

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

APRIL 2019



PHOTO BY TYLER NOLAN, NRHS MEMBER AND STUDENT AT VIRGINIA TECH

RE-CREWED SUPERLOCAL H750, takes the North side of the New River on Track One at Hawks Nest, W.Va., on Feb. 9, 2019. The CSX crew was talking to the dispatcher, saying that the third trailing engine was essentially dead in tow and would not restart, yet they could drag it in neutral but weren't sure if they could make the hill over the Alleghenies. The lights upriver are from the water treatment plant on the banks of the New River that serves the towns of Ansted and Fayetteville. (Editor's note: Thanks to Tyler for allowing me to use this shot of one of my favorite places...Hawks Nest).

Final arrangements being made for historic celebration

The countdown is continuing for the historic Sesquicentennial celebration and associated events at Promontory Summit and the Golden Spike Rails NRHS annual convention scheduled for May 7-12 in Salt Lake City, Utah.

The celebration and surrounding activities will include runs by steam locomotives No. 4014 and No. 844. The festivities include recreating the iconic photo taken May 10, 1869, when the last spike was tapped into place at Promontory

Summit, creating America's first transcontinental railroad. Union Pacific no longer has tracks near Promontory Summit. They were removed to support the scrap metal projects during World War II.

Speculation has been rampant among railfans about when and where the two famous steam locomotives will run, and where they will be on display. Those attending the convention will be able to see both. Some NRHS members plan to extend their stay in the area before and after the convention to get photos of the engines in action. A link to the complete schedule of runs is included below.

No. 844 will leave Cheyenne, April 27. It will make several brief whistle stops in communities along its route, arriving in Ogden on April 28. The engine will be on display at Ogden Union Station through May 11.

No. 4014 will leave Cheyenne May 4 following a 9:30 a.m. christening ceremony at the historic Cheyenne Depot and arrive in Ogden for the May 9 celebratory event at Ogden Union Station. The *Big Boy* also will make several whistle stops in communities along its route.

NRHS members will view the celebrations at the Ogden Union Station museum on Thursday, May 9. The operating Union Pacific steam locomotives are slated to re-enact the touching of the couplers.

The following day, May 10, members will journey by chartered bus to the Golden Spike National Historic Site at Promontory Summit, to view the 150th anniversary ceremonies at the exact location of the joining of the Central Pacific and the Union Pacific lines.

A comprehensive schedule for the April-May tour, including additional locations, display times and No. 844 and No. 4014 GPS location tracking information is available at <http://upsteam.com>. Due to the dynamic nature of these operations, running times and scheduled stops are subject to change.

The National Park Service has advised NRHS officials that the conditions at Promontory Summit may be challenging due to uneven ground and possible muddy conditions.

If you have purchased tickets for this event but now realize that, because of conditions, you may be unable to attend, you may apply for a hardship refund for this event as long as it is made no later than 14 days before the event.

NRHS Convention Chairman John Goodman said "We have been notified that the visitors center will be closed during the Sesquicentennial event. Souvenir vendors will be stationed outside in front of the building. Any seating will be very limited. The Spike150 committee is advising attendees to bring with them a lawn chair or a blanket for sitting on the ground. This suggestion may not be practical for some of our members.

NRHS heads west for 2020 convention

The NRHS convention for 2020 will be held for the first time in Southern California.

The site will be Fullerton, Calif., which is about 26 miles south of Los Angeles. The dates for the convention are June 9-13, 2020.

Fullerton has Amtrak service to/from Chicago, Ill., on the *Southwest Chief* No.3-No. 4, which is a daily train in each direction via Kansas City and Albuquerque. The train operates over the BNSF route. Fullerton is also on the North-South line between Los Angeles and San Diego, which has 10 trains a day.

There is no hotel selected as yet, and trips have not been finalized.

"We have been told that toilet facilities and several food trucks will be available on site, but the lines for both may be very long."

Please be aware that the NRHS has little control over special events at the 2019 NRHS National Convention. The Thursday, May 9 events in Ogden are controlled by the City of Ogden, the State of Utah, the Spike150 organization and the Union Pacific Railroad. As such, the NRHS will have very limited input as to how the event is run and organized. The Friday, May 10th events at Promontory Summit are controlled by the National Park Service and the U.S. Department of the Interior.

The Spike150 committee has said that the event will take place rain or shine.

The only NRHS-sponsored trip scheduled for the convention, an excursion on the Heber Valley Railroad on Saturday, May 11, has sold out. That evening, NRHS members who have tickets will take a charter bus from the host hotel to Ogden for a Union Pacific-Southern Pacific Historical Society banquet. This will be the final event of the NRHS convention for this year.

All rooms at the Radisson Salt Lake City-Downtown, which is the headquarters for the NRHS convention with the NRHS member discount, are sold out. Additional rooms, however, may be available without the discount.

The registration room for NRHS members will open on the afternoon of Tuesday, May 7.

On Wednesday, May 8, there will be a seminar from 1:30-3 p.m., followed by the annual NRHS membership meeting at 3 p.m. Following a supper break, *Trains* magazine will present a "Journey to Promontory" seminar from 7-9 p.m.

For a list of all of the events, including the banquet, check the latest updates at <http://nrhs.com/content/2019-convention>.

NRHS awards \$48,000 in Heritage Grants for 2019

The National Railway Historical Society (NRHS) has announced nine recipients of its annual Heritage Grants Program. The 2019 heritage grant awards total \$48,000. The recipients are not-for-profit organizations, including historical societies, museums, and an NRHS chapter.

This year's grants were awarded to the following recipients:

- \$8,000 to the Oregon Rail Heritage Foundation in Portland, Ore., toward the refurbishment and installation at its Rail Heritage Center of a 102-foot continuous turntable, the last remaining historic element of the former Southern Pacific Brooklyn roundhouse. It will be one of only a handful of powered operating turntables accessible to the public in the West.

- \$8,000 to the Roanoke Chapter NRHS in Roanoke, Va., to replace window gaskets and related parts of former Norfolk & Western Railway "Jim Crow" coach No. 512. Built in 1949 by Pullman Standard Company, this was originally part of the consist of the railroad's classic streamliner named the *Powhatan Arrow*.

- \$3,500 to the North Carolina Railway Museum (NCRM) in New Hall, N.C. toward the rehabilitation of the Goldston Depot, a small town freight depot constructed around 1884 by the Cape Fear & Yadkin Railway, and later operated by the Southern Railway. The depot has been relocated to the grounds of the NCRM and will be available for museum visitors to view the original interior and a display of historic artifacts stored by the museum.

- \$8,000 to the Pacific Railroad Preservation Society in Portland, Ore., for work relating to the 15-year FRA boiler inspection and rebuild of former Seattle, Portland & Spokane steam locomotive No. 700, originally built by Baldwin Locomotive Works in 1938. The locomotive is the railroad's last surviving Northern E-1 class. The NRHS grant is specifically for the rebuild of two air pumps used in the locomotive braking system.

- \$2,000 to the New England Steam Corporation in Winterport, Maine toward the replacement of the tender cistern and coal bunker of Maine Central passenger steam locomotive Pacific class No. 470, built by the American Locomotive Company in 1924. The locomotive was the last steam locomotive to operate on the Maine Central. The locomotive tender restoration is part of the overall project to restore No. 470 to operating condition.

- \$5,000 to the Lake Superior Railroad Museum in Duluth, Minn., for the cosmetic restoration of Erie Mining Company S-12 switcher No. 403 (later renumbered 7243), the last diesel to leave the

Baldwin Locomotive Works factory in Eddystone, Pa., in 1956 when the factory closed. The locomotive worked at the Erie Mining plant in Hoyt Lakes, Minn., from 1956 to 1992 when it was donated to the museum.

- \$8,000 to the Nashville Steam Preservation Society in Nashville, Tenn. toward the rebuild of the Worthington SA Hot Water Pump (the Pump), a part of the feedwater system of Nashville, Chattanooga, & St. Louis steam locomotive No 576, a 4-8-4 J-3 class engine built by the American Locomotive Company in 1942. The restoration of the Pump is part of the restoration of the locomotive to operating condition.

- \$2,500 to the Nevada County Narrow Gauge Railroad Museum in Nevada City, Calif., to restore gondola car No. 233, built in 1917 and used by the Southern Pacific narrow gauge line ("SP narrow gauge") until 1955. It is the only remaining SP narrow gauge gondola car that has all mechanical parts preserved and can be fully restored.

- \$3,000 to the Placerville & Sacramento Valley Railroad in Folsom, Calif., for brake equipment parts for Southern Pacific "suburban" coach No. 2110 built by the Pullman Company in 1924 and used in regular commuter service between San Francisco and San Jose, Calif. It is a passenger car design that dominated northern California commuter trains for decades. The NRHS grant will enable the car to return to operating condition after cosmetic repairs.



AT THE ANNUAL BALTIMORE CHAPTER NRHS BANQUET on March 16, three members were recognized for 50-year membership in the NRHS. The recipients who attended were: Charles Plantholt (left) and Raymond Martin (center). The third recipient, Glenn Orletsky, past vice president, was not able to attend. On the far right is Ray Martin, the chapter's current vice president.

The president's corner

Member support is what makes the NRHS successful

By AL WEBER, NRHS President <aweber@nrhs.com>

I want to thank all our members for renewing your 2019 NRHS membership. Our members make the NRHS successful, and the society appreciates your continued support.

If you are one of the few who have not renewed your membership, this will be the last *NRHS News* that you will receive, as we cut off the grace renewal period at the end of March. We want you to be a part of railway history preservation, so please rethink your decision and send in that check or renew on-line on the <NRHS.com> web site.

NRHS volunteers are working on many different projects and committees all year round. I want to thank all of them for all they are doing. These volunteers put in many hours of time to get our rail history preserved for future generations.

As I write this, the next NRHS conference in Birmingham is coming up, along with the 2019 convention in Salt Lake. Many members are working on these meetings, so please

come and take part. I know you will learn and enjoy the meetings and events.

If you have a question, try contacting your board members first. You elected them, so put them to work. Most will have more time to research your question and get you an answer usually quicker than I can. A list of NRHS officers and board members, along with their contact information, is included below.

If you are in a chapter, your national representative also can assist you in getting your questions to your board members. If you are an At-Large member, just send me your address and I will send back the contact information of your board members.

I get many emails from members each day. I try to answer all of them or send them on to the appropriate person who can handle the question. If you do not get a answer in a timely manner contact me at <aweber@nrhs.com> please.

Here's a list of NRHS officers and directors, with contact info

If you have a question for your district directors — or if you're just not sure what district you are in, please use the table below to contact them. A list of NRHS national offices is also included.

NRHS National Officers

President — Al Weber, email <aweber@NRHS.com>

Vice President — Joe Maloney <vp@NRHS.com>

Secretary — Bob Ernst <secretary@NRHS.com>

Treasurer — Bob Bitzer <treasurer@NRHS.com>

District 1 Board Members

Doug Scott <deraildh2@aol.com>

Tony White <tony_white@sbcglobal.net>

District 1 includes the following chapters: Boston, Cape Cod, Central New York, Champlain Valley, Connecticut Eastern, Connecticut Valley, Cornell, Gulf Curve, Leatherstocking, Long Island-Sunrise Trail, Mohawk & Hudson, New York, Niagara Frontier, Susquehanna Valley, Twin Forks, Ulster & Delaware, Utica & Mohawk Valley, Western Connecticut, White River Junction.

District 2 Board Members

Charles Webb <charliew1258@yahoo.com>

Harold Shaak <hshaak@dejazzd.com>

District 2 includes the following chapters: Bucktail, Central Pennsylvania, Cumberland Valley, Delaware Valley, Harrisburg, Horseshoe Curve, Lackawanna & Wyoming Valley, Lake Shore, Lancaster, Lehigh Valley, Philadelphia, Pocono Mountains, Pottstown & Reading.

District 3 Board Members

John Baake <jbaake@md.metrocast.net>

Bob Bitzer <treasurer@NRHS.com>

District 3 includes the following chapters: Baltimore, Bergen-Rockland, Hagerstown, Jersey Central, North Jersey, Old Dominion, Perryville, Potomac, Raritan River, Tri-State, Washington, D.C., West Jersey, Western Maryland, and Wilmington.

District 4 Board Members

David Foster <dfoster342@aol.com>

Ned Harris <trained@msn.com>

District 4 includes the following chapters: Alexander, Asheville, Atlanta, Augusta, Blue Ridge, Cape Fear Railroaders, Carolina Clinchfield, Charleston, Delmarva, East Carolina, East Tennessee, Florida East Coast, Fort Lauderdale, Greensboro, Greenville Gulf Wind, Miami, Mississippi Great

Southern, North Florida, Piedmont Carolinas, Rivanna, Roanoke, Samuel Spencer, Shenandoah Valley, Suncoast, Tampa Bay, Tidewater, Winchester, Winston-Salem.

District 5 Board Members

Jim Pahriss <pahrissj@comcast.net>

Wes Ross <wesleyross@windstream.net>

District 5 includes the following chapters: Bluewater Michigan, Bradford Ohio, Cincinnati, Collis P. Huntington, Conneaut, George L. Carter, Heart Of Dixie, Indianapolis, Kentucky Central, Louisville, Memphis, Memphis & Charleston, Midwest, Nashville, Old Smoky, Paducah, Pocahontas, Southern Kentucky, Tennessee Valley, Watauga Valley, Western Kentucky and White Oak.

District 6 Board Members

John Goodman <jhgoodman2001@yahoo.com>

Second seat is vacant

District 6 includes the following chapters: Blackhawk, British Columbia, Chicago, Columbia River, Danville Junction, Inland Empire, Iowa, Japan, North Western Illinois, Northstar, Overland, Pacific Northwest, Promontory, Red River Valley, Saint Louis, Southern Oregon, Tacoma, Wisconsin, and Yaquina Pacific.

District 7 Board Members

Ken Eddy <keneddy@yellville.net>

Skip Waters <wgcrush@swbell.net>

District 7 includes the following chapters: Arkansas-Boston Mountains, Central Coast, Central Oklahoma, Central Texas, Colorado Midland, Grand Canyon, Great Plains, Gulf Coast, Intermountain, Kansas City, Nebraska Railroad Museum, North Texas, Old Pueblo, Rio Grande, Southeast Louisiana,

Topeka, Wichita.

At-Large A Board Members

Wes Weis <Wweis@mikabcorp.com>

Jeff Smith <bulletin@NRHS.com>

At Large A includes the members in: Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Middle East, Delaware, District of Columbia, Washington, D.C., West Virginia, Virginia, North Carolina, South Carolina, Georgia, Alabama, Florida, Puerto Rico and Europe.

At-Large B Board Members

Jack Hilborn <hilborn@midohio.net>

Rickey Durrant <HD07Deluxe@Yahoo.com>

At Large B includes the members in: British Columbia, Japan, Alaska, Arizona, Arkansas, California, China, Colorado, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Zealand, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, Washington, Wisconsin, and Wyoming.

Global Directors

Roberta Ballard <r.ballard424@gmail.com>

Steve Barry <steveb@railfan.com>

Walter Zullig <ZulligNRHSMail@aol.com>

Bob Ernst <secretary@NRHS.com>

Marlin Taylor <Marlin@MarlinTaylor.com>

NRHS needs skilled video editor

Your NRHS Film Archival Committee is 1) over-resourced and 2) understaffed. Hence, if you are qualified and capable of helping ... we need you.

If you: 1-Have professional-level video editing experience; 2-Have facilities for doing digital video editing; 3-Have a creative mind for taking raw footage and turning it into a finished, tightly edited presentation; 3-Are willing and interested in donating some of your services to the benefit of the NRHS, please let us hear from you by E-mailing <marlin-NRHS.com> and telling us a little about yourself and what you can offer.

The committee's goal beyond simply digitizing film and videotape resources for long-term preservation is to begin building a library of professionally-produced features which can be made available for railfans and historians to enjoy.

NRHS News Deadlines

Month	Print or .pdf	Deadline
May, 2019	Print	April 5
June 2019	.pdf	May 10
July	No issue	—
August 2019	.pdf	July 10
September 2019	No issue	—
October 2019	.pdf	Sept. 10
November 2019	Print	Oct. 5
December 2019	.pdf	Nov. 10
January 2020	No issue	—



ALL GRAPHICS PROVIDED BY BILL CAPDEVIELLE, P.E., PRESIDENT OF TEXAS RAILROAD HERITAGE MUSEUM

THIS ARTIST'S RENDERING shows what the front of the Texas Railroad Heritage Museum will look like when constructed.

Plans for museum, home for Gulf Coast Chapter approved

By *BILL CAPDEVIELLE and BILL WILLITS*

(Editor's note: As first reported in the March 2017 edition of the NRHS News, members of the Gulf Coast Chapter NRHS have been working with the Tomball, Tex. city officials and Harris County to develop the Texas Railroad Heritage Museum (TRHM). Development of the museum was approved at the Jan. 16 meeting of the Tomball City Council, as detailed below.)

The Texas Railroad Heritage Museum, the future home of the Gulf Coast Chapter NRHS, came one step closer to reality on March 4, 2019.

After an intensive year of planning, working on an initial concept drawn up by then-president of the Gulf Coast Chapter Bill Baxter, and working with Harry Gendel

Architects in Houston, the Texas Railroad Heritage Museum presented the architectural concept for the museum to the Tomball City Council. The city council unanimously approved the concept (see photos). It was quite clear that



THE MUSEUM WILL INCLUDE a classroom for presentations and programs, as well as chapter meetings.

Tomball really wants the museum built.

The 3.2-acre site adjacent to the BNSF mainline will consist of five display tracks, a two-story, 14,000 sq. ft. museum building on the north side of the property, and a 10,000 square foot car shop on the south side of the property. Much of the display track area will be covered by a large car shed.

A special climate-controlled library to house the chapter's extensive collection of historical documents will be included on the second floor of the museum building. The museum building will also have two exterior "feature walls" dedicated to two former train stations in Houston – the Houston Union Station and the Southern Pacific Grand Central Station. The "Southern Pacific" sign on the museum building will be the actual one from the Grand Central Sta-

tion which was constructed in 1934 and demolished in 1959. The car shop, which will not be open to the general public, will be used for repair and maintenance of the rolling stock.

The Texas Railroading Heritage Museum, a 501(c)(3) organization, is a collaboration of the Gulf Coast Chapter, the City of Tomball, and Harris County.



THE DISPLAY TRACKS at the museum will be covered by a large car shed.



ONE OF THE TWO exterior "feature walls" dedicated to two former train stations in Houston will feature the "Southern Pacific" sign...the actual one from the Grand Central Station. That building was demolished in 1959.



AS THE TRAIN WITH FORMER AT&SF CABOOSE NO. 999727 pauses at Willaha to receive a track warrant to the South Rim, riders trade seats between coach and caboose.

Grand Canyon Chapter's restored caboose back in service

Article and photos by ALEXANDER D. MITCHELL IV, Vice President Grand Canyon Chapter NRHS

On February 5, 2019, the Grand Canyon NRHS Chapter's restored AT&SF Ce-8 class caboose (or "waycar" in Santa Fe jargon) No. 999727 was used in a work train run by the Grand Canyon Railway (GCRY). A select number of chapter members were allowed to accompany the equipment as the train delivered a tank car of water to the Grand Canyon for refilling tenders during upcoming steam locomotive operations, including a special steam run to mark the 100th anniversary of the establishment of the Grand Canyon National Park on Feb. 26.

Former Amtrak F40PH 295 hauled the train to and from the South Rim on a day that turned snowy.

As a historical side note, the Santa Fe used to deliver trainloads of potable water to the South Rim, sourced from the Fred Harvey commissary farm at Del Rio Springs north of Prescott on the Santa Fe line to Phoenix, until a pipeline from springs on the North Rim was constructed in later years.

The "extended vision" wide-cupola Ce-8 class, constructed in 1978 as one of the last major orders for cabooses in the United States, was built by the International Car Company as an advancement of their earlier five-car Ce-6 class built in 1974. The Ce-8's had full "skirts" around the lower edge of the body, compared to the partial skirting on the Ce-6s. The Ce-8s were assigned system-wide, and could be found in any type of service.

A few Ce-8s survived through the BNSF merger, in use as "shoving platforms" for local work, but most of the class was retired in the 1990s. At least 24 have been preserved, and a few stripped examples are still used as "shoving platforms" by BNSF.

Caboose No. 999727 was donated to the chapter by BNSF in 1997 and restored to original 1978 condition by the Grand Canyon Chapter and GCRY in 2009-10, and is stored at the Grand Canyon Railway in Williams, Ariz., both as a display visible to visitors and for occasional use by the GCRY in work train duty. The coach was added to the day's consist primarily because the waycar's toilet had been drained for the winter.



THE TRAIN, pulled by Former Amtrak F40PH No 295, arrives at the Grand Canyon with a momentary blast of sunshine.

Emory Rail Heritage Trust lists preservation grants for 2019

Submitted by the JOHN EMERY RAIL HERITAGE TRUST

Officials of the John Emery Rail Heritage Trust have announced their grants for this year.

John Emery was a long-time Chicago resident who was an avid rail enthusiast who loved to ride trains around the world, and wanted to help preserve rail equipment and infrastructure that will allow future generations to share his experiences during what he considered the "Golden Age" of railway travel, from 1920 to 1960.

Thirty-seven applications were received, requesting in excess of \$800,000. After much careful research and consideration by the trust, 29 grants were awarded, totaling \$500,000.00. This amount doubles the amount that was given last year.

The John Emery Rail Heritage Trust is the largest trust in the United States that makes 100 percent of its awards solely for railroad restoration purposes.

The recipients of the grants this year are listed below.

- Watauga Valley Railroad Historical Society, \$1,000 for work on the Clinchfield No. 100.
- Bluegrass Railroad Museum, Inc., \$8,000 for restoration on coach C&NW No. 3478.
- Wiscasset, Waterville, and Farmington Railway Museum, \$8,000 for track work.
- Berkshire Scenic Railway Museum, Inc., \$9,000 for work on RDC car, ex-NH No. 42.
- Cincinnati Scenic Railway, \$9,000 for electrical upgrades to car No. 104.
- Colebrookdale Railroad Preservation Trust, \$10,000 for coach work.
- Cuyahoga Valley Scenic Railroad, \$10,000 for NYS&W RDC M-3.
- Leatherstocking Railway Historical Society, \$10,000 for D&H coach No. 233.
- National Railroad Museum, \$10,000 for power car NADX 50143.
- Pennsylvania Trolley Museum, Inc., \$10,000 for station canopy.
- Railroaders Memorial Museum, \$10,000 for PRR K4 tender project.
- Railways to Yesterday, Inc., \$10,000 for CA&E car No. 315.

- Rochester & Genesee Valley Railroad Museum, \$10,000 for NYC RPO car.
- Pacific Southwest Railway Museum, Inc., \$13,000 for SP GP-9.
- Iowa Railroad Historical Society, \$14,000 for track work.
- Colorado Railroad Heritage Foundation, \$14,000 for RGS No. 20.
- Black River Railroad Historical Trust, \$15,000 for SW9 No. 438.
- Heart of Dixie Railroad Museum, Inc., \$15,000 for generator for the Alabama Club.
- Midwest Railway Preservation Society, \$18,000 for passenger car restoration.
- Oregon Rail Heritage Foundation, \$20,000 for turntable installation.
- Engine No. 557 Restoration Company, \$21,000 for continued work on No. 557.
- Roanoke Chapter NRHS, \$24,250 for coach No. 512.
- New Mexico Steam Locomotive and Railroad Historical Society, \$25,000 for PTC for AT&SF No. 2926.
- Nevada Northern Railway Foundation, \$29,750 for locomotive No. 81.
- Railroading Heritage of Midwest American, \$30,000 for PTC for locomotive No. 261.
- Fort Wayne Railroad Historical Society, Inc., \$30,000 for PTC for locomotive No. 765.
- Illinois Railway Museum, \$30,000 for DC Line Stabilization.
- Western Maryland Scenic Railroad, \$40,000 for continued work on C&O No. 1309.
- Kentucky Railway Museum, \$46,000 for new boiler tubes for C&O No. 2716.

Congratulations to all the groups that received a grant, and the best of luck as they continue to preserve our railroad heritage. Applications for the next round of grants will be due not later than Feb. 1, 2020. Check for details at <http://emoryrailheritagetrust.org/WP/>.

Columbia (Pa.) Railroad Day program scheduled for May 4

By *BARRY SCHMITT, NMRA Susquehanna Division Director*

Grab your 2019 calendar and add the following to May 4: "Reserved All Day for Columbia (Pa.) Railroad Day", 9 a.m. to 4 p.m.

The Lancaster NRHS Chapter, NMRA Susquehanna Division, the Columbia Historic Preservation Society, Columbia and Susquehanna Model Railroad Club, and Columbia and Reading Railway (CORY) are sponsoring this major Columbia Railroad Day event. This will definitely be an exciting program for railroad history and prototype buffs, model railroaders, and the general public with its primary focus being the extensive history of railroading in Columbia, Pa.

This unique program about the depth of railroad history attributed to city will be of interest to many prototype railroad aficionados, as well as model railroaders and Columbia residents.

When asked to name Pennsylvania cities with extensive railroad history, most would likely offer Altoona, Pittsburgh, Philadelphia, Reading, and/or Erie, but it's very unlikely that any would suggest Columbia. After attending the many presentations, visiting railroad historical hotspots, and exploring current-day rail, attendees should have a new appreciation of Columbia's significant railroad history and today's varied railroad activity.

The program begins at 9 a.m. at the Columbia Historic Preservation Society (CHIPS) at 21 North 2nd Street, in the society's main meeting room where you will receive an overview of the day's diverse activities while enjoying morning snacks. Here you will have the opportunity to learn about Columbia's railroad history from such noted historians as Peter Green, who will talk about the Philadelphia and Columbia Railroad, John Brown, speaking on the Reading and Columbia Railroad; Doug Bosley, National Park Service Ranger and historian at the Allegheny Portage Railroad National Park; Pat Morrison, director of the Railroad Museum of Pennsylvania; and (hopefully) a speaker from Norfolk Southern Railway. Also, Tony Segro and other model railroaders will present model railroading clinics and model displays.

Throughout the remainder of the day, our railroad historical presenters will take you on a journey beginning with Pennsylvania's 1824 goal of building a railroad westward from Philadelphia to Pittsburgh. It all began with the construction of the 82-mile Philadelphia and Columbia Railroad (P&CR) to Columbia to transfer passengers and cargo from the P&CR to the Pennsylvania Canal System, which then transported them westward by canal boats to Hollidaysburg, Pa., where they crossed the 2100-foot Allegheny Mountains on the Allegheny Portage Railroad to Johnstown. Finally, it was back on canal boats to Pittsburgh, a most daunting 394 mile engineering accomplishment completed in 1834.

Throughout the day, expert historians will take you back in time to those early days and describe in detail this massive undertaking as well as many other key Columbia railroad developments. You will also learn about the major roles both the city and the Columbia and Reading Railway played during the Civil War and some of the unique ways the railroads aided the historic Underground Railroad.

The Columbia Historic Preservation Society building is also home to the HO Columbia and Susquehanna Model Railroad Club, which occupies the entire top floor of the building. This spectacular layout began as a recreation of Columbia as it appeared back in the 1950s where the city was served by both the Pennsylvania Railroad (PRR) and Reading Railroad, with each providing both freight and passenger service. Their respective passenger stations, extensive freight yards, and engine terminal, as well as accurate replicas of most of the important city structures are front and center on the layout.

Recently the club received a large home layout donation which will allow you to see how they are integrating it into the members' expansive layout room. There are also plans to locate an O-Gauge modular layout at the Columbia Crossings building, which is located just a few blocks from the club layout and positioned between the Norfolk Southern mainline and the Susquehanna River.

Trolley rides will be available throughout the day and will include narration by a Columbia history expert on the "hop-on, hop-off" trip around the many railroad historical spots.

A key trolley destination will be the Columbia and Reading Railway Company (CORY), which will host an open house. The company repairs and restores all types of railroad equipment, and you will be able to tour their shops and observe their current projects up close. For example they just completed restoration of an RDC unit for a museum in Bellefonte, Pa., and have also completed extensive work on Disney and "Steam into History" equipment.

Rail Mechanical Services (RMS) is a sister CORY organization that repairs all types of railroad equipment and infrastructure around the country. CORY and RMS employees plan to offer various show-and-tell demonstrations such as hand spiking rail, speeder operations, hot riveting, and more. You will also be able to see their locomotives and equipment.

Norfolk Southern will also have its Operations Lifesaver safety team on site and possibly other displays at the CORY facility. Our CORY team members have also agreed to allow free space on their property for railroad associated vendors, and the Lancaster Chapter of the NRHS was first to reserve a table.

After your CORY facility visit is completed, you will return to

the Historical Society building via the trolley that will be running on an approximate 30-minute cycle.

Last, but not least, there will be one or more food trucks strategically located along the trolley route. Also, a list of several nearby eateries within easy walking distance from the Historical Society building will be provided.

No railroad focused visit to Columbia would be complete

without savoring the Columbia Shifter Sandwich, created in the 1930s and named by local train crews who operated a large fleet of small steam locomotives called "Shifters" that moved railcars around the many local yards and sidings. Paraphrasing an old TV advertising jingle, "It definitely takes two hands to handle a Shifter!"

If you have questions, contact our NMRA project officer Barry Schmitt at <sbschmitt@comcast.net>.

Marshall, founder of Wilmington and Western Railroad, dies Feb. 12

Thomas C. Marshall Jr., of Yorklyn, Del. the founder of the Wilmington & Western (W&W) Railroad and a charter member of the Wilmington Chapter NRHS, died Feb. 12, after a lengthy illness. He was 94, six days from his 95th birthday.

He was long active in historic preservation and public recreation efforts in the area around Wilmington, Del. Perhaps his signal achievement was the founding of the W&W Railroad, the historic rail line whose steam trains have carried visitors through Tom's beloved Red Clay Valley since the summer of 1966. He

served as the W&W's first president and general manager from 1960 through 1971, and he remained active as a volunteer and board member for many years thereafter. His activities including negotiating with the B&O Railroad for rights to operate over their branch line, and restoring and operating a 1910 steam locomotive.

The W&W involved privately owned rail equipment operating on a branch of a Class I railroad, that served freight customers with paid Union B&O crews.

A vintage photo from the archives of the NRHS



FROM THE NRHS PHOTO ARCHIVES, we bring you this picture of ATSF Pacific No. 1369. Since no information was attached to the negative obtained several years ago from the Bluewater Michigan Chapter NRHS Photo Collection, a bit of detective work was encountered on our end. Engine No. 1369 was painted an attractive black with a stripe consisting of red, silver and yellow. It was used on a train called The Valley Flyer, that ran between Bakersfield and Oakland, taking passengers to the Golden Gate Exposition in San Francisco, 1939-40. Beginning Oct. 27, 1941, the train became the San Diegan, moving passengers between Los Angeles and San Diego. This photo may have been taken around that time, at the San Diego station, built in 1915 and still in use. Any comments or corrections, please contact Mitch Dakelman at <dakelmanm@aol.com>. We do know that Lionel has produced a model in its Lion Master series. Bibliography is <www.trainweb.org>.

Use the list below to get answers to your NRHS questions

Do you have a question or comment about the NRHS, your membership, or any of the many NRHS programs? If so, you can get answers to your questions and other information quickly by “cutting out the middle man” and sending emails directly to NRHS representatives.

Emails sent to the general email address for the NRHS national office <info@nrhs.com> are redirected to one of the many volunteers who help the national office. It takes time to get back to you and answer your question or request.

We have specific email address that will get your request to the person or committee directly. Please use these if your request falls into their area, as it will take much less time to reply to you.

- For both individual and chapter NRHS membership questions, email <membership@nrhs.com>.
- For the *NRHS News*, email Charles S. Williams, <nrhsnews@charter.net>.
- For the *NRHS Telegraph*, email Val Hoski, <telegraphval@gmail.com>.
- For the *NRHS Bulletin*, email Jeff Smith, <bulletin@nrhs.com>.
- For information research, email the research volunteers at

<research@nrhs.com>.

- For the Historic Grants Committee, email <grants@nrhs.com>.
- For RailCamp, email <railcampnrhs@yahoo.com>.
- For the webmaster, email <webmaster@nrhs.com>.
- For the NRHS Fund, email Wes Weis at <Wweis@mikab-corp.com>.
- For convention information, contact John Goodman at <Conventions@NRHS.com>
- For the NRHS General Counsel, email John Fiorilla at <gc@nrhs.com>.
- For the NRHS Inspector General, email <ighotline@nrhs.com>.

NRHS Officers

- President, email Al Weber, <aweber@nrhs.com>
- Vice President, email <vp@nrhs.com>
- Secretary, email <secretary@nrhs.com>
- Treasurer, email <treasurer@nrhs.com>

Join the Washington, D.C. Chapter on the B&O Explorer June 1

By JAMES W. (Jim) LILLY, Washington, D.C. Chapter NRHS

From its founding in 1827, the Baltimore and Ohio Railroad literally helped to invent the modern railroad industry and to create the physical mobility that made possible a continental nation.

The B&O was the country's first long-distance, main-line railroad, linking Tidewater at Baltimore with the Ohio River Valley. Like the Erie Canal, it changed the ways Americans thought about travel, distance, and the how we might settle a vast land. Much of that grand experiment unfolded in the Potomac River Valley a few dozen miles west of Washington.

In this all-day study tour, Historian and Curator John P. Hankey delves into 190 years of American History and Culture as the tour explores the original route of the B&O from Brunswick, Maryland to Martinsburg, W.Va. — one of the richest and most historic railroad corridors in the United States.

Visit Harpers Ferry, site of the B&O's Potomac River crossing and epic Civil War struggles. At Martinsburg, tour the 1866 shops and roundhouse and discuss 19th century railroad technology. At Brunswick examine how an 1830s railroad has transitioned to the 21st century.

Along the way, encounter the architecture and archeology of railroading going back to the dawn of the industry. Tour discussions will include national development, technology, social and cultural heritage, and how railroad mobility shaped our American way of life.

Reservations are \$129 per person for this all-day motor coach tour and includes all admissions, snacks, and a box lunch.

More information is available at <<http://www.dcnrhs.org>>.

FOLLOW US ON FACEBOOK!

Keep up with the latest happenings in the NRHS, plus railroad history and preservation news, on the NRHS Facebook page.

<<https://www.facebook.com/RailPreservation/>>



Changes made for distribution of two issues of *NRHS News*

The deadline (May 10) for the June issue of the *NRHS News* falls during the annual NRHS convention. However, the distribution of that issue will be delayed in order to allow contributors to return to their home from Utah to prepare and submit articles and photos. At least one contributor plans to spend a few extra days in the west before heading home. That issue should be posted in the first half of June.

Also, the next issue of the print edition of the *News*, scheduled for July, has been moved to May. The move will be made in order to address two concerns.

First, the annual member discount list will be ready soon, and that will be included in the May issue since the June issue will be delayed. That will allow members to have a printed copy of the list (before the start of the summer vacation season) to take with them on their trips. A .pdf version of the discount list, with "live" links to the listed attractions, will be posted on the NRHS website.

Also, moving this issue will prevent a conflict between preparing a July print issue (deadline of June 5) while finishing the preparation of the June issue.

We have been told by Aloha Printing (which produces and mails the print issues) that the new U.S. Postal Service rates will allow an additional two pages to be included in each issue with no increase in postage. That means that the *News*

can be increased from eight to 10 pages if and when the space is needed.

The deadline for the June issue will remain at May 10. Please submit articles and photos as soon as possible.

The deadline for the May issue will be April 5. If you receive this issue after that date, please submit your info as soon as possible, and we'll try to get it in. Thanks for your cooperation and your submissions.

Please submit photos from chapter events such as trips, picnics, train shows, etc. We can also publicize future chapter events in the *News* and on the NRHS Facebook page.

Submit only high resolution photos sent as attachments to an email and not in the body of the email or Word document, to the *News*. Select what you think are the best shots and send a limited number of shots.

Send only "finished" articles and not drafts. The articles are placed in the *News* layout upon receipt. Making significant changes when the proof is sent out can change the spacing of multiple pages and consume a considerable amount of time.

Items may be submitted to <nrhsnews@charter.net> or mail to Charles Williams, Editor, NRHS News, 4712 Brushy Mountain Road, Moravian Falls, N.C. 28654; phone 336-838-2754.

41st annual Blue Ridge Chapter train show coming up Saturday, Aug. 10

The Blue Ridge Chapter NRHS will hold its 41st annual Lynchburg Railroad Day 2019 model train and railroadiana show and sale on Saturday, Aug. 10, 2019, 9 a.m.-3 p.m. The train show will be held in the air conditioned Boonsboro Ruritan Club at 1065 Coffee Road {Virginia State Route 644}, Lynchburg, Va.

There is plenty of free parking on site, and the building is handicapped accessible.

Operating model train layouts will be on display, and model trains and railroad memorabilia will be offered for sale. If you want to sell your old model trains, organizers offer a service for you to consign your items on our "White Elephant Table". You will also find items for the serious collector.

This show is known for

its family-friendly atmosphere. Admission is \$6 per person, and children 12 and under will be admitted at no charge with a paying adult. Family admission is \$10.

For more info, phone Barry Moorefield at 434-821-2174 (home) before 9 p.m., email <rockdalefarm@live.com>, or visit the chapter website at <www.blueridgenrhs.org>.



HERE'S A PHOTO from one of the past train shows in Lynchburg.



THE PEOPLE gathered around the locomotive are members of the Atlanta Chapter NRHS, Southeastern Railway Museum volunteers and Trails & Rails volunteers.

Atlanta members visit history center to see restored *Texas*

Article and photos by LARRY DYER, Atlanta Chapter NRHS

In the fall of 2017, the members of the Atlanta Chapter NRHS had a program at one of our meetings presented by Chapter member Jackson McQuigg. Jackson is the vice president of properties of the Atlanta History Center.

The timing of his program was predicated on the relocation of the locomotive *Texas* from the basement of the Cyclorama in Grant Park to the Atlanta History Center. The Atlanta Chapter is naturally interested in local historical railroad rolling stock, and what railroad historian has not heard of the Civil War “Great Locomotive Chase”?

The General, another Civil War locomotive which is on display in Kennesaw, Ga., is the more famous of the two locomotives, but the *Texas* was the chase locomotive which finally caught up to the *General* near Ringgold, Ga., resulting in the Union troops led by James Andrews being captured and imprisoned.

The intent of Andrews’ Raiders was to destroy as many of the railroad bridges as possible between Atlanta and Chattanooga and thus bring the war to an earlier end.

With that bit of background, Jackson described how *Texas* was removed from the Cyclorama building and taken to the North Carolina Transportation Museum in Spencer, where it was completely disassembled and prepared for its static display at its new home at the Atlanta History Center. Much research was done on the engine during this process, trying to determine how much of the original locomotive still existed.

The *Texas* was built in 1856 by the Danforth, Cooke & Co. for the Western & Atlantic Railroad. It was finally determined that only a portion of the frame — the bell support and a part of one truck — was all that remained of the original engine.

During its years of service from 1856 to 1907, most parts had either worn out or been damaged and been replaced. Because the engine had been rebuilt and modified many times, the question was also what was the “true look” of the *Texas*.

It was decided to retain as much of the present locomotive as possible but to “mediate” the areas where rust had taken its toll. For a number of years after the engine had been retired and given to the City of Atlanta, it sat unprotected on a siding waiting for the Cyclorama to be built in 1921.

When this \$500,000 restoration was completed in North Carolina, the engine was loaded on a low-boy trailer and the tender on a flatbed and transported to the History Center, where it was placed in an area with a glass wall making it visible from West Paces Ferry Road. The *Texas* exhibit was officially opened to the public on Nov. 17, 2018.

When Jackson presented his program to our group, he promised to provide an opportunity for us to see the newly displayed locomotive before it was opened to the public. This “special” tour took place on Aug. 11, when 27 railfans gathered at the center to see the second most famous Civil War locomotive.

The *Texas* and the *General*, (which is the star attraction at the Southern Museum of Civil War & Locomotive History in Kennesaw, Ga.), are the sole surviving locomotives that once served the Western & Atlantic Railroad, a company which played a key role in Atlanta’s early development.

After a short introduction to the museum, he led us to the areas which are still closed to the public to see the *Texas*. Our group, being typical railfans, asked many questions and took many pictures. Even a trip to the engine cab was in order.

During Jackson’s visit last fall, he had also described and shared pictures of the moving of the painting of the “Battle of Atlanta” for which the Cyclorama was especially famous. Much to our joy, our host took us to the newly constructed addition to the museum which had been especially constructed to house the painting.

One of the unusual features is it is a complete circular painting so the only way you can view it is by passing under the painting then viewing it from the center.

The painting is 132 years old. The first few years after its creation, it was moved from city to city, including Minneapolis, Indianapolis and Chattanooga, but finally came to stay in Atlanta because the painting focuses on that part of the War.

Over the years it was displayed in wooden buildings on Edge-wood Avenue and another in Grant Park. In 1921, the Cyclorama Building, was built to house the painting. The City of Atlanta owned the building and, as it continued to age, it developed more and more maintenance issues.

Finally, a few years ago, it was realized that the painting should be moved to a newer building. After much debate, the

Atlanta History Center was selected as the painting’s new home. Naturally a new wing of the Center had to be built to accommodate such an unusual and large artifact.

At this point, the magnitude and cost of moving the painting was realized. As the History Center officials began re-searching the painting’s history, they discovered facts that added even more time and expense to the project. In digging through the archives, they learned that when the 1921 Cyclorama building had been built, the building turned out to be too small for the painting, resulting in one panel having to be removed from the canvas to make it fit. The staff of the History Center followed several leads to try to locate the original panel but to no avail, so a new panel had to be painted and added back into the painting.

The challenge of how to actually move a painting this large and old without destroying it proved to be daunting. The first contractor who was contacted, proposed to cut the painting in pieces and then sew it back together in order to move it.

A better method, which would cut the canvas in two equal halves and roll each onto a spool so that it could be transported like a large scroll, was found. Part of the roof of the Cyclorama was removed so that a large industrial crane could be used to lift each roll out and lay it on a flat-bed trailer. By the end of the second day of moving, both rolls were safely in the History Center.

Another interesting point was also found by the research team, which discovered the painting was not as tall as when painted because, when being moved from city to city, the movers back then determined that the best way to take it off its hangers for moving was to cut off the top several inches of the canvas, resulting in the painting getting shorter. The Atlanta History Center officials were determined to restore the painting back to as close to original as possible, so they had approximately 6 feet of canvas sky that had been missing added back on.

The missing panel has been added back, as well as the sky, but the diorama is still to be completed. This is at the bottom of the painting which gives it the three dimensional effect where items actually project out of the painting into the foreground. Estimates are it will be late February 2019 when the “Battle of Atlanta” can be opened to the public once again.

L&WV Chapter NRHS and O&WRHS to sponsor rail trip in October

The Lackawanna & Wyoming Valley Chapter NRHS and the Ontario & Western Railway Historical Society will jointly sponsor a ride on the Lackawanna Railroad Saturday, Oct. 5. The rare mileage trip will include photo runbys, unique power and limited power.

Additional information will be available soon at <www.lwvrhs.org> or on the Lackawanna & Wyoming Valley Chapter NRHS Facebook page.



THESE PHOTOS show the front of the new North Charleston, S.C. Intermodal Transportation Center.

New transportation center opens in North Charleston, S.C.

Article and photos by **JOE BOSCOE**, Charleston (S.C.) Chapter NRHS

Officials of the city of North Charleston, S.C. opened the new Intermodal Transportation Center, or transit center, on Dec. 13, 2018.

The center replaces an earlier station built by the Atlantic Coast Line Railroad in 1956. The new facility serves four Amtrak trains daily: the *Palmetto* (New York, N.Y./Savannah, Ga.) and the *Silver Meteor* (New York City/Miami, Fla.). The *Silver Comet* (also New York/Miami) is routed via Columbia

to serve the midlands of the state. The *Auto Train* (Lorton, Va./Sanford, Fla.) passes through this transit center in the wee hours of the morning, but makes no station stop. The *Auto Train* is serviced and crews are changed in Florence, S.C.

In addition to Amtrak, the new facility (now identified as being in “North Charleston” on the station platform signs) will be a stop for Southeastern Stages, a regional bus company serving the Carolinas and Georgia, and also used by Charleston Area Regional Transportation Authority (CARTA) for local bus service.



SHOWN IS THE CENTRAL reception area and information desk in the center.

The original location chosen for the new transit center was on West Montague Avenue, between I-526 and Dorchester Avenue, but CSX had objections due to interference between Amtrak trains during their station stops and freight switching activity at adjacent Bennett Yard. A new siding to serve the passenger platform was deemed cost prohibitive, and the project for that location, spearheaded by CARTA, terminated. In 2014 CARTA relocated the project to an area just north of the existing station.

Project management and ownership transferred from CARTA to the city of North

Charleston in 2015.

The new center was downsized 55 percent (32,000 square feet to 14,200) to keep costs within the \$14.5 million budget. Space eliminated was area for a restaurant and retail businesses, CARTA administrative offices and other leaseable space.

Charleston Chapter NRHS officials had hoped to have their monthly meeting on the premises and offered *Best Friend of Charleston* and other rail artifacts as display pieces. Our offers were met with lukewarm enthusiasm.

Construction began in August 2017. Phase One included the new building and half of the track platform (north end). Phase Two occurs during 2019 with the demolition of the old ACL station (completely gone as of February 2019 with no fanfare from local press or TV), along with completion of the south end of the platform. When asked if it would be elevated for handicap access to passenger cars, the response was "No. We have and will continue to use lifts". Landscaping, parking, bus access and other roadway improvements are expected. The main entrance to the transit center will be from Rivers Avenue (US 52).

One reason the ACL station was built here in 1956 was that Rivers Avenue was a "state of the art" four-lane dual highway (prior to I-26), and accessibility was convenient.

Additionally, the tracks immediately south of the station turned 90 degrees and continued toward Georgia and Florida. The former miles-long spur to downtown Charleston was eliminated with a significant time savings and no reverse



THE NORTHBOUND PALMETTO arrives at the new platform.

move. The downtown location was a Union Station served by Southern Railway as well as Atlantic Coast Line at Columbus and East Bay Streets that burned in 1947.

A Seaboard Air Line station was in the West Ashley section of Charleston near The Citadel (Military College of South Carolina). A feature of the 1956 ACL station was segregated waiting and rest rooms. Even after desegregation took effect, the internal layout of that building was obvious, even to one unaccustomed to Jim Crow practices.

That station prominently displayed the Charleston sign. In later years, the building was surrounded by chain link fencing, topped with barbed wire, after burglaries and vandalism.

A walk through of the brand new structure on a recent Saturday afternoon found it empty, unlocked, with no security but no signs of vandalism. It is hoped that the Liberty Hill neighborhood residents will respect and be proud of their new facility, as it is to contain meeting space and a



THE WAITING AREA is modern and bright.

museum dedicated to their community.

Funding for this project initially came from the Federal Transit Administration, Charleston County and the City of North Charleston. CARTA had to repay almost \$3.7 million to the FTA as a result of the Montague Ave fall out.

This reporter spoke with a couple visiting from the United Kingdom. They were headed to New York City on Valentine's Day, having arrived a few nights earlier from Miami on the *Silver Meteor*. They were very disappointed that there were no taxicabs available nor a telephone to call a cab company. This has been an ongoing issue and hopefully can be resolved soon. They did, however, compliment dining car service.

The waiting room areas are well lit; rest rooms are new and clean; but only two vending machines are available to satisfy travelers' snack requirements.

Statistical information indicates over 66,500 passengers passed through the station in 2017.

On Feb. 14, the *Palmetto* arrived a few minutes early and I estimated there were approximately 50 passengers boarding, including three who required the handicap lift.

Motive power that day was P42 No. 18, with three coaches, café car, business class car and a baggage car for six cars. Passengers traveling between Kingstree, S.C. and Washington, D.C., were instructed to board their car at a particular platform location. Passengers destined north of New Carrollton, Md., to New York City were instructed to board a different coach.

Palmetto departs North Charleston at 10 a.m. It is scheduled to arrive from New York at 7:19 p.m. Both are reasonably convenient daylight times. *Silver Meteor* departs for New York at 9:17 p.m. (convenient if traveling in sleeping accommodations). However, arrival from New York is at 4:51 a.m. That means it will be an early wake-up for someone departing North Charleston headed south to Savannah or beyond.

Bibliography/sources

Post and Courier (Charleston, S.C.) website; <www.trainorders.com> website; Wikipedia website; and Charleston Chapter NRHS member Alex McIntosh.



THE DEPOT has a special lift to help disabled and elderly riders onto and off the Amtrak trains



SHOWN IS THE TRACKSIDE ENTRANCE to the new depot in Charleston.

Have a picnic and watch trains in Blandon, Pa., on Saturday, May 25

PicnicRail '19, a fund-raising event sponsored by the Pottstown & Reading Chapter NRHS to send a camper to the NRHS Railcamp East, will be held Saturday, May 25, beginning at 1 p.m., at Maier's Grove in Blandon, Pa.

The chapter is inviting all other local chapters and societies to help with this effort.

Organizers are inviting those attending to arrive early and enjoy the action on the Norfolk Southern's busy East Penn Main, adjacent to the grove. There will be snacks and beverages during the afternoon, and a buffet meal with BBQ chicken served at 5 p.m. There will be an evening show by Steve Barry, editor of *Railroad and Railfan* magazine, and Frank Etzel.

The grove is located on Grove Drive in Blandon, diagonally

across from Stoney Creek Rentals (the old Agway). You can relax under the grove's trees or, in case of inclement weather, under the pavilion.

The hosting groups will have some of their fund-raising items for sale during the afternoon prior to the show. Admission will be \$16 for adults and \$8 for children 3-12. There is no charge for children under age 3, but please let organizers know how many will be attending.

For tickets, send a self-addressed stamped envelope, with check made payable to P&R Chapter, c/o Philip Reppert, 17 Adele Avenue, Blandon, PA 19510. Directions and a map will be sent with the tickets (if requested). The deadline to order is May 17. After that, tickets will be held at the gate for pick up.

Help sought for revise and expand Extant Roundhouse Survey

By RICHARD B. SHULBY, AIA, Director, *Historic Railway Structures Survey*

We need your help on a project of interest to the Society.

We have resurrected the Extant Roundhouse Survey, and it's been updated to include additional properties and changes in status. Our goal is to expand this record of all the existing roundhouses remaining in the United States. This listing will be possible only through the efforts of the members of this society.

How can you help?

In every chapter, there are members familiar with existing roundhouses. We are asking you as chapters and as members to compile some basic data, to be forwarded for compilation whether updates to existing listings, or new properties.

The amount of data gathered will vary from structure to structure, and we have asked for several levels of information in

order to allow each effort to be tailored to the time available to the people gathering the data.

The information requested consists of, at a minimum, BASIC DATA (Level 1), INTERMEDIATE DATA (Level 2), and based upon interest and availability, DETAILED DATA (Level 3).

The Data Request Form, along with two versions of the Extant Roundhouse Survey, will be posted in the public portion of the NRHS Administrative website. The 17"x11" version of the survey consolidates all the data on three sheets, and is simpler to use when scrolling on the computer. The 11"x8.5" version is suitable for printing on letter-sized paper stock.

Completed request forms, corrections and additions to the survey, and questions can be directed to: Richard B. Shulby, AIA, Director, HRSS, 11109 Hidden Trail Drive, Owings Mills, MD 21117; <e-mail: rbshulby@verizon.net>.

Submit your photos and chapter news items to NRHS News

As you can see, this issue of the *News* is a bit smaller than normal. That's due, in part, to the fact that we haven't received much news from chapters, and those articles are really the heart of this publication.

The *NRHS News* includes information about the NRHS chapters, events, programs, industry efforts, etc.; rail preservation activities within the NRHS (chapter railway preservation projects), Railway Heritage Grants program projects; and rail preservation in the industry as a whole.

Submissions to the *NRHS News* from chapters, rail historical societies and members are always welcomed. Please submit photos from chapter events such as trips, picnics, train shows, etc. We can also publicize future chapter events in

the *News* and on the NRHS Facebook page.

Please submit only high resolution photos sent as attachments to an email, and not in the body of the email or Word document, to the *News*. Also, send caption information, as well as the name and chapter affiliation of the photographer, in a separate Word document with a clear and precise link to the photo file number. Do not use caption information as the name of the photo file. Also, please send individual photo files rather than links to Internet dropboxes which contain dozens (and sometimes hundreds) of photos, with no caption info.

Items may be submitted <nrhsnews@charter.net> or mail to NRHS News, 4712 Brushy Mountain Road, Moravian Falls, N.C. 28654. For more information, you may phone 336-838-2754.