

# NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

AUGUST 2017



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

***STEAM DOUBLE-HEADER – Activities on the first day of the convention included a steam double-header pulled by former Southern Railway engines Nos. 4501 and 630, shown here blasting through Trion, Ga., en route from Chattanooga, Tenn., to Summerville, Ga.***

## Steam double-header, rare mileage trips highlight convention

By ALEX MAYES, Potomac Chapter NRHS

Over 250 NRHS members, family members and friends converged on Nashville, Tenn., June 20-24 for the annual NRHS convention. “NashRails 2017” featured a wide variety of activities with a double-header steam special, diesel excursions, museum visits, the annual NRHS meetings, seminars and much more.

### **Advance planning assured success of convention**

Planning for this convention began early in 2016 with preliminary discussions between the NRHS national convention committee and senior NRHS leaders. The convention committee, headed by John Goodman and comprised of Skip Waters, Steve Siegerist, Dawn Holmberg and Carol Ann Cornelius, with help from National Board Member Jim Pahriss, had considered several locations for the convention before deciding on Nashville. “Music City” was chosen mainly due to its proximity to four passenger-hauling railroads, three railway museums, several nearby interesting historical sites and hotels which can accommodate large groups.

Once Nashville was selected, the planning committee, along with other participants, began the long and arduous task of planning and organizing the excursions, choosing the convention headquarters hotel, and arranging for buses to transport riders from the hotels to the events, side trips, etc.

The convention headquarters was the Nashville Airport Hotel, which is currently being converted into a Hilton property. This was the first NRHS convention based in Nashville. Other conventions held in Tennessee were in Bristol in 1960, Knoxville in 1975, and Chattanooga in 2007.

Convention attendees began arriving in Nashville on Tuesday, June 20, to check into the hotel and pick up their event tickets and other materials. The following day, the first event of the convention was held with a double-headed steam excursion from Chattanooga, Tenn., to Summerville, Ga., over the former Central of Georgia Railway’s Chattanooga Division. This trip was operated by the Tennessee Valley Railroad Museum (TVRM) and was pow-

ered by former Southern Railway engines Nos. 4501 and 630.

The TVRM operates several double-headed steam trips to Summerville each year, with 2-8-0 No. 630 usually leading the 4501. Convention Chair John Goodman, however, requested that the 4501 be in the lead on this trip.

The NRHS steam special departed from the TVRM's Grand Junction station and ran over two other lines before getting onto the ex-Central of Georgia line. The line to Summerville is now operated by the Chattooga & Chickamauga Railway, a Genesee & Wyoming company, which provides freight service to several customers on the line.

Riders were bused the 133 miles from Nashville to Chattanooga, and then bused back to Nashville after the trip to save time. One photo runby, orchestrated by Steve Barry, was held at Rock Spring, Ga.

The two engines were turned on the turntable at Summerville, and the train then deadheaded back to TVRM. A group of about a dozen summer rail campers from the TVRM followed (a.k.a. "chased") the NRHS special to Summerville to photograph the train in action, and they then rode the deadhead trip back to Chattanooga.

The following day, two excursions were operated: a luncheon trip aboard *My Old Kentucky Dinner Train* between Bardstown and Clermont, Ky., on the former Louisville and Nashville's Bardstown branch, and a chartered excursion on the Kentucky Railway Museum's trackage. Attendees had to decide which train to ride as riding both of them was not possible due to their operating schedules. Unfortunately, Tropical Storm Cindy began its slow trek across Tennessee and Ken-

tucky on this day, which brought intermittent rain to the area for the next two days.

Buses to Bardstown departed the hotel at 8 a.m. for the noon departure of *My Old Kentucky Dinner Train*. The train was comprised of three Budd-built fluted stainless steel cars built in the late 1940s, with two diners and a kitchen car spliced in between. The meals included a salad and dessert, while entrée choices were beef, chicken or vegetarian.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***4501 IN THE LEAD*** – *The double-header steam special, with No. 4501 in the lead, exits 979-foot Missionary Ridge Tunnel, opened in 1858.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***INLINE FOR DINNER TRAIN*** – *NRHS members board My Old Kentucky Dinner Train at the Bardstown, Ky., station just prior to departure.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***FIGHTING THE RAIN*** – Heavy rain prevailed throughout the day on Thursday, June 22, as a chartered excursion was operated for NRHS conventioners on the Kentucky Railway Museum's (KRM) trackage. The trip originated at New Haven and went north about nine miles to a point just south of Boston, Ky., on a former Louisville and Nashville branch. The four-car train was powered by ex-Chicago, Indianapolis and Louisville Railway (a.k.a., the Monon Railroad) BL2 No. 32 on the northbound leg of the trip. This photo was taken at the photo runby at the Holton Valley Road crossing two miles north of New Haven, as photographers tried to protect themselves and their equipment from the precipitation.

Two ex-Southern Railway FP7s powered the train, Nos. 1940 and 1941, which were Southern Nos. 6141 and 6138, respectively. The train made a slow run westbound while passengers enjoyed a leisurely lunch. About a mile beyond the Jim Beam distillery in Clermont, the train stopped at Limestone Springs, where the engines were run around the consist for the trip back to Bardstown.

The other trip departed the hotel at 8:30 a.m., and made its first stop at Historic Railpark and Train Museum in Bowling Green, Ky. This museum is housed in the former Louisville and Nashville passenger station, and is the home of many historical railway artifacts and one of the region's largest model railroad displays. Opened in 1925, this depot is the third L&N passenger station that served Bowling Green.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***CHANGE OF MOTIVE POWER*** – Shortly after the NRHS special arrived just south of Boston, Ky., on Thursday, the BL2 was removed from the north end of the train and ex-Santa Fe CF7 No. 2546 was coupled onto the rear for the trip back to New Haven. This shot was taken of the southbound trip five miles south of Boston, in a heavy downpour. The BL2 went light back to New Haven.

Outside of the museum is an interesting collection of vintage rolling stock which includes a 1911 L&N Presidential office car, a 1949 Pullman dining car, a 1953 luxury Pullman sleeper, a 1921 post office car, a Chessie System caboose, a rare Jim Crow segregation car, and a World War II hospital car. The centerpiece of the collection is an EMD E8, built in 1951 and painted in the L&N's cream and blue passenger scheme.

Following this stop, buses headed north to the Kentucky Railway Museum (KRM) in New Haven, where the excursion train was waiting for the 2 p.m. departure. The trip on KRM's line went north about nine miles to just south of Boston, Ky., on a former Louisville and Nashville branch. The four-car train was powered by ex-Chicago, Indianapolis and Louisville Railway (a.k.a. the Monon Railroad) BL2 No. 32 on the northbound leg of the trip, and ex-Santa Fe CF7 No. 2546 on the return trip. Goodman requested that the attractive gold and black BL2 lead the northbound run, and KRM management granted this wish.

One photo runby was held, on the northbound leg of the trip, at the Holton Valley Road crossing two miles north of New Haven. When the train reached the end of the trip, the BL2 was uncoupled and the CF7 was coupled to the south end for the trip back to New Haven. The BL2 ran light back to New Haven.

Friday was the traditional "quiet day" with no rail excursions scheduled. Three official National NRHS meetings were held, and six outstanding seminars covering an interesting variety of rail topics were presented at the convention headquarters hotel.

In the morning, a tour of Andrew Jackson's mansion, The Hermitage, was conducted. This was the plantation home of the seventh president of the United States from 1804 until his death in 1845.

In the afternoon, a lunch cruise aboard the 274-foot General Jackson Showboat was offered. Built in 1985, the boat is powered by two 600 horsepower electric motors, which propel a 24-foot-diameter, 36-ton sternwheel.

The trip went north 7.5 miles on the Cumberland River and then turned around.

Later that evening, the annual NRHS banquet was held in the hotel's main ballroom. Opening comments were delivered by John Goodman, who thanked the many members and others who worked tirelessly to plan and run the convention.

Following John's remarks, NRHS President Al Weber took the podium and also thanked those who had worked on the convention. He also mentioned the recent passing of Mia Mather, a long-time, prominent NRHS member who had served on several national NRHS committees. Mia was a



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS  
***DINNER ON SHOWBOAT – NRHS members are shown seated at the tables aboard the General Jackson Showboat.***



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS  
***SHOWBOAT – The afternoon event on June 23 was a lunch cruise aboard the 274-foot General Jackson Showboat. Built in 1985, the boat is powered by two 600 horsepower electric motors, which in turn propel a 24-foot diameter, 36-ton sternwheel. This image was taken as NRHS attendees were boarding the showboat at Pennington Bend near Opryland Shopping Center. The trip went north 7.5 miles on the Cumberland River and then turned around.***

very friendly, knowledgeable railfan who immensely enjoyed riding steam trains. Mia also made significant contributions to the RailCamp program, the National Railway Heritage Grant program and other NRHS projects.

Al then emphasized the need for preserving railway artifacts, including rolling stock and other equipment, some of which



Photo by ALEX MAYES,

**ON UNION STATION** – *Banquet keynote speaker Robert Tuke gave a program about the saving of historic Nashville Union Station*

may be going away in the near future due to lack of funds to preserve them.

Roanoke Chapter Advisory Council Representative Carl Jensen addressed attendees and echoed Al's appeal for historic railway preservation. At the end of his presentation, baskets were passed among the members for donations to the NRHS Railway Heritage Grants program, with \$3,160 being collected.

At the conclusion of Al's presentation,

keynote speaker Robert M. Tuke, a local attorney, presented a detailed discussion about the legal maneuvers he and others carried out to save the historic Nashville Union Station. Built between 1898 and 1900, and designed by L&N company engineer Richard Montfort, the building is a significant Tennessee example of Richardsonian Romanesque style with a majestic barrel vaulted, stained glass lobby ceiling.

By the mid-1970s, with passenger rail service in serious decline, the condition of the station had deteriorated and was facing the possibility of demolition. In 1975 the station was condemned and closed. Amtrak continued to use the shed for passenger traffic until 1979, when the *Floridian* was annulled.

In the mid-1970s, Tuke and others began an uphill legal battle with the federal government to save the station. Their efforts were greatly enhanced with the passage of the "Public Buildings Cooperative Use Act of 1976", which required the General Services Administration to "acquire and utilize space in suitable buildings of historic, architectural, or cultural significance." Tuke and his team applied for such status for the station, which was later granted.

Nashville Union Station began its new life as a luxury boutique hotel in December 1986, and has just completed a \$15.5 million-dollar renovation.

On the last day of the convention, June 24, a diesel excursion on the former Tennessee Central Railway was run from Nashville to Cookeville, Tenn., 90 miles one-way, and back. This line is now operated by the Nashville and Eastern Railroad, which runs freight



PHOTO BY ALEX MAYES

**GOODMAN SPEAKS** – *Convention Chair John Goodman made opening remarks at the banquet, thanking the members and volunteers who worked hard to help plan and run the convention.*



PHOTO BY ALEX MAYES

**MEMBERS THANKED** – *NRHS President Al Weber, in his talk at the annual Society banquet, also thanked the convention committee, while stressing the importance of rail preservation.*

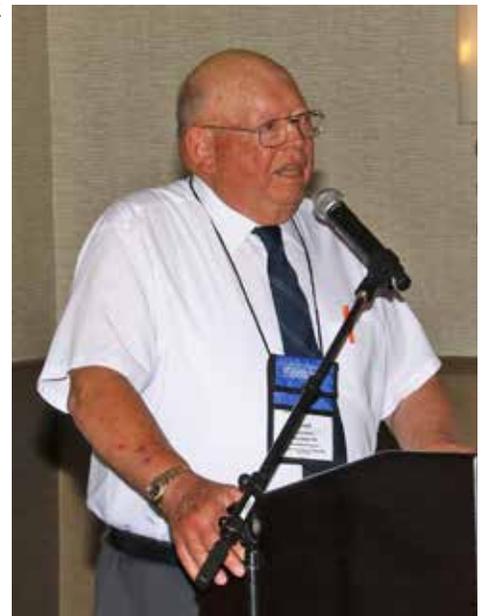


PHOTO BY ALEX MAYES

**NEED FOR HERITAGE GRANT FUNDS** – *Carl Jensen addressed banquet attendees about the urgent need for funds for the NRHS Rail Heritage Grants Program.*

Monday-Friday. Also, on weekdays, Nashville Star commuter trains use this line between Lebanon, Tenn., and downtown Nashville. Excursion trains, operated by the Tennessee Central Railway Museum, use this line on weekends.

The power for this trip was E8 No. 6902, built in 1952, which was originally New York Central and then Penn Central No. 4048, F7B No. 715 (ex-Bessemer & Lake Erie of the same number) and ex-Santa Fe/BNSF B40-8W No. 573. Due to the steep grades on this line, an engine equipped with dynamic braking is required on all excursion trains — in this case, the 573.

Upon arrival at Cookeville, passengers detrained, and a photo runby was held. The train was then moved eastward, where its power was run around the consist for the return trip. Box lunches were provided for the passengers during the layover. Another photo runby was held as the train pulled in to board passengers for the return trip with B40-8W No. 573 in the lead,

The final event of the convention was a night photo session at the Tennessee Central Railroad Museum's facility in Nashville on Saturday night, June 24. Lighting for this event was provided by Steve Barry and Michael Burkhart, using remotely fired Alien Bee strobe lighting. Four scenes were illuminated of the Tennessee Central Railway Museum's historic equipment. At the end of this event, the 2017 NRHS Convention officially came to a close.

This year's convention did not have the intense schedule of multiple mainline steam trips and other attractions as did conventions of the past. This is due to a variety of reasons, including the high cost of insurance, lack of passenger equipment, lack of interest from Class 1 railroads and other factors.

Mainline steam and diesel excursions going to exotic locations are very difficult to arrange now in this current environment. There were 252 attendees at this year's convention, compared to 299 at last year's event. At the 1987 NRHS convention in Roanoke, there were over 600 attendees. However, the mainline trips, operated with N&W Class J 611 and Class A No. 1218 over the former Norfolk & Western main through scenic mountainous regions, were more of an attraction than can be offered now. The NRHS Convention Planning Committee continues to work hard to provide events that appeal to most members.

The 2018 NRHS national convention will be held in Cumberland, Md., and will include charters on the Western Maryland Scenic Railroad and the Potomac Eagle Scenic Railroad in West Virginia, and an all-day trip by bus to Cass Scenic Railroad. Plans are currently being developed and will be made available after being finalized. For details about next year's convention, check this website in a few months: <<http://www.nrhs.com/>>.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***FROM THE CAB*** — Cab rides were offered for \$100 on segments of the convention's final trip. Washington D.C. Chapter member Rich Eaton rode from this location at Carthage to Cookeville. Rich waves to the camera as he begins his 36-mile cab ride in E8 No. 6902.

## The president's corner

# Conventions, conferences provide vacation opportunities

By AL WEBER, NRHS President

Well, we just finished a very good 2017 NRHS convention in Nashville, Tenn. The trips went very well, and I have received many compliments on how well the volunteers ran the convention. We all need to thank them for all the hard work they did.

We had several NRHS members bring their families to the convention. This is a way to have a family vacation and ride trains at the same time. I also noted that we had several children, who had to be grandchildren, attending with their grandparents.

Many of you did not attend. This is one of the major events that the NRHS puts on each year. This event is held for YOU, and your participation is one of the benefits of your membership. Next year we will have our convention in Cumberland, Md. The convention committee is working on the dates and events. Please plan on attending.

The Fall 2017 NRHS conference will be hosted by the Kansas City Chapter Oct. 19-21. The chapter members have a very nice program set up for all attendees. You do not have to be

a board member, officer or chapter representative to attend, so please think about attending. Registration is now open.

At the Board of Directors' meeting, the Roanoke Chapter NRHS made a challenge grant request to support the Railway Heritage Grants program. Every year we start the Heritage Grants fund from zero dollars and give all the donations dedicated to that program in that year. The Roanoke Chapter will match 10 percent of donations over \$500, up to a limit from the chapter of \$3,000. Please contact the Roanoke Chapter, or see the articles on page eight, for details on their challenge program.

The *NRHS Bulletin*, *NRHS News* and the *NRHS Telegraph* are all now being published on a regular schedule. All need articles from you, the membership. I have read many fine articles in many newsletters. Why not send them to the editors for national distribution?

Please feel free to contact me if you have any questions.

Al <aweber@nrhs.com>

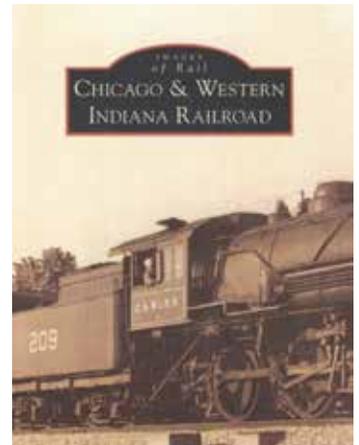
## Chicago & Western Indiana line subject of new book

Arcadia Publishing and The History Press have recently released a new book co-authored by Blackhawk Chapter NRHS member Cynthia L. Ogorek and Blackhawk Chapter President and newsletter editor Bill Molony.

Entitled *The Chicago & Western Indiana Railroad*, this 127-page book documents the 115-year history of this Chicago-area terminal railroad from its incorporation in 1879 to its demise in 1994.

The C&WI's Dearborn Station in downtown Chicago hosted the trains of its five owner railroads — the Erie, the Chicago & Indianapolis & Louisville, the Wabash, the Grand Trunk Western and the Chicago & Eastern Illinois — as well as those of two tenant railroads, the Chesapeake & Ohio and the Atchison, Topeka & Santa Fe.

This book is available online at <[www.arcadiapublishing.com](http://www.arcadiapublishing.com)>.



## Rail books, magazines and newsletters available to view, read

By BURTON EISENBERG, NRHS Library Volunteer

Although most printed material belonging to National Railway Historical Society library is currently stored in Massachusetts at a private facility, there are over 350 books, 2-1/2 years worth of 17 rail-oriented magazines, and newsletters from 31 NRHS chapters available for reading in the NRHS offices (shared with the Delaware Valley Association of Rail Passengers, or DVARP) at 1601 Walnut Street in Philadelphia, Pa. The entrance is on 16th Street, Suite 1129.

### Want To Read Any Or All Of It?

If you're interested in viewing the collections, call Burt Eisen-

berg on his cell phone, 267-312-4703, to arrange a visit. Any NRHS member in good standing is welcome to visit, after contacting Burt to make sure the NRHS library volunteers will be on hand at the DVARP offices. Usually, those volunteers are on hand during the day on Wednesdays.

### FOLLOW US ON FACEBOOK!

Keep up with the latest happenings in the NRHS, on the NRHS Facebook page. <<https://www.facebook.com/Rail-Preservation/>>



# Roanoke Chapter challenges others to raise grant funds

By CARL JENSEN, Roanoke Chapter NRHS Advisory Council Representative

The Roanoke Chapter NRHS wants to help the national organization raise the available funds for the 2018 NRHS Grants Program awards.

Roanoke Chapter members noted with disappointment the relatively low amount of funds — \$20,000 total — available for the 2017 grants. Their initial goal is to match this year's total, and then increase the amount available to at least \$25,000.

Funds are allocated each year based on designated or earmarked donations from all sources to provide the basis for awarding of grants from applicants. These available funds are used up annually, and a new accumulation is begun for the following year's awards. Dues income is not used for this purpose.

Note that only eight awards were possible this year, and the highest amount for any single grant was for \$3,500, although some 36 applications were received. Many of those applicants were seeking much greater assistance.

The Roanoke Chapter has issued the challenge shown below

to all NRHS chapters and members as well as other rail-interest groups to donate funds this year to get the 2018 program funded to a higher level.

At the 2017 NRHS national convention in Nashville this past June, members in attendance at the annual banquet made "pass the hat" donations totaling more than \$3,000 to help support the 2018 program. In keeping with the challenge the Roanoke Chapter has made, the chapter is matching that \$3,000 with another 10 percent, or \$300, raising the total contributed to \$3,300.

Adding this to their already pledged donation of \$3,000, grant program officials have now raised \$6,300 toward next year's awards totals.

Note the examples of the amounts that can be raised if others can join in this effort. Many chapters have funds they could use for this purpose, which goes hand in hand with the goals of the NRHS to preserve and educate people about railroads and their history.

## Details given on Roanoke Chapter's challenge grant program

By CARL JENSEN, Roanoke Chapter NRHS Advisory Council Representative

*(Editor's note: The article below details the Roanoke Chapter's plans to match donations to the NRHS Grants program.)*

1-Roanoke Chapter has donated \$3,000 to start an initial challenge for all other NRHS chapters and others who may wish to contribute by donation in increments of at least \$1,000 toward growing the available funds to support the next annual NRHS Grant Program.

2-Roanoke Chapter encourages and challenges other chapters and organizations interested in railroad preservation to join in this project. Roanoke will match \$100 for each donation of \$1,000 contributed by others. If 20 such donations are made, then our match will generate a total of \$2,000 ( $\$100 \times 20 = \$2,000$ ). This is in addition to the initial challenge donation by the chapter of \$3,000.

3-If the challenges are met with 20 \$1,000 donations or \$20,000, and Roanoke's challenge match of \$2,000, plus our initial contribution of \$3,000, this would result in a total of \$25,000 generated for the grants fund.

4-All donations will have the effect of doubling the amount of our challenge and can grow beyond as others contribute.

5-Individuals as well as chapters may contribute. The minimum contribution is \$500 or more and may be donated in \$100 increments beyond that amount and will be matched by Roanoke at 10 percent of the donation.

6-This program began July 1, and will continue until approximately Feb. 1, 2018, at which time all funds collected will be earmarked for the 2018 grants.

7-A simplified form is to accompany all donations, which are to be sent to the NRHS fund (or as may be determined by NRHS management and Roanoke Chapter), with a copy of the form that must be sent to the chapter for accounting and matching in order to be counted.

### Blue Ridge NRHS train show set Aug. 12

The Blue Ridge Chapter NRHS is holding its 39th annual model train and railroading show and sale on Saturday, Aug. 12, 9 a.m.-3 p.m. The show will be held in the air-conditioned Boonsboro Ruritan Club at 1065 Coffee Road (State Route 644), in Lynchburg, Va. There will be plenty of free parking on site, and the building is handicapped accessible.

Model train layouts will be on display, and model trains and railroad memorabilia will be available for purchase. If you want to sell your old model trains, the chapter offers a service for you to consign your items on a "White Elephant Table"

Admission will be \$6 per person and \$10 for families with children 12 and under free with a paying adult. For more info call Norris Deyerle at 434-851-0151, email <railcow@msn.com> or visit our website at <www.blueridgenrhs.org>.



PHOTOS BY GREG GERSTUNG, NIAGARA FRONTIER CHAPTER NRHS

**AT K TOWER — RailCampers got a chance to tour the K Tower at Union Station in Washington, D.C. and get a close-up look at rail operations.**

## Teens see rail operations up close at RailCamp East

By ELLEN SCOTT, RailCamp East Counselor, Cape Cod Chapter NRHS National Representative, Advisory Council Secretary

Twenty-four teenagers descended on the campus of the University of Delaware in Newark on June 25 for the first day of NRHS RailCamp East. They arrived by trains, planes, and automobiles, coming from as far away as California, Washington, and Colorado, and as close as two miles from the campus. All were there for the action-packed week of rail adventures and behind-the-scenes glimpses into rail operations ranging from Amtrak to tourist railroads.

As the campers arrived, they were given their room assignments, along with a key for their room, a card to get in the building, and a meal card for the dining hall. Campers were then able to show their parents/grandparents and siblings their rooms. As families left, the campers began to make new friends. A few of the campers were a little shy and needed some prodding to join in.

Once everyone settled in, Tony White, director of RailCamp East, gave a brief orientation. The first item was introductions by all campers and staff. When that was done, Tony gave an overview of what we would be doing and where we would be going during the week.

After dinner, Patrick Morrison of the Railroad Museum of

Pennsylvania gave a presentation to the group about the general history of railroading in Pennsylvania and the surrounding area. He also explained how that ties into current railroad activity. Morrison also described the museum's plans for the future and showed some of the architect's renditions of planned changes.

He then explained that the teams would be doing a presentation on Friday morning about a piece of equipment at the museum. This year, the counselors would pick the equipment that their team would use for the presentation. More on this would be explained at the museum on Wednesday.

After Morrison left, campers and staff had their first safety meeting and a program on Operation Lifesaver. Tony did the safety portion, explaining that every day, no matter where they were, there would be a safety briefing. Tim O'Malley, a RailCamp counselor (and a park ranger at Steamtown National Historic Site), gave the Operation Lifesaver talk.

Next on the agenda was the briefing for Monday. Campers were advised that they would need their safety glasses, vests, and gloves as they would be going to the Amtrak Training Facility in Wilmington, Del.

Campers were allowed free time until 11 p.m. After that, it was “lights out”, or back to their rooms. They were advised to work on their journals during free time.

On Monday, the day was spent at the Amtrak Training Facility in Wilmington after going to breakfast in the dining hall at 7 a.m. We only had a half hour before we had to leave to drive to Wilmington. Three of the counselors served as van drivers, myself included. Having done this last year, I remembered what traffic could be like for the drive into Wilmington. We had to be at the Amtrak facility by 8:30.

We arrived on time to the training facility, where we had an orientation and safety briefing by the Amtrak staff.



***AT UNION STATION – An Amtrak official speaks to RailCampers in the massive lobby of Union Station in Washington, D.C.***

This morning was filled with presentations and talks by the Amtrak training staff members who train the engineers, conductors, and dispatchers. They spoke about the job duties and hours, and training each must go through.

There was a great camaraderie between the staff in the way they interrupted each other to state how their job was the best. The rivalry was great to watch. They all told about their experience with the railroad and gave advice on how to decide on a job and the education one may need. The “Jeopardy” game they set up was a lot of fun. They said when our campers were done that they definitely needed to make it harder for the future...noting that our campers were that good.



***SIMULATOR – One of the favorite activities of the campers was a chance to operate the Amtrak simulators.***

The guest speaker was Adam Otsuka, a former RailCamper now working for Amtrak. Otsuka discussed his education and the steps it took for him to be hired by Amtrak. He also described the benefits that Amtrak offers its employees.

After lunch came the hands-on portion of the day. Half the group stayed inside to learn how to operate the locomotive simulators while the other half went outside for hands-on training on the braking system of a locomotive before returning indoors to learn about dispatching via the dispatch simulators.

My group went outdoors first. Chris Jagodzinski, vice president of operations for Amtrak, did the training. On the walk over to the locomotive, he explained about the electrification as we passed the substation. Then it was on to

the locomotive and its braking system. We learned about the system from the outside first. Then we were able to go into the cab and take turns applying the brakes.

Then it was back indoors (with a nice break from the heat) to learn about the dispatch simulators. Each camper was able to sit in front on a simulator to see the view of the engineer as if they were on the job with “wrap around” screens. Campers were able to route a train from one end to the other. They learned about the different colors and what they meant, how to issue blocks on specific tracks, and how to issue blocks for workers on the tracks.

Finally we got to do what they wanted more than anything: use the locomotive simulators. Unfortunately the Acela simulator was in use. Campers were able to take turns using the different ones, including my favorite, the ACS64.

As they were learning to operate a locomotive, the training staff handed out numbers to everyone. Three lucky campers would be able to go in the Acela simulator, but only one would be in control. The rest of us watched on a monitor. Those who were in the simulator were thrilled at the opportunity.

And so our day at Amtrak came to an end. All the campers were happy with what they had learned. Then it was back to the campus for dinner.

Before we went to the dining hall, Tony advised everyone that we would be going railfanning that evening. We would be

railfanning the Northeast Corridor from the platform outside the Newark History Museum. Nothing could explain the feel of an Acela going by at 135 mph. We stayed until dusk.

Back at the campus, there was a briefing on Tuesday's events, and a review of what we learned that day. Then there was some free time before “lights out”. I think this was more for the counselors as I was exhausted.

Tuesday is the longest of all the camp days...and probably the most exhausting. We were on the road at 7:30 to get to the Amtrak shops by 8:30. This day was jam-packed, and there was no time for dawdling.

We arrived at the Amtrak shops and had our safety briefing and a Q&A with Amtrak staff members, followed by a talk on “Railroading 101” by Chris Jagodzinski.

Next up was a tour of the Amtrak shops. We got to watch a locomotive being set on blocks for work, with three others awaiting work. We saw locomotives in all states of repair.

After lunch, there was a drive to the Consolidated National Operation Center (CNOC) building. After using the simulators the previous day, this was a chance to see them in use. We had a briefing of the functions of CNOC and Centralized Electric Traffic Control (CETC). After this tour, we walked to the Wilmington Amtrak Station.

From there, we rode the Northeast Regional train No. 125 to



**PRESENTATIONS** — *During the week, RailCampers prepared and then presented a program on one of the items on display at the Railroad Museum of Pennsylvania.*

Washington D.C. in the Amtrak telemetry and theatre cars. We were split into two groups to have a turn riding in each car. We changed positions in Baltimore, Md. Jagodzinski and Scott Leonard of Amtrak accompanied us to Union Station.

There were four activities scheduled for Union Station: a K Tower tour, REA building tour, Amtrak Police briefing, and a Union Station tour. My team started with the Union Station tour, and then rotated through the others. I think the K Tower tour was the most impressive as it's the one that everyone wants to know how you got to see the operations up close.

The police briefing was also very educational. We got to see how a bomb-sniffing dog actually works.

After all the tours, we had dinner at Union Station.

The trip home was on an Acela. This was the first time on an Acela for a lot of the campers. Having been a counselor last year, I could say I had done this before. However, it's still impressive. After all of the day's activities, many campers took this time to relax. I think the counselors napped.

Back on campus, the usual routine was followed with a briefing on the activities for the next day, journals and free time.

### Day 3 – Railroad Museum of Pennsylvania

This day was to be a little more leisurely than the previous day. Although we did many things at the museum, the pace was less hectic.

The day started with our orientation and safety briefing given by Patrick Morrison and Troy Grubb, members of the museum staff. We also got to meet Aaron Fried, a previous RailCamper who is currently a volunteer at the museum.

The teams were rotated through four different activities. My team's first activity was to work on gathering information for the presentation. Grubb assisted the campers in getting the reference materials they would need and helping them divide up the presentation. The night before, the counselors picked the piece of equipment for their team. Since I love steam, I chose the *John Stevens* replica.

Next up was the tour of the museum. Grubb led our team through the museum and outdoors. The campers were able to climb into many engines that are not open to the public. Other pieces had docents onboard who gave the history of the piece.

After lunch, we saw the steam locomotive restoration project in the museum's shop. We were able to tour the shop before going outside. Our guide took us to the turntable and explained that it was going to be restored and would be able to move locomotives in and out of the roundhouse in the future. Although Morrison told us about the future

of the museum, we were now able to see where the changes would be happening.

The final activity was the scavenger hunt. This was my favorite last year. My team was starting to fill in the blanks before even going out into the museum. I explained that campers would be able to find the answers outside. They decided to break up into two groups to get the hunt completed and fill in all the blanks together.

Since they had been pestering me to go into the gift shop, I gave them a choice: they could either go into the gift shop or go into the museum to take photos. They just had to be back in the allotted time. Then it was back to the university for dinner and railfanning.

### Day 4 – Strasburg Rail Road

This was another busy day that would again require physical activity by the campers.

We started with our daily safety meeting and job briefing by the Strasburg staff. We were introduced to former RailCampers Erich Armpriester and Anthony DeBellis. Armpriester is the designated supervisor of locomotive engineers, and DeBellis



***WORKING HARD – RailCampers Elliott St. Peter and Jacob Owen put their back into working on the maintenance of way training at Strasburg Rail Road while David Marget and Cadence Hinnant watch.***

is a conductor, fireman, car repairman, and jack of all trades.

Again we rotated through four activities. My team's first activity was learning to run the Lancaster, Oxford & Southern self-propelled motorcar, fondly known as "Lois". Everyone had a turn, including me, in operating the vehicle in both directions.

Next up was the 15-inch gauge live steam Cagney engine. Strasburg Rail Road's Alex Merrill was the trainer. Everyone had a chance to drive both forward and back. This was a big hit with everyone.

After lunch, we began a maintenance of way project, replacing ties in the yard. This also included spiking. Everyone took turns getting the rails in place and driving the spikes. After some taunting from the campers, I even tried my hand at spiking. It's not the easiest job in the world, but I did it.

Our third project was yard operations: signaling, switching, and coupling. Again, everyone had a chance to try it all. Then it was on to the shops. The team was divided into two groups, with the first engraving a spike on a milling machine while the other had a tour of the shops. Each camper got to take his spike home. The tour included watching a wooden passenger car being rehabilitated. We also saw a welder at work.

After a Q&A session, we drove a short distance to Casey Jones Restaurant at the Caboose Motel. The surprise of the evening was a birthday celebration for camper Elliot St. Peter. His mother had arranged to have a cake for Elliot. After singing "Happy Birthday", we enjoyed cake and ice cream.

### Day 5 – Our last day

This day was split between the railroad museum and the Strasburg Rail Road.

Our first stop was the museum. This was the day of the presentations. The campers all had time after the safety meeting to rehearse and complete their presentation in the museum, in front of the piece of equipment. Anyone in the museum could listen to the presentations.

My team took the time to first rehearse and then make changes. Then it was back into the meeting room for more research

and a chance to rewrite their scripts. All presentations by the campers were great.

After lunch, we traveled across the street to return to the Strasburg Rail Road. The first activity was a ride on a mixed passenger/freight behind the steam locomotive No. 90. This was quite the highlight of the afternoon.

Upon our return, we had cab rides around the yard in No. 90. Campers were able to shovel coal and blow the whistle.

Once the campers were done, there was a little time left. The engineer asked if any of the counselors wanted a turn. At first we all said "no". Then Melissa Bauer and I decided to go. Frank Fowler also joined us. Both Melissa and I shoveled coal and blew the whistle.

Dinner was at Casey Jones Restaurant before we returned to the university. It was time for the counselors to read the campers' journals. We had started on Thursday night and finished up that night. We also had a debriefing as a group about RailCamp.

### Day 6 – Departure day

Breakfast was a buffet held in our lounge before the first van left at 8 a.m. to take some of the campers to the Amtrak station. All other vans for the airport and a second run to the train station were within the hour. It was a very emotional



**LIVE STEAMER** – RailCamper Ike Maness, under the tutelage of Alex Merrill, operates the 15-inch Cagney steam locomotive at the Strasburg Rail Road.

time for everyone to say good-bye.

I have to give credit to the RailCamp committee for making this a wonderful experience for the campers. Their work behind the scenes is what makes RailCamp such a great experience for the campers. And kudos to the counselors of RailCamp East: Tony White (director), Tim O'Malley, Frank Fowler, Melissa Bauer, first time counselor Rick Davidson, and our photographer, Greg Gerstung.

I must also thank our partners in this endeavor: Amtrak, the Railroad Museum of Pennsylvania, and the Strasburg Rail Road. Without them we would not have this great experience.

*(Editor's note: RailCamp Northwest, the second of the two annual NRHS programs for teens, was scheduled for July 30-Aug. with a base in Tacoma, Wash. An article and photos on that camp will be included in the October issue of the NRHS News).*



**CLASS PHOTO AT STRASBURG** — *The RailCamp East Class of 2017 posed for a group shot at the Strasburg Rail Road. Front row (left to right): Erik Rasmussen, Rodger Wooley, Jacob Owen, Nick Paultier, Nick Martino, Shawn Bickel, Joey Carter, David Marget, Elliot St. Peter and Mateo Abilla; Second row -- Melissa Bauer (counselor, Bucktail Chapter NRHS), Ike Maness, Henry Overzet, Ellen Scott (counselor, Cape Cod Chapter NRHS), Sean Cunningham (kneeling), and counselors Frank Fowler (Western Maryland Chapter NRHS) and Rick Davidson (Potomac Chapter NRHS); Third row: Cadence Hinnant, Carl Parker, Cole Johnson, Alex Trank, Carlos Steinke, Joe Loll, Keegan Ford, Tim Bartlemay, Jonathan Schares, Anthony MacPhee, Chase Brickman, and counselor Tim O'Malley (Lackawanna & Wyoming Valley Chapter NRHS). Behind the counselors, on the left, is RailCamp East Director Tony White (Western Connecticut Chapter NRHS). Standing in front of Engine No. 90's smokebox are the engine's engineer and firemen, Fred Mattison (left) and Keith Linker. Greg Gerstung (counselor and photographer, Niagara Frontier Chapter NRHS) took the photo and thus is not pictured.*



PHOTO BY PATRICK THRASHER, WESTERN COLORADO CHAPTER NRHS

**GLENWOOD SPRINGS MUSEUM -- Officials of the museum hope to renew their lease for the building with Union Pacific Railroad.**

## Future of Glenwood Springs railroad museum in doubt

By CHELSEA SELF, reprinted courtesy of Glenwood Springs (Colo.) Post Independent

Glenwood Springs' railroad history museum is trying to avoid becoming a thing of the past itself. The ongoing Seventh Street renaissance has increased the commercial value of the old train depot where the museum has lived for 15 years.

After its latest five-year, \$250-per-year lease expired at the end of 2016, operators of the Glenwood (Colo.) Railroad Museum were notified that Amtrak station owners Union Pacific (UP) Railroad wanted to renegotiate the terms.

"We were advised by UP's property management office that they feel, given the value of other retail property in Glenwood Springs, that we should be paying something closer to what they consider fair market value," Patrick Thrasher wrote in a recent letter to supporters. Thrasher is museum manager and president of the Western Colorado Chapter NRHS. The letter urges people to write to UP Chairman and CEO Lance M. Fritz in Omaha, Neb., asking that the company extend a favorable lease that will allow the museum to continue in its current location.

"We recognize that \$250 annually has been a very generous offer on UP's part," Thrasher told the *Post Independent* this week, adding that the arrangement has helped the museum bolster its standing and stay afloat.

But he said the museum is not in the position to pay full-market commercial rents. Thrasher was advised these could be in the neighborhood of \$15 per square foot. That would amount to about the same as the museum's total income in 2016 of around \$28,000, he said.

Thrasher also asked UP property management/real estate officials to consider writing off a part of a higher lease fee as a charitable donation.

"Given that (the NRHS chapter) is a 501(c)3 organization, we propose to pay the Union Pacific Railroad a nominal rental fee per year and that the Union Pacific take the balance of whatever you consider a 'fair market value' as a charitable donation on your corporate income taxes," Thrasher wrote.

Raquel Espinoza, corporate communications director for UP in Colorado and Wyoming, acknowledged that the railroad company wants to update the lease, but said UP is willing to work with the museum.

"We do value our relationship with the Glenwood Railroad Museum and the historical society's effort to keep the local railroad history alive," Espinoza said. "Because of that history, we are providing a significant extension to allow the museum to be able to align itself with comparable rates in that vibrant area of town.

"A lot has changed in that area, and we expect this property to continue to enhance the local economy," she said. "If they would like to stay, we will certainly be willing to evaluate as long as they are willing to come into new terms."

Thrasher said UP also suggested the museum might consider an alternative location. But there's no better location than an "architecturally and historically significant" rail station next to an active rail line, he said.

"Our co-location with Amtrak is very important to our overall financial health," Thrasher said. "A substantial portion of our visitation are folks waiting for the train to arrive."

The train schedule and Amtrak's own departure figures have even guided the museum's hours. The museum is open Friday through Monday from 11 a.m. to 3 p.m., which is the time period when the most people are waiting for the train to come, he said.

"It's pretty clear to us that if we were to move to another location, it takes us away from Amtrak and we lose a substantial portion of our visitation and income," Thrasher said.

The museum is located in the east end of the Amtrak station, which served as the ladies waiting room after the station was built in 1904. It includes photos and other historical archives documenting the battle between the Denver & Rio Grande Western and Colorado Midland railroads to take hold in the Roaring Fork Valley.

The museum's working G-scale Lionel train set and smaller scale model train is among the main attractions. The back workshop area features several actual railroad artifacts and a larger-scale steam engine that was donated to the museum.

Thrasher said the museum has taken steps to improve its financial standing by doubling the museum entrance fee from \$1 to \$2, soliciting donated craft items to sell in the small

gift shop and stepping up membership efforts.

"We have done some things to try to improve our cash flow situation, and we are getting a little bit of a bump from the folks who are riding the train from Denver over the weekend," he said. "We would like to keep the museum open and in this building. There's just not a better place in Glenwood Springs for a railroad museum, in our opinion."

One supporter who addressed a letter to UP Chairman Fritz, and copied it as a letter to the editor of the *Post Independent*, said the museum is a favorite outing for nursing home residents.

"Museum outings in particular are not only educational, but they are a great chance for reminiscing," wrote Paul Rice, activities director for a long-term care center in Rifle. "Over the years, the Glenwood Railroad Museum has not only made accommodations for us to visit the historic site, but they have gone out of their way to bring the history to us."

Thrasher said the museum remains on a year-to-year arrangement at the train station for now, until a new long-term lease can be signed or other accommodations found.

## Deadlines set for next issues of *NRHS News*

Three more issues of the *NRHS News* — two print and two electronic (.pdf) issues are scheduled for 2017.

The deadline for the October (.pdf) issue is Sunday, Sept. 10.

The deadline for the November (print) issue is Tuesday, Oct. 10.

The deadline for the December (.pdf) issue is Saturday, Nov. 10.

Please submit articles and photos as early as possible as the layout progress is ongoing. High resolution photos should be submitted as an attachments to emails. Do not submit caption information as the file name for photo files.

Articles and photos for the *NRHS News* may be submitted to <nrhsnews@charter.net>, or *NRHS News*, c/o Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, N.C. 28654). For more information, phone 336-838-2754.

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.

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



PHOTO BY DAVID HUELSING, ST. LOUIS CHAPTER NRHS PRESIDENT

***ON DISPLAY – Refurbished engines No. 573 and 2933 were unveiled in a ceremony on May 20.***

## Cosmetically restored steams unveiled at Museum of Transportation

By DAVID HUELSING, St. Louis Chapter NRHS President

Members of the St. Louis Chapter NRHS participated in the unveiling and dedication on May 20, 2017 of two steam engines — Wabash 573 and New York Central 2933 — that received cosmetic restorations at The Museum of Transportation in St. Louis.

The dedication ceremony included presentations by Museum President Dr. Darryl Ross, NRHS President Al Weber, St. Louis Chapter NRHS President David Huelsing, Wabash Railroad Historical Society Secretary Robert McNeill, New York Central System Historical Society Representative Chuck Beargie, and Museum Curator Coby Ellison.

Following the presentation, ribbons were cut at each locomotive.

Wabash 573 is a 2-6-0 Mogul built in 1899. It was the last steam engine in service on the Wabash, which earned it notoriety in the railfan community. It is one of two surviving Wabash steam engines, and one of five surviving locomotives built by Rhode Island Locomotive Works.

The St. Louis Chapter spearheaded the fundraising for this restoration. Several other

NRHS Chapters contributed to the fundraising. The restoration effort was also aided by an NRHS Heritage Grant.

As part of the dedication, the Wabash Railroad Historical Society donated the original fireman's shovel used on the final run of Wabash No. 573, which was posthumously donated by 573's last fireman, Van McCullough, who died earlier this year.



PHOTO BY DAVID HUELSING, ST. LOUIS CHAPTER NRHS PRESIDENT

***AT ST. LOUIS MUSEUM – This Wabash steamer is now on display at the Museum of Transportation on St. Louis.***



PHOTO BY VINCE LOWE

***FROM NRHS CHAPTER -- The St. Louis Chapter NRHS was represented at the ribbon cutting ceremonies for the two refurbished steamers. Pictured, left to right, are: Steve Binning, Andy Sisk, Bill Heger, NRHS President Al Weber, David Huelsing and (unknown).***

The St. Louis Chapter NRHS donated to the museum the final set of reproduction Wabash Banner dining car china which it had reproduced to sell as a fund raiser for the restoration. NRHS President Al Weber is also a member of the St. Louis Chapter.

The New York Central 2933 was built by American Locomotive Company in 1929. It is one of two surviving New York Central 4-8-2 Mohawk type locomotives. It was originally numbered 6233 and built for the Big Four Railroad.



PHOTO BY DAVID HUELSING, ST. LOUIS CHAPTER NRHS

***WITH 2933 -- Members of the New York Central Historical Society present were (left to right): Chuck Beargie, Darwin Simonaitis, the daughter of Gerald Prante, Bob Keeler (hidden), Jim Suhs and Dennis Regan.***

In 1936, it transferred to the New York Central and was re-numbered 2933. The restoration took 10 years, and was largely funded by a private donation.

Several members of the New York Central Historical Society were also on hand to cut the ribbon.

The Museum of Transportation in St. Louis is located at 3015 Barrett Station Road in St. Louis. The phone number is 314-965-6885, and the website is <<http://www.museumstlouis.org>>.

The Museum of Transportation has “one of the largest and best collections of transportation vehicles in the world”, according to the Smithsonian Institution.



PHOTO BY STEVE BINNING

**AT INFORMATION DESK** – *St. Louis Chapter President David Huelsing (standing) is shown with past Chapter Treasurer and Program Director Fred Blank. Fred was the person who started the fundraising for No. 573.*



PHOTO BY STEVE BINNING

**CUTTING THE RIBBON** – *Members of the Wabash Historical Society cut the ribbon at the refurbished Wabash No. 573. Pictured, left to right, are: David Huelsing, Ron Ackerman, Dave Ackerman, Chris Graf, Andy Sisk, John Buchheit, James Holzmeier (treasurer), Michael Johns (president), Gary Roe (archivist), Larry Van Houten, Allen Rueter, Rob Adams, J. W. Ballinger, Robert McNeill (executive secretary).*



PHOTO BY ALAN GRUBER

**50 YEAR CERTIFICATE** – *Western Connecticut NRHS Chapter President Tony White (right) presented Robert Gambling with his 50-year NRHS membership certificate and pin during the chapter's annual dinner recently.*

## Mia Mather, rail enthusiast and NRHS supporter, dies June 12

Marianna (Mia) Mather, 76, of New York City and Vinalhaven, Maine passed away unexpectedly on June 12, 2017 of complication following back surgery.

Despite being born with poor vision, Mia was never one to miss an adventure, especially if it involved riding a train almost anywhere in the world. She is remembered for her humor, compassion, and the joy she found in even the smallest of things. She was a member and avid supporter of the NRHS who helped on the convention committee and in other capacities. She was a familiar face at NRHS conventions.



**MIA MATHER**

The daughter of Edward and Helen (Engelking) Mather, she was born in Comfort, Tex., in 1940, but spent most of her childhood in Stamford, Conn. A graduate of the Brearley School and the University of Oregon, she started working for IBM right out of college, as one of their first group of programmers, a career she pursued until her retirement. She married the love of her life, Warren J. Mitofsky in 1996. He predeceased her in 2006.

Mia is survived by her sister, Linnell Mather of Vinalhaven, ME, her son, Kent Holce and his wife Karen of Portland, OR, her brother Edward Mather of Campbell River, British Columbia, and numerous grandchildren, nieces, nephews, stepchildren and her many friends.

Donations in her memory may be made to Vinalhaven Eldercare Services, 18 Beaver Dam Road, Vinalhaven, ME 04863 <[vinalhaveneldercare.org/](http://vinalhaveneldercare.org/)> or the NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard PA, P.O. Box 5016, Mt. Laurel, NJ 08054 <[nrhs.com/giving](http://nrhs.com/giving)>. Notes may be sent to Linnell Mather, PO Box 232, Vinalhaven, ME 04863.



PHOTOS BY MIKE VOLLAND, ROANOKE CHAPTER NRHS

**CIRCUS CAR IN ROANOKE** – *The former Norfolk and Western sleeper, Pike County, still in its circus train “colors” shortly upon arrival in Roanoke, is the newest addition to the Roanoke Chapter’s collection of N&W rolling stock.*

## Roanoke Chapter purchases ex-N&W sleeper from Ringling Brothers

By LEWIS FOSTER, Roanoke Chapter NRHS Secretary

The Roanoke Chapter NRHS has added another piece to its collection of historic Norfolk & Western rolling stock.

The *Pike County*, a former Norfolk & Western S-1 Class 10-6 sleeper, was built in November 1949 by the Budd Company as part of an order of 20 sleeping cars to be used on the railroad’s overnight trains.

After the N&W retired these cars, they were sold to the Pennsylvania Railroad (PRR), which had them rebuilt as commuter coaches. They were used by the PRR, Penn Central, Conrail, and then were operated by several commuter agencies.

The *Pike County* was operated by NJTransit until it and several others were retired in the early 1990s and sold to Ringling Brothers and Barnum & Bailey Circus. The car was numbered

41311 by the circus and it most recently ran in the Red Train for the past 15 years.

Under terms of the sales contract from the auction of the circus cars, the buyers are not allowed to disclose what they paid for the cars. Also, buyers must remove all Ringling Brothers signage from the cars within 30 days of delivery to the purchaser.

The *Pike County* will be stored at the chapter’s maintenance facility for the moment. It is currently configured with seven small bedrooms, three larger bedrooms, two bathrooms, and a shower room. In the future, the car may be rebuilt into a first-class lounge for excursion service. The chapter is currently refurbishing sister car *Scioto County* as a lounge. Both cars were originally built as 10 roomette, six double bedroom sleeping cars.



**CIRCUS TRAIN NO MORE** – *Though still wearing Ringling Brothers signage upon arrival in Roanoke, that has now been removed. The photo on the right shows one of the compartments for the performers.*

# Richmond Railroad Museum creating photographic database

By RAY POTTER, Publicity Director, Old Dominion Chapter NRHS

For the past two years, one of the long-time members of the Old Dominion Chapter NRHS, Chuck Breeden, has been diligently sorting and scanning photographic images of the past.

The Richmond (Va.) Railroad Museum is a repository of vast numbers of photos and slides from years gone by in Virginia railroad history. The museum is located in the restored 100-year-old Southern Railway Station in Richmond.

During the past few years, materials have been pulled from chapter archives in the basement of the former Seaboard Coast Line Railroad on Broad Street, plus other locations, and concentrated in the museum. Currently the former Railway Express car on the property has been devoted to the storage of this visual history. Day by day, Chuck works away on this stockpile, generating a computerized database of priceless photos.

Chuck used to live on Oregon Hill in Richmond, five blocks from the canal. As an 8-year-old boy, he used to watch the coal trains going by and would count the cars on each train.

In 1977, he got involved with the railroad museum, working on laying track at the new Hallsboro Yard. Member Steve Tarrant showed him how to drive spikes, and the two of them would work down the rails, alternating hammer blows. Chapter members manually shoveled ballast that was donated by Southern Railroad. Through a lucky mix-up between Southern and the rock quarry, this yard ended up getting an extra four loads of much needed ballast.

When the tracks were ready, rolling stock was moved from locations around town (Bellwood and Main Street Station, where it had been stored), to the yard at Hallsboro.

Chuck also contributed work on the museum, which was the former Southern Railway Passenger Station at 102 Hull Street. Starting in 2009, restoration work began on the station. Floors and walls damaged by flooding over the years had to be repaired. Many hands labored long and hard to revive this railroad gem into what one sees today.

Current club president John DeMa-

jo has been a guiding force behind the creation of our photographic database. He has set up the computers and scanning equipment involved in this endeavor.

Eventually the database will go online with links from our museum website. Until then, archivist Chuck Breeden continues his "labor of love", scanning images that will be accessible for all railfans in the future.

The members of the Old Dominion Chapter invite anyone with an interest in railroads to come to their monthly meetings at 7 p.m., at the Hull Street Station. The meetings are held on the third Monday of every month.



PHOTOS SUBMITTED BY OLD DOMINION CHAPTER NRHS

***PRESERVING PHOTOS — Old Dominion Chapter member Chuck Breeden has been busy scanning thousands of slides.***

## Career of William Kratville is subject of Wisconsin Chapter program

By DAVID NELSON, President, Wisconsin Chapter, NRHS

One of the finest and most prolific railroad authors/historians/photographers of the 20th century was William Kratville (1929-2011). His name is most intimately associated with the Union Pacific (UP) Railroad, but in a June 2 presentation to the Wisconsin Chapter NRHS, his daughter, Cate Kratville-Wrinn, gave us a rare glimpse into Kratville's other rail loves.

After a general introduction to Kratville's life and career as photographer, author, consultant to the UP and Amtrak, private car owner, rail car restorer, and short line owner, Mrs. Kratville-Wrinn showed us a collection of photographs from his negatives that focused on Milwaukee Road; Chicago & North Western (C&NW); Chicago, Burlington & Quincy; Amtrak and a few of Bill's personal favorites. These photos have seldom been seen or published, if at all.

Kratville started his railroad career working as a hostler's helper in the Milwaukee Road roundhouse in Council Bluffs, Iowa in 1946. He ended his career in 2005, working for the UP in its museum and as a company photographer. His mother's family worked for the C&NW while his father retired from a long career with the Kansas City Southern and other rail lines.

Since Kratville's death in 2011, Mrs. Kratville-Wrinn has continued to run his publishing company, Kratville Publications, and has served on the board of the UP Historical Society. She tantalizingly mentioned the many files she has of Kratville's photos and information which she has not even had the opportunity to examine.

We consider ourselves very fortunate that Cate moved to the Milwaukee area upon marrying Jim Wrinn, editor of *Trains* magazine.



PHOTO BY MIKE YUHAS

**MEMORIES OF KRATVILLE** — *Cate Kratville-Wrinn presented a program on her father, William Kratville, for the a Wisconsin Chapter.*

## Share what sparked your interest in railroading with other members

By MARLIN TAYLOR, Potomac Chapter NRHS

In 100 words or less, we'd like to know how your interest in/love of trains came about. How did it begin and at what age? From the very beginning, did you have a favorite railroad?

Here's my story:

*When I was three years old, our family moved to a house that sat about a football field's length from the West Trenton line of the Reading Railroad, just north of the Philadelphia city line between the Somerton and Trevoese stations. It wasn't as much the electric MUs that passed every hour or so which attracted me as it was the steam-powered express trains, including the sleek Crusader, and the short freight train pulled by a camelback that every day or two would deliver cars to the coal yard which sat just across the tracks from us. I was hooked.*

I'm Marlin Taylor of Silver Spring, Md. I'm a 40-year NRHS member, having belonged to the Bergen-Rockland, Delaware Valley and Potomac Chapters over those years.

If I counted right, that totals 99 words. How about if you do the same and share your story with me? Send to <marlin@nrhs.com>. Then, as soon as the new NRHS website comes on line this fall, we'll begin posting them under the heading "Your Story." Will yours be chosen to be shared with the entire NRHS membership? Let's hope so.

To be eligible, you must provide your full name, the town and state in which you live, and the chapter of which you are a member.

Thank you very much. I'm waiting to read your story.

## G. L. Carter ride on *Three Rivers Rambler* and paddlewheeler

By BILL BEAGEN, Editor, *The Coal Road* newsletter, G. L. Carter Chapter NRHS

The George L. Carter Chapter NRHS had a special outing on June 24, 2017, with a ride on the *Three Rivers Rambler* steam train, a tour of the train's back shops, and a luncheon while traveling aboard a paddlewheeler on the Tennessee River. Members agreed that it was a grand morning and a spectacular afternoon.

It all started at 6:30 a.m., when we got all 217 passengers aboard our motor coaches provided for us by Premier Transportation for the tour. We started from the East Tennessee State University campus and made our way to Knoxville, where we were greeted by the staff of the *Three Rivers Rambler*. We were given tours of the refurb and shops the railroad has for other railroads that wish to get upgrades to their individual locomotives.

After the tour, we headed to the *Three Rivers Rambler* for a ride along the banks of the Tennessee River to the point where the French Broad and Holston Rivers combine to become the Tennessee River. We then headed back to Knoxville and a ride along the Tennessee River.

We stopped at a place where the train deposited us for a grand paddlewheel experience on the *Star of Knoxville*. While we were cruising down the river, the *Star of Knoxville* staff provided us with a luncheon.

Before passing Tennessee State University, we crossed under a railroad bridge. After we passed the university,

we passed under the I-5 extension and into an area wide enough to turn the paddlewheeler around and head back to the dock.

Once back at the dock, we boarded our buses for the trip back to ETSU and our homes in the Johnson City, Tenn. area. We had a wonderful day with some rain until we got to Knoxville, and then it cleared up for the rest of the day.

We wish to thank all the 217 passengers who came with us and had a great day riding the rails and stepping back in time to ride on a paddlewheel boat.



PHOTO COURTESY OF G. L. CARTER CHAPTER NRHS

**PADDLEWHEELER** — *Members of the G. L. Carter Chapter NRHS in Tennessee got to have lunch on a paddlewheeler, in addition to a ride on a steam train ride on a recent outing.*

## Film preservation committee in search of historic rail-related footage

By NRHS FILM ARCHIVAL COMMITTEE

We here at the Society know that as each year goes by, with the passing of another longtime railfan, there's a distinct possibility that some great historic rail-related film footage may be lost, as it may be forgotten or simply thrown out by someone not recognizing what they have in hand.

If you possibly have any original film footage — 16 or 8 mm., color or black and white — which you recorded or was recorded by someone you know/knew, or if you know of someone possessing such footage, the NRHS Film Archival Digitaliza-

tion Committee would like to hear from you.

Our first desire is to see this footage donated to the NRHS for permanent preservation. If this is not acceptable to the owner, then we'd like to be given access to the film and authorized to make a digital copy.

To contact the committee, please E-mail [marlin@nrhs.com](mailto:marlin@nrhs.com) or write to Film Archival Committee, NRHS, c/o John K. Fiorilla, Esquire, P. O. Box 5016, Mount Laurel, New Jersey 08054.



PHOTO BY TREVOR JONES

***IN DAILY SERVICE*** — *Steam engine No. OL49-59 is in daily commuter service in Poland.*

## Main line, high-speed steam training program available in Poland

By CARL FRANZ, Potomac, Washington and Baltimore Chapters NRHS

At 6:20 a.m. on Monday, May 15, 2017, the screech of the whistle of locomotive No. OL49-59 signaled that steam commuter service had resumed in Wolsztyn, Poland.

The high-wheeled, 2-6-2 briskly accelerated out of the station and headed for the city of Leszno, 30 miles to the southeast. It hit peak speeds of about 60 mph as it made 11 station stops during its 70-minute run.

After a quick run-around, it made a return trip to Wolsztyn. The same locomotive, with a different crew, made a similar afternoon run.

In addition to these 10 weekday runs, there are two round trips every Saturday to the city of Poznan, 50 miles to the east. That's a total of 800 miles of steam service every week. Although the commuter trains don't run on Sundays, steam specials are often run on the weekends, providing rare-mileage trips powered by 2-8-2 Pt47-65.

The rebirth of steam in Poland came as a shock to most British, European and American steam fans. Nothing like this has ever happened on either side of the Atlantic.

When regular steam passenger service ended, it always ended for good. In the summer of 2014, the Polish steam commuter program literally went cold when Poland's economic hardships resulted in the termination of all government subsidies.

In an effort to save Polish mainline steam, the engines, cars and steam facilities were spun-off from a Polish national railroad into a non-profit cultural institute. In the fall of 2016, a board of directors was created to oversee future operations.

Many people, organizations and political bodies were strongly in favor of restoring steam service. Their reasons varied. Some wanted to continue a unique piece of Polish culture.

Each year, thousands of Polish school children come to ride behind steam and climb into a cab.

In addition to Poland's improving economy, a major factor in the rebirth of steam was financial. Wolsztyn had long been the "Mecca" of steam...the only place in the world operating regularly-scheduled, high-speed, steam trains that were run for commuters, not tourists. Railfans flocking to Wolsztyn had a major impact on restaurants, hotels and other business.

When the railfans stopped coming, the merchants complained to their government officials. Railfans also flooded the politicians with testimonials as to why the service should be restored. It was a long, uphill fight. But, at least for the short term, steam is once again roaming the rails around Wolsztyn.

### **The Wolsztyn Experience — “The World’s Greatest Steam Training Program”**

There is more to Wolsztyn than just photos and train riding. It is the home of the “Wolsztyn Experience,” the best place in the world for a steam fan wanting to experience the exhilaration and thrill of learning to operate and fire high-speed steam locomotives.

Admittedly, that is a bold statement. But consider these facts: In the past 20 years, Wolsztyn Experience student-engineers and student-fireman have logged over two million miles in the cab. These are real trains with commuters that rely on tight schedules being maintained. On the summer specials, speeds sometime reach or exceed 70 mph, with five- to seven-car trains. Although railfans come from all over the world, the vast majority are from Great Britain because the Wolsztyn Experience is a British, non-profit organization and because most of their advertising is placed in British railfan magazines.

Most steam training opportunities in America are from 30 minutes to an hour or two and cover a distance of a few miles to 20 or more. Speeds are usually 5 to 20 mph. These are great opportunities and their clients, I am sure, are very pleased.

The Wolsztyn Experience, however, is a decidedly different type of program. The typical student comes to Wolsztyn for four to seven days. Their total mileage is typically from 250 to 500 miles, half as a student-engineer and half as a student-fireman.

Not interested or capable of firing? No problem; firing is optional. Just sit back, enjoy the scenery and operate the injector (used to put water in the boiler). Their popular 440-mile package offers about 20 hours of cab time.

If you are on a business trip or family vacation to Great Britain or Europe, consider coming to Wolsztyn for one, two or three days. They can design a special package to fit your unique needs and time constraints.

Can’t speak Polish? No problem; the very capable engineer-instructors will guide you through the process. Even when you factor in the airfare to Europe, the cost of the Wolsztyn Experience compares very favorably to the options in the United States. When you realize that this opportunity is unparalleled, anywhere in the world, it is decidedly cost-effective.

### **Red signals**

The end is in sight. A delay in the resumption of steam services from Jan. 2 to May 15, 2017 was extremely frustrating. But, surprisingly, it worked out for the best.

Originally, steam service was to be subsidized for 800 miles-a-week only for the 2017 calendar year. The plan was for the subsidy to be significantly cut in subsequent years. When the start-up was delayed until May, the governing officials, surprised at the overwhelming public support, decided to extend the high-level subsidies until the summer of 2018. The subsidies will then be decreased each year, resulting in fewer and fewer steam miles. By the year 2020, the steam program will likely be a mere shadow of what it is today.

A second decisive factor affecting the future of the Wolsztyn Experience is the fact Howard Jones, the founder and director of the Wolsztyn Experience, must retire in 2018 due to health concerns. Although he has assistance from several people, it is largely a one-man-show. There is no candidate in line to take over the program who speaks fluent Polish and English and is willing to work long hours in Poland for little income.

### **The Wolsztyn Experience is going out with a bang...literally**

With just a little more than 12 months remaining, the Wolsztyn Experience steam training program is now accepting reservations for both 2017 and 2018. Driving an accelerated booking pace is the fact British railfan magazine, *Steam Railway*, ran a three-page article in May on the resumption of Wolsztyn steam service and then a second five-page article in June on the Wolsztyn Experience steam training program. With the word spreading rapidly, railfans who have been to Wolsztyn in the past are making reservations for one final opportunity to participate in the world’s finest steam training program.

In mid-June of this year, the Wolsztyn Experience celebrated its 20th anniversary with three days of special trains, including side-by-side running, a two-train race, a freight train, parallel departures and a photo runby of two trains passing in opposite directions with a closing speed of over 100 mph.

On Saturday evening, a large party was held for 65 past patrons, wives, Polish engineers and Wolsztyn Experience staff. It was capped-off with a fireworks display. Because the banquet and the special runs were so successful, they have decided to repeat this entire event in June of 2018.

Wolsztyn Experience reservations for Americans are coordinated through their U.S. representative, Carl Franz of Gaithersburg, Md. You can book space any week of the year except for Christmas week. This September and October have only a few openings.

Carl can design a visit to meet your unique time and cost constraints at any time of the year. Several weeks in 2018 have been blocked-out specifically for U.S. patrons (typically four to six people each week), including: “Parade Week,” April 28-May 5; The “Pirate Special” week, May 25-June 2; and two overlapping “21st Anniversary Celebration” weeks, June 11-18 and June 15-23.

For more information, an illustrated brochure, or to make reservations, contact Carl Franz at <cmfrr@aol.com>, or phone 240-720-8686 (H) and 301-943-0608 (C).

# Roof restoration work completed on Richmond Railroad Museum

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

Roof restoration work started on the 100-year-old Hull Street Station in Richmond, Va., on June 21. The station is the home of the Old Dominion Chapter NRHS and the Richmond Railroad Museum.

Although the outer portion of the roof is made of individual clay tiles which are impervious to weather, the wood that comprises the supporting structure is subject to rot and decay over time.

The tiles on the railroad museum are called a “French Pattern” and are manufactured by the more than 100-year-old Ludovici Company of Ohio. These are the same tiles used on Richmond’s Main Street Station roof. The company still has the molds and can make new tiles if needed.

Our restoration work was performed by the Paul Saunders Roofing Company of Richmond. The bid price was \$6,886 plus \$47 labor for each tile that has to be replaced. The museum has a number of spare tiles on hand that were excess from the last work on Main Street Station.

The main wood being replaced were the “nailers” forming the roof peaks and ridges, according to Steve Tarrant, museum volunteer overseeing this job. Nine bullet holes were found in the roof when the contractor started work. Other bullet holes have been found in

the station over the years.

This work was completed in early July.

Having a water-tight roof will ensure a dry museum with protected displays for years to come.

Funds to pay for this restoration work come from museum visitor donations and proceeds from our spring and fall excursions on the Buckingham Branch Railroad.

Visit our website at <[odcnrhs.org](http://odcnrhs.org)>.



**REPLACEMENT** – Tiles and wood were awaiting installation.



**FLEMISH BOND** – The photo shows a portion of Richmond Railroad Museum tile roof showing tiles and wood ridge nailers. The brick pattern on the walls of the station is called “Flemish Bond”.

# Oklahoma Railway Museum reaps benefits from softball World Series

Article and photos by LARRY DODD, Oklahoma Railway Museum Ltd. (Operated by the Central Oklahoma Chapter NRHS)

The 2017 Women's College World Series of Softball (WCWS) was held at National Softball Hall of Fame (HOF) and the museum's Don E. Porter Hall of Fame Stadium June 1-7.

As always, volunteer members of Oklahoma Railway Museum Ltd. (operated by the Central Oklahoma Chapter NRHS) were on hand to park cars of those attending the series. Oklahoma Railway Museum volunteers parked cars in three lots, two adjacent to Interstate 35 on the north and south sides of N.E. 50th, and at our Adventure Station, closer to HOF Stadium.

Our volunteers logged a total of over 400 hours. On Thursday and Saturday of the series, volunteers parked cars from 9 a.m.-9 p.m., due to four games being held on those days. The remainder of the days, the series had only two games, and parking was between 4-9 p.m.

ORM's policy within the parking areas is unique, as we allow come and go parking. That is, you pay only once and if you leave, you can return to our lots provided space is available for you to park. This "option" really seems to draw a lot of people into our lots.

This was a record year for ORM's parking event. The WCWS is the second largest fundraiser for our organization.

We thank the National Softball Hall of Fame for this opportunity and appreciate the support that our volunteers give this important event. To show our appreciation, pizza was delivered to our parking crews on the last night of the WCWS.

To see more photos from the event, visit <https://www.flickr.com/photos/38760623@N08/albums/72157681979772843>



**FULL LOTS** – The large crowds for the Women's College World Series of softball filled the parking lots manned by the members of the Central Oklahoma Chapter NRHS



**TAKING A BREAK** – The I-35 South crew – Terry Birchett, left, and Tom Harrison – takes a break in the shade after filling their lot. Warm temps and light winds made it bearable working this year.



**THERE'S ALWAYS NEXT YEAR** – This group from LSU was cooking, eating and enjoying being in Oklahoma City for the WCWS. They come up and tailgate every year. LSU was in it, but lost out in the semi finals.

## Railroad museum of New England acquires 19th century yard office

Article and photos by STEVE CASEY, Railroad Museum Of New England

THOMASTON, Conn. July 18, 2017 – The Railroad Museum of New England (RMNE) has acquired a pre-1900 Pawtucket, R.I., yard office building by donation from the Old Colony & Fall River Railroad Museum (OC&FRRM) of Fall River, Mass.

The RMNE is based at the historic Thomaston Train Station, built by the original Naugatuck Railroad in 1881. The Fall River structure was moved to the Thomaston grounds by truck on a temporary basis on July 17.

The Fall River museum announced its closing last year, and was disposing of its collection of railroad rolling stock and structures. According to RMNE member Jon Chase, OC&FRRM president Jay Chatterton contacted RMNE officials about the future of the small (approximately 10'x12') building that was once an office in the Pawtucket, R.I. freight yard, prior to being moved to the Fall River museum location.

The building is thought to date from the 1880s. Its curved "pagoda" roof is characteristic of small railroad buildings once common along the New York, New Haven & Hartford Railroad in northern Rhode Island.

Chase said that investigation by RMNE board member Bob Eberheim revealed that moving the building to Thomaston was feasible and could be accomplished without need to dismantle the structure as first feared. The building is in generally good condition and in the short term will require only minor trim repair and a coat of paint, according to Chase.

"We needed to save the Pawtucket building on what amounted to an emergency basis," Chase said. "Site contractors and state project representatives in Massachusetts were growing frustrated and had begun to broach the subject of its demolition".

"Opportunities to rescue historic buildings like this are fading away," according to RMNE secretary Bill Sample. During the RMNE's early days, the museum was involved with the rescue of three historic small structures. In each case the buildings have become useful additions to the properties where they now reside, both aesthetically and func-

tionally, Sample said.

"So far we have no such historic building on our property beyond our crown jewel, the Thomaston Passenger Station," he added.

The RMNE is a not-for-profit, all volunteer, educational and historical organization that dates back to January 1968. The mission of the RMNE is to tell the story of the region's rich railroad heritage through its educational exhibits and operation of the Naugatuck Railroad.

The museum concept is more than artifacts. It is also a story of the region and the development of society around the railroad.

The museum is located at the landmark Thomaston Train Station, on East Main Street in Thomaston. The RMNE owns and operates the Naugatuck Railroad.

For scheduled trains, birthday parties, and corporate events, contact the RMNE to find out how the Thomaston Station and the Naugatuck Railroad can offer you a unique experience.

More information about the Railroad Museum of New England can be found at <[www.rmne.org](http://www.rmne.org)>.



**READY FOR MOVE** – The yard office was moved to the Railroad Museum of New England on July 7.



**WITH VISITOR** — *Steve Tarrant, Mae Jasper, Chuck Breeden and John DeMajo (left to right) gathered around the table at the Richmond Railroad Museum to discuss railroading in the United States.*

## Richmond Chapter NRHS members welcome visitor from Australia

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

Members of the Old Dominion Chapter NRHS and the Richmond Railroad Museum welcomed Mae Jasper from Melbourne, Australia for a visit on July 10.

Ms. Jasper is hop-scotching her way by rail across the United States, visiting all sorts of railroad museums and tourist railroads. She is putting her comments and interviews out on the Internet in the form of a podcast called the “Random Article.” (An online search calls it “an audio documentary

style podcast”).

Museum President John DeMajo picked up Ms. Jasper as she arrived at the Staples Mill Amtrak Station bright and early Monday morning. After a quick breakfast on the way, they were greeted at the museum by members Steve Tarrant, Chuck Breeden and Ray Potter.

Once at the museum, there ensued a lively conversation about the history of railroads in Richmond and the current state of passenger railroading in the U.S.

As the museums’ resident railroad expert, Steve Tarrant supplied many interesting facts and stories. Other members interjected comments and questions as appropriate as everything was recorded. A great time was had by all in the few hours Ms. Jasper was here before she was whisked away by Amtrak to her next destination.

The Old Dominion Chapter of the National Railway Historical Society, Inc., is a voluntary, non-profit Virginia educational organization. The museum is open, free of charge, every weekend, 11 a.m.-4 p.m. on Saturday and 1-4 p.m. Sunday.

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

Visit our website at <[odcnrhs.org](http://odcnrhs.org)>.



**AT MUSEUM** — *John DeMajo and Steve Tarrant were part of the lively discussion about railroading.*