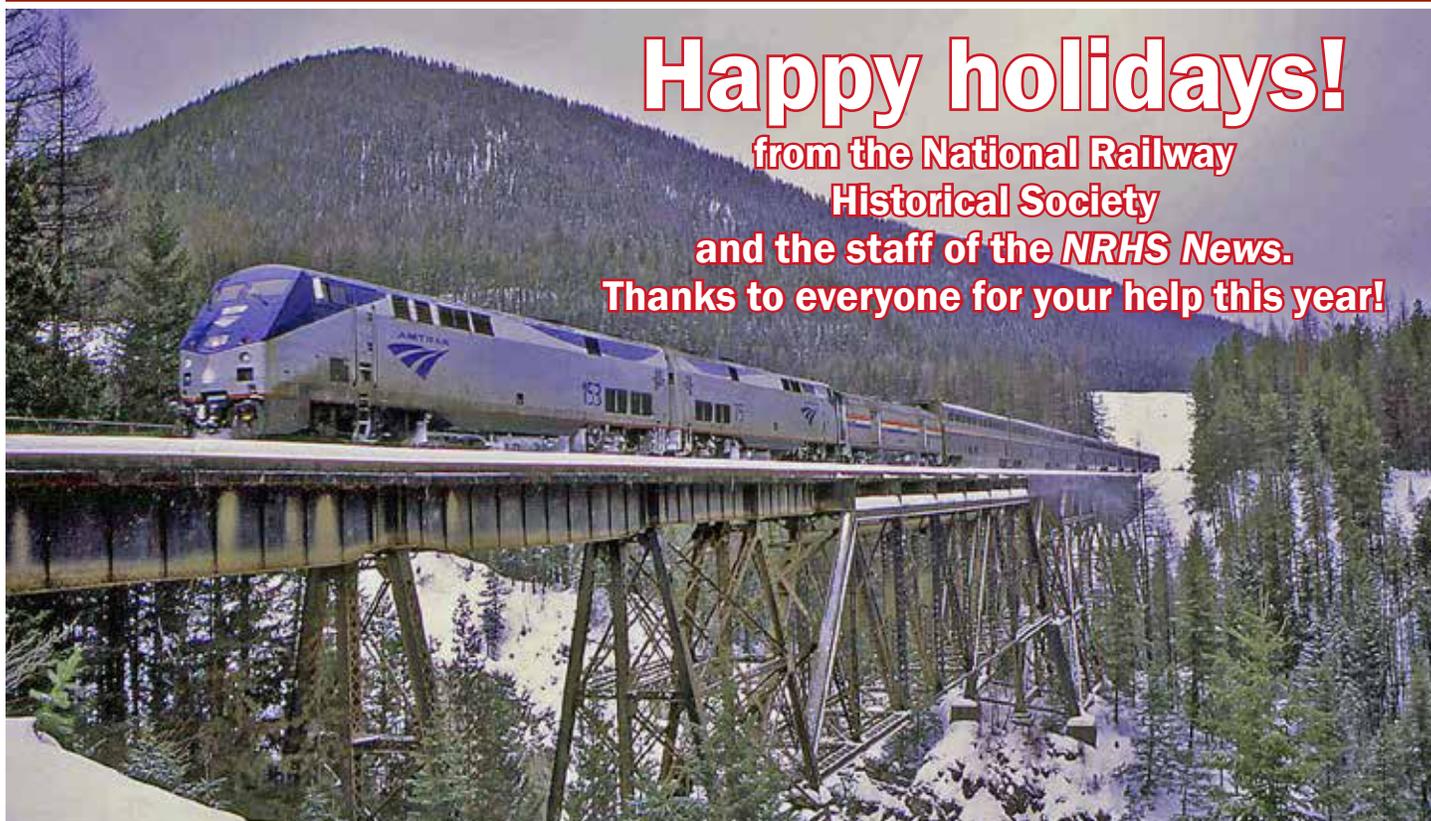


# NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

DECEMBER 2017



**Happy holidays!**  
from the National Railway  
Historical Society  
and the staff of the *NRHS News*.  
Thanks to everyone for your help this year!

PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***CROSSING JAVA CREEK - Passengers aboard Amtrak's eastbound Empire Builder enjoy a spectacular view of snowy mountainous scenery as they cross over the middle fork of the Flathead River and Java Creek on BNSF's Hi-Line Sub in January 2009. This location is on the former Great Northern Railway main a few miles west of Essex, Mont., and is a short hike from U.S. Highway 2.***

## New online system in place for 2018 renewals to NRHS

By HUGH HARRIS, NRHS Membership Administrator

The NRHS is now ready to accept your online renewals for 2018. The link <https://nrhs.z2systems.com/np/clients/nrhs/login.jsp> will take you to the log-in screen.

First enter your e-mail address. Then click on the "Forgot Password" link. That will take you to a link where you can create your password for this account. Follow the directions and create your password. Once you get into the site, you will be at the opening screen and will have two options. Choose "Renew your Membership". You can go back later and make any necessary updates to the information in your account. If you have never given us your e-mail, or you have changed it, the system will not recognize you and you will not be able to

log-in. At that point you have two options. You can either e-mail me at [hughrharris@aol.com](mailto:hughrharris@aol.com) and give me your e-mail address and tell me that you couldn't log in, or you can send back the invoice and a check as instructed in the package that we're just sending you.

If you choose "Option One" above and send me your e-mail address, I'll go ahead and enter it into your account and will then e-mail you back to let you know that I've done it and you should be able to get into the account.

We hope that you'll find the new system much more 'user friendly' than the old one.

## The president's corner

# Help the NRHS to recruit new members; renew your membership

By AL WEBER, NRHS President

Another year is coming to a close. The NRHS is now in the black, but we still are not getting many new members. We need to find new members who are interested in preserving railroad history. We have new brochures for your distribution. Just email me at <aweber@nrhs.com> and I will put some in the mail to you. Many chapters are doing train shows this time of year, so members can just ask the passersby to help us preserve railroad history by joining us.

Every member should have received a mailed *NRHS News* and *NRHS Bulletin*, Volume 80, No. 2. If you have not, again, contact either your district director, Hugh Harris <hughrharris@aol.com>, or ask me to have your address corrected in the database.

Our "members only" web page has a few new items that may interest you. Please go look and ask if you have any question. I will try to get an answer.

Our membership renewal cycle for 2018 is underway. Please renew and, if possible, give something extra to one of our special funds. We need these funds to keep our preservation and outreach programs going, and your dues do not cover the programs of Historic Grants, RailCamp, and Historic Film Preservation.

We are still looking for a volunteer to help as comptroller. Some accounting background is needed but not much of that person's time. We also need someone to volunteer to take over the task of membership recognition from Joe Maloney. It involves looking at the database for members who have been with the NRHS for 25, 50, 60 and 70 years of membership and sending them their award pin. For the chapters, we award certificates for 25, 50 and 75 years since the chapter was chartered.

AI

## Railroad Museum of New England and American Legion honors vets

By STEVE CASEY, Railroad Museum of New England

THOMASTON, Conn. — Over 40 area veterans were honored at the third annual "Salute to Veterans" on Saturday, Nov. 11, at Thomaston Railroad Station. The Railroad Museum of New England (RMNE) partnered with Thomaston's American Legion Post 22, and the Thomaston Savings Bank to sponsor the event.

In addition to the ceremony to remember and honor veterans, breakfast was served.

Ed Olcese, commander of Thomaston's American Legion Post 22, along with other officials of the Post, led the program to commemorate all veterans.

"We receive more community support every year for this worthwhile event," Steve Casey, president of the museum, said. "We try to thank veterans every day for their sacrifices, so it's great to be part of a team to do something special to recognize them."

Robert Magdziarz of the Thomaston Historical Society added a special feature to the event. He posted photos of several Thomaston veterans from different wars.

Magdziarz, like many young men from Thomaston, left for his military service from the train station. He served in the Army Signal Corps starting in 1953. His brother Zigmund had boarded the train at this same station in 1944 to serve in the Army Signal Corp during World War II.)

Also in attendance was a World War II Marine veteran from

Thomaston, Frances Rothe. She too left for her duty to our country from the Thomaston Train Station in 1945.

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

More information about the Railroad Museum of New England can be found at <www.rmne.org>.

### What's inside...

**LATE UPDATE ON CONVENTION .....Page 11**

**Elections set in 2018 ..... Page 3**

**Tell us your story ..... Pages 3 , 11**

**Kansas City hosts NRHS board ..... Page 4**

**Chuckey Depot opens..... Page 6**

**Caboose at Harvey House restored ..... Page 10**

**RailCamp Northwest revisited ..... Page 12**

**October excursions a success ..... Page 16**

**Baggage cart restored ..... Page 19**

**Red River Valley celebrates 50 years..... Page 23**

**Milwaukee Transit Days ..... Page 26**

**Unusual train layout ..... Page 29**

# Society will hold elections for national board in 2018

Dear Fellow NRHS Member:

The National Railway Historical Society, Incorporated (NRHS) is conducting its national elections in 2018 under the procedures outlined in the NRHS Bylaws as revised and adopted Jan. 13, 2013.

Per the revised Bylaws of the NRHS, the NRHS Board of Directors consists of 25 members. Two (2) members hold the office of NRHS President and NRHS Vice President; five (5) members are Global Directors; and the remaining eighteen (18) members are District Directors. There are seven districts for chapter members, and two districts for At-Large members.

The upcoming 2018 election is the fourth election being conducted under the revised NRHS Bylaws. Nominations for candidates will be open from Jan. 1, 2018 through March 31, 2018. In this election, affected officers and Board members will be elected to four year terms. We have provided you the details about the election process on the NRHS Admin web site <<https://admin.nrhs.com/>>.

The qualifications for candidates are contained in the NRHS Bylaws, also found on the NRHS Admin web site <[https://admin.nrhs.com/public/general/NRHS\\_Bylaws\\_June2015.pdf](https://admin.nrhs.com/public/general/NRHS_Bylaws_June2015.pdf)>.

All NRHS members, in good standing, as of April 11, 2018, will elect the President and two (2) Global Directors. Global Directors represent the entire NRHS membership. Members must be 12 years of age as of June 13, 2018 to be eligible to vote in this election.

As a member in good standing, you will also elect one (1) district board member based on the district you are assigned.

District membership is determined by whether a member is a chapter member or an At-Large member. Chapter mem-

bers are assigned to one of seven chapter districts, District 1 through District 7, based on the geographical location of your home chapter. For chapter members, this means that you may be assigned to a different district from your residential address because you live in another part of the country compared to your home chapter's location. For At-Large members, your assignment is based on your residential location to either District A or District B.

Why should you run for office? Simply stated: to better guide the future direction and programs of your society.

The Electoral Committee is now soliciting members who wish to run for these offices. Any and all NRHS members who meet the qualifications and wish to run should contact the undersigned so that they may be placed on the ballot. If you have any questions regarding qualifications for office, please advise the undersigned at <[vp@nrhs.com](mailto:vp@nrhs.com)>.

Please note that all nominations for any NRHS office must be in my hands no later than March 31, 2018. Please send your completed nomination forms to: NRHS 2018 Elections, c/o John K. Fiorilla, Capehart Scatchard PA, P. O. Box 5016, Mount Laurel, NJ 08054.

The electoral committee for the 2018 election consists of Ricky Durrant, Charles Webb, Bob Ernst and Joe Maloney Jr., with legal support from John K. Fiorilla, NRHS General Counsel. The committee is responsible for the entire election process which includes the approval of qualifications of candidates, and oversight of the election process to assure that schedules and procedures adhere to the NRHS Bylaws and laws of the State of Maryland.

Joseph C. Maloney Jr. <[vp@nrhs.com](mailto:vp@nrhs.com)>  
NRHS Vice President and Chair, 2018 NRHS Electoral Committee  
National Railway Historical Society, Inc.

## What sparked your interest in railroading? We want to know

Tell us your story.

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?

Send your story to <[marlin@nrhs.com](mailto:marlin@nrhs.com)>. Then, as soon as the new NRHS website comes on line this fall, we'll begin posting them there and in the *NRHS News*.

Here's one story from an NRHS member:

### **My Story**

As a direct descendant of Samuel Sloan (1817-1907), second president of the Delaware Lackawanna & Western

Railroad, railroading is in my blood. Samuel Sloan achieved renown by converting, in 1876, this anthracite road to standard gauge from six-foot width. During World War II, I was two years old and escaped from my mother to head trackside to watch gandy dancers repair track. The rest is history.

Sloan Auchincloss  
Harrisburg, PA  
Harrisburg Chapter

Will your story be chosen to be shared with the entire NRHS membership? Let's hope so.

Thanks very much. We'll be waiting to read your story.

Marlin Taylor

# Kansas City hosts fall NRHS board of directors conference

*Article and photos by ED CONRAD, editor of Heartland Rails, newsletter of Kansas City Chapter NRHS*

The Kansas City Chapter NRHS was proud to host the 2017 Fall NRHS Board of Directors Conference at the Westin Hotel in Crown Center on Friday, Oct. 19 and Saturday, Oct. 20.

We hosted a total of 82 members and their guests, 66 from out of town and 14 from the local area. (For the record, 91 people registered but eight could not attend for various reasons). Visitors came from as far east as New York, south from Florida, and west from Colorado.

Registration began at 5 p.m. on Thursday and continued to about 10:30 p.m. for those members who arrived on the *Southwest Chief* from Chicago.

On Friday, we treated everyone to a ride on the streetcar and tours of the car barn east of River Market, and of Union Station. These were divided into morning and afternoon groups so



PHOTO BY BOB FRANKE, KANSAS CITY CHAPTER NRHS

***STREET CAR RIDE*** – Those attending the NRHS fall conference had the option of riding on a street car through Kansas City.



PHOTO BY JOHN ARNETT, KANSAS CITY CHAPTER NRHS

***THROUGH KANSAS CITY*** – NRHS members attending the fall conference were able to see downtown Kansas City and visit the car barn for the town's streetcars.

that (almost) everyone would have a seat on the streetcar since we could not charter one for ourselves.

Saturday was the work day, with sessions starting at 8:30 in the morning and continuing into the afternoon.

After wrapping up the business around 5 p.m., everyone got ready to socialize around the cash bar. That was followed by a delicious banquet featuring either Kansas City BBQ beef or salmon as the entrée. Following dessert, we were treated to a fascinating multimedia presentation of the history and restoration of Union Station by station photographer Roy Inman.

Sunday was the highlight of the conference for many, with an optional round-trip excursion to St. Louis and back on the *Pacific Sunset* private car.

Conference planning committee chairman John DeRoo and his able crew of volunteers did an exemplary job of organizing the gathering, and our chapter owes all of them a salute to a job well done. In the words of my wife's hometown newspaper, "A good time was had by all."



PHOTO BY BOB FRANKE, KANSAS CITY CHAPTER NRHS

***CAR BARN VISIT*** – NRHS members got a close up look at the Kansas City streetcars during a visit to the car barn.



PHOTO BY BOB FRANKE, KANSAS CITY CHAPTER NRHS

***SPECIAL EXCURSION*** – Sunday activities included a round-trip excursion to St. Louis and back aboard the private car *Pacific Sunset*.



PHOTO BY BOB FRANKE, KANSAS CITY CHAPTER NRHS

***PRIVATE CAR*** – The private car *Pacific Sunset* was used for a Sunday outing to St. Louis and back after the conference had officially ended.

# Ribbon cutting held for restored Chuckey depot in Jonesborough

By JOHN KIENER, and reprinted, with permission, from the Herald and Tribune of Jonesborough, Tenn.

The ribbon cutting for the dedication of the Chuckey Depot and W. C. Rowe Park in Jonesborough, Tenn., took place in a 45-minute ceremony Monday, Oct. 2, on-site at 110 South Second Avenue. While the dedication had an official program, the gathering had the atmosphere of a family reunion.

More than 200 people gathered to hear speakers from the Babb family, which donated the depot, while friends and relatives of W. C. Rowe remembered his contributions to Jonesborough and Washington County.

The depot, originally located in Chuckey, Tenn., was privately owned by the Babb family, which requested to relocate the building to Jonesborough. Jonesborough officials discussed the possibility of creating a rail museum, since town officials had been instrumental in bringing the railroad into east Tennessee.

Town Mayor Kelly Wolfe set the stage for the event when he said, "This depot served a very important role in the com-

munity it served. W. C. Rowe personified the spirit of the community." He hailed the cooperative spirit that made both the park and depot a reality.

Town Operations Manager Craig Ford said the depot was his first major project. The town staff, with the assistance of inmates from the Northeast Correctional Complex in Mountain City, and the Carter County Work Camp, both took apart and, six years later, reassembled the depot.

Ford told of two major obstacles in the process. The original inmates were not the ones who reassembled the depot. In addition, the depot now standing in Jonesborough is on the opposite side of the tracks from where it was situated in Chuckey.

Former County Mayor George Jaynes said of Rowe, "We were real close. His work for Jonesborough was unbelievable. There were not many issues (in county government) in which he was not involved."



MOST PHOTOS BY MIKE TILLEY, WATAUGA VALLEY RAILROAD HISTORICAL SOCIETY

**CHUCKEY DEPOT** — Lt. Col. Travis McIntosh addresses the audience at the ribbon cutting ceremony for the Chuckey Depot, which was moved to Jonesborough, Tenn. His family owned the depot for many years when it was in Chuckey.



**AT ROWE PARK – The restored Chuckey Depot is now in Rowe Park in Jonesborough, Tenn., next to retired Southern Railway caboose No. X450.**

Jaynes served as county executive or county mayor from 1986 until 2010, during which time Rowe was elected to four terms as a county commissioner, beginning in 1990 and continuing with his re-election in 2002.

Present at the ceremony was W. C.'s daughter, Jill Garcia, who thanked the audience for remembering her father.

“He loved the town so much,” she said. “He never met a stranger.”

Garcia brought with her a statement from her brother, William C. Rowe Jr., now a professor in Astana, Kazakhstan. Garcia drove to the ceremony from St. Augustine, Fla., where the city experienced flooding from recent hurricanes.

In his statement, William wrote, “My father loved to talk to anyone about anything for any length of time. He knew most of the people in Washington County. We, all of you who were involved (with the park), thank you”

Elaine Rowe said “I cannot express our appreciation enough.



PHOTO BY LOIS TILLEY, WATAUGA VALLEY RAILROAD HISTORICAL SOCIETY

**INSIDE DEPOT – Mike Tilley, the president of the Watauga Valley Railroad Historical Society, is shown at the ticket window in the depot.**



***NEXT TO THE LINE – The restored Chuckey depot is right next to the Norfolk Southern line in Jonesborough.***

This would have been the one time in his life that he was silent.” She told of the couple’s courtship, and then told the audience, “This is beautiful. You have revived the memories of a loving man.”

A portion of the program distributed at the ribbon cutting talked about the future of the park. The text read, “With increased use of W.C. Rowe Park, including the walkway and visitors at Chuckey Depot, we anticipate the need for public rest rooms, outdoor seating, and additional storage space for museum artifacts. The property to the west of the depot is a potential location for expanding the park in order to meet these needs.”

Contributions made by the Watauga Valley Railroad Historical Society and Museum were outlined by Jimmy Rhein, chairman of the Chuckey Depot Committee and a member of the group. He said, “What a day for Jonesborough. What a day for the region.”

Rhein pointed to the X450 caboose on the premises that was restored by members of the WVRHSM. In a tribute to

W. C. Rowe, he talked about how he had served with him on the town’s planning commission before Rowe was elected a county commissioner.

A compelling and historical presentation was given by Travis McIntosh, a member of the depot’s donor family. Currently serving as a lieutenant colonel in the Army, the West Point graduate recounted working at the depot while a youngster. The depot, which was in the family for 70 years, was used as a storage place for fertilizer and other materials sold at the family’s hardware store nearby.

“Dinner in the Diner” in the 1980s was part of the family’s efforts to keep the depot in repair before being told it must be removed from the railroad right-of-way to make room for double tracking by the Norfolk Southern. Lifting 50-pound bags of fertilizer at the site during his youth, McIntosh also learned that blacks were separated from whites in society. He said he came to realize that the separation of the races was wrong.

“It feels great to be in East Tennessee,” said McIntosh, who pilots a Blackhawk helicopter in the Army. He mentioned

that he graduated from David Crockett High School and said growing up in this area he enjoyed “a culture of kindness and patriotism.” He said to the crowd, “Thank you. You all have made a dream become a reality.”

Bill Babb, another relative, remembered driving the fertilizer truck at the depot. A graduate of East Tennessee State University, he said “I would never have dreamed that the depot would look like this today.”

A number of depot donor family members were present at the ceremony and they were acknowledged in the ribbon cutting program. The group members said that they were pleased that the depot still carries the “Chuckey” station name.

Mike Tilley, president of the Watauga Valley Railroad Historical Society, said his group would maintain the following schedule

on opening the depot during Jonesborough Days: on Thursday, Friday and Saturday, noon-7 p.m.; and on Sunday, noon-5 p.m. The regular schedule of volunteer assistance by the group will be Wednesday-Saturday, 1-5 p.m. For more information, visit <<http://www.wataugavalleynrhs.org/>>



**AT RIBBON CUTTING** – A large crowd attended the ribbon cutting for the Chuckey depot in Jonesborough, Tenn.



**DISPLAYS** – The restored Chuckey depot is home to a wide variety of displays from railroad memorabilia to a timeline of railroading in eastern Tennessee.



***AT HARVEY HOUSE — The former Santa Fe caboose is now outside the former Harvey House in Slaton, Tex. The Harvey House is now a bed and breakfast.***

## Story of a little red caboose is a case of your dollars in action

*By NRHS HERITAGE GRANTS COMMITTEE, Photos provided by SLATON HARVEY HOUSE*

Like any other number of places, the community of Slaton, Tex., came into being just over 100 years ago, when the Santa Fe Railway chose the location for establishing a division point for servicing trains traveling through northwest Texas.

While BNSF still runs through Slaton, to insure the town's history stays in focus, the Slaton Railroad Heritage Association completed the restoration of the exterior of a wooden caboose which sits in the heart of this small community, located just a short distance from Lubbock.

The work was completed thanks to much volunteer labor and a grant from the NRHS. (Yes, planning for restoration of the interior is under way. When completed, it will contain an interactive museum display, giving visitors the ability to see what the inside of a caboose looked like in the early 20th century).

This is just one recent example of your donations and commitment to rail preservation in action. It's up to each of us as members of this "rail history" organization to take pride in our Society's support of this great purpose.

While we're able to help bring about a few of these successful actions each year through your Society's grants, there are so many more which beg for and deserve support.

At issue is our collective need to do a better job of supporting this initiative by each member doing his or her share by contributing whatever you are able, no matter how small the amount is. This has become a priority, as last year's awards totaled only 60 percent of the amount awarded in 2016, involving only eight small grants versus 14 the year earlier.



Consider this in relationship to your hard working Grants Committee receiving an average of three dozen requests each year, meaning we're supporting no more than half of these mostly worthy endeavors of restoring and retaining significant rolling stock and rail-related structures.

Keep in mind, as you consider the amount to give, grants bestowed by the NRHS have a two-fold impact. Not only does our monetary gift assist in purchasing materials needed for the work, our nationally recognized reputation in the realm of rail history and its preservation in many cases can play a role

in the grant-receiving organization being considered worthy of receiving funding support from other entities as well.

With the year rapidly coming to a close, please take a minute and go to your checkbook right now and send a donation earmarked for "Heritage Grants" to your NRHS, c/o John K. Fiorilla, Esq., P. O. Box 5016, Mount Laurel, NJ 08054.

Thank you. Remember that the NRHS and NRHS Fund are 501(c)(3) tax exempt entities and donations may well be tax deductible.



**GRANTS AT WORK** — *The exterior of this former ATSF caboose was restored with help from a NRHS Heritage Fund grant.*

## Repair work on No. 1309 won't be completed in time for convention

By JOHN GOODMAN, NRHS National Convention Chairman

*(Editor's note: This update on the schedule for the 2018 NRHS convention schedule was received just prior to the release of the December 2017 NRHS News).*

High level officials at the Western Maryland Scenic Railroad have confirmed that their repair work being done on steam locomotive No. 1309 (a 2-6-6-2 type) will not be completed by our convention dates in August 2018.

The museum is running short on funds to complete the nec-

essary work — they need over \$500,000.00 — and at this time they do not expect the work to be completed by late 2018.

The convention committee will move ahead with other plans for our Aug. 7-12, 2018 convention, which will still be held in Cumberland, Md. Many other venues are planned for that week. We still plan a visit to Cass, W. Va., and a ride on that railroad, as well as a trip in steam at the Everett Railroad and a diesel trip over the *Potomac Eagle* line.



PHOTOS BY GREG GERSTUNG, NIAGARA FRONTIER CHAPTER NRHS

**GROUP PHOTO** – *The teens and counselors at RailCamp Northwest had time to pose for a group photo while at the Mount Rainier Railroad and Logging Museum.*

## Teenagers enjoy another successful RailCamp Northwest

By *BUD THOMPSON, NRHS RailCamp Northwest Counselor*

The house is quiet, the campers and staff are all heading home, and I'm reflecting on another week of RailCamp Northwest (held July 30-Aug. 6 and based in Tacoma, Wash.) that is now memories. It was a week of traveling to each of our partners who exposed our campers to real railroading.

Sunday night, the campers were treated to a program by presenters Ed Berntsen (an NRHS member) and Gary Emmons about railroad history and how Tacoma became Northern Pacific Railway's western terminus.

Early Monday, we boarded the Sounder commuter train and headed to Seattle for a day with Amtrak, and rides on a variety of rail service within

the Seattle area. Once it was out of service after a regular run, we boarded the *Empire Builder* while it went through



**IN CAB** – *RailCampers Sean Sullivan, Samuel Wheeler and Aaron Adams had the chance to check out the controls of Amtrak's new trainset, Seattle.*

the wash rack and was moved into the coach yard for servicing.

Following the ride, we had a tour of the various shops that support Amtrak and Sound Transit's Sounder equipment. Later, we rode the light rail, monorail, and one of Seattle's new trolleys, and returned to Tacoma on an Amtrak *Cascade* Talgo train.

We shifted gears on Tuesday, with a visit to Tacoma Rail. The campers were able to spend time in three areas:

- Actual switching operations in the yard with train crews;
- Dispatching, tower operations, and time at the locomotive simulator; and
- Locomotive maintenance and inspections. Everyone got to try their hand at hostling an SD-70.

After a barbeque with our Tacoma Rail hosts, the campers took part in an "operating session" at the Washington State History Museum with the Puget Sound Model Railroad Engineers club and the members' 1,800 square foot HO-scale model of the Tacoma area in the 1950s.

On Wednesday, we headed to Mount Rainier for our first visit with the crew at the Mount Rainier Railroad and Logging Museum. This day was spent at Mineral, Wash., in the shops that support the railroad and house a collection of four-g geared locomotive models that were instrumental in the success of the logging industry in the Pacific Northwest.



***AT THE CONTROLS*** — RailCampers like Josh Kohler tried their hand at the controls of a engine at the Northwest Railway Museum.



***AT SOUND TRANSIT*** — RailCampers spent part of the first day visiting the shops that maintain Sound Transit and Amtrak equipment in the area.

While at Mineral, the campers learned about completing a pre-trip inspection of a steam locomotive. Each camper fabricated an inspection hammer and learned how to use it. The day was capped off with everyone getting a chance to have their hand on the throttle of No. 17, a 1921 2-8-2.

After dinner at Trakside Pizza (frequently interrupted by passing trains), we had a special guest. T.J. Hayner, a young BNSF conductor who flew in from Greybull, Wyo., shared his experience about the job. It was definitely time well spent.

It was off to Snoqualmie, Wash., Thursday morning for a day at the Northwest Railway Museum. The campers helped in the process of restoring a wooden passenger coach, and then took part in train operations by signaling the engineer to bring the locomotive over to pick up a coach. Each camper ensured that the couplers were properly connected and the air was on. They also got a course in rebuilding, restoring or conserving railcars.

Friday, it was back to Seattle and a behind-the-scenes look at Sound Transit's Dispatch Center and Maintenance Facility. The campers learned the difference between a light rail operation and a heavy rail service like the Sounder or Amtrak.

The campers also had the opportunity to see what happens when something goes wrong. Dividing into teams, they received a report of a derailment. Based on that information and other available resources, they were to determine the root cause(s) of the incident and report out to the other teams.

Saturday was the last day of RailCamp, and our second day at Mount Rainier Railroad and Logging Museum. We divided into two teams and shadowed the engine and train crews on two scheduled excursions, helping with the tasks.

During the two trips, the campers helped fuel and water the locomotive, rode in the cab for a portion of a trip, and threw switches for the run-around at each end of the trip. Other campers assisted passengers while boarding, attended to the "traps", punched tickets, and helped with the mobile lift for disabled passengers.

This was the sixth RailCamp held in Tacoma, and I am proud of the relationship we have developed with each of them. They have invited the campers back next year, and we are looking forward to continuing with them for many years to come.



***AT SNOQUALMIE, WASH. — A conductor at the Mount Rainier Railroad and Logging Museum leads RailCampers Sean Sullivan, Aaron Adams, Ryan Weston and Nathan Kuntz (behind Ryan) on an inspection of a train before departure.***



**SWITCHES** — *Throwing switches was one skill learned by Ryan Weston at Tacoma Rail. Watching (left to right) are Josh Kohler, Zach Jennings and Alex Woods.*



**TOUCHDOWN?** — *The teams, including Alex Woods (pictured) learned yard operations at the Northwest Railway Museum like signaling the engineer how far to move to couple the cars.*



**FABRICATION** — *Teens Chris Kratz and Nathan Kuntz made and used inspection hammers at the Mount Rainier Railroad and Logging Museum.*

# Reading and Northern Railroad's October excursions a big hit

Article and photos by ALEX MAYES, Potomac Chapter NRHS

This October's steam, diesel and Budd RDC trips on the Reading and Northern Railroad were popular among railfans and the general public alike, with all trips selling out months in advance.

On the first three weekends, Reading and Northern's ex-Gulf,

Mobile and Northern 4-6-2 No. 425 powered four excursions out of the newly opened Outer Station in North Reading, Pa., to Jim Thorpe, Pa., an 1880s town deep in the Lehigh Gorge. These trips ran over former Reading Company and Central Railroad of New Jersey lines.



**BUDD TRIPS** — Both weekend Budd RDC trips originated in Pottsville and first headed southeast to Port Clinton on an ex-Reading branch, where they stopped and boarded passengers. Once the passengers were boarded, the trains reversed direction and headed northeast to Jim Thorpe on ex-Reading and Central Railroad of New Jersey lines. This is Saturday's Budd RDC trip seen arriving in Port Clinton on the line from Pottsville. The line in the foreground is the Reading main. Leading the two-car train is RDC-3 No. 9166, previously used in SEPTA service, ex-Reading No. 9166, originally Boston & Maine No. 6305.



**HEADING OUT** — Saturday's "Railfan Steam Special" is shown departing Tamaqua after boarding passengers. This train then proceeded east non-stop to Jim Thorpe.

Three of the trips had a diesel coupled behind the 425. However, on the Oct. 14 "Railfan Steam Special", the 425 powered a six-car train to Jim Thorpe on its own.

Light Pacific No. 425 was built by the Baldwin Locomotive Works at its Eddystone, Pa. plant in 1928 for the Gulf, Mobile and Northern Railroad (GM&N). It was retired in 1950 by GM&N successor Gulf, Mobile and Ohio Railroad.

The historic locomotive has gone through numerous railroads, numbers and paint schemes over the years. It was acquired by Reading and Northern CEO Andrew J. Muller, Jr. in 1983 to power excursion trains on his newly formed Blue Mountain and Reading Railroad based in Temple, Pa.

Another five diesel-powered excursions originated at the Outer Station and went to Jim Thorpe in October. In addition to these trips, trains departed from Pottsville, Pa., the first three weekends in October and went east to Jim Thorpe. These trains were comprised of a pair of vintage self-propelled Budd Rail Diesel cars (RDCs).

RDC-3 No. 9166 was previously used in SEPTA service, originally Boston & Maine No. 6305 and later Reading No. 9166, and RDC-1 No. 9168, originally New York Central No.

M-499, and then Penn Central No. 99. The "Railfan Steam Special" carried 266 passengers; there were 618 passengers on the Sunday October 15th trip.



***HUGE PLUME OF SMOKE*** — About an hour after the Budd RDC train passed through Molino on Saturday, Oct. 14, the R&N's "Railfan Steam Special" steam excursion, powered by ex-Gulf, Mobile and Northern 4-6-2 No. 425, appeared. This special train originated at the R&N's new Outer Reading station and went to Jim Thorpe. This shot was taken from the Route 61 overpass at Molino, Pa., a few miles north of Port Clinton.

The Reading and Northern also operated trains out of Jim Thorpe to two different destinations: the "Hometown High Bridge Special", which ran to the 1,000-foot-long, 168-foot

tall Hometown High Bridge and returned, and the regularly scheduled trains on the Lehigh Gorge Scenic Railway which ran north along the Lehigh River through Glen Onoko and into Lehigh Gorge State Park.

The “Hometown High Bridge Special” excursions were comprised of two coaches with a GP39RN on each end. Jim Thor-

pe was a very busy place on some weekends in October with four passenger trains arriving and departing every couple of hours.

On October 14, my wife, Teresa, and I followed the “Railfan Steam Special” and took photos. We rode the following day’s 425 trip to Jim Thorpe.



**GETTING A TOW** – As the Oct. 14 Budd RDC train to Jim Thorpe ascended the grade at Barnesville, a line that supplies coolant to the engine on RDC-1 No. 9168 developed a leak, which forced the shutdown of that unit. R&N MP15 No. 1540 was coupled onto the front of the train to continue the trip to Jim Thorpe. This shot was taken as the rescued train was crossing Hillside Drive south of Barnesville with MP15 1540 in the lead. At Jim Thorpe, R&N GP39RN No. 2535 was coupled to the head end for the trip back to Pottsville. The coolant line was repaired overnight, and the Budd RDCs ran on their own the following day.



**FOOD AND SCENERY** – Bringing up the markers on the “Railfan Steam Special” was R&N rear platform observation car/business car No. 1, the Black Diamond, seen here south of Barnesville. Visible on the rear of this vintage heavyweight car are R&N officials and invited guests enjoying the outstanding scenery.



**FINISHED CART** – *The restored luggage cart at the Oklahoma Railway Museum looks brand new.*

## Oklahoma Railway Museum members restore baggage cart

By *BILL WRIGHT, Oklahoma Railway Museum. Photos provided by Oklahoma Railway Museum*

After many hours of frustration and effort, the Adjustable Baggage Cart has finally been restored to its original condition by the members of the Oklahoma Railway Museum, operated by the Central Oklahoma Chapter NRHS.

My sincere thanks to Larry Clemons for his leadership, mechanical ability and use of his shop for this project. Also we thank JoAnn, Larry's wife, for putting up with us these long eight months.

The cart was used to load heavy boxes and bags, in addition to lifting coffins into rail cars for transportation.

The following pictures tell the whole story:



**STEP ONE** – *We decided that the cart would have to be completely disassembled. The top and bottom sections were separated. Prior to sandblasting, every nut and bolt was removed, and all steel members were disassembled.*





***STEP TWO — All steel parts were primed and painted with two coats of paint. The red oak deck was stained and sealed with clear coat.***



***IT STARTED FROM THIS — A lot of hard work helped convert this into the gleaming restored baggage cart pictured on the preceding page.***

Although it took many hours to complete this project, Larry and I decided it was well worth the time and effort.

For additional slides showing the complete process, go to the Oklahoma Railway Museum website <Oklahoma Railway Museum> and click on Baggage Cart.

For additional information contact Bill Wright through the Oklahoma Railway Museum.

## 32nd annual Harrisburg railroad show, collectors market set March 10

By SLOAN AUCHINCLOSS, Harrisburg Chapter NRHS

A Railroad Show and Collectors Market, sponsored by Harrisburg Chapter NRHS, will be held Saturday, March 10, 2018, 9 a.m.-3 p.m. at I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street in Steelton, Pa. The event, now in its 32nd year, will feature model railroads and railroadiana, as well as train layouts in several gauges, movies, and a test track.

Chapter member Kerry Jury will give an illustrated talk on northeastern railroads during the 1970s. Kerry's talk will start at 11 a.m.

Donation at the door will be \$5, with free admission for youngsters under age 12. Proceeds benefit the chapter's ongoing preservation projects.

Snack bar is on the premises.

Harris Tower, the chapter's restored 1931 Pennsylvania Railroad interlocking tower featuring the original electro-pneumatic

levers now linked to a computer for simulated action, will be open for visitors as well. There is free admission to the tower, located at 637 Walnut Street in Harrisburg, Pa. This is an excellent Amtrak and Norfolk Southern viewing and photo site.

The Harrisburg Chapter, one of over 135 NRHS chapters, is a nonprofit educational organization dedicated to studying railroad history and preserving significant local railroad artifacts.

Major projects of the chapter include: maintaining Pennsylvania's official electric locomotive (GG-1 No. 4859), and preserving and operating Harris Tower, a National Register of Historic Places structure.

The Harrisburg Chapter <<http://harrisburgnrhs.org/>> has been preserving railroad heritage for more than 50 years. The chapter meets monthly on the second Tuesday, except July and August when it sponsors train excursions and the chapter picnic.

# Willamette Heritage Center brings rare 1909 caboose home

(Information for this article was extracted from the Statesman Journal (Aug. 29, 2017 edition) of Salem, Ore., and the Willamette (Ore.) Heritage Center web site).

Officials of the Willamette Heritage Center have acquired a rare caboose and brought it “home” to the center in Salem, Ore.

Caboose No. 507 was built in 1909 for the Oregon & California Railroad and transferred in 1915 to Southern Pacific Railroad as part of a

merger. It may be the only caboose in existence confirmed to have belonged to Oregon & California Railroad, per Ed Austin.



EXTERIOR PHOTOS BY ARLEN SHELDRAKE

***ON DISPLAY – Former Oregon and California Railroad caboose No. 507 is now on display at the Willamette Visitor Center in Eugene, Ore.***

The wooden exterior is in rough shape, but the interior still has the original cabinetry, bunks and desk along with the coal stove and seat cushions.



The caboose maintenance card shows continued use of No. 507 in Oregon through at least 1954. It was retired from service in 1962 and sold to a private owner in Eugene. It sat next to another caboose, which will find a home at Powerland Heritage Park in Brooks as an annex to the Brooks Historical Society Depot Museum.

No. 507 resides on a 42-foot section of track donated and installed by Albany & Eastern Railroad. It is on the track that it will be restored and preserved upon. Noted

PHOTO BY JENNA WYATT, COMMUNICATIONS & EVENTS SPECIALIST, WILLAMETTE HERITAGE CENTER.

***UNLOADED – The caboose was brought to the visitor center this past summer.***

rail historian Ed Austin was instrumental in this two-year project to acquire and move the caboose. Delivery was completed on July 28.

Research indicates that the area where the caboose now resides was the location of section housing for Southern Pacific railroad workers back in the 1920s.

The No. 507 resides just inside the Willamette Heritage Center fence next to the walking path that parallels the Union Pacific Railroad main line.

It is anticipated that the caboose restoration, subject to funding, will take up to two years. The exhibit project will include a ADA accessible ramp and decking to allow all visitors the ability to experience the interior.

The Willamette Heritage Center is located at 1313 Mill Street SE, Salem (just north of Salem's Amtrak station and the Ram Restaurant & Brewery). The website is <[www.willamette-heritage.org](http://www.willamette-heritage.org)>.

Regular updates on the restoration of No. 507 will be posted at <[www.willamette-heritage.org/caboose-507/](http://www.willamette-heritage.org/caboose-507/)>.



PHOTO BY JENNA WYATT, COMMUNICATIONS & EVENTS SPECIALIST, WILLAMETTE HERITAGE CENTER.  
***INTERIOR*** –The interior of the caboose is still in good condition, with much of the original equipment still on board.



*PREPARING FOR A RIDE – Members of the Red River Chapter NRHS prepare for a ride at their chapter's 50th anniversary celebration.*

## 50th anniversary of Red River Chapter NRHS is celebrated

The Red River Chapter NRHS celebrated its 50th anniversary at the Lake Itasca Region Pioneer Farmers located near Lake Itasca State Park in northern Minnesota.

Hosted by Otto Tofte and Vern Smith, with help from Gary Hedeem, members were treated to train rides on a home-built outdoor model railroad.

They were also offered with a tour of historic buildings and displays which included a steam powered sawmill.



*AT 50TH ANNIVERSARY CELEBRATION – Hosts Otto Tofte and Vern Smith (left) welcomed the members of the Red River Chapter for their anniversary celebrations. The members also had a chance (photo above) to see the power under the shell of the engine.*



**LIVE STEAMER** – ATT&NW 801, a one-third scale 4-8-4 live steamer built to 15-inch gauge, is at the Woods Valley Station between runs during the railroad's open house on Sept. 30, 2017.

## St. Louis Chapter members spend a day of fun at miniature railroad

By RICK SPRUNG, Vice President-Trip Director, St. Louis Chapter NRHS

St. Louis Chapter NRHS members, along with members of the Gateway Division of the National Model Railroad Association (NMRA), made a trip on Saturday, Sept. 30, to visit the Arborway, TT & Northwestern (ATT&NW), a miniature railroad near Steelville, Mo. for the railroad's annual open house weekend.

Ordinarily, the railroad is not open to the general public, but is available for company parties, school groups, and small groups.

The ATT&NW is a 15-inch gauge railroad with all equipment at about one-third scale. It has about five miles of track with three-eighths of a mile of main line running through hilly, wooded Ozark landscape.

The railroad features a single- and double-track main line graded to actual railroad specifications, the same automatic block signal and radio communication systems used by large

railroads, and two tunnels. It has several internal-combustion and one battery-powered locomotive. The main attraction is their steam locomotive, a 4-8-4 "Northern" class locomotive custom designed and built for the railroad.

We picked the open house weekend because the railroad runs its steam locomotive then. For a \$15 admission fee, the ATT&NW provided lunch and as many rides as you could fit in.

Three excursion trains, including one pulled by the steam locomotive, plus one work train, were running. The traffic created realistic meets between trains out on the main line.

It turned out to be a beautiful autumn day, and all participants enjoyed at least two rides. The railroad, which is operated by volunteers, also offered tours of their facilities, including a 10-stall roundhouse and 40-foot turntables.



**AT THE TUNNEL** – An excursion train (upper photo), pulled by steam locomotive 801, leaves the Woodsvalley station and approaches Deer Ridge Tunnel, the smaller of two tunnels on the ATT&NW. An ATT&NW excursion train pulled by GP-9 diesel 452 (lower photo), built in the early 1960s by a number of the engineers at Convair Aviation in San Diego, Calif., waits for the 801 to pass before continuing onto single track running through Ozark Tunnel.

As a bonus they brought in the frame and running gear for the 4-12-4 steam locomotive that is being built for them.

On our way to the ATT&NW, our group stopped at the Iron Spike Model Railroad Museum in Washington, Mo. The museum, which has been in operation since 2014, is located in a former Toyota dealership. The service bay area now houses several large model railroad layouts the museum has acquired from estates and donations. Gauges include N, HO, and larger.

For additional information on the history and operations of the ATT&NW visit their website at <[www.arborwayrailroad.com](http://www.arborwayrailroad.com)>.

## FOLLOW US ON FACEBOOK!

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



# Wisconsin Chapter members attend ‘Milwaukee Transit Day’

By DAVE NELSON, President of Wisconsin Chapter NRHS

Members of the Wisconsin Chapter NRHS, together with members of other rail and transport interest groups in Wisconsin, were invited to visit the Illinois Railway Museum (IRM) in Union, Ill., on Oct. 7 for its first-ever "Milwaukee Transit Day."

Anyone identifying themselves at the gate as a "Milwaukee transit fan" received not only discounted admission, but a special pass to storage barns on the museum grounds, which are normally totally off limits to visitors. Those "fans" could ride a vintage motor coach to get to the barns, which was helpful given the strong afternoon rains and wind that prevailed.

In those barns, and elsewhere on the grounds, was vintage equipment from the once extensive holdings of the Milwaukee Electric Railway and Light (TMR&L) company and the Chicago, North Shore and Milwaukee Railroad. IRM's collections from these two companies are the largest in existence anywhere, totaling 38 pieces.



PHOTO BY DAVE NELSON, WISCONSIN CHAPTER NRHS  
**DUMP MOTOR** – This 1920 side dump motor (Differential Car Company) prepares to go out for a trip on IRM's mile-long trolley loop. It is one of a number of work cars preserved at IRM and operates on special occasions such as the Milwaukee Transit Day.



PHOTO BY TOM SHARRATT, WISCONSIN CHAPTER NRHS  
**VINTAGE RIDE** – Milwaukee streetcar 972 (St. Louis Car Company, 1927) was returned to operating condition in 2016 after being out of service for nearly 40 years, thanks in part to a donation by the Wisconsin Chapter NRHS.

IRM volunteers were on hand to explain and educate visitors about the freight motors and cars, street and interurban cars, and work cars which the museum has fortunately preserved, and often restored. Moreover, there were rides offered on Milwaukee streetcar No. 972 and trackless trolley No. 441 (also called “curbliners”), as well as North Shore cars, CA&E cars, and a Chicago Surface Lines streetcar.

Also in operation were TMER&L work car D13 and a TMER&L express motor and trailer. Unfortunately, a publicized recreation of a Lakeside (St. Francis, Wisc.) Power Plant coal train — the last freight operations under wire in the Milwaukee area — became a static display due to a compressor issue on TMER&L locomotive No. L7.

When streetcar No. 972 was taken out on the IRM's main line

instead of just the trolley loop, it hit 34 mph, according to one rider's GPS.

The chapter has given financial support to IRM for the restoration of streetcar No. 972 and the ongoing restoration of the famed North Shore Line Electroliner.



PHOTO BY TOM SHARRATT, WISCONSIN CHAPTER NRHS

**DEPARTURE** — A two-car North Shore Line train departs for Milwaukee (good luck!) on IRM's five-mile main line. On the right is a simulated “Lakeside” coal train pulled by TMER&L locomotive L-7, which served the Lakeside power generating plant on Milwaukee's south side into the 1970s.



PHOTO BY TOM SHARRATT, WISCONSIN CHAPTER NRHS

**HISTORIC EQUIPMENT** — TMER&L express motor M-15 and express container car M-37 recreate an early intermodal train - probably the first time a train of this nature has operated since the mid 1930s. TMER&L was one of several interurbans that offered intermodal service beginning in the early 30s. Inside the express car is the only remaining container, which rolls into/out of the car using the large doors at the rear of the car. It would then be mounted on rubber tires and delivered to off-rail customers using a motor truck. The car is undergoing final restoration and preservation. It needs a new roof and \$10,000 to purchase indoor storage. The car survived only by being converted to a fire car for use at a Milwaukee power generating station.

## Old Dominion modelers take time to watch the ‘real thing’ roll by

By RAY POTTER, Publicity Director, Old Dominion Chapter NRHS

Sometimes on a Saturday when the Old Dominion Chapter NRHS Modelers are hard at work, they hear the horn from a real train, ready to cross Hull Street. The spur track outside the former Southern Railway passenger station that serves as the home of the chapter is still in occasional use by the Norfolk Southern railroad.

When the clarion call is heard, the modelers drop their work and head for the outside door. They all take up positions on the station platform to watch the train lumber by and see what the consist is that day. They will wave at the engineer just like the kids they used to be (and perhaps still are on the inside).

Several companies are located down this track, and bulk materials are delivered by rail as they are heavy and need the most economical transportation possible.

On this recent Saturday, the train was made up of hopper cars full of a type of clay powder. An old caboose was placed between the locomotive and the hopper cars to absorb the operating shock generated by stopping and starting.

While this line never sees a passenger car anymore — passenger service stopped here in 1957 — it’s nice to see the trackage still being used and hear the sound of a locomotive horn once in a while.

If you are visiting the station and a train is heard approaching, you’re welcome to join the members heading for the doors track-side to watch this spectacle that’s been taking place here for over 100 years.

The Old Dominion Chapter of the NRHS museum is open, free, every weekend. Hours are 11 a.m.-4 p.m. 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. See you there.



**OUTSIDE THE MUSEUM** — Loud and close up, a real locomotive passes by.

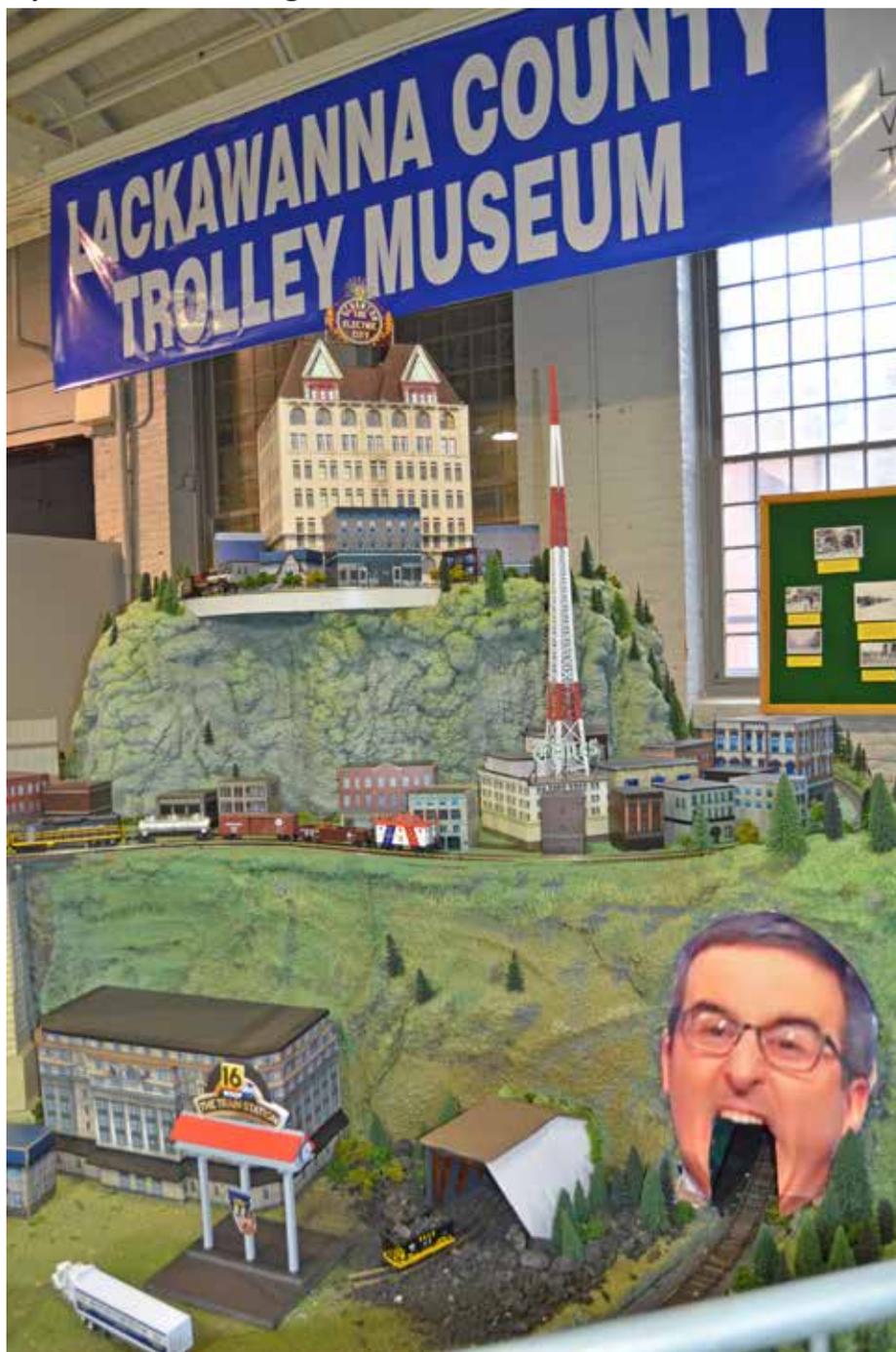


**STEPPING OUTSIDE** — Some of the ODC Modelers group watch a freight train go by the Hull Street Station.

# Lackawanna & Wyoming Valley Chapter helps with unusual train layout

Article and most photos by TIM O'MALLEY, Lackawanna & Wyoming Valley Chapter NRHS

**(Disclaimer: As noted at the end of the article, there are clips available for viewing on the Internet from the John Oliver program showing the unveiling of the layout. Please be aware that the clips include a small amount of coarse language. That's why there are no direct links to those clips in this article).**



**ONE VIEW OF THE MODEL** — *The model railroad layout built by the staff of the John Oliver show is so massive that it's hard to get a photo of the complete layout on one frame. This angle shows the Electric City building and the Scranton Hotel. The photo in the lower right corner of the photo, which was originally a shot of Syracuse University mens basketball coach, has been replaced by a photo of Oliver. The layout is 18'X18' at the base and measures 10 feet in height.*

Scranton, Pa. — Northeastern Pennsylvania is now the home to a very unusual model train layout.

Normally, committees spend weeks or even months in planning a model layout. They spend hours discussing scenery, scale, and how local or broad a scope should be before any work begins or money is spent. By contrast, the Lackawanna & Wyoming Valley Chapter of the NRHS, based in Scranton, was practically drawn into a model project as a tornado picks people and things up to get into the middle of the storm.

It all began on Sunday, Sept. 10, 2017, when HBO's late night host, John Oliver, commented on local TV station, WNEP-TV (Channel 16), about their toy train layout where weather forecasts are delivered. For around 40 years, the station has been broadcasting the weather outside the studio, actually in the weather. Over time, they added gardens and water features to the "backyard", and even an operating G-scale train.

In the Spring of 2017, Oliver had a skit on his *Last Week Tonight* show not so much about the train but so many comments made in a WNEP segment called "Talkback16" about the train. Viewers are encouraged to call the station to comment on any news segment, but quite often, the topic is the train. Some people love it, while others hate it. Still others comment on the other viewer's loving or hating of the train.

The Sept. 10 episode of *Last Week Tonight* brought Oliver back to the toy train layout, and he mentioned how much he loves the toy train layout, but that it isn't big enough for the viewers. So he had a curtain on his set drop to reveal what he called, "an almost irresponsibly large" train layout. It was not the layout we need, but the one we deserve, as he put it. He also offered it to WNEP, because it could not stay at the HBO studio in New York City.



**WIDER SHOT** – *This wider shot of the model railroad shows the working waterfall (center) and a modified model of the nearby Tunkhannock Creek Viaduct in Nicholson, Pa.*

This offer led to the entire area of WNEP viewership buzzing about the new train. Where should it go? Who has the space? How do we get it?

Carl Abraham, news director for WNEP, reached out to the Lackawanna & Wyoming Valley Chapter NRHS through Joe Boshek, who quickly reached out to members to help out in the receiving of the layout. It was already broken up into several pieces, and stored in a New Jersey storage shelter, but could not stay there.

A decision was made to move it to Scranton, where it would be reassembled at the Electric City Trolley Station & Museum. Not many other spaces had the available height required to properly display the trains.

Staff from the TV station, chapter members, and the set designers hired by John Oliver's producers arrived early on Sept. 20 to rebuild the giant layout, which takes about 18 feet in floor space, and is over 8 feet tall. That's irresponsibly large, indeed.

There are three operating track levels, with the top and center row being O gauge, and G gauge track on the ground level. All of the trains used in the four-minute TV segment, plus



**FINISHING TOUCHES** – *Lackawanna & Wyoming Valley member Roy Pauli dabs paint on the gaps of the layout which was sawed into several pieces for storage and now reassembly at the Electric City Trolley Station & Museum.*

extras purchased in case one or another train did not work, were included in the donated layout.

Several buildings made for the TV show replicate important buildings in Scranton, such as the *Times-Tribune* newspaper building, the DL&W train station, the “Electric City” building, and the local library. A working waterfall and railroad tunnel are part of the layout, along with a modified model of the nearby Tunkhannock Creek Viaduct in Nicholson, Pa.

The dedication of the layout at the trolley museum took place on Sept. 22, and visitation at the museum remains high, with people coming from all over to see this now famous toy train.

L&WV member Clem O’Jevich, proprietor of Warrior Run Loco Works in Nanticoke, Pa., also donated several model trains, trolleys and scenery items to the layout for when items wear out or break down.

Other chapter members involved in the rebuild of the layout were president Vee Pauli and her husband Roy, Joe Boshek and Tim O’Malley. Several people from the TV station, including Paul Kielbasa, the man in charge of maintaining the WNEP backyard train, also helped to build, lay track and fix the parts as the layout came together. It is amazing that it all took place in less than two full weeks. The re-assembly took only one day.

To thank the L&WV chapter for their involvement, Abraham gave us some hats, T-shirts, coffee mugs and various “swag” to share with members. We hope to keep this connection with the TV channel, and become known for our railroad preservation efforts.

Segments of the John Oliver show, as well as the news segments from WNEP can be found on YouTube.



***A HELPING HAND — Lackawanna & Wyoming Valley Chapter member Clem O’Jevich (left) helps to secure the O gauge track while the John Oliver train layout is being rebuilt. Helping is a person who works for the contractor who originally built the model.***



***PHOTO BY ED FORTUNA, LACKAWANNA & WYOMING VALLEY CHAPTER NRHS WITH THEIR SWAG — Lackawanna & Wyoming Valley Chapter members Roy Pauli, Vee Pauli, Clem O’Jevich, Joe Boshek and Tim O’Malley (left to right) show off appreciation gifts from WNEP-TV 16 received for helping out with the rebuilding of the John Oliver train. At the October, 2017 chapter meeting, they had their pick of hats, shirts, and mugs offered by the TV station.***



PHOTO BY MIKE DeROO, KANSAS CITY CHAPTER NRHS

***THE SUN IS GOING DOWN ON ANOTHER YEAR, and we're all looking forward to a successful and prosperous year in 2018. Please remember to renew your membership, and recruit new members for the Society.***

## Keep those articles and photos coming

This is the final issue of the *NRHS News* for 2017. During the year, we have published six electronic (.pdf) issues and three print issues of the *News*. Though the print issues were limited to eight pages, the nine issues averaged just over 24 pages.

We appreciate all of the contributions of photos and articles by chapters, other historical societies, and individuals, and we hope that you will continue to submit material. If you send it in to <nrhsnews@charter.net>, we'll get it in. Submissions to the NRHS Facebook page may also be sent to the same address.

Please submit only high resolutions photos as attachments to an email and not in the body of email. Finally, if you have an article that needs to be approved by others, please send only the finished article rather than a draft. Articles are usually laid out upon receipt, and article revisions may require substantial work on the layout.

## NRHS News Publication, Deadline Schedule for 2018

Month	Print or .pdf	Deadline
January	No issue	—
February	.pdf	Jan. 10
March	Print	Feb. 10
April	.pdf	March 10
May	No issue	—
June	.pdf	May 10
July	Print	June 10
August	.pdf	July 10
September	No issue	—
October	.pdf	Sept. 10
November	Print	Oct. 10
December	.pdf	Nov. 10

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