, N.J. storage facility.

Bowman's work includes vintage steam, electric and diesel, both black and white and color. His railroad photography interest reflected his profession and focused on both infrastructure and trains.

Bowman visited the 33 mile, narrow gauge, East Broad Top Railroad and Coal Company (EBT), situated in south central Pennsylvania, in the mid-1950s. At that time it was still in full operation and using 1918 vintage Baldwin steam locomotives.

Its northern terminus was at Mount Union, Pa., where the mined coal was transferred from its home narrow gauge cars to standard gauge so that coal could be moved over the Pennsylvania Railroad.

Its southern terminus, in Robertsdale, required steep climbs over the Allegheny Mountain range. It included several bridges, and two tunnels, Ray's Hill and Sideling Hill. These tunnels should not be confused with the South Penn's incomplete tunnels of the same name, several miles south of the

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Back issues of NRHS *Bulletin* are available for purchase

The NRHS has extra copies of many *Bulletin* issues published since 2005 and we are looking to reduce our inventory.

For the remainder of 2017, we are having a blow-out sale. The prices are: one issue, \$6; two issues, \$5 each; three issues, \$4 each; and four or more issues, \$3 each. Shipping is included in the per issue price. All issues must be ordered at the same time.

Issues are available by sending check or money order and a list of issues you wish to purchase to: Jeff Smith, 2375 S. Whittmore Street, Furlong PA 18925. Make checks payable to NRHS.

For those interested in paying by credit card, send a message to bulletin@nrhs.com and an invoice will be provided for payment online. Do not send credit card information via email.

Available *Bulletin* issues are:

Winter 2014 – Some Vernacular Railroad Photographs.

Fall 2013 – The Modern Streetcar: Transit or Time Machine?

Summer 2013 — The Tenacious Tweetsie, Bethlehem Steel.

Spring 2013 — Savannah to Tybee Island, CSX's New River Subdivision.

Winter 2013 – A history of Railroad Signaling.

Fall 2012 – Removing Southern Pacific's Cajon Pass Tunnels, The Virginia & Truckee Railroad.

Summer 2012 – The Pennsylvania Railroad Mainline: Exploring the Railroad Landscape.

Spring 2012 — The Hartford & Slocomb: A Classic Short Line in the Deep South, Kansas City Union Station, Regulating a Railroad Pocket Watch.

Winter 2012 — Southern Pacific SD45s: The Last Passenger Locomotives, Railroads of South Jersey.

Fall 2011 – The Challenge of Steam Tourist Railroads in the American West.

Summer 2011 – Small Town Grain Elevators (railroading in flyover country), Burnside Shops.

Spring 2011 – Portland Switching District, The Railroad Landscape as a Site of Cross Disciplinary Inquiry.

Winter 2011 – EMD SW-1s, Railroading in the Pacific Northwest, Restoring an ATSF Tank Car.

Fall 2010 – American Railway Depots.

Summer 2010 – Garden City Western, UP's Central Coast Line

Spring 2010 – Tehachapi in the 21st Century, FL9 Dual Mode Locomotive.

Winter 2010 – A History of Railroad Photography.

Fall 2009 – Critters, Photography at Rail Museums, Richmond, Fredericksburg & Potomac Railroad.

Summer 2009 – The Gas Electric Car, Railroading in the Heartland.

Spring 2009 – Pennsylvania Shortlines, Chicago & Alton's Dwight Illinois Depot, Wreck of PRR Pennsylvanian at Dunkirk, Ohio.

Winter 2009 – George Hart, Pascack Valley Line Revitalized.

Fall 2008 — Jersey Central Baldwin DR4-4-1500, Milwaukee in 1950, Mendota Tower.

Summer 2008 – Tribute to O. Winston Link.

Spring 2008 – Ma&Pa, Night Photo Events, Restoring Preserved Diesels.

Winter 2008 – Desert Railroading, Trains Around Denver 1960s, Hartwell Railroad.

Summer 2007 – Electro-Motive's Pre-War E-units.

Spring 2007 – Beech Mountain Railroad, York Streetcars, Louisiana Cypress Lumber Company.

Summer 2005 – Boiler Explosion on the Milwaukee Road, Santa Fe's California Mainline.

Deadline for June issue of News is May 10

The NRHS News is the best way to let the members of the Society know what's going on in your chapter, from vintage equipment restoration and fund-raising projects, to chapter outings and anniversary dinners.

Likewise, the NRHS Facebook page is a great way to promote upcoming chapter meetings and events such as excursions and model train shows. Be sure to "like" the NRHS Facebook page at <https://www.facebook.com/RailPreservation/?fref=ts>.

The deadline for submissions for the News is the tenth of odd-numbered months. The deadline for the June issue is May 10.

When possible, please don't wait until the deadline to submit photos and items for the NRHS News. Early submissions make the layout process easier.

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

NRHS grant helps museum restore unique track inspection car

By STEVEN D. KAMM, Oklahoma Railway Museum, Central Oklahoma Chapter NRHS

The former Missouri, Kansas and Texas (MKT) track inspection car No. 1045 arrived at the Oklahoma Railway Museum (ORM) Dec. 14, 2012. The intention is that the museum, located in Oklahoma City, Okla., will be the permanent home of this unique, custom-made piece of railroad history. And, since the inspection car has seen better days, volunteers at the museum are currently undertaking a substantial restoration/refurbishment program.

Early History

A brief history of MKT No. 1045 has been documented in *The Katy Flyer* (Vol. 12, No. 2, June 1989), the newsletter of the Katy Railroad Historical Society. A second, more complete article, appeared in a later edition of *The Katy Flyer* (Vol. 31, No. 3, Sept. 2009). It includes the early history, as well as describing the construction of a scale model of the car.

According to those articles, prior to 1971 track inspections were conducted by the MKT Railroad using two heavyweight observation cars riding on six-wheel passenger trucks. These cars were sold off in a cash-saving move, but officials still needed to inspect the railroad.

For a while, track inspections were conducted using an automobile equipped with drop-down flanged wheels. Needing something better, the MKT (also known as the Katy Railroad) improvised. The car shops in Denison, Tex., fabricated a custom-built track inspection car based on an old 40-foot all-steel boxcar. The somewhat strange-looking MKT No. 1045 entered service in 1973. Supported on four-wheel leaf-spring caboose trucks, it must have provided a less comfortable ride than the heavyweight observation cars.

Features of MKT No. 1045

A large work area was installed in one end of the old boxcar. Large picture windows were cut into the end and sides, providing good visibility for the inspectors. Venetian blinds were fitted to keep out the blistering sun.



ORIGINAL COLORS – The MKT inspection car is shown in its green livery in Parsons, Kan. in 1979.

At the opposite end of the car, a generator was installed to provide power for lights, radio-telephone, and air conditioners. In the center of the car, entry ways were installed on both sides. Crew facilities were added, including a rest room, a small galley, and bunks for cat-naps. Views of the interior can be seen in a YouTube video (Google: Katy 1045).

Later History

Though it may have appeared ungainly, MKT No. 1045 was used by the Katy Railroad from 1973 to 1988 without significant problems. However, when the MKT was acquired by the Union Pacific Railroad in 1988, a different operational philosophy was instituted, and the car was deemed expendable.

Apparently, it was parked for a time on a siding near the U.S.



DURING ARMY SERVICE – The Army colored over the green paint with red.

Army's Fort Sill in Oklahoma, where rail crews used it for shelter from the weather.

MKT No. 1045 was eventually offered to the City of Denison for display. However, when a delay in transfer occurred, the Union Pacific passed the car to the Army. The intent seems to have been to rebuild the car into an escort for military trains. The exterior of the car was painted red, but the rebuild never occurred. At least one source indicates the car was used for a time as an office.

MKT No. 1045 Comes to the ORM

In 2012, board members of the ORM visited Fort Sill to investigate the possibility of acquiring an SW-8 switcher engine. While on the post, an inquiry was made concerning the former MKT inspection car. As the Army was not using the car, officials eventually agreed to donate it to the ORM for preservation. Arrangements were made to move the car; a brake test was conducted; and the Stillwater Central Railroad provided important assistance during the move. It arrived in mid-December of 2012.

Restoration, refurbishment of No. 1045

When the car first arrived at the ORM, it was put in storage as several other on-going projects took priority. However, in 2015, the ORM board decided to start with the refurbishment. Realizing that additional funds would be required for the endeavor, a grant request was submitted to the NRHS in March of 2016.

Included in the request was a plan for refurbishment including the following:

Exterior: Stripping old paint; priming, painting in the distinctive original green/yellow MKT scheme; clear coating; roof repairs; and replacement of the glass in the door, side, and inspection windows.

Interior: Installing replacement flooring and ceiling; repairing and repainting walls; replacing counter tops, baseboards, ceiling, door and corner trim; and painting the bunks.

Mechanical: Cleaning and refurbishing the generator; inspecting and repairing the electrical and HVAC systems; and certifying the brakes.

Happily, in April of 2016, the NRHS awarded \$4,000 to the ORM for purchase of materials. Work on the MKT No. 1045 has now

begun in earnest. The interior has been cleaned; repairs on the electrical and HVAC systems are underway; and replacement glass for all windows is on order. Most impressively, the exterior has been completely sandblasted and a primer coat applied.

While the work is progressing, ORM volunteers anticipate another year of labor will be required before this unique MKT inspection car is returned to its former glory.

Photographs of the car in its various stages can be viewed at the Oklahoma Railway Museum website <<http://www.oklahomarailwaymuseum.org/>>.



REMOVING LAYERS – Sandblasting removed both the MKT green and Army red paint from the track inspection car.



READY FOR PAINT – The old paint has been removed, and a primer coat has been applied to the former inspection car.

Rudy Volin recognized for 70 years of membership in NRHS

Long-time NRHS member and avid railfan Rudy Volin received his 70-year NRHS membership certificate at a ceremony during the Feb. 21 Potomac Chapter NRHS meeting.

When asked to provide some details about his involvement with the NRHS Rudy volunteered to prepare his own accounting. So, in Rudy's own words, here is his story about his 70 years with the NRHS:

In his own words

"I joined the Washington D.C. Chapter in early 1947, but wasn't too active then since I was attending George Washington University's School of Engineering, and some of my classes were held at night because the daytime sessions were filled.

"The Washington Chapter of the Electric Railroaders

Association was the only other railfan organization in Washington D.C. back then, and I joined that organization a few months before I joined the NRHS. Other railfan organizations in the Washington D.C. area included the National Capitol Trolley Museum, and two divisions of the Railroad Enthusiasts, Inc. (RRE). One RRE Division met in northern Virginia and the other one met in suburban Maryland

"Later on, I found more time to be active in the Washington D.C. Chapter. I held the offices of secretary-treasurer, chapter director, and chapter president. I was also a member, and later on, chair of the chapter's trip committee.

"I joined the Capitol Railroad Club as a charter member when it was formed in January 1970; however, I still maintained my membership in the Washington D.C. Chapter NRHS. The Capitol Railroad Club received an NRHS charter in November 1971, and became the Potomac Chapter NRHS in January 1972. I dropped my membership in the Washington D.C. Chapter at that time. So, I became a founding member of the Potomac Chapter.

"My wife, Ann Ruth, and I have traveled in all 50 states and many foreign countries, such as Australia, New Zealand, Mexico, Canada, Great Britain, and Switzerland, to name a few. Lineside railroad photography is my major railfan interest, and



PHOTO BY TERESA RENNER, POTOMAC CHAPTER

SEVENTY YEARS WITH THE NRHS - Rudy Volin (left) received his 70-year NRHS membership certificate from Rick Davidson, the assistant director, NRHS membership awards, at the Feb. 21 Potomac Chapter NRHS meeting.

I have photographed trains in most of the United States and many of the foreign countries that we have visited.

"The chapter ran its first fan trip in 1951, which was a steam-hauled trip to Winchester, Va., on the B&O. The Washington, D.C. Chapter ran excursions to many destinations, such as Shenandoah, Va., Norfolk, Va., Sunbury, Pa., Charlottesville, Va. (via the C&O), and Harrisonburg, Va., with steam power. However, most of the trips were hauled by diesels starting in 1953.

"In the 1950s, the B&O approached the Washington, D.C. Chapter to run fan trips to destinations such as Pittsburgh, Pa., Grafton, W. Va., and Chicago, Ill., using their Budd Rail Diesel Cars (RDCs). The purpose of these excursions was for the B&O to evaluate the feasibility of using RDCs on long distance daylight trains. These fan trips were well received, and they sold out quickly. These excursions resulted in substituting RDCs for the conventional equipment that the B&O used on the Washington-Pittsburgh daylight train, the *Washingtonian*.

"Starting in 1966 and continuing through 1994, the Southern Railway (later the Norfolk Southern Corporation) ran

See VOLIN, Page 28

Author scheduled to speak at Thomaston Town Hall May 6

The Railroad Museum of New England (RMNE) will present a program by Mary Ellen Heffernan Kunz, the author of *Leaving Home to Find One*, scheduled for Saturday, May 6, 7 p.m., at the Crescent Gallery, located in the Thomaston (Conn.) Town Hall.

Ms. Kunz wrote about Agnes McCloskey, who left Ireland for America in 1881. She traveled on the Naugatuck Railroad to Thomaston, working for Seth Thomas her first nine years in America. She later married Daniel Heffernan and moved to Bristol.

There is no admission for the program but seating is limited.

HeritageRail Alliance sets fall conference

By AARON ISAACS, Minnesota Streetcar Museum

The HeritageRail Alliance (formerly the Association of Tourist Railroads & Railway Museums) is holding its fall conference in Minneapolis, Minn. Oct. 5-7.

The event will be hosted by the Minnesota Streetcar Museum.

The conference will feature two mornings of seminars, and visits to the Osceola & St. Croix Valley Railway, Excelsior Streetcar Line, Steamboat Minnehaha, Como-Harriet Streetcar Line, St. Paul Union Depot, Jackson Street roundhouse and locomotive 261 Shop.

There will be three optional pre-conference trips:

Oct. 3 — Railfan tour of the Twin Cities;

Oct. 4 — Trip to Duluth to visit the Lake Superior Railroad and ride the North Shore Scenic Railroad behind steam;

Oct. 4 — Twin Cities traction tour.

Registration and conference info is available at <www.attrm.org>.

To reserve tickets, email <info@RMNE.org>. Tickets can be picked up at the door before 6:30 p.m.

The RMNE, located at the historic Thomaston Train Station, is a not-for-profit, all volunteer, educational and historical organization that dates back to January 1968. The mission of the RMNE is to tell the story of the region's rich railroad heritage through our educational exhibits and operation of the Naugatuck Railroad. The museum tells the story of the region and the development of society around the railroad.

More information about the RMNE can be found at <www.rmne.org>.



PHOTO BY BRUCE M. SHORE, OLD PUEBLO CHAPTER NRHS

25-YEAR CERTIFICATES — The Feb. 19 meeting of the Old Pueblo Chapter NRHS (Tucson, Ariz.) was opened with an announcement from NRHS Representative Bob Brubaker (right) that he had received from NRHS headquarters a certificate for member Chester Harvey (left) recognizing him for 25 years of membership in the NRHS and the Old Pueblo Chapter. A few days later, Brubaker received a certificate acknowledging that he also had been awarded a 25-year NRHS certificate for his membership in the Philadelphia Chapter. Brubaker is a member of both chapters. Both members received a round of applause as the certificates were received.



PHOTOS BY BEN KLETZER, CENTRAL COAST CHAPTER NRHS

STEAM AND ICE – On a cold winter's day in Diaobingshan in Manchuria, a Chinese family plays on the ice of a small pond, with homemade sleds (made out of recycled metal and wood). Meanwhile, SY No. 1772 leads the afternoon passenger train to Dongguantun over the massive arch bridge over the creek. This railway was one of the last railways in China to feature steam on passenger trains, with service abandoned a month after this photograph was taken in January 2014.

Chinese steam engines focus of Central Coast banquet program

By ED GRAHAM, National Representative, Central Coast Chapter NRHS

The members of the Central Coast Chapter NRHS held their annual banquet at the South Bay Railway Museum, located in the former Southern Pacific depot at Santa Clara, Calif. on Feb. 18, 2017. A catered dinner was provided by Harry's Hofbrau.

Prior to the program, the chapter's Lewis-Lloyd award for outstanding service was presented by Chapter President Terry Smith to Ken Rattenne for his outstanding work as chapter webmaster and for his leadership in a key 2016 excursion.

The Lewis-Lloyd award was established in memory of two long time members, Harold Lewis and Arthur Lloyd, for their key role in the success of the chapter's excursion program.

Both gentlemen passed away in 2016.

Smith also acknowledged 20 chapter members who earned NRHS service awards for 2017; four of whom were present to accept their awards. They were Keith Baker, Jeff Ferrier and Dennis Hanley for 25 years, and Ed Graham for 50 years.

The guest speaker was one of our younger chapter members and former NRHS RailCamper Ben Kletzer, who presented a program of outstanding photographs covering the end of steam in China.

Ben lived in China for almost four years following his graduation from the University of California at Santa Barbara. While

in China he photographed over 200 different steam locomotives in service on 16 different railroads, including the world's last regular service steam operation on the Sandaoling Mining Railway which is scheduled to be abandoned in the summer of 2017.

The program was pre-recorded, as Ben was unable to be present because he was across the country in Maine on family business. He was available to answer questions in person from Maine by Skype, the first use of this technology by the chapter.



SLAG DUMP – The spectacular slag dump at Baotou steelworks as seen with SY No. 1676. At one time, Baotou had dozens of steam locomotives in daily service, but by this point in 2008 only seven SY 2-8-2's remained. Already most of these steam locomotives were idle every day, while a massive fleet of new diesels served the steelworks. Within six months, the steel mill would be fully dieselized and SY 1676 would be nothing more than razor blades.



LAST STEAM SHOW – Sandaoling Mining Railway is the last real steam show in the world. It services two deep mines as well as a massive open pit coal mine. The railway out of the open pit is a CTC-controlled, double track mainline featuring heavy coal trains hauled by mainline 2-8-2 locomotives. Sadly, this line is set to be abandoned by summer 2017, bringing an end to world steam.



PHOTO BY RICH LLOYD

ALTON DEPOT – The photo shows the Alton station in 2014.

Preservationists exploring options for future of Alton station

By LINDA N. WELLER, reprinted courtesy of The Telegraph (Alton, Ill.)

(Editor's note: The Alton, Ill., Regional Multi Modal Transportation Center will open this summer, and the current train station on College Avenue will close. Railroad officials said that the station, built in 1928, will not be allowed to stay at its current location.

ALTON, Ill. — Concerned members of Alton Area Landmarks Association (AALA) questioned city officials Monday night, Feb. 27, regarding the future of the old Amtrak station, motivating the preservationists to pursue even more information.

"It would be safe to say we want to have an agreement in place by June" to save the building, said Greg Caffey, Alton director of development and housing at the AALA general membership meeting.

"The marketing of the station lasted for two years from the development of the marketing plan and the memorandum of agreement" with station owner Union Pacific and other parties, he said. "Once Amtrak vacates the depot, Union Pacific wants to aggressively move to demolish it."

"That's disappointing," said newly re-elected AALA President Terry Sharp. "We were thinking about one year after the old station closed." At the end of the meeting, he said he was not giving up on saving the building, however.

"It's still early in the game."

Sharp said he plans to email questions to Union Pacific officials in Omaha, Neb., which Caffey and Mayor Brant Walker could not answer. Sharp said he wants to determine the

value of the building; member Doug Bader said he would research how much it could cost to move the depot, which Amtrak rents from the railroad.

Alderman Michael Velloff, 3rd Ward, also came to the 45-minute general membership meeting that drew 15 people to Alton City Council Chambers. The discussion prompted a lot of creative ideas but most of them did not meet tight criteria set by Union Pacific, logistics, or likely cost restraints.

"This puts us in a quandary. We are trying to market and sell a building we don't own," said Walker, who was at the meeting. "It took Union Pacific some time to agree to donate the building. This is a tough situation. We have a building we don't own, but we are trying to sell it. We are talking about moving someone else's property. What is the end use? What do you do with the building? UP gives us very tight constraints. To move a building is very expensive."

The city is required to have the Alton Regional Multi-modal Transportation Center completed by June 30. That deadline is a provision of the federal, \$13.85 million Transportation Investment Generating Economic Recovery grant that comprises part of the funding for the \$25 million project at the former Robert P. Wadlow Municipal Golf Course, Golf Road at Homer Adams Parkway.

"We are still negotiating the opening date, it should be in late June or early July," Caffey said of switching from the old to the new station. "Then, Union Pacific will move toward demolition."

That same grant will provide money to Union Pacific to demol-



Photo by DAVID R. BUSSE

VINTAGE PHOTO – The Alton depot, shown from the cab of a diesel engine approaching to pick up the passengers waiting on the platform.

ish the 89-year-old station, at 3400 College Avenue, but it expires at the end of September, Caffey said. If the railroad tears down the depot after September, it would have to bear those costs.

The grant does not provide funds for Union Pacific to relocate the 1,602-square-foot brick structure or for the city to market it for a sale/move. The city's website contains its eight-page marketing brochure only at: <https://www.cityofaltonil.com/media/pdf/Alton_Station_Marketing_Brochure.pdf>.

Union Pacific only approved the brochure in mid-January. The document shows architectural drawings and describes the history, size and features of the one-story, rectangular brick building that opened in May 1928. Chicago and Alton Railroad originally owned the building, with Gulf, Mobile & Ohio Railroad and UPRR its subsequent owners.

In May 2013, the city signed the memorandum of agreement

with the Federal Railroad Administration, Illinois State Historic Preservation Agency, Illinois Department of Transportation and Union Pacific to develop the marketing plan and attempt to sell the building.

The agreement says the railroad wrote in a letter in February 2013 that, "due to safety concerns with the current location, it would like to either demolish the station structure or have the city relocate or demolish the station structure."

It also says Alton would be marketing the building with a preservation covenant, information on its historic and architectural significance of the structure, financial requirements and any financial incentives available from the city for a minimum of 24 months after completing the marketing materials, unless someone buys it before that, and in consultation with the Railroad Administration, Illinois Department of Transportation and railroad.

If someone buys the building, the agreement says he or she

has up to 12 months afterwards to move it or the structure would be demolished at buyer's expense. If the railroad does demolish the building, the city would document the structure in accordance with the Illinois Historic American Building Survey Standards and Guidelines, which eventually would be deposited in archives at the Abraham Lincoln Presidential Library in Springfield. IDOT also would reimburse Union Pacific for its permit fees.

After negotiating with the city, the railroad agreed to sell the building to a not-for-profit for \$1 as a tax write-off. The recipient, though, would have to pay to move the depot; remove the platform and foundation; restore the old site; test soil and prepare the new plot; and renovate the rest room to meet Americans with Disabilities Act requirements. Caffey said he was not aware of the building having asbestos, but the new owner would have to "release and indemnify the UPRR from all liability and obligations, including any environmental issues," the brochure says.

Added to the quandary, its tight

location would make moving the building tricky. The height of its pitched roof would prohibit relocating the depot to a site to the east, as it would not fit under the viaduct over College Avenue to the east during transport.

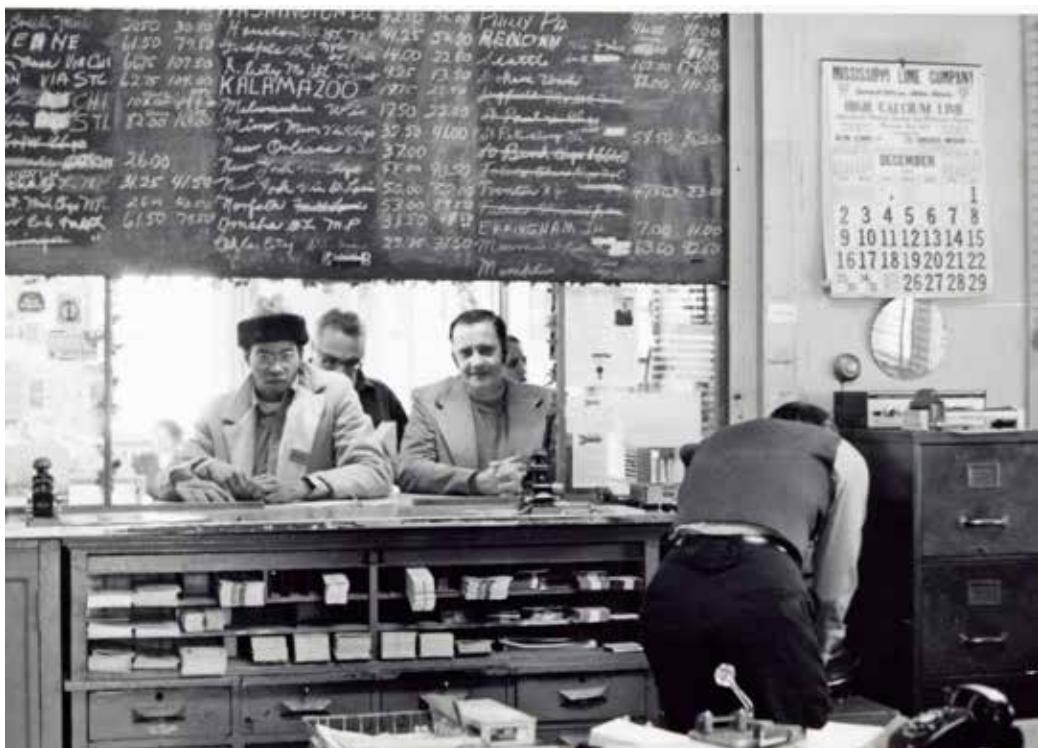


PHOTO COMPLIMENTS OF EARLE LLOYD PHOTO COLLECTION

PURCHASING TICKETS – Passengers wait at the station agent's window to purchase tickets in the heyday of the Alton station.



PHOTO BY RICH LLOYD

IN GOOD SHAPE – The waiting room of the Alton station was in excellent condition in 2014.

Caffey said Union Pacific does not want to sell the building for use at the site because of liability issues related to its location just a few feet from the train tracks. The higher-speed Amtrak trains still travel past that building. The railroad also does not want the liability of an empty building, he said.

When asked if the city would move the station to the Wadlow site, Caffey said there would be no use for the depot, no money for the move and plans are to pursue redevelopment of the site. Part of the property is set aside as green space. When asked if any of the neighbors, in that residential area, would want to purchase and move the building, Caffey responded: "Nobody in that neighborhood has expressed any interest in that building."

Jennifer Campbell, who set up a Facebook page called, "Save the Alton Train Station," asked several questions, concluding with the comment, "There is a lot of interest and support for saving that station." The Facebook page had 306 "likes" as of Tuesday afternoon.

Train Station Background

The process leading to the simple brochure to market the old train station took years, with the city soliciting research assistance from Alton Area Landmarks Association for a consultant to compile the required report.

President Terry Sharp said at that time he and member Bill McKenzie delved into the station history through articles and photographs that ran in the then, *Alton Evening Telegraph*.

The process involved Illinois Historic Preservation Agency pre-approving the consultant's document and architectural document of the building.

Among their findings, was that two United States presidents stopped at the station in Alton almost exactly 40 years apart.

In the first visit, Franklin D. and Eleanor Roosevelt were at the station on Oct. 14, 1936; Gerald Ford stopped there during the 1976 presidential campaign, on Oct. 18 of that year.

President Roosevelt previously had traveled past the station on Aug. 22, 1934, reportedly drawing 1,000 people to see him, but the train did not stop, an article said.

Sharp said Roosevelt was on his way to Carrollton to attend the funeral of U.S. Speaker of the House, Democrat Henry T. Rainey. Rainey had served as speaker during the "Hundred Days of FDR," when the president and Congress implemented his New Deal economic recovery plan.

Sharp and McKenzie also mentioned the station as being a departure point for U.S. Army draftees. One large crowd sent off 27 of the men in July 1941, five months before the United States went to war with Germany, Japan and Italy.

Prior to that, in a lighter theme, an article from the April 28, 1931 issue of the newspaper says for an unknown reason, lights were not turned on at the station and a train overshot the stop because of the darkness.



Photo by RICH LLOYD

BUSY STATION – The 89-year-old station in Alton was still busy, with a full parking lot, in 2014.

Old photos bring back memories of childhood days at Wann Tower

By RICH LLOYD of Godfrey, Ill.

While looking through pictures for the NRHS News article on the Alton train station (pages 18-21), I came across these old photos of Wann Tower.

I always thought Wann was in East Alton, Ill. But if you look at present day Google maps online, it seems to have been in Wood River. It must be inches from East Alton though.

The photos on this page were taken by my dad, Earle Lloyd.

The man pictured inside the “tower” (more of a shack) was Roger Lucht (lower right), a friend of my dad and Gulf, Mobile & Ohio employee. He was a very nice man. Roger would let us kids tie up the train orders for pickup. As a grade school aged child, I always wondered if an incorrectly tied string around the fork could cut off a man’s arm. Well, it never did. Of course Roger always checked our “work”.

I have good memories of trains, train talk, train friends and ice cold sodas in Wann Tower during the 1960s. Wann had the coldest air conditioner in the summer and the hottest heater in the winter. I loved both extremes.

The line that ran past the Wann Tower was used by the Chicago and Alton Railroad, Alton Railroad, Gulf, Mobile & Ohio Railroad and Illinois Central Railroad.

The original Wann Tower was a two-story wood tower built before 1900. It housed a 40-lever mechanical frame. Twelve of the levers controlled signals; eight levers controlled switches; six levers controlled facing point locks; and four levers were used for train order signals.

On Jan. 1, 1940, the wood tower burned down, and the interlocking machine and plant was ruined.

It was decided to rebuild the control center in the yard office, and this became Wann Cabin.

The plant remained in operation with the GRS electric machine until 1996 when Union Pacific “remoted” it and closed the cabin, which was later demolished.



PHOTOS FROM EARLE LLOYD COLLECTION





IN RAIL YARD – The Frisco turntable in the old Frisco rail yard.

Museum, NRHS chapter seek funds to move Frisco turntable

Article and photos reprinted with permission of THE DISPATCHER, the newsletter of the Central Oklahoma Chapter NRHS

Your help is needed now to ensure that the vision of the Oklahoma Railway Museum (owned and operated by the Central Oklahoma Chapter NRHS) is achieved.

The Frisco turntable in Oklahoma City needs to be moved to the museum grounds. Only then can we plan our museum's expansion with this pivotal piece of railroad history as part of the plan. The turntable was donated to the museum in 1994 by the BNSF Railway.

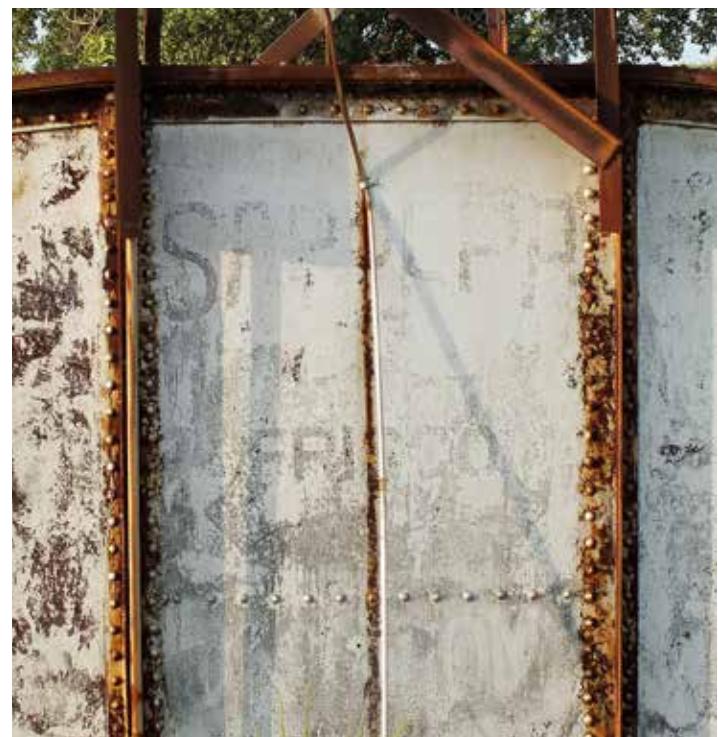
This move will not be the first for the turntable. This turntable was originally installed in Sapulpa, Okla. in 1920 by the Frisco railroad. In 1929 it was moved by the Frisco to Oklahoma City to replace an 82-foot turntable.



A VIEW down the center of the turntable.

While the museum has allocated funds to move the turntable to its grounds, this will take away funds from other projects. The Oklahoma Railway Museum is requesting donations toward the cost of moving the turntable. Any surplus funds will be allocated to the restoration and installation of the turntable at the museum. All donors will be recognized for their help in securing this historical railroad turntable.

Donations can be made through our website or sent directly to the museum at: 3400 NE Grand Blvd, Oklahoma City, OK 73111.



STILL VISIBLE – You can still see Sapulpa in faded lettering on the side of the turntable.

Venice historical society restoring former Ringling Brothers car

Courtesy of VENICE (FLA.) AREA HISTORICAL SOCIETY

(Editor's note: While rail enthusiasts are awaiting the sale and dispersal of the Ringling Brothers and Barnum & Bailey circus following the final shows this May, citizens in Venice, Fla., are already working to restore a former RBBX car).

On Thursday, Dec. 22, 2016, the Short Leaf Pine rail car arrived in Venice. The former Ringling car is the centerpiece of the Venice Area Historical Society's (VAHS) efforts to "Preserve the Venice Depot's Circus Train Heritage," a project that was kicked off two years ago in December 2014.

As noted on the car's brake housing, its last brake check was in Venice in 1993 when it was part of the Ringling Bros. and Barnum & Bailey Circus. The circus wintered in Venice from 1960 to 1991, and some Ringling equipment remained in Venice for a time after that.

The exterior of the car will be refurbished at Uni-Glide Trailer Company located in Venice. The interior will be reconstructed to represent the living quarters of circus performers. A central exhibit space will showcase the historic relationship between the circus and the railroad, both in Venice and across the nation. When the car is completed, it will be placed on tracks next to the caboose on the campus of the Historic Venice Train Depot. It will be donated to Sarasota County, and the Venice Area Historical Society will give tours to the public.

On Dec. 9, 2016, the Venice Area Historical Society purchased the car from the Florida Rail Road Museum (FRRM) in Parrish, Fla. VAHS subsequently contracted with Johnson & Sons House Moving to move the car from Parrish to Venice.

How did Johnson & Sons transport an 85-foot railroad car, weighing 100,000 pounds, 43 miles over land? The process did not involve tracks or cranes. Instead, the Johnsons used jacks to raise the car for removal of the wheel assemblies. Then, orange metal girders were placed under the car and attached with chains. Three dollies, one underneath the front of the car and two in the back, each with eight rubber tires, were positioned and set up underneath the girders. All of this took place on Wednesday, December 21, at FRRM's Willow train yard 2

Early the next morning, at approximately 6:30 a.m., the Johnsons and their workers arrived at the Willow yard. It was a foggy morning, and there were final preparations to be made, such as attaching and securing all the equipment.

Work progressed steadily, and by 8:44, the rear dollies were finalized. At 8:54, an "OVERSIZE LOAD" sign was attached to the back of the car. At 9:07, the car was pulled onto Willow Road by a front loader. By 9:13, the car was attached to the Johnson & Sons truck with a counterweight behind the cab,



PHOTOS PROVIDED BY THE VENICE AREA HISTORICAL SOCIETY

PREPARING FOR MOVE – Workers from the moving company prepare to hook up the former circus car for its trip to Venice, Fla.



PREPARED FOR TRIP – The circus car, minus the trucks, is ready to roll for the trip to Venice.

and the air brakes and electrical connections for brake lights were secure. Thirty minutes later, at 9:43, the move began. By then, the skies were sunny and bright. The wheel assemblies, which were discovered to be unexpectedly heavy, were left behind, to be brought to Venice separately after the New Year.

The truck pulling the *Short Leaf Pine* traveled to Venice along routes 301 and 41 with some segments selected on the spot. Traffic was surprisingly light, and astonished drivers were cooperative when the truck and rail car passed through red lights from time to time. Although the trip was expected to take about three hours, it took less than two, arriving at Uni-Glide before noon.

Several project supporters were on hand to greet the car, and VAHS board member Bill Jervey brought champagne, wine, and treats to toast the event. The rail car straddled Spur Avenue for a period of time, and then it was pulled onto Uni-Glide property. Johnsons' workers continued toil throughout the afternoon, raising the car up on jacks, removing the dollies, and building supports to hold the car in position for the renovation process.

For more pictures of the move to Venice, see slide show at <www.veniceareahistorical.org>. (courtesy of the Venice Area Historical Society's 2017 Winter Edition of *The Venice Express*)



WHEN IT'S DONE – An artist's rendering shows what the former Ringling Brothers car will look once the restoration is completed.

Watertown Historical Society hosts ‘Train Dinner’ at former depot

By STEVE CASEY, President, Railroad Museum of New England

WATERTOWN, Conn. — Over 100 supporters of the Watertown Historical Society attended a “Train Dinner” at Gayle’s Farm Shop Restaurant on Monday evening, Feb. 27, at the Depot Square Mall, site of the former Watertown train depot.

The event featured two speakers from the Railroad Museum of New England, who focused on the history of the railroads in the Watertown-Oakville area.

One of the speakers, Bill Sample, asked if anyone in the room had ever taken the train between Waterbury and Watertown. When nobody raised their hand, he said that he had. In 1964, Sample rode an excursion train that started in New Haven and traveled to Devon, Waterbury, Watertown, Torrington, Terryville Tunnel, Bristol, New Britain, Hartford and then returned to New Haven.

Train Day Festival set in Spartanburg

The Greenville Chapter NRHS will host a “Train Day Festival” at the chapter’s Hub City Railroad Museum at 298 Magnolia Street in Spartanburg, S.C. on Saturday, May 20, 10 a.m. to 3 p.m.

The chapter’s museum and restored Southern Railway caboose will be open to the public. There will be a rubber-tired train for the kids, a bounce house, a “Thomas and Friends” Lionel layout, live music, book authors, food and more.

‘Railway memories’ show set April 22

The Susquehanna Valley Railway Historical Society (a chapter of the NRHS) will present a “Railway Memories from the Southern Tier” show, which includes a 50th anniversary salute to *The Phoebe Snow* on Saturday, April 22, 9 a.m.–5 p.m., at the Brothers 2 Restaurant, located in Endwell, N.Y.

Visit <<http://www.trainweb.org/SVRHS/RailSymposium2017.html>> for more information and a link to the registration package for the program.

The other speaker from the railroad museum, Steve Casey, talked about the leaders who influenced the construction of the Naugatuck Railroad in the late 1840s.

Local businessmen built the Watertown and Waterbury Branch and the old train depot in 1870. Trains provided regular passenger service until the 1920s and serviced freight customers until 1974.

“On Feb. 28, 1983, the freight house was torn down to make way for the Depot Square Mall on the site where we eat tonight,” Casey concluded.

Information about the Watertown Historical Society can be found at <www.facebook.com/WatertownHistoricalSociety> on the Internet.



PHOTO BOB PASTORKEY, SUSQUEHANNA VALLEY NRHS

AT VISITOR CENTER – The photo shows a part of the Endicott Historical Railroad Exhibit on display this year at the Endicott (N.Y.) Visitor Center.

Susquehanna Valley NRHS has exhibit at visitor center

The Endicott (N.Y.) Visitor Center at 300 Lincoln Avenue in Endicott is hosting the “Endicott Historical Railroad Exhibit” now through December 2017.

The exhibit is presented by the Susquehanna Valley Railway Historical Society, NRHS.

Museum hours are Thursday-Saturday, noon-4 p.m.. Appointments can be accom-

modated for other days and times. Phone 607-757-5355 and leave your name and contact info.

For more information, visit <<http://www.endicottny.com/VCMuseum.html>>.

The mailing address for the chapter is P.O. Box 2415, Binghamton, N.Y. 13902. Visit <<http://www.trainweb.org/SVRHS/>>.

Museum plans to tell history of town's rich railroad heritage

By STEVE CASEY, President, Railroad Museum of New England

(Editor's note: One of the main projects of the Railroad Museum of New England is preserving the history of railroads in New England. The article below is the text of a report made to the Watertown [Conn.] Historical Society on Feb. 27, 2017 by Steve Casey).

The Railroad Museum of New England (RMNE) is a non-profit, all volunteer, educational and historical organization that dates back to 1968. We are based at the historic Thomaston Train Station that was built in 1881 by the Naugatuck Railroad.

Our mission is to tell the story of the region's rich railroad heritage through our educational exhibits and our operation of the Naugatuck Railroad. We like to say that the museum concept is more than just artifacts — we tell a story of the region and the development of society around the railroad.

Naugatuck Railroad

In the 1840s, Bridgeport businessman Alfred Bishop led the successful construction of the Housatonic Railroad from Bridgeport to Danbury to Pittsfield. He also championed the idea of a parallel railroad along the Naugatuck River, providing modern transportation to the heavy manufacturing located along the banks.

Those efforts came to fruition in 1845 when the Connecticut legislature chartered the Naugatuck Railroad Company, authorizing the construction of a rail line from Winsted or Waterbury to Derby and on to either New Haven or Milford or Bridgeport. (That is actually what the legislation said.)

The original plans were for a line from Waterbury to Bridgeport. When manufacturers north of Waterbury learned of the project, they insisted on the line connecting their factories with Long Island Sound, New York City and the rest of the expanding nation. One visionary manufacturer, in particular, provides an excellent example.

As we all know, Seth Thomas was a clock manufacturer during the Industrial Revolution. What you may not know is that he started in Wolcott but left because the town leaders would not pay for improved roads.

He knew that good roads were a major factor in the success of his business, so in 1810 he moved his operations to what was then Plymouth Hollow, part of the town of Plymouth, along the Naugatuck River.

Thomas knew that improved transportation would decrease his cost for resources and open up markets for his clocks throughout the growing country and the world. He bought \$15,000 of Naugatuck Railroad stock and influenced the extension of the railroad north of Waterbury through Plymouth Hollow and all the way to Winsted.



IN ITS PRIME -- The Watertown depot is shown before its demolition.

His business was so successful, he employed so many workers, and the area grew so much, that in 1875 the legislature would establish a separate town, Thomaston, named after him.

Prior to that, in 1849, the railroad line started operating from Winsted to Devon (which is part of Milford) and soon afterwards, on to Bridgeport and New York City. At first, passengers and freight had to transfer to steamships that shuttled back and forth between New York City and Bridgeport.

Watertown and Waterbury Railroad

Before the Watertown and Waterbury Railroad was built, horse-drawn stagecoaches and wagons carried people and products the five miles between Watertown, Oakville and Waterbury to connect with the Naugatuck Railroad.

1869 - Legislature chartered the Watertown and Waterbury Railroad to connect between the two towns through Oakville.

1870 – Construction was completed with the help of the Naugatuck Railroad. The local owners leased it to the Naugatuck Railroad for five years. Bankruptcy followed in the Panic of 1873 and the Naugatuck Railroad bought the Watertown and Waterbury Railroad line.

1887 – New York, New Haven and Hartford Railroad (known as the New Haven) signed a 99-year lease with the Naugatuck Railroad and took over rail operations.

1906 – The New Haven bought the Naugatuck Railroad along with the Watertown Branch. The Naugatuck Railroad then became known as the "Naugatuck Division" of the New Haven.

According to town's website, <Watertown.org>, at the peak of the railroad, there were 12 scheduled train trips on the Watertown Branch between Watertown and Waterbury.

Local Products shipped from here included those manufactured at:

- Merritt Hemingways spooled silk thread (Silk Street, just outside the depot) is named after it);
- Watertown Manufacturing Company;
- Princeton Knitting Mills; and
- Oakville Pin Shop.

Of course, Watertown was still an agricultural area with almost 50 dairy farms. Milk also was a major product shipped from the Watertown station. I would guess, just as in other towns, coal and lumber were among the products that were brought in by rail.

I would like to acknowledge Watertown Historical Society's John Pillis's expertise on local railroad structure history. He shared his knowledge with a number of my fellow museum members. I believe one document he shared with us was the 1972 Penn Central timetable number 6, which showed the Watertown Branch still intact.

Let me mention Taft School, which was moved here in 1893 by Horace and Winifred Taft, brother and sister-in-law of the future President and Chief Justice. The school soon developed a prestigious reputation and many families from near and far who could afford a private education sent their boys. Many of the early graduates went on to Yale.

William Howard Taft's son attended Taft School when the father was elected President in 1908, as I learned when I read Dorothy Kearns Goodwin's popular book "Bully Pulpit." How did the son and the other students arrive? Most probably by the New Haven Railroad's Naugatuck Division and the Watertown Branch.

The book "Leaving Home to Find One" tells the story about Agnes McCloskey, written by her great-granddaughter, Mary Ellen Heffernan Kunz. Agnes McCloskey left Northern Ireland in 1881 and traveled to New York, Bridgeport and up the Naugatuck Railroad to Thomaston to start a new life.

Insightful stories like these about the President's son and an Irish immigrant remind us how people, rich and poor, traveled by rail throughout the late 19th and early 20th Centuries.

One of the programs that the museum sponsors is the Annual Salute to Veterans program on November 11th. Last year it attracted 50 participants. At events like this one, we are reminded that many veterans started their service by boarding trains. Troop and freight trains crisscrossed America during World Wars I and II, bringing soldiers and supplies wherever they were needed.

But let's get back to Watertown and Oakville. According to a Flicker page attributed to "chescrowel" (Charlie Crowel), the Watertown Railroad Train depot was built in 1870 when the line from Waterbury to Watertown was constructed. It was the very heart of the town for decades. In 1907, a trolley line was completed and it took most of the passenger business

away from the railroad. In the 1920s, railroad passenger service was halted except for specially arranged trips such as school outings.

The whole time, however, freight service carried on, serving local manufacturers as well as Watertown's farming community.

Unfortunately, in 1974, the line was abandoned, first between Watertown and Oakville and later between Oakville and Waterbury. Only a short section survives in Waterbury today and is used by Albert Brothers to ship scrap metal in freight cars.

On February 28, 1983, the freight house was torn down to make way for the "Depot Square Mall."

The RMNE has worked to re-establish rail service in this area. The "new" Naugatuck Railroad, established in 1995 by the museum, operates through Watertown along the river, with excursions from Thomaston Train Station and also shipping construction debris in freight cars to and from the new Cherry Hill recycling facility on Frost Bridge Road.

We'd like to welcome all of you and your family to come to the Thomaston Train Station and enjoy a trip back in time, touring our collection, and going for a ride on our restored coaches.

Volin recognized for 70-year membership

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many excursions in Northern Virginia, most of which ran out of Alexandria. These trips ran to Front Royal, Waynesboro, Hagerstown, Charlottesville, and Lynchburg.

"While a few of the trips were pulled by the Southern Railway's FP7s, most of the trips were hauled by steam, starting with S.R. No. 4501, and later on by S.R. Nos. 722 and 630, ex-C&O No. 2716, and ex-CP No. 2839. In the 1980s, N&W's Class J No. 611 and Class A No. 1218 powered the trips.

"A joint trip committee (JTC) composed of members of the two local NRHS chapters and the Chesapeake Division of the RRE was formed to manage the excursions. The tasks included publicizing the trips, selling tickets, staffing the commissary car, and hosting the passenger cars. A ground crew followed these trips to set up and manage photo lines at the photo runbys, and restock the commissary car and the first class cars during the layovers when the trains reached their destinations. I was involved with the JTC's activities, and was frequently assigned to the ground crew.

"There were many interesting events that occurred during my 70 years with the NRHS, and many changes took place on most railroads, especially mergers that abolished the identity of dozens of long-time railway companies.

"My 70 years of railfanning and membership in the NRHS were most enjoyable times that are cherished."



PHOTO KENNY GANZ, STEAMTOWN NATIONAL HISTORIC SITE PARK RANGER

FUNDRAISER SET — Money to assist with the restoration of former Boston & Maine locomotive No. 3713 will be raised in a “spring mixer” on Thursday, May 4.

Benefit ‘mixer’ planned to fund restoration of *The Constitution*

SCRANTON, Pa. — The Lackawanna Valley Railway Historical Society (LWVRHS) will host a happy hour “Spring Mixer” “meet and greet” Thursday, May 4 at the Susquehanna Brewing Company (SBC) in Pittston, Pa. Proceeds will benefit Project 3713, the partnership to restore Boston & Maine (B&M) steam locomotive No. 3713, *The Constitution*, at Steamtown National Historic Site in Scranton, Pa.

Festivities, featuring a brewery tour, happy hour appetizers, live jazz and a short presentation on No. 3713, are planned from 5:30-8 p.m. There will be a cash bar in the SBC tasting room, where patrons can sample the brewery’s line of locally produced beers.

Tickets are \$25 and are available online at <www.project3713.com>. Tickets are also available by check from event chairperson Ed Philbin, 36 East Cole Street, Pittston, PA 18640, made payable to B&M 3713 Restoration. Only 50 tickets will be sold.

Project 3713 is a partnership between the LWVRHS and the Steamtown National Historic Site focused on raising funds for the mechanical repairs required to return the locomotive to ser-

vice. The organization is currently leading the “America’s Locomotive™” campaign, seeking donations of \$750,000 for necessary repairs. A total of \$250,000 has already been raised.

When complete, the locomotive will be used in excursion service by the Steamtown National Historic Site.

B&M No. 3713 is a Pacific-type locomotive built by the Lima (Ohio) Locomotive Works in 1934 as part of an order of five locomotives designed for passenger service on the Boston & Maine Railroad. It was named *The Constitution* as a result of a contest among Boston area students.

No. 3713 operated on routes radiating out of Boston until 1958. Saved from scrapping by Steamtown Foundation founder F. Nelson Blount, 3713 had been displayed in Massachusetts, New Hampshire and Vermont before being moved to Scranton in the 1980s, along with the collection of locomotives that formed the nucleus of the Steamtown National Historic Site.

LWVRHS is based in Scranton and meets monthly in Dupont, PA.

Old Dominion NRHS members tour NS executive Pullman cars

Article and photos by RAY POTTER, Old Dominion Chapter NRHS Publicity Director

Members of the Old Dominion Chapter (ODC) NRHS were invited to tour the Norfolk Southern (NS) executive Pullman cars on a special siding in Richmond on Sunday, Feb. 26. ODC member John Forsyth arranged for the tours, and retired Norfolk Southern executive Bruce Wingo and Legislative Liaison Tim Bentley conducted the tours and answered members' questions.

The two cars, resplendent in fresh Tuscan Red paint, were parked on a special siding at the intersection of 14th and Dock streets in Richmond with the canal and the Triple Crossing adjacent. The cars were NS No. 1, an office car built in 1928, and NS 20, an office car built in 1920. Both cars were built by the Pullman company.

NS No. 1 is named *Virginia*. Historically, the *Virginia* has been reserved for the railroad's president or chairman of the board. Over the years, many of the car's fixtures have been carefully preserved, and the attention to detail is apparent.

The car also contains a kitchen gleaming with stainless steel everywhere. In the *Virginia*, the metal walls have been painted to appear as wood. The feeling in the board room is that of an old style men's club encased in walnut paneling.

NS No. 20 is named *Ohio* and, in addition to several smaller sitting rooms, contains several bedrooms complete with en suite bathrooms. The car was built as a 12-section car, including one drawing room sleeper named *Ronneby*. In October 1943 Pullman rebuilt it into a 13-section tourist sleeper. Southern Railway bought the car in December 1947 and converted it to a dinette-coach.

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



THE BOARD ROOM in the Virginia (NS 1)



EXAMINING INTERIOR – Bruce Wingo (left), recently retired NS executive, shows ODC members details in the NS 20 car, the Ohio.



OFFICE CARS – The Norfolk Southern office cars were parked in Richmond near the “triple crossing.”

Railroad museum conducts successful safety class for volunteers

By STEVE CASEY, Railroad Museum of New England

THOMASTON, Conn. — On a Saturday morning in early February, employees from O&G Industries, Inc. taught a safety class for 11 volunteers from the Railroad Museum of New England (RMNE) at the Thomaston Train Station.

Michael Ferry, safety director and Tom Alexson, an equipment operator from O&G, taught the class. Seth Duke, corporate marketing & communications manager, arranged the program after speaking with the equipment mechanic at the museum.

According to a representative of the museum, "O&G has generously contributed to the Railroad Museum of New England. Most recently, they initiated a safety program for our volunteers to educate us to the inherent danger in using heavy equipment.

"Clear communication is key," he added. "By being aware of blind spots, centers of gravity, and the condition of the equipment, we can avoid unnecessary risks, protecting both people and property. O&G has truly transformed our motto, 'Safety First', from an aspiration to a reality. We greatly appreciate this help from the management and employees of O&G."

One of the volunteers at the class, Bob Ashley, said, "I thought the safety class was very informative. As a police officer I've gone on construction sites within my patrol jurisdiction to take various reports over the years, not really thinking much about the equipment operators or what they are doing. I usually walk up to someone and ask where the boss or the complainant is located, not really thinking about what could happen in certain situations involving the equipment or operator blind spots where they may not see me. Also, the hand signals that they showed us and what to look for on equipment

for safety reasons was good to know when I'm on a site."

The RMNE, located at the historic Thomaston Train Station, is a not-for-profit, all volunteer, educational and historical organization that dates back to January 1968. The mission of the RMNE is to tell the story of the region's rich railroad heritage through our educational exhibits and operation of the Naugatuck Railroad. The museum concept is more than just artifacts, it's also a story of the region and the development of society around the railroad.

More information about the Railroad Museum of New England can be found by visiting the museum website <www.rmne.org>.



MIKE FERRY



TOM ALEXSON

NRHS digitizing selected vintage films, photos; donations welcomed

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EBT. The South Penn tunnels were completed in 1940 for the Pennsylvania Turnpike...but that's another story.

The East Broad Top terminated its regular operation on April 14, 1956. All of the properties, right-of-way, locomotives and rolling stock were sold to the Kovalchick Salvage Company, but its owner, Nick Kovalchick, preserved the entire railroad. In 1960, Kovalchick was asked by the local municipalities of Rockhill Furnace and Orbisonia if he could display some equipment for their bicentennial celebration. Kovalchick did one better. He repaired four miles of track and two locomotives, plus rolling stock, and provided trips.

Eventually the EBT became a popular tourist line, operating between Rockhill Furnace and Shirleysburg, about five miles north of Rockhill Furnace and Orbisonia. It sponsored annual winter and fall spectaculairs and charters as well.

A preservation society, The Friends of the East Broad Top, was set up to preserve and possibly purchase the railroad. The group consists of 900 members and has worked stabilizing some of the buildings at Rockhill Furnace and established a small museum at Robertsdale. However, the railroad has not operated since 2013 after several short trips with their rail diesel car, M-1.

The NRHS would like to thank the Bowman family for the donation, and we would like to share this image with our members and friends.

Officials of the NRHS archives program will always accept donations of your movies and still images for our archives. Projects are underway to digitize both the movie and still image collections, although it is done mostly on a volunteer basis and as time permits. If anyone with digitization experience would like to help, we have a lot of pictures to scan and identify.