

**Happy holidays!**  
from the NRHS  
and the staff of the NRHS News



# NRHS News

NEWS FOR ALL NRHS MEMBERS

DECEMBER 2014

PHOTO BY CHASE GUNNOE, COLLIS P. HUNTINGTON CHAPTER NRHS

**WINTER WONDERLAND** -- Navigating through a snow covered downtown St. Mary's, W.Va. (compliments of winter storm Hercules), Russell-Cumberland general freight CSX Q316 passes the quiet storefronts of this unique community situated along the B&O Ohio River Sub on Jan. 2, 2014.

## Dues renewals being accepted by mail or online

Dues renewal letters for 2015 were mailed to all current members of the National Railway Historical Society on Monday, Dec. 1.

as the electronic renewal is more cost effective (\$10 per renewal) for the Society.

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Current members may renew, and new members may join the Society, online at the NRHS website, <<http://nrhs.com/membership/join>>. NRHS officials are encouraging members to renew online

Membership in the NRHS is \$50 for adults, and an additional \$7 for each adult member of the immediate family. Student memberships are \$16 each, and youth memberships are \$5.

The printed and electronic membership and renewal forms provide opportunities for individuals and groups to make optional donations to the NRHS or several of its dedicated programs.

**See CONSIDER, Page 25**

# Applications being accepted for Railway Heritage Grants

*By Dr. Stephen Wasby, for the NRHS Railway Heritage Grants Committee*

The National Railway Historical Society will once again award NRHS Railway Heritage Grants in 2015. Applications are now being accepted for the funding.

Several individual awards will be made this year for amounts up to \$5,000. The NRHS reserves the right to fund grant requests partially.

The NRHS, the nation's largest rail enthusiast organization, is a leading advocate for rail preservation in the United States.

NRHS Railway Heritage Grants have leveraged millions of dollars in materials and labor in support of preserving our threatened railway heritage. Moreover, the NRHS grants have brought thousands of people — young and old — together around the places and things that matter to them. Engaging diverse communities in this common cause of stewardship, the grants are an investment in the future of our past.

Projects involving the preservation, restoration, re-use, interpretation, or stabilization of historic railroad resources and materials will be considered eligible, as will projects that plan for same. Projects that support publication, research, outreach, and education are also encouraged. Applications should indicate how a project will catalyze community involvement, coordinate multiple sources of support, and produce long-lasting outcomes. New components of ongoing projects which were the subject of a previous NRHS grant are also eligible.

All grants require a 50/50 or 1:1 match with at least half of the required match being cash. Up to one-half of the required match may be in-kind expenditures of labor and material directly and specifically benefitting the project. Labor expended on the project, whether paid or volunteer, can be counted toward the in-kind portion of the match at a rate of \$15 per hour. Materials may be valued at their retail price.

Projects not eligible for funding are routine maintenance of restored vehicles, running maintenance or repair of restored artifacts that exhibit wear from regular use or inadequate protection, or have reached the end of their service life. Purchase of computer equipment and software is also not eligible for funding. Funding is not available for work already completed before receipt of the grant and for work undertaken elsewhere.

Eligible projects must be submitted by nonprofit 501(c)(3) history organizations such as museums, historical societies, preservation organizations, historic sites, libraries, archives, or other history organizations that are located in one of the 50 states or the District of Columbia that actively engage in railway history and operations. Proof of 501(c)(3) status is required.

Entities that do not have 501(c)(3) status as determined by the Internal Revenue Service should seek fiscal sponsors as co-applicants who are municipalities, municipal entities, or 501(c)(3) organizations whose missions are in keeping with the work the applicant proposes. Fiscal sponsors who have 501(c)(3) status whose missions are in keeping with NRHS-funded projects often include local NRHS chapters, historical societies, preservation advocacy organizations, and church, youth, and civic organizations. Grants applied for in partnership with NRHS chapters are encouraged.

Eligible applicants may only submit one grant request per calendar year. Applicants who have received a Railway Heritage Grant for two consecutive years must wait a period of one year before submitting another application.

Grant awards will be based upon the manner in which the proposed project:

- Contributes to the preservation of, and increases the general knowledge and understanding of railway history.
- Is original in scope or a new component of an ongoing project for which a grant was previously received. Duplication of past efforts must be avoided.
- Will catalyze community involvement, coordinate multiple sources of support, and result in long-lasting positive outcomes.
- Has a realistic project timeline outlined, based on the proposed budget.
- Satisfies the required match.
- Includes plans for maintaining the restored artifact(s) or building.

Membership in the NRHS is not a prerequisite but will be strongly considered as a tie-breaker between two equally acceptable proposals that are finalists.

Applicants are encouraged to submit a signed, scanned grant application electronically to [nrhs-grants@railheritage.org](mailto:nrhs-grants@railheritage.org). Acceptable alternative submission is to instead mail two paper (“hard”) copies of a completed application, individually stapled, to: NRHS Grants, P. O. Box 340, Tacoma WA 98401-0004. For more information, phone 253-225-8401.

If this option is used, be sure to use U.S. Postal Service Priority Mail, Express Mail or First Class Mail with a tracking number. Do not use Feder-

al Express (FedEx), United Parcel Service (UPS) or other commercial delivery service. Applications cannot be submitted via the NRHS website <http://www.nrhs.com> this year.

Applicants for and recipients of NRHS Railway Heritage Grants must adhere to the Application Instructions, and the terms and conditions enclosed with the application form. Applications may be downloaded from the NRHS website at <http://www.nrhs.com/program/heritage-grants>. The application deadline is Tuesday, March 31, 2015.



PHOTO BY SKIP WATERS, NORTH TEXAS CHAPTER NRHS

***PLAQUE FOR MOLLOY -- New NRHS President Al Weber, right, presented outgoing president Greg Molloy with a plaque “in appreciation for your many years of dedicated service, devotion, commitment and 20 years as president of the NRHS” on Saturday, Nov. 15 during the fall meeting of the NRHS board in Johnson City, Tenn.***



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**CONVENTION EXCURSION --** *The Saratoga and North Creek's Saratoga Flyer prepares to depart the North Creek, N.Y. station on July 1, 2013. The route will take the train south 56.5 miles on the former Delaware & Hudson branch to Saratoga Springs. On the point is E8A No. 518 (ex-CNW); trailing is BL2 No. 52 (ex-BAR). A trip on the Saratoga and North Creek will be a part of the 2015 convention*

## 'Vermont Rails' will be focus of 2015 NRHS convention

*By Barton Jennings, 2015 NRHS convention committee member, and NRHS staff*

Tickets are selling briskly for the 2015 NRHS convention scheduled for June 14-20 in Vermont. Premium seating (lounge, dome, and business car) for some of the rare mileage trips sold out quickly, as usual, but tickets for many of the trips are still available.

The headquarters for the convention will be the Rutland Holiday Inn, which will host all convention meetings, seminars and the annual banquet. The hotel is offering a special room rate of \$99 for one person, \$119 for two, \$139 for three and \$159 for four. Rooms include free hot buffet breakfast offered in advance of event departures.

Some of the room types have already sold out on many of the convention days. There are several other hotels in the area, and the convention committee may be announcing the availability of additional rooms at other hotels as required.

Vermont Rail System, the Saratoga & North Creek Railroad and the scenery of New England headline the convention. The NRHS has scheduled several historic tours in addition to the excursion trains and historic tours.

Many of the trips will travel over freight-only routes and will feature photo runbys. Roundhouse and facility tours are also planned. Vintage locomotive fans will savor an excursion on the Saratoga & North Creek Railroad pulled by 1940s-era BL2 diesels, of which only a handful survive.

Convention trains currently include the following:

- A Vermont Rail System "photo freight" from Rutland to Ludlow and return, powered by a classic Alco RS-1 engine, through the scenery of the Green Mountains (June 14);
- A Saratoga & North Creek passenger trip in northern New York, following the scenic Hudson River and led by rare BL2 diesels (June 15). Passengers will have the option of riding Amtrak's *Ethan Allen Express* between Rutland and Saratoga Springs;
- A VRS passenger trip from Rutland to Bellows Falls and return over the Green Mountain Railroad and the former route of the original Steamtown excursions (June 16);

**See TICKETS, Page 22**



PHOTO BY MICHAEL T. BURKHART, WILMINGTON CHAPTER NRHS

**INTO THE CROWD** - A crowd numbering in the hundreds met the 72nd annual CSX "Santa Train" at St. Paul, Va., one of a dozen stops on its 110-mile run down the old Clinchfield Railroad. Santa and his helpers tossed donated toys, snacks, clothing and backpacks from the platform of CSX business car West Virginia.

## Santa Train makes annual trip through Appalachia

By Michael T. Burkhardt, President, Wilmington Chapter NRHS

An annual tradition in the heart of Appalachia is the running of the "Santa Train" down the old Clinchfield Railroad in Kentucky, Virginia and Tennessee.

The 2014 trip, held on Saturday, Nov. 22, was the 72nd incarnation, traversing 110 miles of mountain railroad.

The trip began in Marrowbone, Ky. before dawn and made a dozen stops before the grand finale in Kingsport, Tenn.

Award-winning singer-songwriter Amy Grant was this year's guest of honor on the Santa Train, and she led the parade through Kingsport at the end of the run. She was accompanied on the trip by her sisters.

Ms. Grant's birthday was the following Tuesday, Nov. 25, and she said she asked her sisters to



PHOTO BY MICHAEL T. BURKHART

**WITH OPEN ARMS** - A youngster reaches for a gift tossed from the CSX business car at St. Paul, Va. during the 72nd running of the annual "Santa Train."

make the trip with her as their birthday gift to her.

Ms. Grant told the *Kingsport Times-News*, “This is the most special thing we have ever done.” She said that riding on the train and helping distribute gifts to crowds along the way “was an emotional and uplifting experience.”

When the train first ran in 1942, many of the communities along its route were tough to reach by road. Children in the area, as well as their families, looked forward to the event each year.

CSX eventually inherited the tradition started by the Clinchfield, and the train still plays a big part in opening the holiday season, running the Saturday before Thanksgiving. Hundreds of children and their parents and grandparents meet the train at stops.

In the not too distant past, Santa tossed gifts from the moving train. Today, however, gifts are

only tossed from the business car platform at the choreographed stops.

This year’s train was pulled by CSX SD40-3 number 4047 and F40PH-2 9998. Santa and his elves, as well as Ms. Grant, tossed gifts, including snacks and candy as well as stuffed toys, scarves and backpacks, from the rear of business car *West Virginia*.

For the 50th anniversary run in 1992, the train was pulled by Union Pacific Challenger No. 3985 masquerading as “Clinchfield 676,” one number above the railroad’s own 4-6-6-4 steam locomotives.

Sponsored by CSX, Dignity U Wear, Food City and the Kingsport Chamber of Commerce, more than 15 tons of gifts are distributed by several hundred volunteers during the day-long event.

The trip has been dubbed “the world’s largest Santa parade” because of the length of the trip.



PHOTO BY MICHAEL T. BURKHART, WILMINGTON CHAPTER NRHS  
***INTO THE LIGHT*** – CSX SD40-3 No. 4047 and F40PH-2 No. 9998 emerge from *Skyes Mill Tunnel* at Clinchco, Va. early in the 110-mile journey of the “Santa Train.”



PHOTO BY MICHAEL T. BURKHART, WILMINGTON CHAPTER NRHS

***ALONG THE CREEK - The CSX "Santa Train" is shown south of the old mining town of Dante, Va. running against Lick Creek. Its next stop will be St. Paul, where it will be greeted by hundreds of children and their families.***

## Old Smoky Chapter NRHS to display equipment at new winery

*By Robert Freeman, Old Smoky Chapter NRHS*

The Old Smoky Railway Museum, Inc., in Knoxville, Tenn., owns several pieces of equipment, including a 1927 RPO car, a late 1940s all-bedroom Pullman car, a 1950 passenger coach, a 1941 silverside Southern Railway passenger coach (the *South Carolina*), a 1923 Central of Georgia coach, a 1915 office car, and three cabooses.

The cars have been on display at the 1903 Southern Railway passenger depot under agreement with two previous and successive owners for the past 20 or so years. The depot has been used for architectural offices, thus there was little visitation.

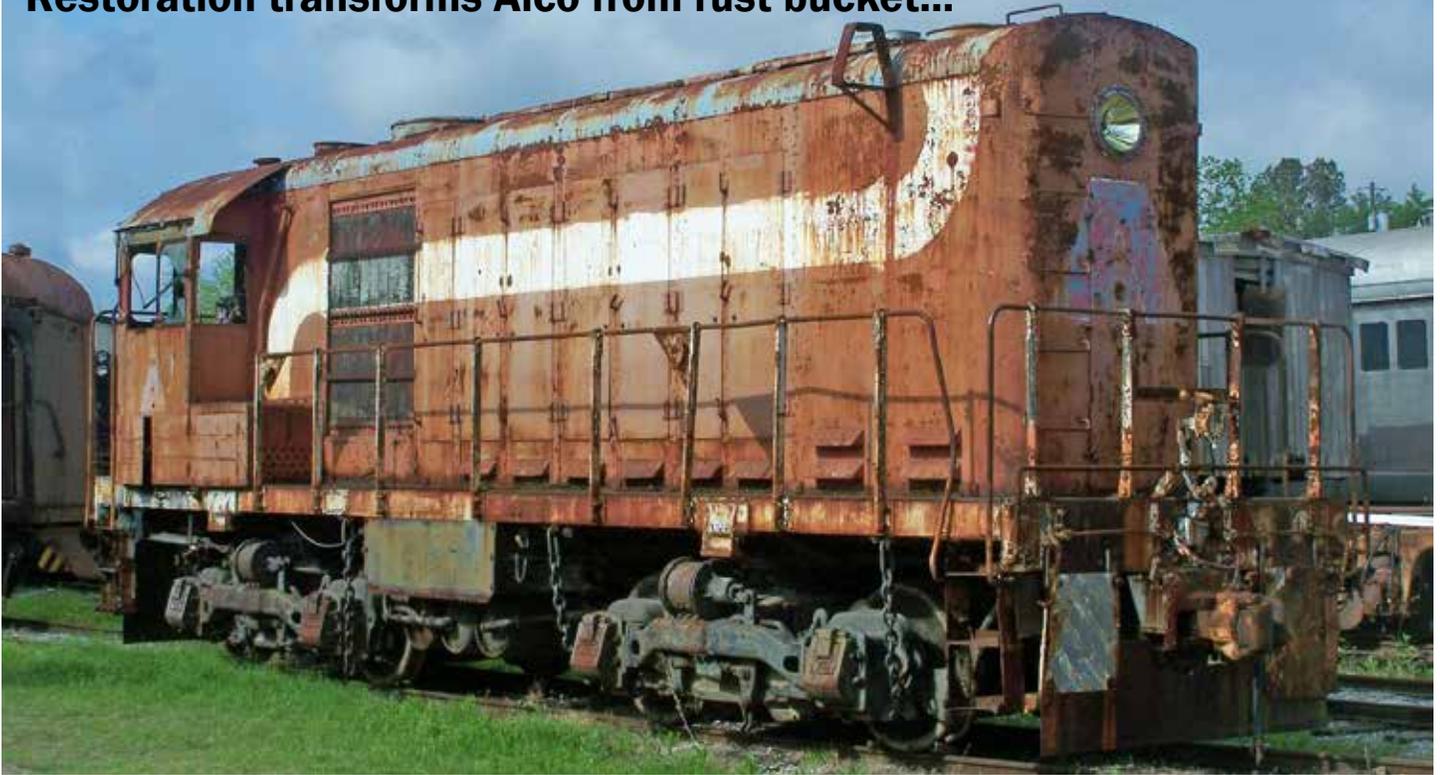
Late in 2013, the depot was sold to the Blue Slip Winery. The winery plans a railroad theme, and company officials asked chapter representatives to continue using the building, provided the winery could utilize the equipment part of the time.

This will mean much more visibility and visitation for the equipment and for the chapter.

The chapter held several open houses in the spring in conjunction with farmers' markets promoted by the winery. Then, in October, Old Smoky and the winery entered into a long-term contract, which chapter officials believe is beneficial to both parties. The chapter will be allowed to keep its cars on the property, and the winery will be able to utilize the cars.

In addition, Old Smoky has had several interesting programs during the year, including presentations on trains in Great Britain, Australia, Panama, Switzerland, and Ecuador, and also a program on the construction of the U.S. transcontinental railway. For the annual Christmas banquet, a presentation on the Alaska Railroad is planned.

## Restoration transforms Alco from rust bucket...



...to this gleaming beauty

PHOTOS BY ALAN DISMUKES, HEART OF DIXIE CHAPTER, NRHS

**DRAMATIC TRANSFORMATION** -- *Rust-scabbed HH900 is shown, in the top photo, prior to the restoration. The engine wears the red, white, & blue colors of previous owner American Cast Iron Pipe Company. The bottom photo shows it restored as Birmingham Southern No. 82 on Oct. 13, 2014.*

## Heart of Dixie Chapter restores high hood Alco switcher

By Alan Dismukes, Heart of Dixie Chapter, NRHS

On October 14, 2014, the Heart of Dixie Railroad Museum (Heart of Dixie Chapter NRHS) in Calera, Ala., unveiled the completed cosmetic restoration of Birmingham Southern Railroad No. 82, the only surviving example of an Alco HH900 model switching locomotive.

Restoration efforts on the engine began in the spring of 2011 and were completed earlier this fall.

Built by the American Locomotive Company at its Schenectady plant in March 1937, No. 82 was

part of an order of five HH900 locomotives (Nos. 81-85) purchased by the Birmingham Southern Railroad Company, a terminal and switching carrier serving industries in the steel and iron manufacturing district of Birmingham. The HH900 (high hood 900 h.p.) locomotives, along with an order for five 900-h.p. NC model engines from the Electro-Motive Corporation, were purchased to allow the railroad to dieselize its operations. All of the new diesels were equipped for multiple-unit operation.

The Alco HH900 locomotives were built with 531T McIntosh & Seymour prime movers – the “T” standing for turbocharged. The 531 600-h.p. diesel engine used in Alco’s HH600 locomotives was boosted to 900-h.p. by the addition of a turbocharger.

No. 82 was operated by the Birmingham Southern until retired in 1962, and then sold to American Cast Iron Pipe Company (ACIPCO) for service at ACIPCO’s North Birmingham plant. The locomotive operated at ACIPCO as No. 103 until it was sidelined in the early 1980s with what crews believed was a broken crankshaft. At the time of its retirement, the Alco was the second-oldest operating diesel locomotive and the oldest turbocharged locomotive in the United States. ACIPCO donated



***BEFORE WORK BEGAN -- Looking like a blinded cyclops, the HH900 was moved into the shops of the Heart of Dixie Railroad Museum in Calera in April, 2011.***

the engine to the Heart of Dixie Railroad Museum, and the Alco was moved to the chapter’s developing museum site in Calera for storage in 1988.

When restoration efforts finally commenced in May of 2011, the Alco had become quite a rusty eyesore. Much work was required to restore the engine to its as-built appearance. Many layers of old, alligatored paint were sandblasted away, and much metalwork was necessary to straighten bent railings and grab irons, and new steel was welded in place to replace rusted out areas. Many modifications and fittings that had been added over the years



***BUILDER’S PLATES -- Replica builder’s plates were cast as part of the restoration.***

were removed to restore the engine to its original appearance. Careful study of the builder's photos from Alco guided the work. The final steps of painting, including the painstaking recreation of the steam-era Birmingham Southern emblem, were carried out during the summer and early fall of 2014. The engine has been placed on display under a shed to protect the rare locomotive from the elements. Work to restore the interior of the cab will take place in the coming months.

Restored to its 1937 appearance, No. 82 is a rare locomotive indeed, and worthy of the effort to preserve and restore it. The locomotive is the oldest surviving example of a high hood Alco switcher complete with its original prime mover. It is also the only surviving example of an HH900 model Alco locomotive, as well as the oldest surviving example of a turbocharged diesel locomotive.



***HEADLIGHT -- For night time display, the headlights will be illuminated.***



***ALCO RESTORATION -- Shown is a fireman's side view of the cosmetically restored HH900.***

# Former SoNo switch tower operators gather for fifth reunion

By Roberta Ballard, Western Connecticut Chapter NRHS

Number 5 at S.S. No. 44.

Is this part of an “O.S.” of New Haven Railroad’s train No. 5, the *Murray Hill*, due by SoNo Switch Tower No. 44 at 9:46 am during the 1950s? No.

It refers to May 31, 2014, when officials of the SoNo Switch Tower Museum hosted the fifth tower operator reunion. The tower, located in South Norwalk, Conn., is owned by the Western Connecticut Chapter NRHS.

Thirty former operators, as well as other railroad employees, gathered at old S.S. No. 44/BERK to recall the days when you could hear Armstrong levers banging back and forth, you snapped to attention when the dispatcher called out the name of your tower over the speaker, and your presence

in a trackside window gave passing train crews the assurance that all was well in your little section of the railroad.

On this day, the “junior” man was Harrisburg Chapter NRHS member Andy McClellan, whose roster date on Metro-North is 2004, although most people believe he is a 40-year man.

Our elder statesman was, once again, Gordon Wheeler, who hired on the Hartford Division of the New Haven Railroad way back in 1938.

Joining McClellan and Wheeler were former operators, engineers, conductors, signal maintainers, dispatchers, ticket agents and trainmasters. We even had a current FRA inspector...which made McClellan just a little bit nervous.



PHOTO BY BOB GAMBLING, WESTERN CONNECTICUT CHAPTER NRHS

***TIME TO SWAP TALES -- Attendees at the fifth reunion for former operators at the SoNo switch tower gathered on the third floor to share their many stories.***

Attendees gathered for two hours on the third floor where they regaled us with their stories of various interlockings, colorful operators and (train) moves that did not go according to plan. The many laughs were balanced with serious dis-

cussions of signaling principles.

No one will soon forget Nelson Rivera's story from his days as station master at the old Bridgeport station when a larger-than-life nun, dressed in full



PHOTO BY TONY WHITE, WESTERN CONNECTICUT CHAPTER NRHS  
*AT THE SWITCHES -- Buck Neulinger welcomes Manny Rodriguez and Carlos Rodriguez to the reunion.*

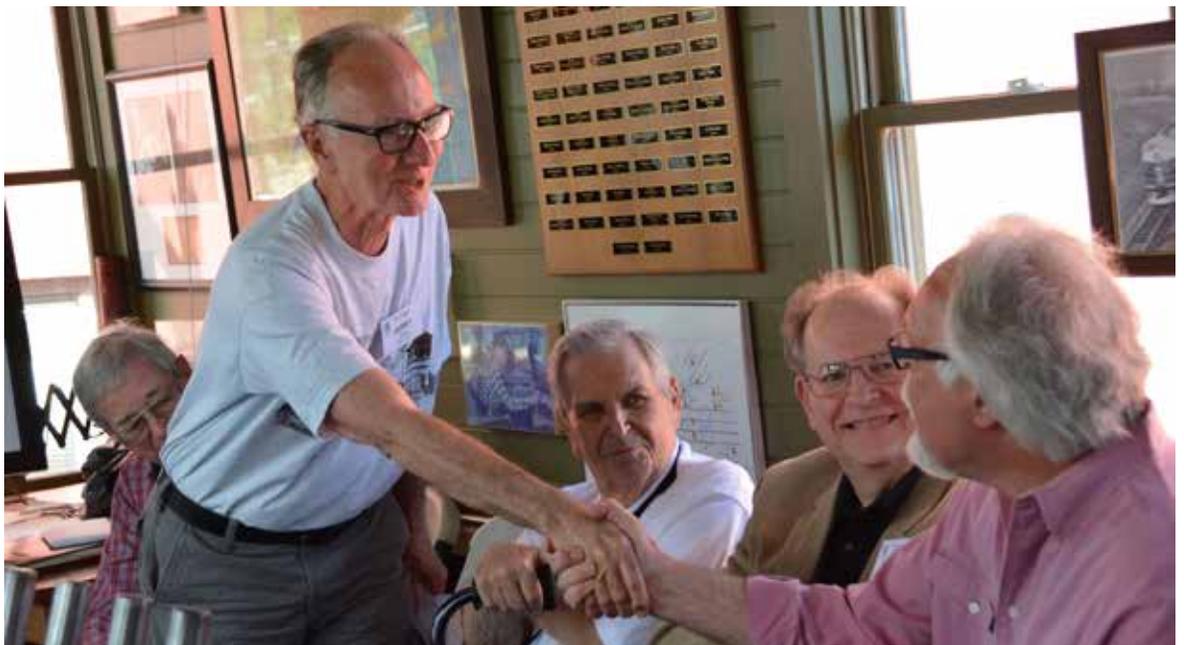


PHOTO BY BOB GAMBLING, WESTERN CONNECTICUT CHAPTER NRHS  
*REUNION -- Jerry Gorla (left) of Marietta, Ga., was listening to a story by Craig Regan (right) of Maplewood, N.J., when he suddenly realized they had worked together as operators on Penn Central's New York Division 40 years ago.*



PHOTO BY BOB GAMBLING, WESTERN CONNECTICUT CHAPTER NRHS  
***“THANKS FOR COMING” -- Geoff Garf, left, thanks Gordon Wheeler, center, and Karl Stieg, right, for joining members of the Western Connecticut Chapter NRHS for the fifth SoNo Tower operator reunion.***

habit (à la the Blues Brothers movie), suddenly appeared one night at his office in the darkened station.

During the reunion, three framed tower drawings, created by noted illustrator Chris Iorillo, were unveiled. For the last 18 months, the tower committee worked with Iorillo to develop the drawing concepts and fine-tune the details. The resulting artwork is magnificent.

Unframed drawings (13" x 19") are now on sale in the museum gift shop. See page 18 for details.

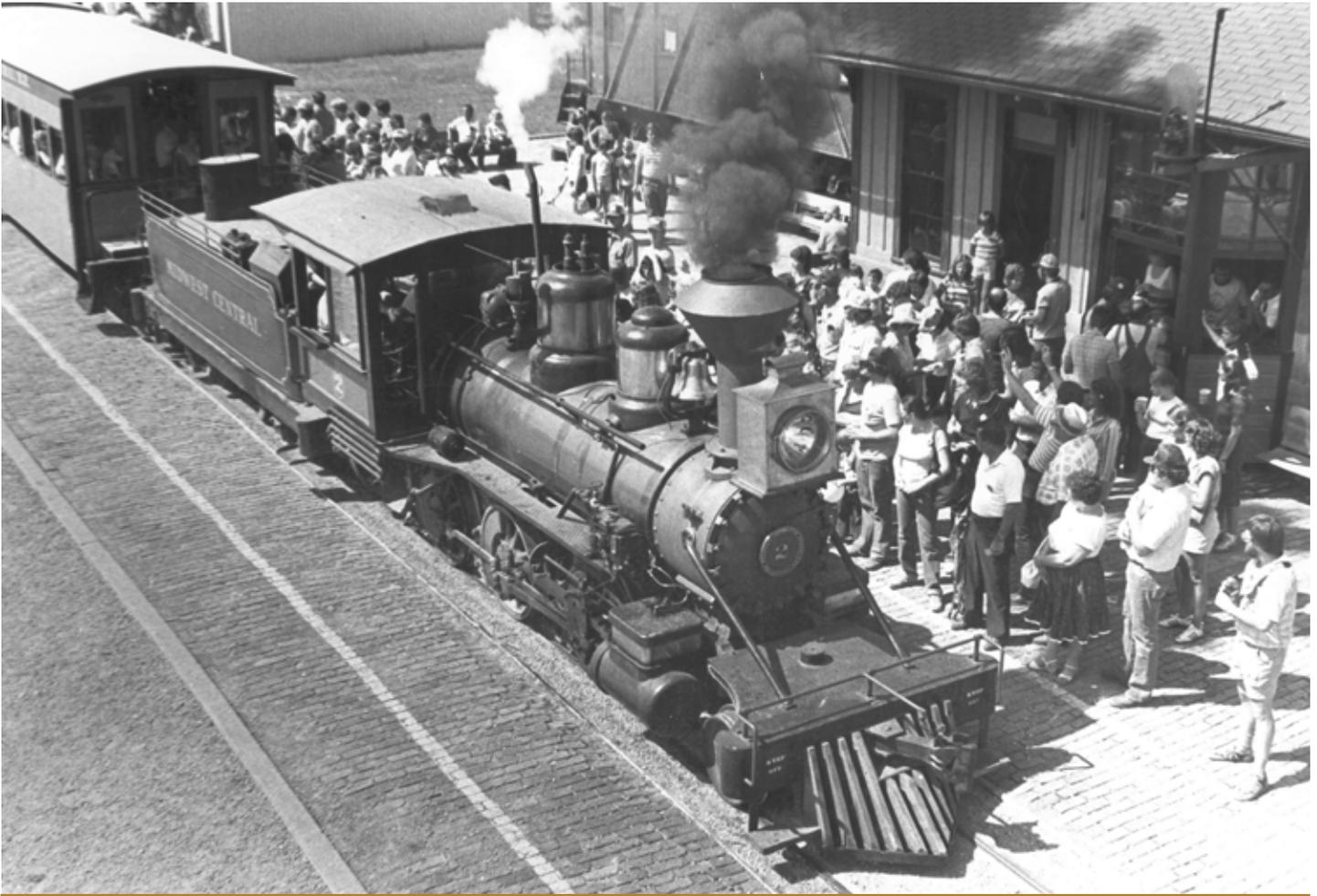
One of the framed drawings was raffled off during dinner. The winner was Geoff Beard, who as a young operator worked our tower.

We managed to squeeze all the attendees into

the park so they could enjoy dinner. More stories were told over dinner. Some stories continued the next day as Steve McEvoy from Pennsylvania and Bob Hughes from Rhode Island acted as tour guides at the museum.

Everyone agreed reunion number five was one of the best to date. It was great to see so many familiar faces as well as some new ones. The chapter owes many thanks to Roberta Ballard, Cathy Corretti, Bob Gambling, Geoff Garf, Jim Mescher, Buck Neulinger (mad president), Janet Neulinger and Tony White for working on the reunion. Their efforts made the event a great success.

Thanks also go to our special group of railroaders who support our museum by turning out in force every time we host these reunions. We look forward to welcoming them back in two years.



*IN ITS HEYDAY -- New Berlin and Winfield No. 2, which will undergo restoration, pulls a train up to the former Chicago, Burlington and Quincy (Hillsboro) depot on the north side of McMillian Park.*

## Riverboat foundation helps with locomotive restoration

*By Phil McMeins, NRHS District B Director*

The Washington County Riverboat Foundation (license holder for the Riverside Casino and Golf Resort) has climbed aboard in support of restoring a historic steam locomotive at the 36-inch gauge Midwest Central Railroad in Mount Pleasant, Iowa. The generous support of the foundation, along with individual preservation donors, continues to dramatically move the project forward.

Historical restoration projects always tell a story, but how this locomotive traveled from a small railroad in Pennsylvania 100 years ago to Southeast Iowa is a story in itself.

Steam locomotives once were the prime mover of freight and passengers. Running from the small farms to the city, they became a vital link between family

farming and the markets that sold the produce. Implements were shipped from the factories to the farms on the rail lines. Towns grew like weeds around the tracks. Some called it the “golden age



*AT THRESHERS EVENT -- New Berlin & Winfield No. 2 transports guests to Mount Pleasant around McMillian Park during the Old Threshers Reunion.*

of transportation.” In fact, for the first 100 years of railroading, boiling water in a boiler was the only source of power. Steam locomotives would catch the eye of the youngest to the oldest at heart. Many children watched as they went by, only to dream of becoming a steam railroad engineer.

Steam trains crossed every corner of the state of Iowa. But with every passing train, and every passing year, steam locomotives in Iowa were moved to the siding for new gasoline and diesel locomotives. However, steam locomotives were not replaced because they couldn't do the job; but rather could not do the job as efficiently as the new locomotives. The era of steam railroading in Iowa had passed, seemingly to be forgotten.

A conversation among friends in 1959 would change Southeast Iowa history. They decided to add something different to the annual Midwest Old Settlers and Threshers Association Labor Day celebration. They formed a new organization, and

planned to restore steam locomotives to operating condition, build railroad coaches and educate passengers while transporting them around McMillian Park in Mount Pleasant.

And so was born the Midwest Central Railroad, a non-profit Iowa educational organization dedicated to steam railroad preservation. But one major question remained: since most steam locomotives were scrapped years prior, would there be any left?

Today with a population of just over 800 people, New Berlin was once a busy college community on the southern edge of Pennsylvania in Union County. Prior to 1905, the nearest railroads were either a four-mile journey to the Pennsylvania Railroad in Mifflinburg, or an eight-mile journey to the Reading Railroad in Winfield. After planning, \$25,000 was capitalized to fund the New Berlin & Winfield railroad which connected the City of New Berlin with Winfield. The first train arrived at



***FOR RESTORATION -- Washington County Riverboat Foundation (WCRF) presented a \$30,000 check for their support of a historic steam locomotive restoration to the Midwest Central Railroad (MCRR). At the check presentation were (left to right): Phil McMeins, NRHS District B director; Fay Vittetoe, WCRF director; Matt Crull, MCRR president; and Jerry Crouch, MCRR treasurer.***

the station in New Berlin on June 14, 1905. The eight-mile ride from New Berlin to Winfield lasted one half-hour at an average speed of 16 mph.

At its peak of service, the railroad operated three steam locomotives, and owned two passenger cars and an excursion car. The railroad had regular stops along the way, but the area farmers could always stand along the track and signal to the engineer when they wanted a ride to town.

When the college closed its doors, the railroad suffered a fatal loss of passenger revenue. The people of New Berlin saw the last train pull away from the station in 1916. What was left of the railroad was sold, mostly for scrap. But, New Berlin and Winfield locomotive No. 2 would get another chance.

A few miles down the road, the Argent Lumber Company opened for business in Hardeeville, S.C., in that same year. The trains supplied the



PHOTO COURTESY OF UNION COUNTY HISTORICAL SOCIETY, LEWISBURG, PA.  
***WAITING AT THE STATION -- New Berlin and Winfield locomotive No. 2 sits at the New Berlin, Pa. depot with two passenger cars before an afternoon departure in the summer of 1912.***



PHOTO BY CHARLES FRANZEN, FROM McMEINS HISTORICAL COLLECTION  
***ENGINE TAKEN TO FARM -- After arriving in Iowa, locomotive No. 2 was moved to the farm of Stan Mathews, one of the founders of the Midwest Central Railroad. Even the youngest of railroad fans found a smile for the old piece of history.***



PHOTO BY CHARLES FRANZEN, COURTESY OF McMEINS HISTORICAL COLLECTION  
***GROUP PHOTO -- The track crew stopped briefly for a photo while working on the New Berlin & Winfield Railroad in the fall of 1911. Sixty years later, this locomotive would find its way to Southeast Iowa and operate at the Midwest Central Railroad.***

lumber mill in town with four to six trains a day from the surrounding timber. Known as a “swamp rat,” New Berlin & Winfield locomotive No. 2 was purchased and used to pull logs from the swamps to waiting trains. The mill was the largest employer in town until 1959 when the timber had been depleted and both the railroad and the mill closed.

Ironically, this was the same year that railroad enthusiasts decided to start building a narrow gauge railroad in Mount Pleasant, Iowa. After hearing of the sale, and a successful fundraiser, the newly formed Midwest Central Railroad became the owner of two locomotives in the winter of 1960 – the former Surry Sussex and Southampton engine No. 6 and the New Berlin & Winfield locomotive No. 2. With minor restoration, New Berlin & Winfield locomotive No. 2 operated for the first time at Midwest Central Railroad in Mount Pleasant in 1971. The engine continued being the main engine of the operation for almost 20 years until a failed inspection took it out of service for complete rebuilding.

This lasting piece of history holds dear to people all across the United States. It remains the only locomotive of three to survive from the New Berlin & Winfield Railroad. It is a living reminder

of how American engineering put the U.S. in motion, transporting citizens and goods to places they only could dream about. The steam railroads opened both the door and the eyes to the opportunity that was out there in our great land.

As we live in a world with developing technology, smart phones and digital everything, we must not forget those before us, and the pieces of history that have brought us to where we are today; the engineering of steam railroading that moved America forward just over 100 years ago.

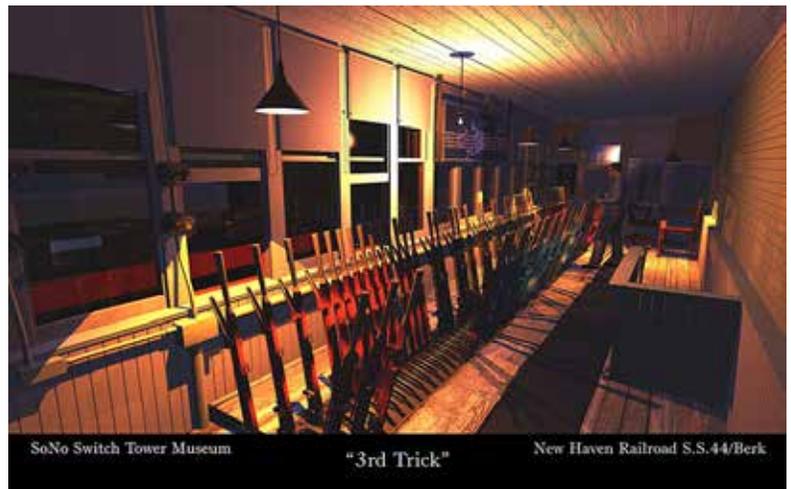
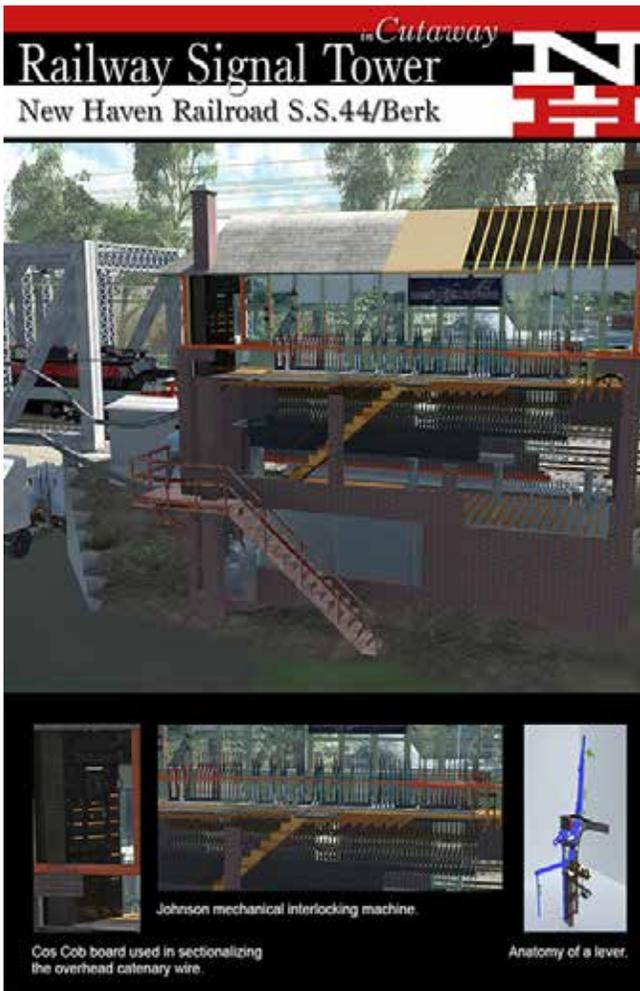
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### Locomotive sold to museum volunteer

An article in the November 2014 issue of the *NRHS News*, “55th anniversary of ‘Ma and Pa’ line” incorrectly stated that the former ex-PRR 44-tonner 9331 was sold by the Lewisburg & Buffalo Creek Railroad to the Walkersville Southern Railroad (WSRR) in Maryland.

According to Tim Moriarty, a WSRR volunteer, the WSRR did not buy this locomotive. It was purchased by WSRR volunteer Jamie Haislip and it belongs to him, not the railroad.

Haislip also bought ex-PRR 9339, a sister GE 44-ton engine, from the South Carolina Railroad Museum, and both are now at the WSRR.



**PRINTS OFFERED --** *The three prints being offered by the WestConn Chapter NRHS are "Cutaway" (left), "3rd Trick" (top, right), and "Daytime" (bottom, left).*

## Unique tower drawings offered by WestConn Chapter NRHS

Three new computerized drawings of New Haven Railroad Signal Station No. 44 are being sold by the SoNo Switch Tower Museum gift shop.

The tower, located in South Norwalk, Conn., is owned by the Western Connecticut Chapter NRHS.

The drawings, done by technical illustrator Chris Iorillo, depict the workings of SS No. 44. Each

drawing measures 13"X19" and will be shipped in a mailing tube. Please order by print name.

The price for the prints is \$24 each, including shipping, or \$64 for all three. Connecticut residents should add 6.35% sales tax. Checks, payable to WestConn Chapter NRHS, should be mailed to: SoNo Switch Tower Museum, 77 Washington Street, Norwalk, CT 06854.

## NRHS settles lawsuit stemming from van wreck in 2012

The NRHS has reached a final settlement in a lawsuit filed following a motor vehicle accident at NRHS RailCamp West in 2012.

Involved in the wreck of a rental van being used for RailCamp were then-NRHS Vice President Barry Smith, a camp counselor and a camper. Smith

was driving the van at the time of the wreck. Smith and the counselor were injured. The camper was not hurt.

The NRHS has been involved in the lawsuit for two years. The settlement ends all claims arising from the accident.

# Schedules set for RailCamp; sponsors are needed

At the Fall NRHS meeting, held Nov. 15-16 in Johnson City, Tenn., RailCamp Director Bud Thompson announced the schedule for 2015.

RailCamp East will be held July 5-10, based at the University of Delaware in Newark.

RailCamp Northwest will be Aug. 2-9 and will be headquartered at the University of Puget Sound in Tacoma, Wash.

Applications will be available to download on the NRHS website within a few weeks. Meanwhile, those interested can request an application by emailing <RailCampNRHS@yahoo.com>.

The tuition in 2015 will be \$1,290, a slight increase from 2014. Early application is strongly encouraged, and final deadline to apply is April 15, 2015. Scholarships are available.

Chapters or other groups interested in either sponsoring a camper from their area or willing to have NRHS choose a candidate should make their desires known as soon as possible. This will greatly aid the RailCamp committee in determining how many scholarships will be available from

various sources.

We ask that chapters or other potential sponsors contact us at the email address above and advise:

1-Your chapter or organization's name, email and mailing addresses;

2-The name of a candidate who wishes to apply and for which you will pay tuition;

3-If you would permit the NRHS to select a candidate for whom you will pay tuition;

4-The name, telephone number and email address of the responsible person in your organization with whom we can communicate.

RailCamp candidates may be an incoming high school freshman to graduating senior, ages approximately 14 to 18.

All candidates must complete the NRHS RailCamp Application. The final decision to accept a candidate for RailCamp will be at the sole discretion of NRHS.

# Winter conference to be held Jan. 10-11 in Roanoke

The Roanoke Chapter NRHS will host the winter 2015 NRHS conference Jan. 10-11. The headquarters will be Hotel Roanoke in downtown Roanoke, which was owned by Norfolk & Western Railway before its donation to Virginia Tech University.

The hotel has undergone a multi-million dollar renovation, including the addition of extensive meeting facilities.

Convention officials have arranged special room rates of \$104 per night single or double, not including taxes. These rates are available for two days before and one day following the meeting. Those attending may call the hotel direct toll free at 1-866-594-4722 or the Hilton reservation center at 1-800-445-8667 by Dec. 18. The group code is "NRHS 2015." The conference registration fee is \$40.

The hotel provides free shuttle service from Roanoke airport. With advance notice they will also pickup from the special bus service operated direct to the Roanoke Civic Center from the Amtrak Lynchburg (Va.) station connecting with the Amtrak's *Northeast Direct* train daily. This bus service is shown in the Amtrak reservation system

and can be booked along with the rail connection.

Although the chapter does not plan any special activities, there are several attractive nearby railfan attractions. The hotel is directly across the street from the O. Winston Link Museum (in the former N&W passenger station) and four blocks from the Virginia Museum of Transportation. A glass, fully enclosed pedestrian bridge connecting Hotel Roanoke and downtown Roanoke spans the entire Norfolk Southern mainline.

For more information and a registration form, email Carl Jensen at [csjensen@rbnet.com](mailto:csjensen@rbnet.com) or phone 540-774-8611.

Registration information on the conference was distributed at the fall meeting in Johnson City. The mailing address for submitting registration was incorrect. The correct address is: Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032.

## Deadline set for February issue

The deadline for submission for the February issue of the *NRHS News* is Jan. 15, 2015. Please submit articles for consideration as soon as possible as the layout process is ongoing.



***NEW STEAM ENGINE? -- A non-profit organization hopes to raise money to build a steam engine built identically to the Pennsylvania Railroad T1. The engine, according to officials, will “inject new life into an aging heritage fleet.” Donors will receive a copy of the limited edition print shown above.***

*By Brad Noble, Chair, The T1 Trust*

## Group hopes to build new PRR T1 steam locomotive

The Pennsylvania Railroad T1 Steam Locomotive Trust, Inc. (The T1 Trust) recently unveiled the first official painting of PRR T1 5550. Created by internationally renowned railway artist Jonathan Clay, it is hoped that the painting, shown above, will help galvanize the effort to bring back the T1.

The T1 Trust is a 501(c)(3) non-profit public charity formed for the express purpose of constructing the PRR T1 5550, the 53rd locomotive of its class. The goal is to provide mainline excursion service, and to confirm the performance capabilities of the PRR T1 class. Established in 2013, the trust is governed by a board of directors, composed of ten members.

The PRR T1 represents the pinnacle of steam locomotive design in the United States. These locomotives had the capability of achieving speeds in excess of 120 mph, and anecdotal reports indicate that speeds of up to 140 mph were attained. In all, 52 T1 class locomotives were produced, 27 at the Baldwin Locomotive Works in Philadelphia and 25 at the PRR's Altoona shops. None of the machines escaped the scrapper's torch.

The production of PRR T1 5550 will fill a large gap

in historical locomotive preservation. Perhaps more importantly, this locomotive will inject new life blood into an aging heritage fleet.

Most steam locomotives built in the U.S. and operating today are over 60 years old. Wear and tear are taking their toll. Efforts such as this one, to create a powerful new machine, will become increasingly important if steam excursion service is to be present in another 60 years.

In order to get the T1 project rolling, the trust has established a Founders Club, limited to 250 members. Participation in the club requires a donation of \$1,000 (in up to four payments of \$250). Members of the Founders Club will receive reserved seating on the first excursion train pulled by 5550, an invitation to join one of the committees building 5550, first choice of components and drawings to sponsor, a quarterly newsletter, *The T1 Trail Blazer*, and a limited edition print of the first official painting of 5550 signed and numbered by the artist.

For more information, visit the trust's website at <http://www.t1trust.com> or send an email to [info@t1trust.com](mailto:info@t1trust.com).

# Harris Tower docents treated to pizza party for their service

*By Sloan Auchincloss, Harrisburg Chapter NRHS*

As a reward for another successful season, several docents for Harrisburg Chapter's Harris Tower chowed down on pizza Nov. 1 at a special party to honor them for their service.

Formerly a Pennsylvania Railroad electro-pneumatic interlocking facility adjacent to the Harrisburg, Pa. Amtrak station, Amtrak deeded the tower to the chapter in 1991. After extensive renovations, including conversion of the interlocking to computer simulation, the tower opened for visitors on Saturdays, May-October, starting in 2005.

"As an historic 1930 structure, Harris needs lots of attention," said Docent Coordinator Marty Gutekunst. "We have about 20 members who work throughout the year giving demonstrations of the interlocking and doing such chores as cutting grass, sweeping up, and making minor repairs."

The tower's appeal to visitors lies in its computer simulation of train movements. Voices of actual, but bygone, block operators announce train arrivals typical of the 1940s. Colored lights show train positions, and switch levers

which docents can activate to direct train movements.

**See HARRIS TOWER, Page 24**



***HARRIS TOWER, a former PRR interlocking facility, is owned and maintained by the Harrisburg Chapter NRHS.***



***PHOTO BY SLOAN AUCHINCLOSS, HARRISBURG CHAPTER NRHS AT PIZZA PARTY -- Marty Gutekunst (front right) from the Harrisburg Chapter NRHS and several of the Harris Tower docents enjoy pizza to celebrate a successful season.***

# Response to downtown tank car fire is subject of meeting

By C. Earl Guthrow, Blue Ridge Chapter NRHS

The members of the Blue Ridge Chapter NRHS recently heard a first-hand account of the emergency response to a massive fire following the derailment of a train in Virginia this past spring.

On April 30, an eastbound CSX train with 100 tank cars transporting Bakken crude oil to the petroleum storage and distribution center in Yorktown, Va., derailed in downtown Lynchburg. The mainline rails collapsed under the weight of the train when part of sub-roadbed near the banks of the James River slid down the embankment after several days of rains.

Seventeen tank cars derailed. Three of the cars fell into the river, and one ruptured and caught on fire.

There was no catastrophic explosion or personal injury. Had the cars left the track on the “city side” rather than the “river side” of the tracks, however, several buildings about 100 yards from the track could have caught fire and spread to a large part of downtown Lynchburg.

*The News and Advance*, the local newspaper, said in an editorial on Aug. 22, 2014 that “truly a disaster was averted” which “would have been the obliteration of a large swath of downtown, with a resulting heavy loss of life.”

After the fire burned out on the riverbank and in the water, CSX promptly cleared the wreckage and rebuilt the mainline tracks. CSX has also continued to monitor the river for pollutants since April.

In September, chapter members invited Lynchburg Fire Chief Brad Ferguson to review his department’s response to the disaster and to discuss, in general, how local communities can protect themselves from such potentially catastrophic events.

The chief showed several videos of the wreck, including views from an unmanned drone that flew over the crash site. He discussed when such a fire should be fought aggressively and when it was better to let it burn out.

Ferguson explained how firefighters can determine when a tank car with volatile material that is on fire is likely to explode and when it is not. He also talked about how local, state, federal and railroad officials worked together at the site of the derailment and later discussed ways to prevent such accidents and how to contain them if they occur.

The Blue Ridge Chapter members thought that this was a timely and important discussion of issues involved in transporting potentially dangerous material through populated areas by rail.

## Tickets selling at brisk pace for 2015 convention in Vermont

CONTINUED FROM PAGE 4

- A VRS passenger trip from Rutland to Burlington and return, including a two-hour layover at the Burlington waterfront or a three-hour tour of the famous Shelburne Museum (June 18);
- A rare mileage trip from Rutland to the Omya processing plant on the remains of the original Clarendon & Pittsford Railroad near Florence, Vt. (June 19); and
- A VRS passenger excursion between Rutland and North Bennington/Hoosic Junction and return, passing the one-time home of Norman Rockwell and the summer home of Robert Todd Lincoln, son of Abraham Lincoln and the president of Pullman Palace Car Company (June 20).

Public tickets will also be sold for an afternoon “Father’s Day” excursion (June 21) on the Green Mountain Railroad between Rutland and Ludlow, passing Summit station, the site of the driving of

the final spike on the Bellows Falls-to-Burlington route. These tickets will be sold by both NRHS and VRS. The train’s 4 p.m. return to Rutland will allow passengers to easily transfer to Amtrak’s *Ethan Allen Express* bound for New York City.

Non-rail events during the convention will include heritage tours covering the New England Maple Museum, Cabot Cheese, Quechee Gorge State Park, the Calvin Coolidge State Historic Site, the Vermont Marble Museum and more. Also to take place are the NRHS annual membership meeting and banquet, and seminars about regional railroading.

A registration package, which includes complete event and hotel information, is available on the NRHS website <<http://www.nrhs.com>>. Tickets for the convention are now on sale through the RegOnline system, accessed via the <<http://www.nrhs.com>> website. Also, NRHS members may sign up on the Society website to receive updated information on all NRHS events as it becomes available.



PHOTO BY DWAYNE FUEHRING, MAD RIVER AND NKP RAILROAD MUSEUM

**ALMOST FINISHED --** *Work is continuing on the shelter at the Kemper Railfan Park at the Mad River & NKP Railroad Museum in Bellevue, Ohio.*

## Shelter for railfans being constructed in Bellevue, Ohio

*By Dwayne Fuehring, Vice President of Mad River and NKP Railroad Museum*

Work is nearing completion on a shelter at the Kemper Railfan Park at the Mad River & NKP Railroad Museum in Bellevue, Ohio.

The shelter is being constructed thanks to a \$6,000 grant from the Bellevue United Selective Fund.

The 24'X24' shelter, which should be finished by the end of the year, is located on the museum grounds, at Monroe Street, less than 100 feet from the old Bellevue Tower, which was used for many years to control movements in and out of the west end of Nickel Plate's Bellevue Yard. It controlled the W&LE crossing, the Pennsylvania Railroad crossing, and also the New York Central Norwalk Branch Crossing.

The railfan park had consisted of benches on a concrete foundation of a building that was used as a recycling center before work on the shelter began. The property and the building were donated to the museum by Steve Kemper, a local business man who operates a scrap metal and recycling business. The site is wedged between the San-

dusky and Toledo districts of Norfolk Southern.

Museum board member Dave Robinson said that repairs had to be made to the concrete before the shelter could be erected.

"This was an outright gift to us from their board," Robinson said. The project was selected through the efforts of Stephen Wasserman with Firelands Federal Credit Union,"

Wasserman, the president and CEO of Firelands Federal Credit Union, is a co-chair of the Bellevue United Selective Fund's fund drive.

"We were going over donation requests for the year during a board meeting, and I brought up to them that the railroad museum was putting a roof on their observation platform and that they needed \$6,000," Wasserman told the *Bellevue Gazette*. "Everybody on the board agreed that the museum is a great asset for the city and wanted to support it. We thought it was a great addition."



PHOTO BY DWAYNE FUEHRING, MAD RIVER AND NKP RAILROAD MUSEUM

***STEAM ACTION IN BELLEVUE -- NKP No. 765 rolls past the Kemper RailPark in 2012. The Mad River & NKP Museum is constructing a 24'X24' shelter with benches for railfans on the concrete pad.***

Wasserman added, "If you go over to the museum on any given day, there are usually two or three cars there viewing the trains. This will provide an opportunity for people to view the trains under the shelter when it is raining or when there is real bright sun. These are the type of projects that make the community a great place to live."

The grant was approved by the funding committee in early August.

"It's a project to help better the community and made it attractive for rail fans to come and visit Bellevue, and help the tourist industry here and make us a better place," museum board member Dave Robinson said. "The museum started as a bicentennial project and, we will be celebrating our 40th anniversary in 2016."

Two years ago, the recycling center building walls were knocked down. Museum members installed railing around the perimeter and put some park benches and trash receptacles on the foundation.

These days, railfans at the site can see Norfolk Southern trains from Toledo, Columbus, and Fort Wayne come into the yard, and "run-through" trains coming in and out of Sandusky Ohio. They can also see the new Wheeling and Lake Erie Railway (W&LE) bringing trains in Bellevue.

A museum official estimated that there are between 75 to 100 moves through this area each day.

## Harris Tower docents honored

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The Harrisburg Chapter is a nonprofit, educational organization dedicated to studying railroad history and preserving significant local railroad artifacts. Major projects include: maintaining Pennsylvania's official electric locomotive (GG-1 No. 4859) as well as a Pennsylvania Railroad wood-sided N6B caboose; preserving and operating Harris Tower; and showcasing operating model train layouts to community groups.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

*ON A COLD, CLEAR DAY -- Amtrak's Capitol Limited passes a pair of vintage B&O color position light (CPL) signals at the east portal of Carothers Tunnel on the Magnolia Cutoff following a snowstorm on Jan. 18, 2008. This location is a mile east of Paw Paw, W. Va. on CSX's Cumberland Subdivision. The CPLs were replaced with modern Safe Trans tri-color signals during a major upgrading of this line in 2012 in conjunction with CSX's National Gateway Project to permit CSX to run double stack trains and other high-clearance cars on this route between mid-Atlantic ports and the Midwest.*

## Consider a donation to NRHS when renewing membership

### CONTINUED FROM PAGE 1

Donations to the NRHS are tax-deductible to the maximum extent permitted under IRS rules. For administrative purposes, all donations are received by NRHS Fund Inc., which is a 501(c)(3) corporation. Donations may be made to the society's general operating fund, to RailCamp, or to the Railway Heritage Grants program.

Beginning in November 2014, the *NRHS News* switched from a printed to a .pdf format and will be delivered electronically to members. The switch will not only provide cost savings for the Society but will also allow for much quicker dissemination of news to members. In the past, the printing and mailing of the *News* took a month or

more. The .pdf version will also allow for more pages to be included in each edition, providing more space for articles and color photos.

Since the *News* will be distributed electronically, the NRHS is compiling a list of email addresses for all members. There is a space on both the printed and the electronic renewal forms for members to list those addresses. Please be sure to complete that section of the forms. The November issue of the *News* is available for download at <https://admin.nrhs.com/NRHSNews/>.

Until the database of email addresses is completed, NRHS officials are asking chapter newsletter editors and officials to forward the electronic versions of the *NRHS News* to their members.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***NORTH CREEK EXPRESS*** -- *Saratoga & North Creek's North Creek Express is shown arriving at North Creek, N.Y. on July 1, 2013. Leading the train is BL2 No. 52 (ex-Bangor and Aroostook); trailing is ESA No. 518 (ex-Chicago and North Western). The Saratoga and North Creek Railway provides regularly scheduled passenger service between North Creek and Saratoga Springs, N.Y. over the former Delaware and Hudson's Adirondack Line. An excursion between Saratoga Springs and North Creek, N.Y., powered by vintage diesels, is one of the events offered at the 2015 convention. North Creek station is where Teddy learned he was to become president after President William McKinley was assassinated.*

The NRHS News is published six times a year by the National Railway Historical Society. Charles S. Williams, At Large NRHS, Editor. Lynn Burshtin, and Ellen Pinsky, Iowa Chapter NRHS, editorial assistants. Send items, articles and photos to: NRHS News, c/o Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, NC 28654. E-mail: <nrhsnews@charter.net>. For change of address, contact NRHS, 100 North 20th Street, Suite 400, Philadelphia PA 19103-1462.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***A SIGN OF WHAT'S AHEAD THIS WINTER?*** -- *Commuter trains were back in service quickly following the only major winter storm of the 2008-2009 season on the Eastern seaboard. On March 3, 2009, the Maryland Area Regional Commuter (MARC) service ran a full schedule of trains on the Northeast Corridor (NEC), with few delays following the storm. This photo is a north bound MARC commuter train blasting through Bowie, Md., toward Penn Station in Baltimore on March 3. MARC trains on the NEC are powered by diesels during non-peak time. The temperature on this day was 14 degrees.*