

Roanoke Chapter NRHS leads
15-year, \$2.3 million restoration
effort on Virginian Railway depot

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NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

AUGUST 2016

Colorado convention included mix of power, attractions

By ALEX MAYES, Potomac Chapter NRHS, DOUG SCOTT, Cape Cod Chapter NRHS, and LARRY DYER, Atlanta Chapter NRHS

The idea of holding the annual NRHS convention in Colorado was first proposed a few years ago by Bob Brewster, an Intermountain Chapter NRHS member. This idea was explored by the NRHS convention planning committee; however, other locations were selected in the intervening years. After more persuasion from Bob, along with suggestions for well thought out trips and other activities, the committee approved his recommendation last year.

Once this decision was reached, the committee began the arduous task of planning the complex logistics of trips and other aspects of the convention. After negotiations with nearby heritage railways, museums, bus companies and other businesses, the convention was set for July 19-24, with a post-convention trip to the Cumbres & Toltec Scenic Railroad on July 25. The Holiday Inn near Stapleton Airport in Denver, the "Mile High City," was selected as convention headquarters.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT PHOTO RUNBY – *The NRHS special on the Leadville, Colorado & Southern Railroad passes the photo line at the French Gulch water tank runby, milepost 143.3, elevation 10,840 feet. The July 23 trip was the final official event of the NRHS convention. This rail line was previously part of the Colorado & Southern Railway, and was three-foot gauge until converted to standard gauge in 1943. The chartered train was comprised of three covered open air cars, two uncovered open air cars, a concession car and caboose No. 1008, and was powered by GP9 No. 1918.*

This was the first NRHS convention held in Colorado since 1982. Additional conventions were held in Colorado in 1963 and 1969. There were 298 registrants at this year's convention, a lower figure than previous conventions. In this era, with very limited opportunities for mainline steam and diesel excursions, as well as "rare mileage trips" over freight-only lines, this is not surprising. Months of precise planning by the convention planning committee, headed by John Goodman and comprised of Skip Waters and Steve Siegerist, paid off well for a smoothly run convention that had few problems.

The convention officially got under way on Tuesday, July 19, with a chartered lunch trip aboard the Royal Gorge Route Railroad, over the former Denver & Rio Grande Western's line and through the spectacular Royal Gorge. Buses took participants from the Holiday Inn to Canon City, where NRHS members and guests boarded the 15-car train which included four full-length domes. The train then proceeded west through the gorge as far as Parkdale, 12 miles, where it reversed direction and headed back to Canon City.

The power for the convention special was F7A No. 403 (ex-Chicago & North Western No. 4079-C) and F7B No. 1503 (ex-Alaska Railroad No. 1503) on the head end, and GP7U No. 2238 (ex-Santa Fe No. 2238) coupled to the rear of the train. A 10-minute stop was made on the return trip at the historic hanging bridge over the Arkansas River in the gorge.

The main event on the following day was a guided tour of the Denver Regional Transportation District's light rail and heavy commuter rail system. Participants were transported by bus to the Union Station light rail stop, where they boarded a chartered two-car light rail train. The NRHS special then headed west on the W Line to the Jefferson County Government Center station, where a photo stop was held. After re-boarding, the train went to the Littleton-Mineral station on the D Line, where another photo stop was made. A non-stop run was then made to the Lincoln Station, where the train reversed direction and then headed to Denver Union Station. NRHS members spent the next hour exploring the renovated station and having lunch on their own.



PHOTO BY DOUG SCOTT, CAPE COD CHAPTER NRHS, DISTRICT 1 DIRECTOR

RAFTING AND ROLLING — *The first event of the NRHS convention was a trip on the Royal Gorge Route Railroad, which follows the Arkansas River west from Canon City, in Fremont County, Colo., through 1,000 foot high granite cliffs of the Royal Gorge. The river is also a popular destination for rafting.*



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

LIGHT RAIL TOUR -- The main event on July 20 was a guided tour of the Denver Regional Transportation District's light rail and heavy commuter rail system.

The next segment of the trip was a 22.8 mile run to Denver International Airport (DIA) on the University of Colorado A Line, which is a heavy commuter rail electric line. A 20-minute stop was made here, with the trip back to Union Station being made on the next train out of DIA, which concluded the tour.

Other events on this day included trips to Platte Valley Trolley, Caboose Hobbies, the Denver Museum of Art and the Forney Museum of Transportation.

The Forney Museum of Transportation features a one-of-a-

kind collection of over 600 artifacts relating to historical transportation including buggies, motorcycles, steam locomotives, aircraft and more. Some of the highlights are Union Pacific Big Boy No. 4005, a Colorado & Southern caboose, a Denver & Rio Grande dining car, and an 1888 Denver cable car.

Later in the day, the Roundhouse Society Reception for major donors to the NRHS was held, and two outstanding seminars – “America and the Passenger Train” by Richard Luckin and “The Colorado Railroad Museum” by Donald Tallman – were



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

AT SILVER PLUME -- The Thursday schedule featured a ride aboard historic three-foot gauge Georgetown Loop Railroad between Silver Plume and Georgetown, Colo., and return. This photo shows NRHS members boarding the steam train at Silver Plume to ride to Georgetown.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

GEORGETOWN LOOP – *The Thursday convention schedule featured a ride aboard historic three-foot gauge Georgetown Loop Railroad from Silver Plume and Georgetown, Colo. and return. This photo was taken as the steam special rounded the curve at milepost 53 en route to Georgetown.*

presented. Also that evening, the NRHS advisory council meeting was held.

Three events were offered on the third day, July 21: a steam excursion aboard historic three-foot gauge Georgetown Loop Railroad in Georgetown, a visit to the Colorado Railroad Museum in Golden, and a night photo session at the museum.

For the Georgetown Loop event, two options were offered. One was to board the train at Silver Plume and ride to Georgetown and back with limited photo opportunities. The second was a “photographers’ chaser bus” which took participants to two spectacular locations overlooking Devil’s Gate High Bridge at Georgetown before and after the trips, and then gave them a ride on the train.

The power for this excursion was ex-West Side Lumber three-truck Shay No. 9, built by Lima Locomotive Works in 1923 and their most unique three-foot gauge diesel, No. 1203. No. 1203, built by the H. K. Porter Company in Pittsburgh in 1947 as a one-of-a-kind six-axle

75-ton switcher which was built to be sent to Pakistan. It is powered by an in-line six cylinder ALCO 251 diesel engine.

Following arrival back in Silver Plume, buses took conventioners to the Colorado Railroad Museum for a four-hour



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT NIGHT PHOTO SESSION – *A night photo session, with seven different scenes, was hosted by the Colorado Railroad Museum. This third scene was set at the replica D&RGW wooden water tank with ex-D&RGW 2-8-0 No. 346.*

visit. The museum has over 100 historic narrow and standard gauge steam and diesel locomotives, passenger cars and cabooses, as well as an HO model railroad and G scale garden railway, and a well-stocked gift shop.

Later that evening, a night photo session featuring seven scenes was held at the museum. The lighting was provided by Steve Barry, Michael T. Burkhart and Nick Hovney, using Alien Bee strobe flash units.

Friday, July 22 was filled with activities. Starting at 8:30 a.m., a series of eight interesting presentations covering a variety of Colorado railroading were shown. These included a history of the Denver RTD transportation system by Henry Stoppelcamp; "Dome Car Magic" by Richard Luckin; "The Rio Grande Ski Train" by Steve Patterson; "Rollins Pass and the Moffat Road" by Su Eckhardt and Gary Edelmaier; "Chasing the Rio Grande Narrow Gauge 1963" by Steve Patterson, Joe McMillan and John Charles; "First Rails in Colorado" by Jack Wheeler; "The Colorado Midland, A Train Ride," by Mel McFarland; and "Cheyenne Frontier Days" and "Hell on Wheels" by Dick Kreck.

At 4 p.m., the public premiere showing of "The 20th Century Limited" film was shown to a packed audience. This masterpiece, created by well-known filmmaker Richard Luckin, depicts the story of New York Central's luxurious New York-Chicago passenger train from its beginning until its demise in 1967. Luckin gave opening comments before the showing and answered questions following the presentation.

Also on this day was a Board of Directors meeting and the Annual Membership Meeting.

Later that evening, the annual NRHS banquet was held in Arapahoe Salon B at the Holiday Inn. The banquet was opened by John Goodman, 2016 NRHS convention chairman, who thanked the many volunteers and others who worked hard to plan and operate the convention. He then recognized several Intermountain Chapter members who also participated in the planning and served as car hosts aboard the rail excursions and the buses, and Steve Barry who organized the photo runbys and the night photo session.

Carl Jensen, director of the RailCamp program, then gave



ED DICKENS JR.



AL WEBER



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT COLORADO MUSEUM — NRHS members had plenty of opportunities to photograph engine No. 348. This was one of several runs made by the steam train at the Colorado Railroad Museum. The ex-D&RGW three-foot gauge 2-8-0 made many trips with a two-car consist around the museum's oval track. The 346 was built by Baldwin Locomotive Works in 1881, and is the oldest operating steam engine in Colorado.



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

OPEN AIR CARS – NRHS members got a great view of the motive power on the final convention excursion: a Saturday trip on the Leadville, Colorado & Southern Railroad. The NRHS special departed the Leadville, Colo., depot at 1 p.m., and headed northeast about 14 miles to the molybdenum mine at Climax. This photo was taken as the train ascended the steep grade toward Climax.

an update about the Railcamp East and Railcamp Northwest programs.

NRHS President Al Weber took the podium and also thanked the many individuals and groups who worked hard on the convention. He then introduced the keynote speaker, Ed Dickens Jr., senior manager, Heritage Operations, Union Pacific Railroad. Dickens provided an in-depth, technical presentation about the recent major overhaul of UP's 4-8-4 No. 844, which was completed a few weeks before the convention.

The final excursion of the convention was a trip on the Leadville, Colorado & Southern (LC&S) Railroad on Saturday, July 23. Buses took participants from the Holiday Inn to Leadville, Colo., elevation 10,152 feet, touted as being "the highest incorporated city in North America." The LC&S takes passengers along the old Denver, South Park & Pacific and Colorado & Southern lines to the Continental Divide through a most scenic and very isolated line above the Arkansas River Valley. An amazing variety of wildflowers in bloom were seen along the route.

The NRHS special departed the Leadville depot at 1 p.m. and headed northeast about 14 miles to the molybdenum mine at Climax, milepost 138.6, and then reversed direction. A photo runby was held at French Gulch water tank, milepost 143.3, on the return trip.

On Sunday, July 24, a most unique activity was offered: chasing the Union Pacific's freshly rebuilt 4-8-4 No. 844's dead-

head move from Denver to Cheyenne, Wyo., in a chartered bus. The 844 pulled 22 cars from Denver to Cheyenne and back for the Frontier Days Festival the previous day, and this move was to ferry the engine and cars back to the home base. Cape Cod Chapter member Doug Scott rode the chase bus and provided this narrative below:

"On Sunday, we had the final event of the 2016 convention as we chased the Union Pacific excursion train featuring northern No. 844 on the point. What originally was a chance taken turned out to be a winner. Billed as a bus to chase the deadhead move from Denver back to Cheyenne of the Union Pacific "Frontier Days" charter train set — and not sure of how many photo opportunities we would get, or if we would even see the 844 in action — fortune shined on us and indeed we did have No. 844 as the lead engine.

"The engine had just come out of the shop after a three-year teardown and rebuild project was completed. Union Pacific had said she would be operational, but we were ready to see the streamlined diesel set if the northern was not yet running.

"The day began with our sold-out bus taking us to Denver's Union Pacific yard to photograph the 844 before she left for the trip back to Cheyenne. Then we headed north to Brighton, Colo., for our first chance at a moving photo opportunity.

"After leaving Brighton, we headed for Gilcrest where, again, we had time to set up for a photo opportunity. Along the

way, we also had the bus pace the train for some head-end through-the-window photography.

“After Gilcrest, the train stopped for servicing at Greeley so our bus full of NRHS railfan enthusiast passengers was able to get ahead once more for a photo opportunity at Ault, Colo. After this stop, we went back to Greeley, and then to dinner in Fort Collins, then back to Denver.

“Thanks go to John Goodman for arranging the bus even though we did not know what would happen, and to Steve Barry for coordinating the photo op locations.”

This event officially concluded this year’s convention; however a side trip to ride the Cumbres & Toltec Scenic (C&TS) Railroad was offered on July 24-25. Larry Dyer, Atlanta Chapter NRHS and District 4 director, provided this information:

“Ten attendees of the convention, including Ray Leader and myself, opted to participate in the post-convention trip on the Cumbres & Toltec Scenic (C&TS).

“The C&TS had provided a charter van and driver for the 5.5 hour ride to Chama, N.M. We arrived in Chama Sunday afternoon, just in time to see the train pull into the station after

all the passengers unloaded. Our delegation was allowed to board the train and ride to the wye with the crew...an opportunity for rare mileage.

“On Monday morning, our C&TS representative gave us free time to explore the yard and then arranged a tour of the shop and also a question and answer meeting with John Bush, C&TS president.

“It was then time to board the train and begin the four percent, 12-mile climb to 10,015-foot-high Cumbres Pass. A photo runby was held at Tanglefoot Curve, where only the NRHS passengers were allowed to unload and photograph the train. The charter van met us at Antonito and took us back to Denver Monday evening.”

The 2016 convention was a well planned and run event, with most events running without issues and on schedule. The NRHS officials, many volunteers, and countless other individuals and organizations who worked hard to make this a successful convention deserve a big “thank you” for their efforts. Next year’s NRHS convention will be held in Nashville, Tenn., June 20-24, and plans are now being formulated to provide an interesting variety of excursions and other activities. Hotel and room rates are being finalized and will be available



PHOTOS BY DAWN HOLMBERG, NORTHSTAR CHAPTER NRHS

PREPARING FOR TRIP — Union Pacific crews prepare No. 844, at a yard north of Denver, for the trip back to Cheyenne, Wyo.

on www.NRHS.com website soon. Activities are being planned in Nashville and surrounding areas with a day-long rail trip on the Tennessee Central to round out the week.

To learn more about this convention, visit the NRHS website at <http://www.nrhs.com/>. And look for the October issue of the *NRHS News* with more photos from the 2016 event.



PHOTOS BY LARRY DYER, ATLANTA CHAPTER NRHS

CROSSING THE TRESTLE – *NRHS members were invited to take part in a post convention trip to the Cumbres and Toltec Scenic Railroad. Here, the east bound train crosses Cascade Trestle Monday.*

NRHS leadership thanked for convention work; C&TS trip praised

(Editor's note: The email below was sent to NRHS Convention Chairman John Goodman, NRHS President Al Weber and Vice President Joe Maloney following the convention.)

John, Al and Joe,

I just got home from the convention and wanted to thank those of you who made it happen, and tell you how much I enjoyed it.

Having been involved in a couple of previous conventions, I know how hard it is to make all things go as planned and y'all hit a high mark in Denver. Also, I participated in the post-convention trip down to the Cumbres & Toltec Scenic (C&TS) which left Denver on Sunday morning. Corrine Williams, the C&TS representative, provided a great overview of the railroad there. She arranged to get us on the train the afternoon we arrived in Chama, and we rode with the crew as they turned the train on the wye (rare mileage). On Monday morning, she gave us time to photograph the yard and then arranged a tour of the shops guided by the shop foreman, followed by a question and answer meeting with C&TS President John Bush.

The ride from Chama across 10,015 feet Cumbres Pass to Antonito was wonderful, and the crew was very informative

on history, scenery and the operations of the railroad. Corrine arranged a special run-by at Tanglefoot Curve where just the 10 in our group were allowed to get off and photograph the train as it proceeded around the curve, doing several "blow-downs" in the process.

As you may see, the C&TS was very railfan friendly, and President Bush expressed some disappointment that the NRHS chose not to make the C&T one of its main events during our 2016 convention. With that being said, I do realize the logistical challenges of moving an entire convention to a location that was a five-hour drive from Denver. If there is a way to build in a trip to C&TS during the 2018 convention (if it is to be in Albuquerque), then I think it is worth consideration.

Finally, Corrine indicated that the C&TS would be receptive to hosting a RailCamp venue. It would probably be similar to camps out at the Nevada Northern and also difficult to interface with any other locations due to distance, etc.

These are thoughts and observations which I felt NRHS management needs to be aware of. Thanks for all the hard work.

Larry Dyer, Atlanta Chapter NRHS; District 4 Director

The president's corner

National convention featured variety of events...and rare mileage

By AL WEBER, NRHS President

I am writing this on the final day of the very successful "Rails to the Rockies" 2016 NRHS convention based in Denver, Colo. We had 298 attendees from 37 states, two Canadian provinces, Sweden and Japan. I had many attendees tell me what a great time they had at the many events of the convention.

The rare mileage trip to Climax on the Leadville, Colorado & Southern Railroad trip was a fitting end to the convention. This was only the fourth time the train has gone to the end of the line, and even many of the local train staff and management had never been to that part of the railroad.

Our silent auction of caboose rides and cab rides on that trip went over very well, and the winners were very pleased with the special riding locations. One winner even donated a little extra as he was so pleased with the ride. We want to thank all our silent auction winners as this is a special way to help fund the programs of the NRHS.

Our banquet's featured speaker was Ed Dickens Jr., the senior manager Heritage Operations for Union Pacific, though we know him as the lead on putting UP 844 operational again. He put on a good slide presentation showing what was involved to get 844 back in service.

On Sunday, a photo chase bus followed UP 844 halfway to Cheyenne, Wyo., on its trip home. This trip sold out, and the members of that trip got really good photos of a very nice steam engine and consist. I expect we will see many of these photos soon.

We had the annual membership meeting, an advisory council meeting and a national board meeting at the convention. Many items were discussed, but not many of the items were controversial.

One of the items that sticks in my mind was the discussion on the publication of our Society finances. You, as a member, always have access to the approved minutes of the board meeting; they are published on <http://admin.nrhs.com/public/>. In there you will find all of our finances, both good and bad. If you ever have questions, please either contact your board representative (first), email info@nrhs.com (second), or contact me.

We will soon receive from the auditors our audited 2015 financial statements and completed IRS Form 990. Both will be posted as soon as possible to the NRHS website, as they are public documents. Currently, our 2014 statements are on the website, and 2015's will replace/supplement them.

Our webmaster is looking into having a separate section of the public page of just the financial statements, but it will take some time and work to make that web page section.

The election for board members was underway this summer. The deadline for submitting ballots was Aug. 1, and the results will be announced soon.

I am looking forward to the conference in Portland, Ore., Oct. 14-15 and hope to see you there. Remember, you can call in to the advisory council and board meetings if you can not be there in person.

Silent auction at convention raises funds for heritage program

By NRHS Convention Committee / NRHS Fund Inc.

The NRHS Fund Inc. held three silent auctions at the recent convention in Colorado. We would like to thank all of our donors, and congratulate our winners, and thank all who bid.

On Thursday, we had 12 cab rides donated by the NRHS convention committee. Our winners — Steve Armstead, Warren Armstrong, Tom Burns, Bob Caccese, Larry Dyer, Norm Hoisington, John McEnerney, Bernadette McEnerney, Mike Palmer, and Paul Reininger — donated \$265 to the NRHS general fund for the cab ride privilege.

On Saturday, we had six cab rides and eight caboose rides donated by the NRHS convention committee. Our winners — Roberta Ballard, Tom Burns, Frank DePrieter, Jane DePrieter, Bob Gaines, Gary Miller, Mike Palmer, Paul Reininger, Doug Scott, Ellen Scott and Tony White — donated \$410 to the NRHS General Fund for the ride privilege.

On Friday, we had 12 items donated by various donors to benefit the Heritage Grants Program. Our donors included NRHS, Eileen Weber, several donors who wished to remain anonymous, Collis P. Huntington Chapter NRHS www.Ne-wRiverTrain.com, Washington D.C. Chapter NRHS www.DoverHarbor.com, Missouri Pacific Historical Society www.MoPac.org and Illinois Railway Museum www.irm.org. We regret that the paintings donated by the NRHS did not sell. Our winners — Bob Bitzer, Frank DePrieter, John Fiorilla, Ron Gawedzinski, Tommy Healy, Douglas Henry, Del Kitten-dorf, Paul Reininger and Marilyn Todd — donated \$490 to the NRHS.

We will now evaluate this, and determine if we should do this at future conventions.

Again, thank you to our donors and winners.



ALL PHOTOS BY TIM O'MALLEY, RAILCAMP EAST ASSISTANT DIRECTOR, LACKAWANNA & WYOMING VALLEY CHAPTER NRHS
AT WILMINGTON SHOPS – *Participants in RailCamp East, held June 26-July 2, had the opportunity to tour Amtrak's Wilmington locomotive shops. Standing in the rear (in the orange vests) are the camp counselors (left to right): Frank Fowler, Ellen Scott, Tony White, Alex Polimeni, and Erica Bauer. In front (left to right) are the members of the RailCamp East Class of 2016: Bruce Pollatz, Joe Tibaldi, Nick Pandaleon, Caleb Weaver, Riley Allendorf, Nate Lichtenstein, Christopher Dyer, Jacob Walter-Johnson, Ethan Cass, Michael Buchta, Josh Redenz, Zach Ferreira, Elijah Jackson, Ben Martin, John Haubrick, Gage Bishop, Ben Merritt, James Gavrushenko, Adam Stetson, Bill Didden, Julian Briggs, Chris Kratz, Matt Stegura and Mike Belotti*

RailCamp gives teens unique inside look at railroading

By ALEX POLIMENI, RailCamp Northwest Interim Director and At-Large member of NRHS

As a member of the NRHS, you probably already know the name "RailCamp." Twice a year, the NRHS collaborates with partners across the country to give 36 high school students the opportunity of a lifetime. Whether it's the cutting edge of Amtrak's passenger transportation technology or the history preserved within the Railroad Museum of Pennsylvania, RailCamp allows youth unprecedented access to today's railroad industry. I should know: I was, after all, a RailCamper when I was a teenager...before I "graduated" to the staff.

Having attended RailCamp Steamtown in 2008, RailCamp Nevada in 2009, and returned to Steamtown as a camp counselor from 2009 until the first year of RailCamp Northwest in 2012, I believe I know what I'm talking about when I say RailCamp East 2016 was our strongest year so far. Thanks to the efforts of the RailCamp committee, our relationships with Amtrak, the Strasburg Rail Road, and the Railroad Museum of Pennsylvania are more robust than ever before. This fact is readily apparent in the enthusiasm our partners have for working with us, and the simply unmatched participant

experience RailCamp represents.

Let's take a closer look, shall we?

Monday, June 27, began with our soon-to-be daily ritual: an early start, a good breakfast from the cafeteria at the University of Delaware (where campers and counselors were housed), and a van ride to our activities. This day, our destination was Amtrak's training center in Wilmington, Del., a facility you can't otherwise visit unless you're looking to start a career with the railroad. Per standard procedure, we got started with a safety meeting, and were soon introduced to the outstanding professionals who train Amtrak's engineers, conductors and dispatchers.

These folks gave our attendees a close look at what it takes to work for the railroad. Although it's not an easy career, the Amtrak staff members emphasized that it is a rewarding one, and shared their advice and experience as professional railroaders. Each trainer made the case in favor of their disci-

pline, displaying professional rivalry and friendly camaraderie. Participants were given the chance to ask questions, and Amtrak's employees had their fun too, asking trivia questions of our campers in the hope of stumping them. It turns out that's hard to do.

After lunch, the campers split into groups for the afternoon's activities. Half of the campers went to the center's engineer and dispatcher simulators, and the other half went to "inspect" a locomotive and passenger car. My group tried the simulators first, and each participant had the opportunity to "control" a section of the Northeast Corridor and "run" a locomotive on it as well, utilizing the very same simulators Amtrak uses to train their own employees.

Out in the yard, Amtrak Vice President of Operations Chris Jagodzinski led the inspection activity, teaching campers about every inch, inside and out, of a GP38H-3 and an Amfleet 2 coach. Participants had a chance to take turns in the engineer's seat of the locomotive, learning the controls and releasing/applying the brakes themselves as part of the demonstration.

Following the ride back to the university, the campers were allowed some free time to socialize and railfan the Corridor from the property of the Newark History Museum before bed. Apparently, the best way to see your first Acela is from about 10 feet away.

Tuesday was the longest day of the week. Mind you, our schedule is always packed, but not like this.

After breakfast, we drove to Amtrak's Wilmington locomotive shops and, as before, began with a safety meeting. This was followed with an interesting talk by Chris Jagodzinski about his job as vice president of operations and the technology available to him. In real time, he was able to show us data on every Amtrak train in the country, a service strictly unavailable to the public. He was even able to retrieve video of our campers from a locomotive which passed through Newark the previous evening.

From there, we toured the locomotive shops. A huge and impressive facility, it is currently home to the last of Amtrak's EMD AEM-7 fleet. The highlight of the tour was watching the massive overhead cranes work together to lift an ACS-64 and move it across the shop.

After this awesome display, we relocated to the building which houses Amtrak's Consolidated National Operations Center (CNOC) and Centralized Electrification & Traffic Control (CETC) offices. Inside, campers got to see "behind the curtain," from the many passenger affairs specialists at CNOC to the dark, quiet room of CETC, which controls every movement on the corridor.



AMTRAK TOUR — RailCamp attendees toured Amtrak's Wilmington locomotive shops, in addition to tours of Amtrak's CETC and CNOC facilities, Union Station in Washington D.C., and Union Station's "K" tower. Pictured in the Amtrak shops, left to right, are: Josh Redenz, Zach Ferreira, Elijah Jackson, Matt Stegura and Julian Briggs.

After lunch, we walked to Wilmington Station to catch a train down to Union Station in Washington, D.C., where our afternoon activities would take place. Amtrak officials had previously scheduled their 10005 catenary measurement car and 10004 *American View* theater car to run over this part of the corridor that day, allowing campers to ride in them as they passed through. The technicians in the catenary car were happy to explain their equipment to the campers, and there's really no better view for a railfan than from the back of the theater car.

After arriving at Union Station, campers split into four groups and rotated through several activities. My group began with a tour of the Railway Express Agency building, followed with a presentation given by officers of Amtrak's police force regarding their duties in Union Station. The highlight of their talk was a handler's demonstration of his K-9 partner's ability to sniff out a small bag of explosive powder that had been placed in the room by another handler. From there, we received a tour of Union Sta-

tion itself, and finally, a tour of “K” tower, which controls movement in the yard itself. To quote a friend of mine, “I work (at Union Station), and I’ve never been up there.” I think it’s safe to say that we all slept well that night after riding the Acela back to Wilmington.

Wednesday was our first day at the Railroad Museum of Pennsylvania. Campers was again split into four groups and rotated through different activities. My group began with a tour of the museum’s restoration shop, which currently houses the PRR E6s steam locomotive No. 460, the *Lindbergh Engine*. Our guide walked us through not only the process of a restoration, but why they choose to restore what they do.

“It’s all about the story,” he said, “and No. 460 has a tale to tell.”

Next, my group was sent on a “scavenger hunt,” an assignment which sent them from one end of the museum to the other, looking for historical facts. Afterward, we sat down to research the interpretive presentations the campers were expected to give on Friday, showcasing a locomotive in their collection and conveying the importance of its history. The campers in my group chose the museum’s recently acquired EMD AEM-7 as the subject of their presentation, and got to work learning everything they could about it.



LIVE STEAMER — RailCamp attendee Joe Tibaldi opens the throttle of the Strasburg Rail Road’s 15-inch gauge Cagney live steam locomotive, under the tutelage of Strasburg employee Alex Merrill.

Finally, my group received a guided tour of the museum’s collection, allowing us to again go where the public can’t. One such place was inside the nose, behind the headlight, of the museum’s GG-1. Among the other locomotives we took a closer look at was the PRR E7s No. 7002 and, of course, the EMD AEM-7, all the while learning about each piece.



AT THE CONTROLS — RailCamp attendee Bill Didden learned to run the Strasburg Rail Road’s L.O.&S. self-propelled motor car. This was among the attendee’s favorite activities, and represents the type of unique opportunities RailCamp can offer.

Thursday would prove to be a very busy day, spent entirely at the Strasburg Rail Road. Shortly after we arrived, I had the pleasure to meet up with Anthony Debellis, a former camper and current Strasburg Rail Road employee who attended RailCamp Steamtown in 2008 with my fellow camp counselor Erica Bauer and I. I believe it’s a testament to the strength of the program that now, nearly a decade later, Erica and I have continued as staff members, and Anthony has become a career railroader with one of our partners.

My group began the day with a yard operation exercise, working with Strasburg employees and learning how to couple and uncouple two freight cars while using hand signals to communicate with the engineer. Afterward, we moved into the shops, where the campers got to engrave their own souvenir rail spike on a milling machine and learn the basics of welding.

After lunch, we began a maintenance-of-way activity, replacing ties in the yard. Spiking may be hard work, but the campers got the job done.

From there, my group ran the Strasburg Rail Road's 15-inch gauge Cagney live steam locomotive, a favorite among the campers. It may have been miniature, but for many it was their first time at the throttle of a steam engine.

Last, but not least, my group got to run something full-size: the Strasburg Rail Road's Lancaster, Oxford and Southern's self-propelled motor car. For most, this was the only thing better than the Cagney, and everybody walked away thrilled with the opportunity to have sat in the engineer's seat.

Friday was the final day of camp, yet still a busy one. Before lunch, each group was given time to finish preparing the presentations they began researching on Wednesday, before heading out into the museum to speak in front of the rest of camp.

Although the most academic activity at RailCamp, the interpretive presentations are also an important one, because telling the story of railroading to folks who aren't already railfans is vital to keeping preservation efforts alive.

After lunch, campers were given a choice between riding the normal excursion train, or riding a passenger car coupled to a revenue freight move. Perhaps not surprisingly, more than half chose to ride the freight, myself included. Regardless of which they chose, though, everybody enjoyed the opportunity.



PRESENTATION — *RailCamp attendee Josh Redenz gave a presentation regarding the history of PRR locomotive No. 7002 at the Railroad Museum of Pennsylvania. Activities such as this give attendees an appreciation of the industry.*

Our last activity was a cab ride in the former N&W No. 475 steam engine. Participants were given the chance to blow the whistle, shovel coal, and sit in the fireman's seat as they moved the locomotive back and forth in the yard. Like the rest of RailCamp, it was an experience our attendees will not soon forget.

Afterward, the campers shared an excellent dinner at the Caboose Motel before everyone went home the next morning. As always, what began as just a group of young rail enthusiasts parted

ways as nothing less than family. As I told them, the friends you make at RailCamp will be with you for the rest of your life, and that's speaking from personal experience.

All of this, though, would not be possible without the incredible volunteers who dedicate so much of their time making RailCamp happen every year.

On the RailCamp committee, Rebecca Gerstung, Tony White, and Bud Thompson do the administrative work that keeps camp on the rails. I've stepped in to help with our advertising and promotion efforts, while Carl Jensen and Bill Chapman continue to ensure the educational value of the program.

The volunteers with boots on the ground at RailCamp East this year were Tony White, our director; Tim O'Malley, our co-director; first-time counselors Ellen Scott and Frank Fowler; and returning campers-turned-counselors Erica Bauer and myself.

Of course, our efforts would mean nothing without the support and enthusiasm we receive from our partners. Amtrak officials have gone above and beyond in their commitment to RailCamp, taking the time during their work days to accommodate our program and give our students opportunities that simply don't exist otherwise. The Strasburg Rail Road and the Railroad Museum of Pennsylvania have also been excellent partners, whose exceptional employees and volunteers work closely with our attendees every day we're there.

In conclusion, I must say again that RailCamp East 2016 has been the program's strongest year thus far, and I expect we'll do even better in 2017. Every year, I always hear somebody say camp was "the best week of their life." I should know: it's what I said when I was a RailCamper, after all.

(Note: An article on RailCamp West will be published in the October issue of the NRHS News. For more information on RailCamp, visit <http://www.nrhs.com/program/railcamp>.)



COUPLING ACTIVITY — *RailCamp attendee Zach Ferreira participated in a coupling and uncoupling exercise at the Strasburg Rail Road. This was just one of the many hands-on activities attendees participated in during the week.*

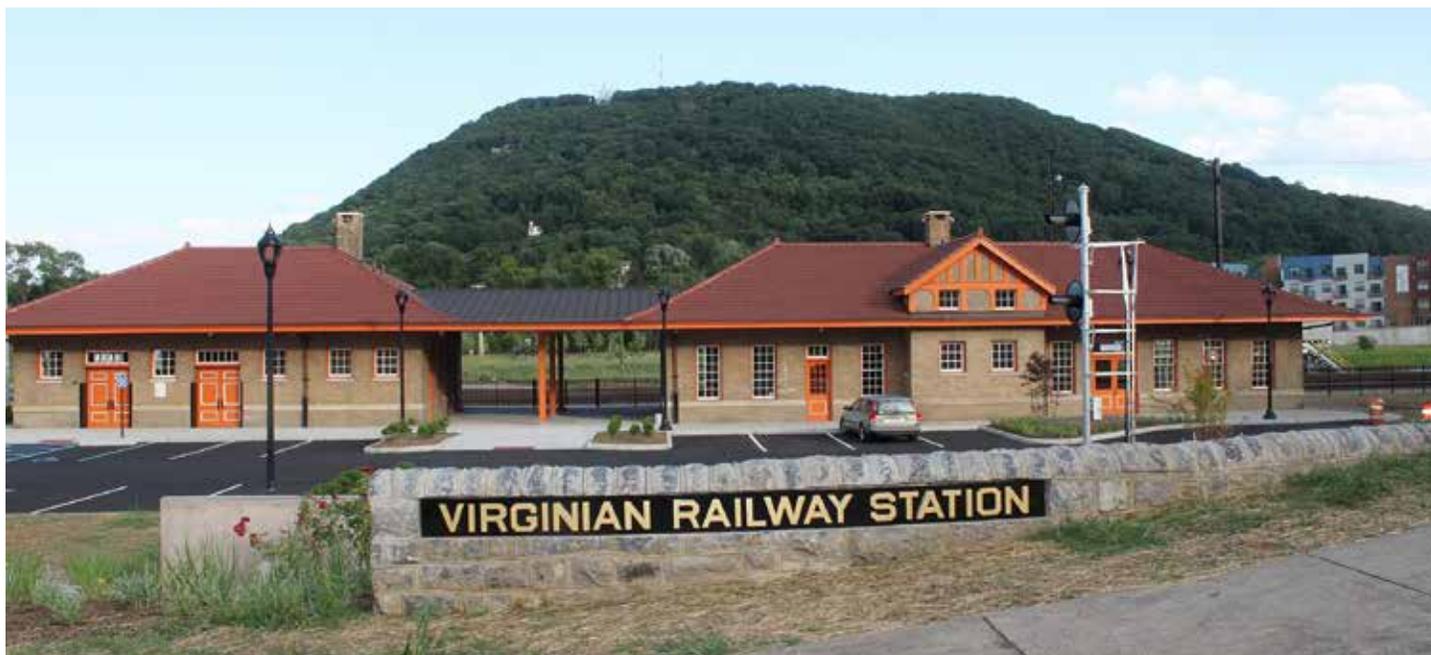


PHOTO BY SKIP SALMON, ROANOKE CHAPTER NRHS

A LONG PROJECT – The restoration of the former Virginian Railway Station in Roanoke, Va. was completed recently after 15 years. This photo was taken on June 17, 2016.

Virginian Railway Station restoration complete in Roanoke

By JAMES COSBY and SKIP SALMON, Roanoke Chapter NRHS

The Roanoke Chapter NRHS is pleased to announce completion of the restoration of the Virginian Railway Station in Roanoke. The 15-year effort was completed in July 2016.

Background

The Virginian Station was built in 1909 and opened in 1910 as the crowning jewel of stations on the Virginian Railway, which stretched from Deepwater, W. Va. (near Charleston) to Norfolk, Va. Financed and built by Henry Huttleston Rogers,

the railway competed with the Norfolk and Western, Chesapeake and Ohio and other railroads for the coal traffic fueling the American and foreign economies at the height of the industrial revolution. Built in the 20th Century, the Virginian had a more favorable grade than its 19th Century competitors and was profitable throughout its existence.

In its heyday in the 1940s, the Roanoke station served four passenger trains daily: two eastbound and two westbound. Railroad passenger traffic nationwide declined after World



NEW STATION – The Virginian Railway Station is shown in this photo from the Jeffrey Sanders collection. The photo was taken in 1910, the year the station opened.

War II, as the travelling public turned to airlines and automobiles. Passenger service through Roanoke on the Virginian ended in 1956.

The Virginian was merged into the Norfolk and Western in 1959. The passenger station was used by the N&W for offices and storage for a few years, then leased to feed and seed store tenants. It was still used for such when it burned on Jan. 29, 2001 — a bitterly-cold winter night — and was substantially destroyed. The cause of the fire was attributed to homeless vagrants lighting a fire in a 55-gallon drum under the eaves at the west end of the building. The fire spread to the roof trusses throughout the two adjoining buildings, collapsing the heavy tile roof into the interior.

Restoration efforts began in March, just five weeks after the fire. A meeting was called for those interested in preserving this historic and architecturally significant structure on one of Roanoke's principal downtown streets. Attendees represented the Roanoke Chapter NRHS, the Roanoke Valley Preservation Foundation, the City of Roanoke and other organizations.

In 2005, Norfolk Southern Corporation, successor to The Virginian Railway (and Norfolk & Western) donated the property "as is" to the Roanoke Chapter, and preservation efforts accelerated.



PHOTO BY JIM COSBY, ROANOKE CHAPTER NRHS

DAYS AFTER FIRE — This photo was taken 12 days after the Jan. 29, 2001 fire that gutted the Virginian Railway Station in Roanoke.

An informal "working partnership" was formed between the Roanoke Chapter NRHS and the Roanoke Valley Preservation Foundation. Both were Section 501(c)(3) organizations under the tax code. Both provided volunteer members to the Virginian Station Restoration Committee.

Now owning the property, funding on the order of \$2 million would have to be obtained. Contact was made with local Congressman Bob Goodlatte and his office staff members. They agreed that it was an important local goal and obtained a Congressional appropriation of \$256,000 in 2005.

Alison Blanton of Hill Studio and the Roanoke Valley Preservation Foundation and Ken Miller, president of the Roanoke Chapter, made application to the City of Roanoke and the Virginia Department of Transportation (VDOT) for Transportation Enhancement funds available for historic and architecturally significant transportation structures, including railroad stations. Additional applications and grants would follow.



PHOTO BY SKIP SALMON, ROANOKE CHAPTER NRHS

BEFORE RESTORATION — This 2010 photo shows a tree growing inside the walls of the station.

The City of Roanoke obtained an Environmental Protection Agency (EPA) grant to aid in Brownfields cleanup of the substantial asbestos and lead paint contamination present on the site. Brownfields are properties that may have hazardous substances, pollutants or contaminants present. The EPA's Brownfields Program provides grants and technical assistance to communities, states, tribes and others to assess, safely clean up and sustainably reuse these contaminated properties.

A campaign for private donations was begun in the

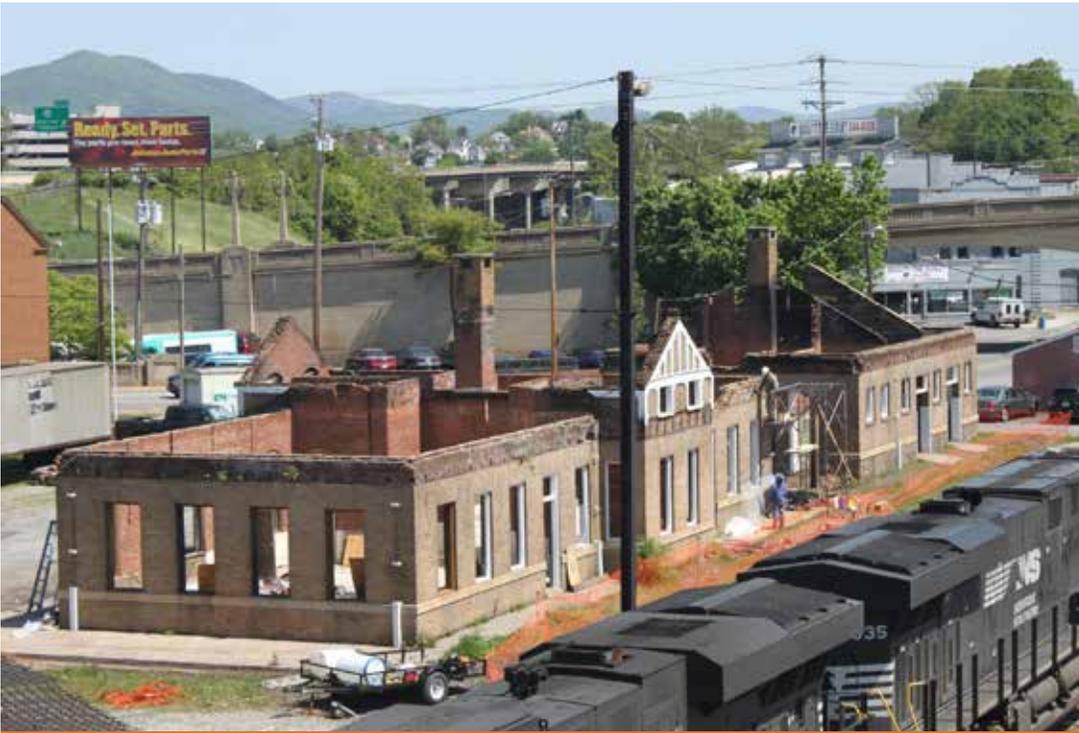


PHOTO BY SKIP SALMON, ROANOKE CHAPTER NRHS

ROOF REMOVED – *In 2012, at the beginning of the restoration effort, the remains of the roof were removed from the station.*

railroad and railfan community to help meet the requirement for a local match of at least 20 percent. Norfolk Southern and General Electric, the two major employers in the community that offer matching contributions for their employees and retirees, made significant matching contributions. In all, approximately \$2.3 million was raised, including the value of the donated property, grants and in-kind contributions.

Jim Cosby, Skip Salmon and Jeff Sanders had come on board the chapter and committee in 2007 as chairman of the restoration committee, secretary and co-leader and president of the chapter, respectively. By 2010 the chapter was ready to roll.

Bidding and building...or so we thought

It took two years for project professionals (attorneys, architects and contractor) to be approved and employed. With over 20 government agencies involved and required to give their approvals, the process dragged out over years. Finally, in 2011, Phase I was advertised for bids. The lowest bid was accepted by the chapter only to be rejected by the VDOT for reasons not relevant here. The only recourse was to re-bid.

On re-bid in 2011, a local company, G & H Contracting, Inc. of Salem, Va. was the lowest bidder. Their bid was accepted, and the work was completed on time by July 31, 2012.

Phase I included Brownfield clean-up of the substantial contamination, stabilization of the building walls and replacement of the terra cotta roof. Our architect, Barry Rakes, had learned that the company which had provided the original terra cotta tile in 1909, Ludowici Company in Ohio, was still

in existence. They were contacted and provided the replacement tile in the same style and color as the original.

Before Phase I was complete, the chapter began seeking approval of the documents required to employ professionals for Phase II. With delays caused by multiple drafts (up to eight) of the same documents, this process took two years. Spectrum Design and Barry Rakes were employed as architects and engineers.

Phase II was bid in 2014. G & H was again the lowest bidder. Their bid was accepted by the chapter, but was rejected again by VDOT on a technical issue. The re-bid in 2015 was accepted, and final restoration began. This included completion of the

interior, all electrical and mechanical systems, landscaping and a monument area to honor the Virginian Railway and its employees.

The chapter's architects paid as much attention to historical preservation in Phase II as they did in Phase I. Our chapter historian, Ken Miller, and architect Barry Rakes determined the original paint scheme from historical documents and paint chips from the window frames and sills. Ken even had the paint formula from a century ago.

All window frames and doors were removed before the restoration, stored in a trailer on the premises, re-finished and re-installed. Lamp fixtures were replaced with modern equivalents and "look a-likes," including the lamp posts outside. Even the mop sink in the women's room and the urinal in the men's room are "historic originals" over 100 years old. The terrazzo floor was damaged in the fire but was restored to a modern day beauty.

Use of the Buildings

The smaller baggage and express building that are a part of the depot will be used by the chapter as its principal office with a display area for artifacts and exhibits from and about the Virginian Railway and its employees. These will include murals, recorded video interviews with former VGN employees, and computers with Internet access to historic railroad documents.

The larger passenger station building will be leased to a tenant yet to be determined. The building is at the Jefferson Street

gateway to the Riverside Development area including the Virginia Tech–Carilion Medical School, clinic and research center. The rental income from the passenger station is intended to fund expenses for the entire station property.

Tribute to Perseverance

Many people have contributed to this beautiful restoration of a railroad station long on the National List of Historic Landmarks. As a superb grant writer, Alison Blanton of the Roanoke Valley Preservation Foundation raised more money than all others combined. The chapter's mechanical committee recovered, restored and installed the operating signal light shown in the opening photo and performed other restoration projects"

The authors of this tract, Jim Cosby and Skip Salmon, and Chapter President Jeff Sanders have served as the principal leaders for about 10 years. With his background in law, finance and computers, Jim handled bidding, contracting and financial issues. With his railroad and engineering background, Skip handled property management, building, contractual and performance issues.

This restoration took 15 years, two public Requests for Proposals to hire professionals, four Invitations to Bid for contractors, and many negotiations with government administrators. We realize about 80 percent of our funding is public tax dollars requiring public accounting and governmental re-



PHOTO BY SKIP SALMON, ROANOKE CHAPTER NRHS

THE FINAL DETAIL – The “crowning touch” to the restoration effort on the Virginian Railway Station was the installation of the “Roanoke” sign designed and made by Ken Miller and George Stein.

view and control, but the timeline has been incredibly long. Nevertheless, the members of the Roanoke Chapter NRHS take pride in all of the thousands of hours of management and development time contributed by dedicated volunteers at no cost for the pure love of railroads and their history and our desire to preserve them.

(James Cosby is a retired federal trial attorney and senior financial analyst. He has served as treasurer of the Roanoke Chapter NRHS and chairman of the Virginian Station Restoration Committee since 2007. Skip Salmon is a retired electrical engineer and manager from Norfolk Southern Railway. He has served as chapter secretary, director, and secretary of the Virginian Station Restoration Committee since 2007).

Train rides on Allentown and Auburn Railroad scheduled Aug. 20

The Tri-State Railway Historical Society, a chapter of the NRHS, will visit the Allentown & Auburn (A&A) Railroad in Kutztown, Pa., on Saturday, Aug. 20.

The A&A's train rides on this day will be hosted by the Conrail Historical Society (CRHS). The hour-long round-trip train rides to Topton will depart from the Kutztown train station at 10 a.m., 11:30 a.m., 1 p.m., 2:30 p.m., and 4 p.m. Visitors can ride in the restored equipment of the CRHS and the A&A.

The rides will be pulled by EMC SW No. 206, which is currently the second oldest operating diesel locomotive in the

United States (built in 1937).

Adults 12 and over can ride for \$12, with children ages 3-11 riding for \$6. There is no charge for children under 3. All proceeds directly benefit the Conrail Historical Society.

Food, provided by the CRHS, will be available for purchase at the Kutztown station.

Members of the Tri-State Railway Historical Society can help to arrange carpools for those who wish to do so. Email the society at <Info@TriStateRail.org> to arrange car pools.



PHOTO BY THOMAS PETERSEN, WASHINGTON, D.C. CHAPTER NRHS

FAREWELL EXCURSION – Two AEM-7 electric motors pulled the “Farewell to the AEM-7” excursion between Washington, D.C. and Philadelphia.

Sell-out crowd flocks to Amtrak’s ‘Farewell to AEM-7’ excursion

By PAUL WOODRING, Potomac Chapter NRHS (article reprinted courtesy of Akron Railroad Club)

On Saturday, June 18, Amtrak operated an eight-hour “Farewell to the AEM-7” excursion on the Northeast Corridor from Washington Union Station to Philadelphia and back. The event marked the end of the 35-year reign of the locomotive that former Amtrak President Paul Reistrup once called “One of the two locomotives that saved Amtrak.” The diesel-electric F40PH was the other Amtrak-saving locomotive.

The 7,000-diesel equivalent horsepower B-B electric motor is based on a Swedish design. The engines were built by a partnership between Sweden’s ASEA (later becoming the “A” in successor company ABB) and the Electro-Motive Division of General Motors. The body shells of most units were built by the Budd Company.

Initially delivered in 1981-1982, the AEM-7s replaced the venerable Pennsylvania Railroad GG-1s, and, eventually, their “hoped for” replacement GE six-axle E60 heavy electrics. The E60s were deemed by officials to be unsafe to operate above 90 mph.

A sell-out crowd of 476 enjoyed a brilliantly sunny (and hot) day that included a short segment of rare mileage while turning the train at Zoo interlocking in Philadelphia. Participants also had a chance to take a tour of Amtrak’s main electric locomotive shops in Wilmington, Del.

The train was led by a pair of the last remaining operable

AEM-7s on the roster, Nos. 942 and 946, pulling a nine-car train that included Amtrak business car No. 10001, the *Beech Grove*, carrying the markers.

Amtrak President Joe Boardman was aboard the *Beech Grove* and joined the tour of the Wilmington shops.

Engine No. 946 was the last unit of the first order of AEM-7s in 1981.

In 1988, Amtrak bought seven more AEM-7s (Nos. 947-953) to replace several that had been wrecked or suffered fire or other damage.

Class unit No. 900 was destroyed along with No. 903 in the Train No. 94 wreck at Chase, Md., in January 1987.

Neither of the two motors on the excursion had received any special repainting or body repair for the excursion, and both looked tired and worn. We were told that Amtrak couldn’t justify to Congress fixing up two locomotives that were going to be retired after the trip. Both motors did operate trouble-free all day, and the air conditioning worked in all of the cars.

With only six weeks of lead time from announcement to trip day, the trip sold out amazingly fast. My understanding is that tickets were gone by June 9 for a trip that really didn’t cover rare mileage, didn’t consist of rare, historic passenger cars

and didn't include a spectacular photo run-by. The Amfleet I coaches, however, are now at least 40 years old.

The photo opportunity was at the MARC Penn Line Halethorpe station located between Baltimore-Washington International Thurgood Marshall Airport and Baltimore Penn Station. The train backed up about a quarter of a mile and slowly moved back into the station, stopping exactly where it had disembarked.

Even on a Saturday, traffic on the Corridor prohibited a more spectacular display.

Indeed, at least three other Amtrak or MARC trains passed us while we were at Halethorpe, and the next MARC train to Baltimore was right behind us when we left. We then operated non-stop to Philadelphia 30th Street Station at up to the maximum allowable speed of 125 mph for an AEM-7 and Amfleet cars.

The Amtrak official providing the running commentary was well-versed in the history and geography of the Corridor as well as the history of Amtrak's electric locomotives.

The crew for the train consisted of four hourly employees: the engineer, two conductors, and a lead service attendant in the café.



PHOTO BY ALEXANDER D. MITCHELL, BALTIMORE CHAPTER NRHS
TRACKING SPEED – A railfan fan shows off his speedometer app, recording a speed of 126 mph in eastern Maryland.



PHOTO BY JIM ROGERS, BALTIMORE CHAPTER NRHS
PHOTO STOP – Many NRHS members were on hand to see the “Amtrak Farewell to the AEM-7” trip make a stop for a photo run by the MARC Halethorpe commuter station on Saturday, June 18. After departing Halethorpe, the train ran non-stop to Zoo to turn on the wye. On the return run, passengers were able to get off at the Amtrak Wilmington Shop for a tour before returning to Washington Union Station.

Every car had a car host. Those hosts were salaried Amtrak employees, mostly office or management employees who had volunteered to work the train on a day off. They wore specially made “Farewell AEM-7 Excursion” and “staff” T-shirts.

There also was a heavy (at least to me) Amtrak Police presence in the stations and at Wilmington Shops. At one point, one of their K-9s walked through the train with its handler.

At Philadelphia, we stopped in the station for about 30 min-

utes to receive bag lunches of turkey subs before we slowly made our way out to CP Zoo to turn the train and return to Washington.

In addition to lunch, every passenger also received a commemorative “Farewell AEM-7” pin.

After another brief stop at 30th Street Station to return the lunch trays, we operated non-stop to the Amtrak shops in Wilmington, Del., where the train backed into the facility for a scheduled 2-1/2-hour layover for tours and photographs of the shops and equipment.

At least 20 (and probably more) shop employees were present to guide the passengers around a carefully planned route through the shops.

Various work stations in the facility were marked, and parts and components were labeled, so we could discern what they were and where they went on a locomotive or coach. The Amtrak staff also spotted locomotives around the facility for photography, and they brought in some pieces for the occasion. For instance, both Amtrak's electric and diesel veterans tribute units – Nos. 42 and 642 – were displayed together. We could also photograph an Acela power car with its front cowling open...something the public rarely gets to see.

There were at least 10 or so AEM-7s scattered around the facility, including a “dead line” of at least seven next to our train.

Other notable units on display included the final new replacement motor for the AEM-7s, ACS-64 No. 670, Amtrak Phase III Heritage P42 unit No. 145, the Wilmington shop switcher (GE 80-tonner No. 1100, which had been polished), and out-of-service HHP-8, No. 690.

Some cab doors were open for photography, but taped off to prevent anyone from entering them.

We had been told to start heading back to the train by 3:20 p.m. for a 3:50 p.m. departure. Since it was a very hot day, everyone was back on a little early, and the train departed at 3:45 p.m. We then operated non-stop (except for some very slow running for other traffic around New Carrollton, Md.) on our way back to D.C.

On the return trip, Amtrak took the opportunity to sell some now-obsolete shelf-stock AEM-7 number boards and a few other components, such as a bell and a horn valve. There were more than 100 number boards sold at \$75 each. Amtrak personnel sold them by lottery during the approximately 90-minute run back to Washington.

Arrival back at Union Station was 25 minutes early, at 5:15 p.m..

All in all, it was a successful day for all on board, as well as for Amtrak. Perhaps we'll see more such excursions in the future.

As for the fate of the AEM-7s, we were told that at least two were being kept serviceable for now.

I spotted No. 917 on a MARC consist laying over in Baltimore Penn Station. For the time being, MARC and Philadelphia's SEPTA still operate a handful of AEM-7 engines, so it will be possible to see one running a little longer.



PHOTO BY ALEXANDER D. MITCHELL, PRESIDENT, BALTIMORE CHAPTER NRHS
NUMBER BOARD LOTTERY — *Stacks of never-installed AEM-7 number boards — 130 in all — were sold, through a lottery, on the return lap from Wilmington. Amtrak Marketing Representative Matt Donnelly handled the sales.*



PHOTO BY ALEXANDER D. MITCHELL, PRESIDENT, BALTIMORE CHAPTER NRHS
AT AMTRAK SHOPS — *Participants in the "Farewell to the AEM-7" excursion had the chance to tour the Amtrak repair facility at Wilmington, Del.*

Tower operators gather for reunion at switch tower museum

By JOHN GAROFALO, Western Connecticut Chapter NRHS

1,123 years. That's the combined years of railroad service amassed by the 35 former operators and other railroad employees who attended the 2016 Tower Operator Reunion held June 11 at the SoNo Switch Tower Museum owned by the Western Connecticut Chapter NRHS.

The museum, located in Norwalk, Conn., is housed in the restored former Signal Station No. 44/Berk Tower which was built in 1896.

All told, 35 different railroad companies were represented by this distinguished group's 1,123 years of service. Rick Abramson, retired Housatonic Railroad superintendent, had the record for working for the most railroads. In his 44-year

career, he worked for eight different railroads.

Dan Perry, recently retired Amtrak dispatcher, worked his entire 42-year career on just one railroad...Amtrak. And to think I used to audit Dan when he worked in ticket offices during the 1970s. Yikes.

In 2006, chapter members had the crazy idea of hosting a tower operator reunion as a way to get some former operators to visit our young museum. We hoped we could scare up a few operators. Much to our surprise, 22 came.

Ten years later, our reunions (held every two years) are more popular than ever. In addition to renewing old friendships,



PHOTO BY TONY WHITE, WESTERN CONNECTICUT CHAPTER NRHS

GROUP SHOT – Former tower operators and other railroad employees who attended the tower operators reunion gathered on the steps for a group photo.



PHOTO BY TONY WHITE, WESTERN CONNECTICUT CHAPTER NRHS

SHARING STORIES – Former operator Peter Westphal (yellow shirt by clock) shared a few “war” stories from his days on Penn Central.

attendees get to participate in our favorite segment: the storytelling session. Railroad employees have 1,001 stories to tell, and operators are no different.

For two hours before dinner, we corralled attendees on the third floor, and they shared their “war” stories. Of course, we videotaped their stories because working interlocking towers is fast becoming a lost art. There were a lot of laughs as well as serious discussions on signaling principles that allowed for some unusual routing through certain interlockings.

While reunion attendees were on the third floor, Chef Jim Mescher was preparing his signature steak, “cooler” salad and corn on the cob dinner. Having to cook for 45 people (reunion attendees and museum volunteers) didn’t faze Jim. After all, he prepared dinner for 60 last year when the chapter hosted the annual convention of the Penn Central Railroad Historical Society.

Before long, the storytelling session concluded, and attendees posed for a group portrait on the tower stairs and then proceeded to enjoy dinner in the park.

For dessert, our special guests were treated to cake, decorated with the reunion logo, which was in the form of a New Haven Railroad train order, something near and dear to every tower operator. As a “thank you” for coming to the reunion, each attendee received a commemorative rock glass that featured the tower and reunion logos.

These reunions require a great deal of effort by chapter members, but it’s our way to pay tribute to the men and women who worked in

tower service. Whether they are former tower operators or employees who dealt with them, reunion attendees are woven into the fabric of our small but unique railroad museum. Their stories bring the old tower to life.

We send special thanks to chapter members Roberta Ballard, Bob Gambling, Ed Holowinko, Jim Mescher, Buck and Janet Neulinger, Carol Reid, Rich and Kathy Slinsky and Tony White for helping to make the 2016 Tower Operator Reunion a big success.

We look forward to welcoming the operators back in two years.



PHOTO BY BOB GRAMBLING, WESTERN CONNECTICUT CHAPTER NRHS

AT REUNION – Former operators Steve McEvoy, Victor Zolinsky and Joe Lombardi (left to right) await the start of festivities. McEvoy is the author of the book *The Classic Railway Signal Tower*.



PHOTOS BY DAVE NELSON, PRESIDENT, WISCONSIN CHAPTER NRHS

FROM GREAT BRITAIN — *Members of the Wisconsin Chapter NRHS admire the Dwight D. Eisenhower 4-6-2 locomotive, Class A4 from the London and North Eastern Railway, designed by Sir Nigel Gresley. It is painted in British Rail Brunswick Green and was fully restored by Great Britain's National Railway Museum in 2013.*

Wisconsin Chapter members visit National Railroad Museum

By DAVID NELSON, President, Wisconsin Chapter NRHS

Members of the Wisconsin Chapter NRHS received an exclusive “insiders” tour of the National Railroad Museum in Green Bay, Wis., on June 25.

Guided by the museum’s education director, Bob Lettenberger, the members not only received a detailed explanation about items on special exhibition as part of the museum’s 60th anniversary celebration, but were taken “into the attic” for a viewing of the museum’s considerable collection of artifacts and materials which are rarely, if ever, placed on public view, or are reserved for educational uses.

Then we visited the special temperature-controlled archives/library room where valuable books, periodicals, maps, slides, and photographs are stored. The members particularly noted the large collection of photos and slides of the late Russ Porter, author, rail artist, photographer, model railroader, and a long-time chapter member.

Lettenberger gave the chapter members unique insights



AEROTRAIN — *The locomotive and two cars from the famous EMD Aerotrain of the 1950s are on regular display at the museum, as is a large scale model EMD created to promote the trainsets.*

into some of the notable items in the museum's rolling stock collection, including surprising details about the streamline shrouding of the LNER Class A4 *Dwight D. Eisenhower* locomotive, recently returned from Great Britain, where it had been refurbished as part of a celebration of all surviving members of the A4 class of 4-6-2s.

Lettenberger explained how ridges on the smoke stack shrouding of the *Dwight D. Eisenhower* locomotive were the result of the favorable effects of human fingerprints on a scale model of the locomotive tested in a wind tunnel.

An amusing demonstration of the sophisticated and powerful sound system which has been cleverly installed in various nooks and crannies in Union Pacific "Big Boy" No. 4017 followed.

The tour concluded with a visit to the museum's restoration shops, again an area normally off limits to the public, where Atlantic Coast Line diner *Dothan* is being refurbished by museum staff for future dinner train use.

The members then drove to nearby downtown Green Bay for lunch at Titledown Brewery, housed in the former Chicago & North Western depot designed by Charles Sumner Frost. The interior of the fully restored structure is filled with old and valuable railroad items. By pure luck, a CN local passed by as we exited the restaurant.

Many members then returned to the museum for a more general tour of its more than 60 items of rolling stock, and a ride on a train pulled by a Green Bay & Western ALCO switcher.

Take time to 'like' NRHS on our Facebook page

You may have seen the article in the most recent issue if the *Telegraph* which noted that the NRHS reached 2,500 "likes" on the Society's Facebook page on May 27. Just over a month later — on July 4 — we hit 2,600 "likes."

A "spike" of new "likes" began on Sunday, June 17, with 58 new Facebook subscribers electing to follow the NRHS over the next 14 days.

One of the most popular posts was a video on former N&W No. 611, rolling slowly around the grounds at the N.C. Transportation Museum during the popular "At The Throttle" program on Fathers Day. The video was viewed by over 2,400 people, "liked" by 61 and shared by 38. Though shot on an iPhone, it out-performed 95 percent of other posts on the page.



FROM KOREA — One of the earliest items in the museum's collection is the Army Pershing class 2-8-0, a 1917 Baldwin which was donated to the museum by the Republic of Korea in 1961.



FOR ANNIVERSARY — Tour host Bob Lettenberger discusses items on special display at the museum for its 60th anniversary.



RESTORATION PROJECT — The Atlantic Coast Line diner *Dothan* is being restored in the museum's shops to augment the museum's dinner train rides.



PHOTOS BY STEVE MITCHELL, NORTHSTAR CHAPTER NRHS

FROM ONE STATE TO THE NEXT — Former Soo Line diesel No. 2500 crosses a bridge over the St. Croix River between Wisconsin and Minnesota.

Soo Line No. 2500 pulls excursion in Minnesota, Wisconsin

By STEVE MITCHELL (Yard Goat Images), Northstar Chapter NRHS

On May 2, 2016, I had the opportunity to take part in a photo charter featuring Soo Line diesel No. 2500. The photo charter was held on former Soo Line trackage between Maple Island, Minn. and Dresser, Wis.

The trip was organized by S&B Productions (Steve Glischinski & Robert Ball), in cooperation with the Minnesota Transportation Museum and the Lake Superior Railroad Museum. Canadian Pacific and Canadian National officials deserve credit for their help and cooperation.

Today this line is the Canadian National's Dresser Subdivision. It is part of what once was the main line between Minneapolis, Minn., and Sault Ste. Marie, Mich. It only exists today because of Dresser Trap Rock, Inc., which processes mined rock from its large quarry. Canadian Pacific has trackage rights here and runs unit rock trains to the processing plant. During our charter, an empty Herzog train pulled by a UP locomotive came in, loaded, and departed. Railroads around the country use this hard rock for track ballast.

Soo Line No. 2500 was built by GM's Electro-

Motive Division in 1949, as EMD 7001. This was the "A" unit of the three demonstrators sent to the Canadian Pacific. After testing was completed on that railroad, the units went to its U.S. subsidiary, Soo Line, where they were tested in passenger train service, mostly in Minnesota and North Dakota. Soo Line liked these locomotives and purchased them for its subsidiary, Wisconsin Central, in May, 1950.



READY TO ROLL — The former Soo Line No. 2500 is shown near the former depot in Dresser, Wis.

No. 2500 returned to the Soo Line following company restructuring at the end of 1960, and was painted in the railroad's light gray and red colors. After passenger trains were discontinued on the Soo, No. 2500 worked in freight service until retirement, and in 1986 it was donated to the Lake Superior Railroad Museum in Duluth, Minn.

After nearly 10 years of careful restoration, 2500 moved under its own power in June 1995. Today it sees several outings each year, pulling trains on the museum's track between Duluth and Two Harbors, Minn. In 2014 it was one of 26 locomotives from around North America participating at the "Streamliners at Spencer" event in North Carolina.

The photo charter far from Duluth came about when No. 2500 was brought to the Twin Cities to take part in a special event to mark the 90th anniversary of St. Paul Union Depot. The neoclassical style depot is now an intermodal transportation center, hosting Amtrak's *Empire Builder*, the Green Line light rail line, and local and inter-city buses. In addition to 2500, other notable equipment featured at this event included steam locomotive Milwaukee Road No. 261 with four passenger cars, Amtrak's Exhibit Train, and two diesel locomotives from the Minnesota Transportation Museum.

Following the weekend in St. Paul, 2500 traveled to Osceola, Wis., where the Minnesota Transportation Museum also has trackage rights to run on the Dresser Subdivision. This move

and the photo charter were made with the blessing of Lake Superior Railroad Museum.

We were blessed with a perfect day to run a photo charter, and the participants were grateful for the opportunity to experience this classic locomotive operating on its home rails in beautiful surroundings in the St. Croix River valley. Thanks go to the two museums, the railroad, the train crew, and the charter organizers for making it happen.

The nearly 17 minute video of the charter is available on YouTube at: <<https://www.youtube.com/watch?v=4LHGTyAFN-E>>

Autumn excursions planned Oct. 29, 30

The North Carolina Transportation Museum in Spencer and the Watauga Valley Railroad Historical Society and Museum will again offer "Autumn Rails" day-trip train excursions this October.

The trains will roll from Spencer to Charlottesville, Va. Oct. 29 and to Toccoa, Ga. Oct. 30. In addition to three hours spent at each destination, these trips offer sight-seeing opportunities at the height of the autumn leaf season.

Seating classes feature privately chartered rail cars, traditional Amtrak passenger cars, glass dome rail cars, and other options. Click below to find out more about these excursions <<http://www.nctrans.org/Events/Autumn-Rails-Excursions.aspx>>



SCENIC ROUTE — *This rock face was only one of the scenic sites along the route of the excursion pulled by No. 2500.*

Central Coast members visit Roaring Camp & Big Trees railroad

By *BILL HOUGH, Central Coast Chapter NRHS*

On Saturday, May 14, members of the Central Coast Chapter NRHS spent the day on the Roaring Camp & Big Trees narrow gauge railroad near Felton, Calif.

F. Norman Clark opened this narrow gauge tourist railroad in 1963, and it now operates several geared steam locomotives on a scenic line through the redwoods.

On the day of the visit by the Central Coast Chapter members, the power for trip was former Westside Lumber Shay No. 7, which Roaring Camp calls the *Sonora* engine. It is a three-truck, 60-ton Shay engine built in 1911 by Lima Locomotive Works, factory number 2465.



PHOTOS BY JIM MAURER, VICE PRESIDENT, CENTRAL COAST CHAPTER NRHS
AT ROARING CAMP — Former Westside Lumber Shay No. 7 pulls tourists at the Roaring Camp & Big Trees Railroad.

The West Side Lumber Company purchased the engine from the Butte & Plumas Railroad, where it was engine No. 4. Af-

ter long years of service, it was retired and stood in a county park in Sonora. It was refurbished to operating condition in 1977 as engine No. 7 for the West Side & Cherry Valley Railway, part of Quality Resorts of America Inc. Purchased by Roaring Camp in 1985, the engine was retained as No. 7 and nicknamed *Sonora*, in honor of its gloried past.



DURING SHOP TOUR — Tom Shreve, a member of the Roaring Camp staff, conducted the shop tour for the Central Coast members. Here he discusses Roaring Camp Railroad's No. 3 engine.

The day included a ride behind No. 7 to Bear Mountain and a shop tour. Chapter members were shuttled to the shop by Plymouth No. 40, a diesel-powered switch engine.

Parked in front of the engine house was Shay No. 1, the *Dixiana*, built by Lima Locomotive Works, shop No. 2593, on Oct. 12, 1912. She served on six different short line railroads before coming west to California. Although she saw service on the famous Smoky Mountain Railroad in Tennessee, it was a little narrow gauge mining railroad (now abandoned) in Dixiana, Va., that gave her the name *Dixiana*. A two-truck engine, the *Dixiana* weighs 42 tons with a tractive effort of 17,330 lbs. and has 29-1/2 inch drivers. Three 10x12-inch cylinders can maintain 180 pounds working pressure.

Roaring Camp's Tom Shreve led the shop tour, which included an introduction to Roaring Camp Railroads' No. 3 engine, the Kahuku Baldwin, which was ordered in 1890 by the newly-formed Kahuku Plantation Company on the island of Oahu. Upon completion of its construction, the 12-ton narrow gauge steam locomotive was transported via sailing ship 14,000 miles around Cape Horn to her new home in Hawaii to carry sugar cane from the fields to the mill at Kahuku.



ROARING CAMP SHOP – Members of the Central Coast Chapter got the chance to tour the Roaring Camp & Big Trees shop.

From 1890 until 1947, the tiny 0-4-2 saddle tank locomotive chugged busily between the tropical peaks of the Koolau Mountains and the crystal blue waters of the Hawaiian seas. It came to Roaring Camp by way of the defunct Sutro Museum in San Francisco.



SWITCHER – Plymouth No. 40, a diesel-powered switch engine, is still in operation at the Roaring Camp & Big Trees Railroad.

Central Coast's visit to Roaring Camp was a memorable experience and all in attendance enjoyed it.

For more on the Roaring Camp & Big Trees, visit <http://www.roaringcamp.com/>.

Funds sought to restore NS caboose

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

To help pay for the restoration, a "Go Fund Me" account has been created. Visit <https://www.gofundme.com/4uc3v3vx> to donate. Also, checks may be made to

the Friends of the Museums, P. O. Box 2034, Fuquay-Varina, N.C. 27526.

FOLLOW US ON FACEBOOK!

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

<https://www.facebook.com/Rail-Preservation/>



Richmond Railroad Museum member builds train simulator

By RAY POTTER, Old Dominion Chapter NRHS Publicity Director

Richmond (Va.) Railroad Museum member John DeMajo has constructed a train simulator so all visitors, young and old, can experience the thrill of driving a modern diesel/electric locomotive pulling an Amtrak passenger train.

DeMajo conceived this exhibit while reading that the Pennsylvania Railroad Museum had gotten a \$147,000 grant to build a train simulator. Thinking that a working simulator could be constructed with a far more modest budget, DeMajo planned and built the train simulator as a donation to the museum, which is operated by the Old Dominion Chapter NRHS.

The simulator is constructed with a real engineer's seat bolted to "diamond plate" flooring as it would be in a real locomotive. A real locomotive control console takes operator input and relays it to a program in a computer. The computer program then sends appropriate sights and sounds to a large flat panel TV screen to simulate movement of an actual train.

Museum member Chuck Breeden assisted with moving the assembly from the delivery truck into the building.

The simulator is located in the baggage room at the museum. Hosts can select a variety of trips that can be undertaken with this simulator.

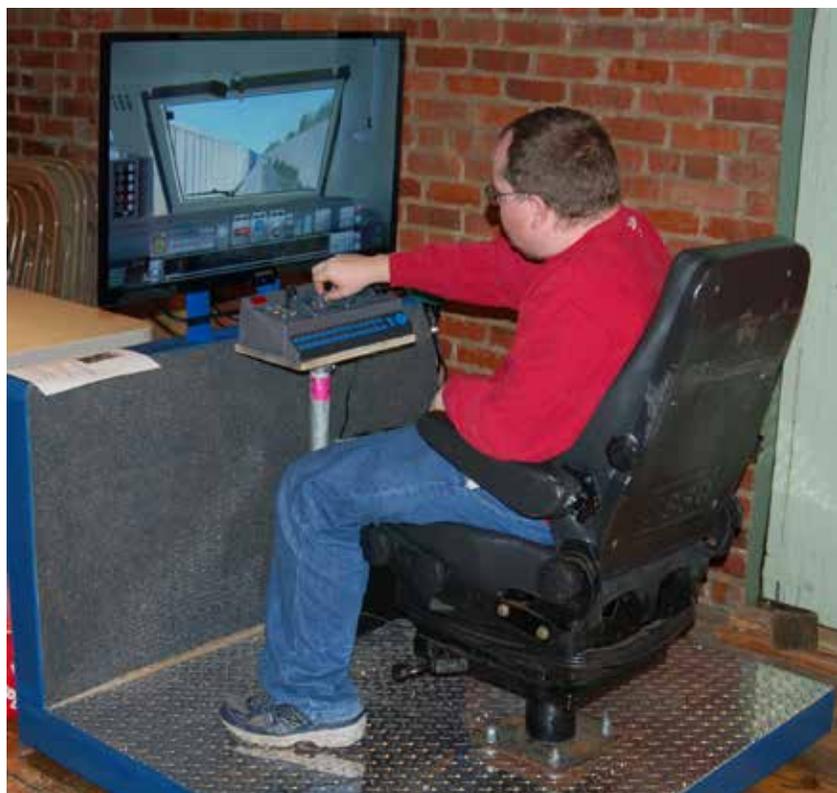
The museum is open 11 a.m.-4 p.m. on Saturdays, and 1-4 p.m. on Sundays. It is in the former Southern Railway passenger station located at 102 Hull Street at the foot of Mayo's Bridge.

You can check out the museum on the Internet at <RichmondRailroadMuseum.org>. You can view a live webcam in the model room by clicking on the "model train" button. Admission to the museum is free, but donations are gratefully accepted.

For more information, contact Ray Potter, publicity director for the museum, at 804-716-9767, email <rpotter177@comcast.net>.



PHOTOS COURTESY OF RICHMOND RAILROAD MUSEUM, OLD DOMINION CHAPTER NRHS
AT TRAIN SIMULATOR – Museum member James Dunlap tests out the new train simulator at the Richmond Railroad Museum.



ADJUSTING SPEED – Old Dominion Chapter NRHS member James Dunlap adjusts the speed control on the newly constructed train simulator at the museum.

Cape Cod Chapter holds annual banquet in Yarmouth, Mass.

By LINDA PEGNATO, President, Cape Cod Chapter NRHS

The annual banquet of the Cape Cod Chapter NRHS was held Wednesday, June 22, at the Yarmouth House Restaurant on Route 28, in Yarmouth, Mass. There were 26 people in attendance.



RYAN COHOLAN

Our social hour began at 6 p.m., and dinner followed at 7 p.m. The speaking program began after dessert.

The guest speaker was Ryan Coholan, the deputy director of railroad operations for the Massachusetts Bay Transportation Authority (MBTA). We enjoyed hearing about the MBTA's commuter rail endeavors. Coholan is a 25-year railroad veteran, who spent most of that time working on Cape Cod rails.



LINDA PEGNATO

Coholan stated that in the early Cape Cod Railroad days, he was "that kid who was always hanging around." He went on to work for cash on weekends around the Hyannis Engine House, changing brake shoes and anything else that needed to be done.

Under the wings of some long-time railroad professionals, he

rose through the ranks, eventually earning his engineer's license on his 18th birthday. From there, he spent many nights as Fred Pignato's engineer on the dinner train.

Coholan went on to become a track inspector, DSLE, and whatever else was needed to keep the trains rolling. He eventually became general manager of the Mass Coastal Railroad before assuming his current position with the MBTA and MassDOT, where he oversees the operation of more than 500 trains a day on one of the busiest commuter rail operations in the country.



PHOTO BY LINDA PEGNATO, CAPE COD CHAPTER NRHS
CHAPTER STATION — The Cape Cod Chapter NRHS owns and maintains the West Barnstable Train Station.

Second print edition of NRHS News should arrive in September

All NRHS members should receive the second printed edition of the *NRHS News* for this year in September. The two "paper" copies of the publication to will be produced in addition to the six .pdf issues of the *News* that will be available for members in February, April, June, August, October and December.

The NRHS will also publish two issues of the *NRHS Bulletin* in 2016.

The deadline for the submission of photos and articles for the October issue of the *News* is Sept. 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. Items submitted after the deadline will be held until the next issue.

Please submit articles as a text file or in the body of an email. Photos should be submitted as separate, high resolu-

tion files (300 DPI at eight-inch width) attached to an email. Please do not include photos intended for publication in the body of text files or emails as they cannot be used. Caption information should be included with the article or in a separate text file and not used as name of the photo file.

Submit photos and articles on chapter events within four weeks of the event.

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

Also, NRHS members are invited to "like" and follow the NRHS page on Facebook. If your chapter has an upcoming activity — from a chapter meeting to special events — submit it to Charles Williams at the addresses listed above to have it posted on the Facebook page.



PHOTOS SUPPLIED BY KEOKUK UNION DEPOT FOUNDATION

DEPOT TODAY – *The photo shows the Keokuk, Iowa depot now, before the restoration of the roof began.*

Keokuk Union Depot Foundation plans to restore depot roof

By JANET SMITH, Keokuk Union Depot Foundation

July 1 marked the 125th anniversary of the opening of the Keokuk Union Depot on the Mississippi River in Keokuk, Iowa. To celebrate this historic event, the Keokuk Union Depot Foundation (KUDF) and the Keokuk Union Depot Commission held an open house on July 2 at the depot. Guests from as far away as California and Georgia joined local area residents at the event.

Janet Smith, president of KUDF, announced that from June of 2014 to its 125th anniversary, the depot foundation had raised \$599,504 toward the Depot 125 capital campaign for restoration of the depot roof, an estimated \$1 million project. Smith also announced the award of a \$43,400 Historical Resource Development Program (HRDP) grant from the State Historical Society of Iowa to underwrite the construction of the apex to the central tower, the second HRDP grant that KUDF has received toward the roof restoration project, totaling \$100,000 of the funds raised so far.

In June, 2014, the Jeffris Family Foundation awarded a two-for-one

challenge grant of \$333,000 to the KUDF when it raises \$667,000 toward the \$1 million roof project. The Jeffris Family Foundation, based in Janesville, Wis., is dedicated to the historic preservation of significant architectural structures in



PHOTO BY FREDERICK J. BANDHOLTZ

IN 1907 – *This Library of Congress photograph shows the Keokuk depot in 1907.*

small towns in the Midwest. The foundation was established in 1979 by Bruce and Eleanor Jeffris, and their son Tom. Bruce Jeffris was born of a pioneer family that immigrated to Wisconsin from Kentucky in the 1840s.

Guest speaker Neal Vogel, principal of Restoric LLC who is in charge of the depot's roof restoration project, outlined the current roof restoration plans. In 2016, the central tower will be restored to its original height. Red clay tiles similar to the original tiles (and manufactured by the same company) will be installed, and all of the ornamental details of the flowing roofline will be restored, including the decorative ridge and hip tiles, corner turrets and dormers and the copper gutters, and hip pinnacles and finials. The upriver and downriver roof sections will be restored in 2017.

With the help of a \$56,600 HRDP grant from the State of Iowa in 2015, the depot commenced a portion of the roof restoration in the summer of 2015. The now-completed HRDP project consisted of restoring the chimney to its original height and restoring the eaves and brackets around the waiting room.

Since the City of Keokuk acquired the depot in 2011, the depot has served as a community event center, hosting weddings, reunions, graduation and anniversary parties, concerts, and business meetings. The roof work is the first step in returning the depot to the showcase that it was in 1891, but for 21st century uses.

Five railroads originally served Keokuk in the late 19th cen-

tury, each using its own wooden sheds for its passenger and freight customers. The Keokuk Union Depot combined passenger and express traffic of all the railroads and was owned by all the railroads. The depot served railroad travelers and express shippers until the end of passenger service to Keokuk in 1967.

A fire caused by lightning on July 8, 1937, damaged the central tower, but the tower was still in place with the original red clay tiles in 1949. Shortly afterwards, the central tower was leveled, decreasing its height by 24 feet, and the clay tiles were replaced by green asphalt shingles. Those shingles are decades beyond their useful lives.

The depot was designed and built in 1891 by the Chicago architectural firm Burnham and Root and is listed on the National Register of Historic Places. It is one of the last projects of John Wellborn Root, who died of pneumonia six months before the depot was completed, at the age of 41.

The Keokuk Union Depot is one of the few remaining examples of John Wellborn Root's celebrated Romanesque Revival style of public architecture that included railroad depots in the Midwest. Burnham and Root also designed the famed Chicago "White City" for the World's Columbian Exposition of 1893, as well as the Rookery and Monadnock buildings and many others in Chicago.

Donations for the roof restoration project may be sent to Keokuk Union Depot Foundation, P.O. Box 463, Keokuk, IA 52632.



AFTER RESTORATION — *This rendering by artist Matthew Martin shows the depot after the roof restoration is completed.*



PHOTO PROVIDED BY SNOQUALMIE RAILROAD DAYS SPONSORS

AT RAIL FESTIVAL — Santa Cruz Portland Cement steam locomotive No 2 (left) and one of the Northwest Railway Museum (NRM) diesel-electric locomotives (right) will be pulling trains during the summer steam season and other events at the historic 1890 Snoqualmie Depot.

‘Trains, Timber, Tradition’ is theme for Snoqualmie rail festival

SNOQUALMIE, Wash — The 78th Snoqualmie “Railroad Days” festival will showcase Snoqualmie’s “Trains, Timber, Traditions” Aug. 19-21. “Railroad Days” highlights the uniqueness of Snoqualmie’s past, present & future.

Participants will have the chance to ride on a steam train as the Santa Cruz and Portland Cement locomotive No. 2 pulls the trains during the festival.

The event began as a fund-raiser by volunteer firemen and their wives in 1938. Produced today by the Northwest Railway Museum, the festival promotes small town spirit and the uniqueness of Snoqualmie. The event is held in and around the Snoqualmie Depot and historic downtown Snoqualmie.

The festival includes a pancake breakfast sponsored by fire department volunteers, live entertainment, beer and wine gardens, festival food, a parade, arts and crafts vendors, a children’s “field of fun: and wagon rides. There will also

be train rides, model trains, timbersports shows, “history comes alive” exhibits, “artists-in-action,” and the Legends Classic car show. Visit <www.railroaddays.com> for up-to-date information about the festival.

Applications for parade participants, vendors and sponsors are still being accepted. Email <info@trainmuseum.org> or phone 425-888-3030, ext. 7203.

According to a museum spokesman, visitors to the museum experience the excitement of a working railroad while learning about the important role railroads played in shaping the character of the Pacific Northwest.

The depot and bookstore are open to the public 10 a.m.–5 p.m. daily. For more information on train schedules, the Railway History Center, special events and operating hours, visit the museum on the web at <www.trainmuseum.org> or phone 425-888-3030.

Harrisburg train station model acquired for museum display

By SLOAN AUCHINCLOSS, Harrisburg Chapter NRHS

The Harrisburg Chapter NRHS has acquired detailed models of 1950s railroading in Pennsylvania's capital city from a Garfield, Ark. estate. The centerpiece of the items is Harrisburg's iconic 1887 train station and train sheds, both listed on the National Register of Historic Places and still in use today.

"This highly detailed replica in HO (1:87th) scale, along with period rolling stock, gives an historical perspective of Harrisburg during mid-20th Century, when over 100 passenger trains and 50 freight trains stopped at Harrisburg each day," says Harrisburg Chapter NRHS President John Smith.

Smith, with his wife, Ellen, traveled to Garfield in early June of this year to collect the replicas along with many scale locomotives, passenger and freight cars, and railroad prints and calendars donated to the chapter by the estate of John Farrell.

"Kathy Farrell, whose late husband, John, had the station and the train sheds built for his layout by a man from Shamokin, Pa., contacted the chapter saying she was 'looking for a good home' for the items," said Smith. "The excellent quality of the station and train shed models, along with all the rolling stock, will allow us to construct a diorama about which we could only dream before this time. Kathy gave us the okay to sell surplus items to fund diorama construction."

A partial inventory of items, besides the station and train sheds, hauled in the Smith van and on its roof, consisted of Pennsylvania Railroad (PRR) cooling tower, several brick industrial buildings, 10-stall roundhouse with a 125-foot turntable similar one that existed in Harrisburg, iconic PRR steam engines (two K-4s, one M-1 and one T-1): five GG-1 electric locomotives, 15 passenger diesels, 36 freight diesels, 22 Reading locomotives, 96 PRR passenger cars and over 600 freight cars, and many PRR prints, calendars, timetables, and paper items.

"The 2,450-mile round trip, which included detours to visit Union Station in St. Louis, and railroad museums in Ohio, Indiana, Illinois, Missouri and Arkansas, was well worth it," Smith said.

"The chapter greatly appreciates Kathy Farrell's thoughtfulness in contacting us so the chapter can use these models to enhance our exhibits at Harris Tower Railway Museum," said Smith.

According to Smith, the tower's trackside area (facing Amtrak and Norfolk Southern lines) on the first floor would put the train station model in context with a diorama that would be 27 feet long and five feet wide, showing Harrisburg as it was in the 1940s, extending from Mulberry Street overpass to past State Street bridge.

Located at 637 Walnut Street, the free admission museum is open Saturdays, 9 a.m.-4 p.m.

Harris Tower was originally a Pennsylvania Railroad facility built in 1929 for activating signals and switches to the west end of Harrisburg train station used electro-pneumatic controls. The Harrisburg Chapter NRHS acquired the tower from Amtrak in 1992. An interactive computer simulation allows individuals to route trains through Harrisburg as was done in the 1940s. Harris Tower earned a listing on the National Register of Historic Places Aug. 30, 1994.

The Harrisburg Chapter is dedicated to studying railroad history and preserving significant local railroad artifacts. Projects include maintaining Pennsylvania's official electric locomotive (GG-1 No. 4859), and preserving and operating Harris Tower.



PHOTO BY ELLEN SMITH, HARRISBURG CHAPTER NRHS

WITH STATION MODEL — *Harrisburg Chapter NRHS President John Smith shows off the Harrisburg train station model donated to chapter by the estate of John Farrell. Next to Smith is John Farrell's widow, Kathy Farrell of Garfield, Ark.*

Railroad seeking help to restore 1946 Porter steam engine

By SHAWN FRIEDRICH, St. Louis, Iron Mountain and Southern Railroad

The St. Louis, Iron Mountain and Southern Railroad needs your help to return our 70 year old steam locomotive back to operation.

The railroad is located in downtown Jackson, Mo., and operates scenic tourist trains throughout the year. The railroad's steam locomotive has not operated in nearly 15 years, and we are asking for your help to finally bring it back to regular service.

Our steam locomotive, No. 5 — also called *Shelby Brown* — is a 2-4-2 Columbia-type built by H.K. Porter in 1946. The 2-4-2 represents the wheel arrangement with two lead “pilot” wheels which guide the engine through curves, the four main driving wheels that provide power to the rails, and the two “trailing truck” wheels to support the firebox.



ORIGINAL DESIGN — Engine No. 5 was originally built as a tank engine and used to switch cars for a public service company.



Carl Sorgen

PHOTO PROVIDED BY MARY RAE McPHERSON

ON THE MOVE — St. Louis, Iron Mountain & Southern 2-4-2 No. 5 pulls an excursion train on Railfun Day on Sept. 17, 1989 near Dutchtown, Mo.



SANDING— *Railroad volunteer Austin Croy sands the paint on the tender of No. 5 to get it ready for primer.*

No. 5 was built as a tank engine for the Central Illinois Public Service Company and used for switching duties. It was donated to the Mid-Continent Railroad Museum in 1963.

In 1971, it was sold to the Crab Orchard & Egyptian tourist railroad at Marion, Ill., where it was converted from having a tank engine to its current tender appearance with a former Illinois Central water car.

In 1985, it was sold to Semo Steam in Jackson, Mo. It was in service for the St. Louis Iron Mountain & Southern Railway until 1997 when taken out of service for mechanical repairs.

Since 2003, several Iron Mountain volunteers have been working to return our steam locomotive No. 5 to operating condition. The majority of work completed since then has been disassembly of the engine to determine exactly what will need to be done to get this historic piece of equipment steaming again. The engine will also have to be brought into compliance with a new set of strict rules regarding steam locomotives set forth by the Federal Railroad Administration in 2000.

The largest and most important component of any steam locomotive is the boiler. To date, all of the insulation and sheet metal jacketing has been removed from No. 5's boiler. It has been thoroughly cleaned on the outside and had a primer coat of paint applied to protect it. The boiler has been marked off in grids of 6X6-inch squares, and then checked for thickness in each of those sections

with an ultrasonic tester. Then, the measurements are sent off to a professional engineer to be calculated and determine the exact thickness and structural integrity of the boiler. The inspector's report will then be submitted to the Federal Railroad Administration (FRA).

The stay bolts on the boiler need to be hammer tested and cleaned out. This is all extremely expensive work and must be completed before any actual repairs can begin so that we know what needs attention. Replacement of all of the nearly 200 boiler tubes will be necessary as well.

The locomotive's running gear (drive rods, wheels, cylinders, etc.) is in fair condition, but will still require replacement of



ULTRASOUND— *Shawn Friedrich, a railroad volunteer, uses the ultrasonic device to check the boiler measurements.*

several bearings, fresh lubrication packing, and a thorough cleaning of all components. The valve timing of the locomotive will also have to be reset to ensure reliable operation and maximum horsepower. Piston and valve rings may also require replacement, depending upon their condition.

The tender will require major sheet steel replacement. Years of acidic coal dust and water mixed to eat away the sheets of the coal bunker. The tender will have the coal bunker area replaced along with any sections of the water tank that are found to be leaking or getting thin. A new cab for the engine will be built as well, using the old one as a pattern. This will replace the old cab, which was getting quite rusty and had a lot of patches.

Much preliminary work has been done to keep progress moving forward in expectation of completing the rest of the necessary items. Much of this progress has been made in the way of bending and cutting new pipe work for the engine. New components have also been purchased. Those include two new water injectors, special pipe fittings, and tools. All of this has been paid for out of pocket by the volunteers working on the engine as a labor of love.

In order to get the ball rolling and have the initial engine inspection done in preparation for the boiler work, we need to raise about \$5,000. This is so our contractor can do a thorough evaluation of the locomotive and work up a plan of work that will systematically rebuild the engine a section at a time and ensure that it is done properly. We estimate that it could take as much as \$200,000, and maybe more, to get the engine back under steam.

The St. Louis, Iron Mountain & Southern Railway is a 501(c)(3) not-for-profit, volunteer operated operation, and donations, no matter how big or small, are always greatly appreciated and are tax deductible.

Those who want to donate to the restoration effort may make checks payable to SEMO Steam, with "Steam Engine No. 5 Restoration Fund" in the memo line. Checks may be mailed to Iron Mountain Railway, c/o Steam Team, P.O. Box 244, Jackson, MO 63755.

We thank you in advance for any donations you can offer.

You can follow our progress at <www.slimrr.com/5>.



Carl Sorg

ON RUN-AROUND — *This rare bunker-end view shows CO&E 2-4-2T No. 5 running around her train in the refuge at Ordill, Ill., on May 29, 1973.*

Stewartstown Railroad in Pennsylvania: A spry 130-year old

By MIKE RUANE, Stewartstown Railroad volunteer and board member <mike@winwinsol.com>

Not many railroads chartered in 1884 are still around in the 21st Century. The Stewartstown Railroad (SRR) of Stewartstown, Pa. is, however, and it's still operating under its original charter.

Founded in 1884 and opened in 1885, the SRR is a common-carrier railroad company (STRT) that provided freight and passenger service to Southern York County, Pa. Known as a short line, the SRR owns 7.4 miles of track which runs from Stewartstown to an interchange in New Freedom, Pa., with the former Northern Central Railway (NCRR). The former NCRR is 18 miles in length and runs from New Freedom to York City, Pa., serving as the Stewartstown's only connection to the national rail network.

The SRR served mostly farmers and a handful of small manufacturing firms in its early years. Unlike many of its railroad peers, the Stewartstown Railroad was able to survive the Great Depression and the shift of shipping from rail to truck that occurred in the late 1950s as a result of improved roads and highways. This was made possible by a relatively early switch from steam engines to gas and diesel powered locomotives. Despite a decline in business through the 1960s, a small group of loyal supporters (many of whom held stock in the company) utilized the Stewartstown Railroad until 1972 when Hurricane Agnes struck. The company was profitable and paid dividends to its stockholders up to 1972.

While the SRR remained largely unscathed, the connecting NCRR sustained major damage. The soon-to-be bankrupt Penn Central owned the NCRR at the time and refused to repair the line. The USRA planners for the newly-formed Conrail (which assumed Penn Central's rail lines) also refused to include the NCRR as a branch line. This left the Stewartstown Railroad without a connection to the outside world.

While it appeared that the SRR was no longer going to be able to provide freight service, the company continued to maintain its right of way and locomotives in preparation for future service. The company's efforts were rewarded when the Pennsylvania Department of Transportation reopened the Northern Central once again, giving the SRR an outside connection. The SRR assumed trackage rights in 1985 and ran trains on the NCRR until 1992. Passenger excursion trains



ALL PHOTOS BY EARL LONG, EXCEPT WHERE NOTED

ON NATIONAL REGISTER — *The Stewartstown Station, shown with some of the line's equipment, is listed on the National Register of Historic Places.*

continued on the Stewartstown's trackage until 2004, up to the last run of the railroad's "Easter Bunny" trains. "Full-sized" train operations did not resume until 2015.

Construction of the Line

Railroads were the "Internet on the mid-19th Century." They moved people, products, and information faster than ever in the history of mankind. The businessmen and farmers of Stewartstown wanted to get their wares up to York and Harrisburg, and down to Baltimore, so they purchased stock, created a board of directors and company officers, and obtained a charter from the Commonwealth of Pennsylvania in 1884. By Oct. 20 of that same year, ground was broken and construction of the line began. In June of 1885 the first rails were laid in New Freedom, and by Sept. 2 the final spike was driven in the town of Stewartstown.

Construction averaged less than \$8,000 per mile, and the railroad was already showing a profit before the line had reached Stewartstown. As a cost-cutting measure, four wooden trestles were built where large amounts of fill would have been required. After 10 years of operations, they were showing their age. Over the next two years these ravines were filled in simply by dumping dirt over the sides of the ravine until it was sufficiently filled.

In the early days of the railroad, three trains ran each day in



ON BRIDGE 5 — Motorcars operated by members of the North American Railcar Operators Association (NARCOA) are shown crossing bridge 5. Members of the local group make frequent trips on the line.

each direction, to and from New Freedom. The first left at 5:30 a.m., and each connected with the Northern Central local trains in New Freedom.

South and east of Stewartstown lie the towns of New Park and Fawn Grove, and they had wanted their own railroad as well. In 1905, a charter was obtained for the New Park & Fawn Grove Railroad (NP&PGRR), and by July of 1906 that railroad was complete, running from Fawn Grove to Stewartstown. The line was losing money though, and on Jan. 1, 1923, the SRR assumed control of the NP&PGRR.

Originally there was a boom in traffic, but by 1926 carloads were dropping. The Great Depression, beginning in October 1929 was affecting the local communities, decreasing the amount of freight and passengers being moved by the railroad. As profits fell lower and lower, it made financial sense to shut down operations east of Stewartstown. Finally, in April of 1934, The Stewartstown received authority to abandon the NP&PGRR.

The passenger schedule was adjusted at various times over the years but, as happened with many railroads, passenger service was officially discontinued in 1952. However, the railroad would still sell you a ticket and provide transportation in the way car or even the locomotive up to 1972.

Over the decades, the original 50-pound rail has been replaced. On the west end of the line, at the interchange with the NCRR, there is a passing siding and two storage sidings. On the east end of the line, in Stewartstown, there is a wye, and a three-track yard at the station, where the tracks are known as the coach track, the team track, and the station track.

The railroad never had any signals, semaphores, nor crossing gates. All crossings are marked with crossbucks, and were and are flagged by railroad personnel.

Motive Power and Rolling Stock

The Stewartstown's first locomotive was a 4-4-0, built by Baldwin, and named the *Hopewell*. Over the years there were a number of steam locomotives, mostly 4-4-0 and two 2-6-0 engines, but by 1939 the railroad

had switched over to gasoline-powered locomotives.

Currently, the railroad owns two locomotives: No. 9, better known as *Mighty Mo*, and No 10.

Mighty Mo was built in 1943 by the Fate-Root-Heath division of Plymouth Locomotive Works, c/n 4490, model ML-8, original cost: \$9,000. It was purchased used by the SRR from the South Carolina Port Authority in 1960.



AT THE STATION — Engines No. 9 and 10 are shown at the Stewartstown Station.

No. 10 is a General Electric 44-ton center cab locomotive built by General Electric in August, 1946, with a c/n 28503. It is ex-Coudersport & Port Allegany and Wellsville, Addison & Galetton Railroad No. D-1. No. 10 was purchased in 1972 for \$25,000, and then leased to Lykens Valley Railroad from 1972-1983. It was operated by Rail Tours Inc., in Jim Thorpe, Pa., from 1983 to 1985. It has been in service at the SRR from 1985 to the present, having most recently been leased to Steam Into History in New Freedom.

The railroad also owns four passenger coaches, three originally built for the Reading Railroad, and one built for the Central Railroad Company of NJ (CNJ). Coach No. 1341, Reading PBm coach No. 1341, was built in 1922 by the Harlan & Hollingsworth plant of Bethlehem Steel in Wilmington, Del. Coach No. 1158 is of similar heritage. Coach No. 783 is a former Reading MU, built from Reading coach No. 1163. Coach No. 1341 is being actively restored and expected to return to service in late 2016.

SRR coach 1303 is former CNJ Coach No. 1303. It is currently truckless, sitting on a pair of tie cribs on the western leg on the Stewartstown wye. The railroad is currently looking for replacement trucks.

The railroad's latest acquisition, known as the *Blue Caboose*, is a 1967 model CA-7 Union Pacific caboose, originally numbered 25623. It was rebuilt in the 1970s, eventually given as a gift to the Waco Company of Baltimore, where it was gutted and used as a conference room. In 2014, Waco donated it to the railroad. Railroad officials refitted the interior with seats and rebuilt a cupola area.

There are also a number of maintenance of way (MOW) pieces of equipment owned by the railroad: – a Whiting Trackmobile TM-1 railcar mover, a tie inserter, a flatcar, and the original Kalamazoo motor car that was used by the track crew.



PHOTOS BY DAVE WILLIAMSON

REPLACING TIES – *The railroad relies on a group of volunteers to maintain the line and equipment. Here, three volunteers replace ties.*

The volunteers on the railroad have also brought a number of pieces of their personal equipment to the railroad, for the use of the railroad. These pieces include, but are not limited to Fairmont A8, A6, and A4 motorcars, tie crane, model 15 Burro crane, and a GE 80-ton center cab locomotive, to be numbered as Stewartstown Locomotive No 12.

Stations and Structures

As most railroads do, the Stewartstown has a number of notable stations and structures on the line. Starting at the easternmost point of the railroad, in Stewartstown, is the 'new' station, built in 1914. Still in use today as the railroad's headquarters and embarkation point for tourist rides, the station is a two-story brick and wood structure with a waiting room, ticket agent's office, and freight room on the first floor, and offices and a conference room on the second floor. The station is listed on the National Register of Historic Places.

About a half-mile west of the station is the engine house. The SRR engine house was constructed around 1914. This may well be the last single-stall wooden engine house in Pennsylvania to still be used for its original intended purpose. It can hold both locomotives at once. It replaced an earlier engine house located just across the street from the existing engine house.

As is the case with steam locomotive operations, the SRR had its own water and coaling facilities. Just west of the engine house are the remnants of the coaling dock. It was built in 1915, and was 19 feet wide and 77 feet long. Its remnants are still in place and can be seen today.

A few hundred yards west of the coaling dock are the remnants of the water cistern. The cistern was a 10-foot-high, 10-foot wide wooden tank filled by water from a spring approximately 1,500 feet away that fed into a reservoir located about 10 feet up an embankment from the water tank. The railroad had use of the PRR water spout in new Freedom, and thus had water available at both ends of the line in the steam locomotive era.

The Turnpike, or Hungerford Station, was constructed in 1923 and occupied by a station agent until 1969. This location, now a part of Shrewsbury Borough, was originally known as Hungerford and was where the York-Baltimore Turnpike crossed the railroad. This station is also listed on the National Register of Historic Places.

In New Freedom, there was an enclosed shelter built by both the NCR and the SRR, where passengers could wait for the trains into Stewartstown. It was a wood and glass affair, and its foundations can still be seen in New Freedom, across from the renovated New Freedom station.

The railroad has eight bridges along its 7.4 mile run. They begin with bridge one in New Freedom and end with bridge eight in Stewartstown. Most are deck plate girder bridges though two are deck beam bridges, and one is an arched culvert. One

bridge though, is very special. The “Iron Bridge,” or bridge six, is a combination of second-hand iron and steel bridge parts supported by abutments of both fieldstone and concrete construction. It even contains the remains of the original wooden trestle buried in the earthen fill approaches. It was built in 1870 for the PRR and purchased used by the Railroad.

Current Operations

Currently, the line is open, and the railroad has full-sized trains operating for approximately two miles on FRA-rated Class-I track, and this length is continually being extended. The railroad uses motorcars and smaller MOW equipment to maintain the lines.

The line is maintained by a team of volunteers, and there is always room for more people who want to help and work on the railroad. Jobs include everything from engineer training to track work or selling tickets.

Tourist trains run approximately two Sundays a month, four times a day. There are special trains for fall foliage runs,

“Santa Trains,” and other holidays. Most runs start from the west end of the line, at the Stewartstown Station, but specials are run from the west end, usually tying in with events occurring at New Freedom. The local NARCOA group makes runs up and down the length of the railroad every few weeks.

The railroad is supported the Friends of the Stewartstown Railroad. Information regarding this non-profit group can be found at their website <www.stewartstownfriends.org>.

The railroad maintains a website at <www.StewartstownRailroadCo.com> and has a Facebook presence: <<https://www.facebook.com/StewartstownRailroadCompany>>.

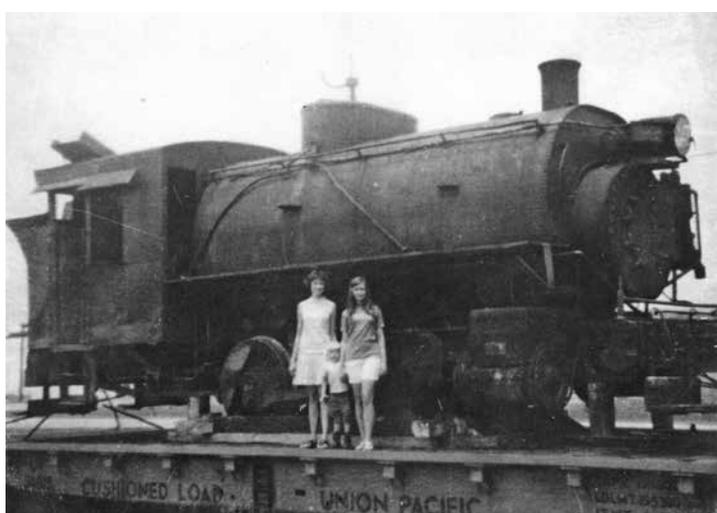
The railroad is located just a few miles from Exit 4 on Route 83, in Stewartstown, Pa.

(Note: Mike Ruane is a volunteer on the Stewartstown Railroad, and a member of the board of directors. When he is not working on the railroad, Ruane writes software for a database company based in New Jersey. He can be reached at <[at mike@winwinsol.com](mailto:mike@winwinsol.com)>).



UNIQUE BRIDGE — Bridge No. 6, also known as the “Iron Bridge,” is made from a combination of second-hand iron and steel bridge parts supported by abutments of both fieldstone and concrete construction. The bridge was built in 1870 for the Pennsylvania Railroad and purchased used by the railroad.

Do you recognize any of these photos that were submitted for the *NRHS News*?



These photographs were submitted several years ago for publication in the *NRHS News*. None of the photos are marked with names or return address information.

If these are your photos, please send your name and address to Charles Williams (info on back page) and I will return them to you at my expense.





PHOTO BY DOUG SCOTT, CAPE COD CHAPTER NRHS, DISTRICT 1 DIRECTOR

CONVENTION FINALE – *The final event of the 2016 NRHS national convention was a chartered bus trip to chase the Union Pacific “Frontier Days” excursion train with No. 844 on the point on a deadhead trip from Denver, Colo., back to Cheyenne, Wyo. This was the first trip for the iconic steam engine after a three-year tear down and rebuild by the UP “steam team.” Railfans on the bus were able to photograph the engine at Denver, Brighton, Gilcrest, Greeley and Ault, Colo., before returning to Denver. There were also opportunities to shoot the engine through the windows of the bus.*

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PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

CONVENTION OPENER – *The first excursion of the convention was a chartered lunch trip aboard the Royal Gorge Route Railroad over the former Denver & Rio Grande Western’s line through the spectacular Royal Gorge, gliding above the Arkansas River approaching Parkdale on July 19. The 15-car train included four full-length domes. The power for the convention special was F7A No. 403 (ex-Chicago Northwestern No. 4079C) and F7B No. 1503 (ex-Alaska Railroad No. 1503) on the head end, and GP7U No. 2238 (ex-Santa Fe No. 2238) coupled to the rear of the train.*