



# NRHS News

NEWS FOR ALL NRHS MEMBERS

FEBRUARY 2015

PHOTO COURTESY OF VERMONT RAIL SYSTEM

**LEADING THE WAY** – Vermont Rail System will host the 2015 NRHS convention this summer. Alco RS-1 No. 405, shown here leading a holiday train, will be pulling a special photo freight during the convention. Several of the passenger cars shown will also be in the consist. A complete article on the convention starts on page 5 of this edition.

## NRHS president discusses changes, plans for future

By Al Weber, NRHS President

First, I want to thank all the Society members who have stepped forward to help out. Your work is much appreciated not only by me but by all the membership.

tered town. I have received many comments and seen much written in chapter newsletters about the open and frank discussion in which all participated. I intend to conduct each winter conference in that same manor.

Our normal conferences must be more formally run but I will always open the meetings for comments and constructive suggestions from members. I was really impressed that no one said to the effect “Why don’t you do this” but asked good questions and had many good suggestions on how we are to proceed. That is the kind of

We just had our winter conference in Roanoke, Va. I personally want to thank the Roanoke Chapter members for having us in their historic railroad-cen-

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participation that will get us back on track.

One suggestion is that we remove the requirement from our bylaws that we have four conferences per year. We all know how much it costs to attend these conferences each time. The NRHS is now much more connected via the Internet and the web. This is allowing us to get ideas and information to all without face-to-face meetings. We are looking into having the Advisory Committee requirement changed from a mandatory meeting at the convention to having one meeting per year as called by the Advisory Committee chair.

Bylaws changes must be voted on by the membership at the membership meeting, so we need to get these changes published before our next meeting. Bob Ernst is working on that wording now for presentation at our next conference in York, Pa., April 15-19. Other ideas will be reviewed by the appropriate committees and board members.

One concern is that we are leaving members out of the loop by going to electronic distribution of the *NRHS News*. Many had ideas on how we bring the *News* to those who do not have a way to get on-line. We are still investigating that but we do not have an answer that we can afford. The printing and mailing is very expensive and takes a lot of time. With electronic distribution we get a cost effective way to distribute the *NRHS News* and it not only has more chapter news but is more current.

The dues renewal process is ongoing and, as of this writing, 5,631 members have renewed. This still leaves many more out there who need to be politely asked to renew for 2015 in order to support railroad history preservation. It only costs 14 cents per day to support the NRHS by being a member.

I know many chapters and members are taking a wait-and-see attitude. We all need to let them know that we are still here, even after a major national train publication said we would not make it to 2015. So please go ask your fellow members to renew. Also, if possible, give a little extra.

As for good news, ticket sales for the 2015 convention in Rutland, Vt., are going well. Some items are sold out but tickets for all trips are still available. Walter Zullig and his committee have an excellent convention planned, so take advantage of it.

Please order your tickets now. The convention dates are June 14-20, 2015 with a public excursion on Sunday June 21. See the NRHS web page at <http://www.nrhs.com> for links and information on the convention.

have a few applications and many donations toward the 2015 camps. The NRHS web page has a downloadable application format at [http://www.nrhs.com/sites/default/files/RailCamp\\_Package.pdf](http://www.nrhs.com/sites/default/files/RailCamp_Package.pdf) Find those future railroaders and send them to RailCamp.

The Heritage Grants application is also out on our web page <http://nrhs.com/program/heritage-grants>. Find a project and send in an application. The deadline for applications is March 31, 2015 and it is coming up soon, so do not delay.

There's one last item to mention. We are holding a joint conference with the Association of Tourist Railroads and Railway Museums (ATRRM) and the Maryland & Pennsylvania Railroad Preservation Society in York, Pa. April 16-18. This will be something very different as it is an all-inclusive deal if you want to participate. They have a very good schedule of events planned, and I encourage you to consider attending. You will meet other people who are in the railroad preservation business.

The sign up link for the ATRRM part is <http://www.atrrm.org/spring-conference-atrrm>. For the NRHS part, the link is <http://www.atrrm.org/spring-conference-nrhs>.

Each NRHS board or council member who wants to attend both the ATRRM conference event and the NRHS BOD's meeting and Advisory Council meeting must register using both links. Each registration is processed separately but all go through the ATRRM books. The cost for both is \$125, or \$85 per person for the ATRRM portion, and \$40 for single or family member attendance to the NRHS meeting. This includes all seminars. Please download the information packet to see all the events.

The NRHS Advisory Council meeting will be Saturday, April 18, at 6:30 p.m. The NRHS Board will meet Sunday, April 19, 8:30 a.m.-2 p.m.

If NRHS members do not want to attend the ATRRM conference and are only attending the NRHS board and council meetings, they must register on our link and pay the \$40. There are no exceptions. They will be issued a different color badge and will not be allowed to attend any ATRRM functions.

The only exception which ATRRM is allowing is for spouses or guests of registered attendees to buy the Saturday luncheon buffet at \$25 per person. That is the only event which can be bought separately.

Hope to see all of you in York.

Both RailCamps are proceeding as planned. We

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# Deadline to apply for NRHS heritage grants is March 31

Applications are now being accepted for funding from the NRHS Railway Heritage Grants program in 2015. Several individual awards will be made for amounts up to \$5,000.

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 the nation's threatened railway heritage. 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



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**OVERHAUL** — *Former Virginia Blue Ridge Railway 0-6-0 No. 9 is currently undergoing an extensive overhaul by SMS Rail Lines at their shop facility in Bridgeport, N.J. The former U.S. Army Transportation Corps switcher was built by Alco in 1942 and used at the Fort Eustis, Va., facility until 1958 when it was acquired by the Virginia Blue Ridge Railway located in Tye River, Va. It was later sold to the New Hope and Ivyland Railroad, and then sold to SMS in 2009. The engine will be used mainly in freight service on the railroad's 11-mile network of lines at the Pureland Industrial Park in Bridgeport, N.J.; however, it may also be used to power future public excursions at the facility. This photo shows the 0-6-0 in the SMS Rail Lines shop on May 15, 2013.*

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.

Entities that do not have 501(c)(3) status 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; and
- 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 copies of a completed application, individually stapled, to: NRHS Grants, P. O. Box 340, Tacoma WA 98401-0340. 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 Federal Express (FedEx), United Parcel Service (UPS) or other commercial delivery service. Applications cannot be submitted via the NRHS website.

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.

## 'Photographers special' trips set on Potomac Eagle Railroad

Chase Gunnoe, a member of the Collis P. Huntington Chapter NRHS, and the Potomac Eagle Scenic Railroad in Romney, W. Va., are partnering to offer a unique opportunity for photographers on Saturday and Sunday, April 18-19.

Using period actors and other props, a railroad photographer's special will depart from the tourist railroad's Romney Depot for a full day of photo run-bys featuring first generation diesels and authentic photo freight consists.

The trip will follow the South Branch of the Potomac River through obscure eastern West Virginia during the early Spring foliage.

For more information on this photographer's special and to obtain a ticket for this trip, contact Chase Gunnoe at 304-553-9409.



PHOTO BY BARTON JENNINGS, MANAGER OF RAIL OPERATIONS FOR 2015 NRHS CONVENTION  
**VERMONT ACTION** – Vermont Rail System (VRS) engine No. 311, decorated with the line's 50th Anniversary logo, heads east past the Rutland Railroad Museum with the afternoon BDRD (Burlington to Rutland) train. VRS is hosting the NRHS and the convention, which will be headquartered in Rutland, Vt.

## Members from 30 states have registered for convention

*By Barton Jennings, Manager of Rail Operations for 2015 NRHS convention*

Sales continue for the 2015 NRHS convention, hosted by the Vermont Rail System (VRS) in Rutland, Vt.

In this day of increased security, it is a rare opportunity for rail enthusiasts to be given access to a railroad for a week's worth of events, and NRHS members from more than 30 states and Canada have already signed up to participate.

In addition to six charter trains on the VRS, the Saratoga & North Creek has also agreed to host a special event, and Amtrak is offering special travel discounts and a ride on their *Ethan Allen Express* as a part of the convention. A tour of the VRS roundhouse in Burlington, an event at the Rutland Railroad Museum, numerous tours of area tourist attractions, seminars and the an-

nual banquet all fill a busy convention week in the Green Mountains of western Vermont.

Vermont is known as a vacation destination with its winter skiing and summer activities. However, the NRHS plans to add to them and provide an opportunity to combine tourism and train travel. Our train events will often take you behind the scenes, and our seminar and tour programs will offer a unique look at the area's transportation system and railroad history.

The convention is based at the Holiday Inn in Rutland. All convention meetings, seminars, banquet, transportation to off-site events and train excursions, and other events will take place here. Those not receiving tickets by mail will pick up their convention materials there. The convention rate at the

Holiday Inn (\$99 for one person, \$119 for two, \$139 for three and \$159 for four) includes a free hot buffet breakfast, scheduled to be offered in advance of event departures each day.

Holiday Inn officials would like those attending the convention to call them directly to avoid incorrect information being given out through the 800 number. Their number is 802-773-6130.

For those who would like a longer stay outside of the convention nights, the hotel has opened up rooms.

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.

### **Ticket Updates**

As this is being written, tickets are still available for all events, although some premium class tickets, such as the *Macintyre* business car and lounge seats, are sold out. However, there are still tickets available for the dome car and *Dover Harbor* lounge car on all VRS trips. Additionally, coach and table seating is also available on all VRS trips. On the Saratoga & North Creek trip, the dome has sold out but plenty of coach seats are still available. The online registration system provides a real-time status of all ticket availability, so please register and check the current status there.

### **A Closer Look at the Photo Freight**

Several of the convention events deserve a closer look.

The first is the Green Mountain Railroad photo freight, operating from Rutland to Smithville and return, on Sunday, June 14. Pulling the train will



PHOTO BY SARAH JENNINGS, AT-LARGE MEMBER NRHS  
***IN THE ROUNDHOUSE – Clarendon & Pittsford No. 203 is shown in the roundhouse at Burlington, Vt. The 2015 convention schedule includes an opportunity to tour the roundhouse and maintenance facility in Burlington.***

be Alco RS-1 No. 405, originally Rutland No. 405, a part of the original dieselization of the railroad.

It should also be noted that this is a real freight train, delivering cars to the talc plant near Smithville.

Departing from the Howe Center in Rutland at 7 a.m., the train will operate over the former Rutland route to the southeast, perfect for morning photography. Numerous stops are planned along the mountainous route, many at locations not easily accessible, and a mix of posed shots and runbys will be conducted.

After delivering the freight cars, the train will return to the Howe Center at approximately 3 p.m. To allow plenty of photo opportunities, the trip is limited to 150 passengers and will use three passenger cars on the rear of the short freight train. Passengers should dress appropriately with good

shoes and be prepared for some short hikes through the woods of the Green Mountains.

This trip is even perfect for those looking for just a day of train riding. The opportunity to ride an actual mixed freight-passenger train is rare, and the route that it is taking is extremely scenic.

One of the highlights of this trip is passing over the Cuttingsville Trestle, an often photographed bridge that is reportedly the longest rail bridge in Vermont. The train also passes over Summit, the highest location on the Rutland Railroad, and through the ski resort at Okemo Mountain. A lunch will be served on the train and light snacks and drinks will be available for purchase.

### **The Rutland to Burlington Passenger Train**

A second trip that includes some special opportu-



PHOTO BY SARAH JENNINGS, AT-LARGE MEMBER NRHS

***VERMONT MUSEUM – The Thursday, June 18 charter from Rutland to Burlington, Vt., includes an option to visit the Shelburne Museum.***



PHOTO BY SARAH JENNINGS, AT-LARGE MEMBER NRHS

***VERMONT SCENERY – Passengers on the 2015 NRHS convention charters will see plenty of scenery in the Green Mountain State. Two of the trips will pass the retired Hammond Covered Bridge at Florence, Vt.***

nities is the Thursday, June 18 charter from Rutland to Burlington, Vt. This train features table car, coach, lounge, dome and business car seating.

Departing at 10 a.m. from the Amtrak station in Rutland, the train will travel the route of the *Mount Royal*, the former overnight New York City-to-Montreal passenger train that operated via Rutland, returning to Rutland about 8 p.m. This train features views of Lake Champlain, major rail shippers, and several covered bridges. Additionally, several original Rutland stations still exist on this line, providing additional points of interest for rail historians. Photo runbys are planned and will be made if weather and traffic conditions permit.

This train includes a lunch-time layover on the waterfront at Burlington, a popular tourist attraction and event location where numerous restaurants exist.

For those wanting to learn more about the VRS,

an optional tour of the Burlington roundhouse is available for a limited number of people. This tour will start at the Burlington Union Station and include a 1/3-mile walk in each direction between the station and the roundhouse, a walking tour of the roundhouse and shop facility, and the opportunity to photograph equipment in the shops and turntable area. Because of railroad rules, every participant must provide and wear steel-toed shoes, safety vest, hard hat, and safety glasses. Shorts and tank tops are not allowed.

Another option for those on the Burlington passenger train is a stop at the world famous Shelburne Museum. At Shelburne, more than 150,000 works are exhibited in 38 exhibition buildings, 25 of which are historic and were relocated to the Museum grounds. Among these are the 1890 Shelburne railroad station, full of displays, former Central Vermont Railway 4-6-0 No. 220, and private business car *Grand Isle*, available for tours. Those participating in the Shelburne Museum tour will have approximately three hours to ex-

plore the museum and have lunch on their own at the museum café.

### Father's Day Public Passenger Train

The final event of the 2015 NRHS convention continues a recent tradition of sponsoring events for the general public to promote the activities and membership opportunities of the NRHS.

This year, the event is a trip through the Green Mountains between Rutland and Ludlow, celebrating Father's Day. The train departs at 11:30 a.m. and returns at 4 p.m., allowing an easy connection to the *Ethan Allen* and its run to New York City.

This route passes the station of Summit, the highest location on the railroad and the site of the driving of the final spike on the Bellows Falls-to-Burlington route, as well as views from the bridges over Jewell Brook, Mill River, and Cold River. The train will also pass under some of the ski routes of the Okemo Mountain Resort.

Because of the nature of this trip, coach and table car seats will be sold as general seating through the NRHS registration system as well as

the regular ticket system of the Vermont Rail System. The premium classes of lounge and business car will only be sold through the NRHS registration system.

### Convention Guidebook

Those who have attended the Iowa, Alaska and Arkansas conventions are already aware of the detailed convention guidebooks that are part of the convention registration fee. For those who are not, the guidebook includes a detailed description of the train routes and their history, including information about each station location along the line. Details about the various tour events are also included, making for the perfect convention souvenir. Each primary convention registrant will receive one copy of the detailed guidebook. Additional copies will be available for sale at the convention hotel and on the convention trains. Copies of past convention guidebooks may also be available for sale at the convention.

For more information about the convention and all of its events, check out the details in the registration package part of the convention section at <http://www.nrhs.com>.



PHOTO BY BARTON JENNINGS, MANAGER OF RAIL OPERATIONS FOR 2015 CONVENTION  
**ON DISPLAY – Former Central Vermont 4-6-0 locomotive No. 220 is on display at the Shelburne Museum.**



PHOTOS COURTESY OF VERMONT RAIL SYSTEM

***IN SNOWY NEW ENGLAND -- In the top photo, Vermont Rail System engine No. 304 pulls a freight approaching a summit in the Green Mountains after leaving Mount Holly, Vt. Alco No. 405 is shown in the bottom photo near Bartonville, Vt. The engine will be used in the photo freight that will be a part of the 2015 NRHS convention, hosted by VRS.***

# More photos from operations on Vermont Rail System

PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY



# More photos from operations on Vermont Rail System

PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY





PHOTO BY STEVE BARRY, WILMINGTON (DEL.) CHAPTER NRHS

***STRIPPED DOWN*** — Alaska Railroad engine No. 557 is shown in the shop at Wasilla, Alaska. The locomotive was stripped down to bare metal and fully disassembled. The photo was taken during the shop tour that was a part of the 2013 NRHS convention in Alaska.

## NRHS grant serves as ‘seal of approval’ in search for more funds

*By Barton Jennings, At-Large member of NRHS*

In 2014, the National Railway Heritage Grants program contributed \$5,000 to the Alaska Community Foundation in Anchorage, Alaska, for the restoration of Alaska Railroad steam locomotive No. 557, a 2-8-0 built in 1944.

“The grant will fund the purchase of boiler stay bolts, a vital step in the locomotive’s restoration to operating condition,” according to the grant application.

The grant application came about after the Engine 557 Restoration Company conducted a facility tour as part of the 2013 NRHS convention in Alaska, where participants were able to see the restoration efforts involved in bringing locomotive No. 557 back into operating condition.

Engine No. 557 was the last steam locomotive to operate on the Alaska Railroad, making its last trip in 1962. It was later sold and moved to a private railroad museum in Washington State.

The S-160 class Consolidation 2-8-0 locomotives, built for the U.S. Army Transportation Corps between 1942 and 1945, became the largest single class of locomotives ever built in America. Of the 2,120 units built, 12 found their way to Alaska. Known as GI Consolidations, or Gypsy Rose Lee locomotives — they were striped down for action — S-160s eventually found their way to every continent except for Australia and Antarctica. There are only five examples left in North America and none are currently operational.



PHOTO BY STEVE BARRY, WILMINGTON (DEL.) CHAPTER NRHS

**SALES COUNTER** – *The Engine 557 Restoration Company used the cab of the 557 as a sales counter during the restoration process. Members had numerous 557 items and Alaska Railroad items for sale during the 2013 NRHS convention.*

U.S. Army No 3523 was built by the Baldwin Locomotive Works in 1944, and was one of the 12 that went to Alaska. It became the Alaska Railroad 557.

It was kept around to help during high water conditions at Nenana, Alaska, where the Tanana and Nenana rivers regularly flooded the entire town and rail yard.

In June of 1959, engine 557 was cleaned up and painted for some rail fan excursions between Whittier and Anchorage. It made its last run in Alaska, on Sept. 5, 1960, to the state fair in Palmer.

In 2012, the locomotive was donated back to the Alaska Railroad with the requirement that it be re-



PHOTO BY STEVE BARRY, WILMINGTON (DEL.) CHAPTER NRHS

**FIRE BOX** – *The photo shows the inside of the firebox on Engine No. 557.*

stored and used in tourist operations. Since then, the steam engine has been barged back to Alaska, moved to a new steam shop in Wasilla, and major restoration is underway. Thanks to several grant programs, the full rebuild of the locomotive is progressing, according to schedule. However, funds are still needed, and donations are being requested as part of a matching program.

In a letter from Patrick Durand, president of the 557 Restoration Company, the NRHS grant was matched by another grant, resulting in the \$5,000 from the NRHS actually being \$10,000. He added that the NRHS grant also demonstrat-

ed a national interest in the project, saying that “the NRHS grant, of course was the *Good Housekeeping Seal of Approval*” and has assisted the group in obtaining other grants.

The NRHS grant was mentioned in a major article published Sept. 14, 2014, in the *Mat-Su Valley Frontiersman* newspaper, covering the restoration project and its fund raising efforts.

For those interested in more information about the work, check out the 557 page of <<http://www.AlaskaRails.org>> or the Facebook page of the Engine 557 Restoration Company.



PHOTO BY STEVE BARRY, WILMINGTON (DEL.) CHAPTER NRHS  
***PREPARED FOR SHIPPING*** – *During the 2013 NRHS convention, the drivers of No. 557 were ready to be shipped to the Tennessee Valley Railroad Museum (TVRM) for turning. The drivers were sent to Chattanooga so the machinists there could work with the wheels on the TVRM wheel turning lathe. There are no facilities in Alaska to do the bearing work on the drivers.*

## Deadline for NRHS News submissions in 2015 are listed

Since the NRHS News is now being published and distributed in a .pdf format, new deadlines have been established. Electronic distribution eliminates the one-month waiting period for the News to be printed and mailed to members.

The News is published in even-numbered months. The deadline for submissions will be the 15th of the preceding month. For example, the deadline for the April edition is March 15. For the remainder of the year, the deadlines are: June edition, May 15; August edition, July 15; October edition, Sept. 15; and December edition, Nov. 15. Any changes in deadlines will be posted on the NRHS webpage <<http://www.nrhs.com>> or Facebook page.

When possible, please don't wait until the deadline to submit photos and items for the NRHS

News. Layout work on the publication is ongoing, so early submissions will make the layout process easier and more timely. Items submitted after the deadline will be held until the next issue.

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 renewal forms for members to list those addresses. Be sure to complete that section of the forms.

Remember, submissions are welcome from both chapters and members. If you have an interesting railfan photo, feel free to submit it for consideration. Send submissions to <[nrhsnews@charter.net](mailto:nrhsnews@charter.net)> or Charles S. Williams, Editor, NRHS News, 4712 Brushy Mountain Road, Moravian Falls, NC 28654.

# Railroad show, collectors market set for March 14 in Harrisburg

The annual Railroad Show and Collectors Market sponsored by Harrisburg Chapter NRHS will be held March 14, 9 a.m.-3 p.m. at the I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, Pa.

The event, now in its 28th year, will feature model railroads, railroadiana, train layouts in several gauges, movies, and a test track.

Jim Leonard, a director of the East Pennsboro Historical Society, will give a digital program on the Enola train yards 1905-2005 at 11 a.m. This will be an in depth 40-minute program covering yard operations of Pennsylvania Railroad, Penn Central, Conrail, and Norfolk Southern and their respective steam, electric, and diesel motive power.

Admission will be a donation at the door of \$5, with free admission for children under age 12. Proceeds benefit the chapter's on-going preserva-

tion projects.

There is a snack bar 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. This is an excellent viewing and photo site for Amtrak and Norfolk Southern trains.

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), preserving and operating Harris Tower, and showcasing operating model train layouts to community groups.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***RARE MOTIVE POWER*** — *One of the few places in the U.S. where vintage six-axle Alco and Montreal Locomotive Works (MLW) diesels can be seen in regular service is on the Western New York & Pennsylvania Railroad (WNYPA). This railroad is headquartered in Olean, N.Y., and operates over former Erie and Pennsylvania Railroad lines in western New York and Northwest Pennsylvania. On Feb. 9, 2011, WNYPA's Driftwood Turn was assigned three MLW six axle engines — M630 No. 630 and M636s Nos. 637 and 43. The Driftwood Turn is seen here southbound on the PRR's former Buffalo Line at Turtlepoint, Pa.*



PHOTOS BY TERESA RENNER, POTOMAC CHAPTER NRHS

**PRESIDENTS** – *Attending the anniversary meeting of the Baltimore Chapter NRHS were four former chapter presidents. Standing in front of the table, left to right, are Martin K. Van Horn, Robert W. Janssen, Walter Gay, and Rowland (Buzz) Ritte. Holding the cake is Alexander (Sandy) Mitchell, the current chapter president.*

## Baltimore Chapter NRHS celebrates 79th anniversary

By Alexander D. "Sandy" Mitchell IV, President, Baltimore Chapter NRHS

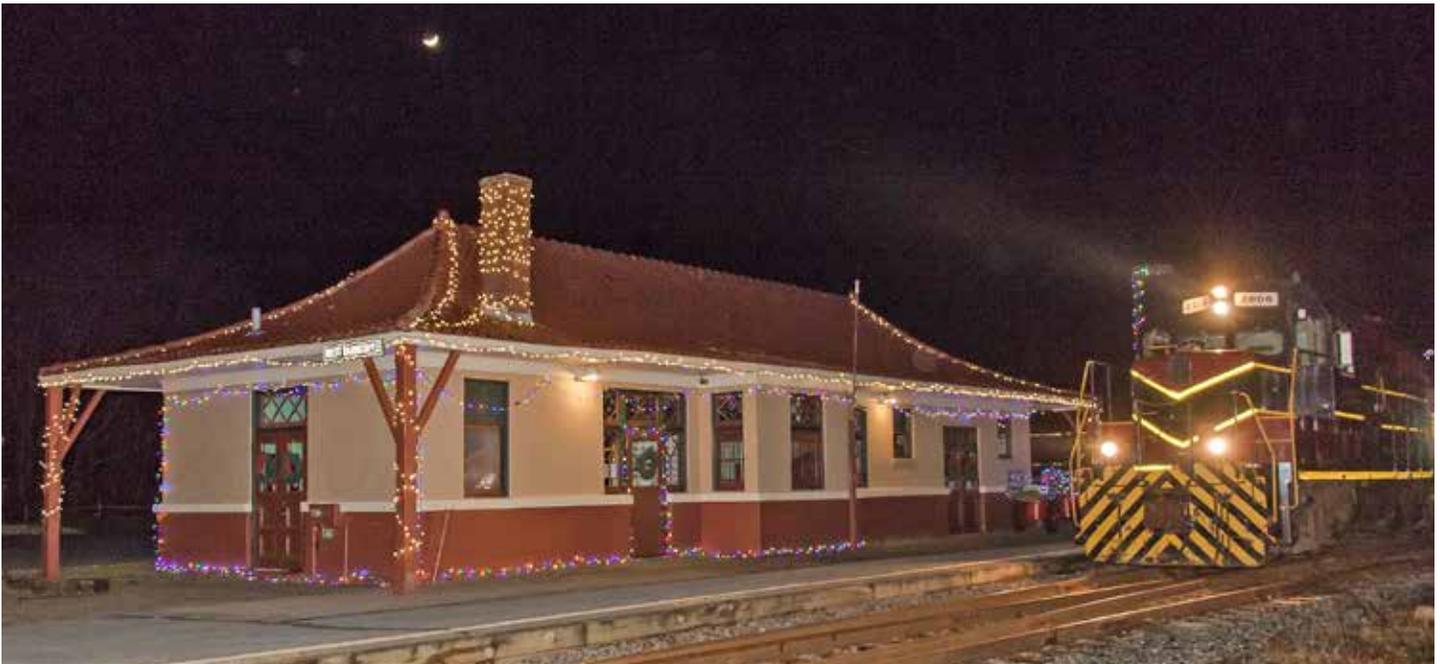
The Baltimore Chapter NRHS celebrated its 79th anniversary at the group's January 2015 monthly meeting.

The chapter was officially chartered on Jan. 20, 1936 by George F. Nixon, chapter founder.

The Baltimore Chapter was the third NRHS chapter that was organized, after Lancaster, Pa., and New York. The New York chapter later gave up its charter and was replaced later by another New York

See **BALTIMORE**, page 22





PHOTOS BY DOUG SCOTT, CAPE COD CHAPTER NRHS

**HOLIDAY TRAIN** – *The West Barnstable Station was used this past Christmas season as the destination/turnaround point for the Cape Cod Central “Train to Christmas Town.”*

## Santa and Mrs. Claus visit West Barnstable station, museum

*By Linda Z. Pegnato, President, Cape Cod Chapter NRHS*

On a chilly Saturday, Dec. 13, 2014, the West Barnstable (Mass.) Museum and Station was decorated and ready for all the families to visit with Santa and Mrs. Claus as a part of the Cape Cod Central's “Train to Christmas Town,” which operated between Thanksgiving and Christmas.

The station and museum are owned and operated by the Cape Cod Chapter NRHS.

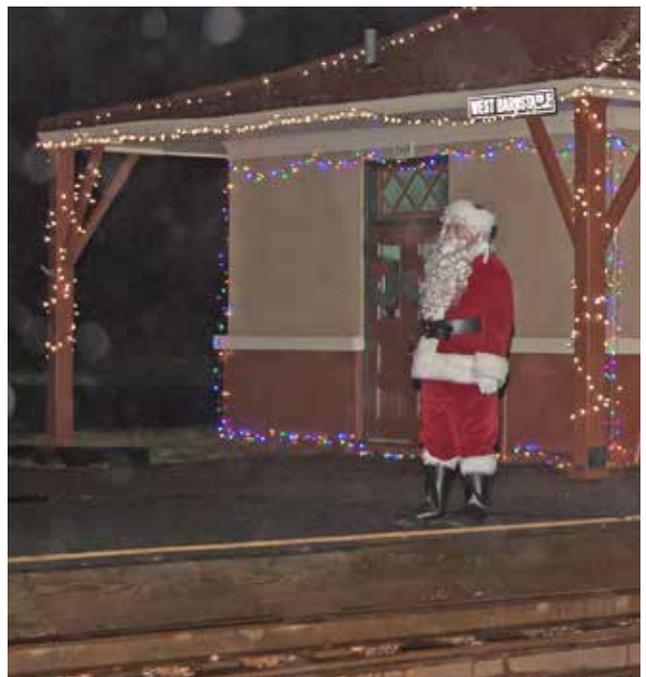
Hot chocolate was served to the visitors to keep them warm. Guests were also given chocolate chip cookies and candy canes.

Christmas music played in the background, while the Polar Express model train ran under our Christmas tree in the lobby to the delight of everyone.

Some children sat with Santa and received a Christmas letter advising them to be good little girls and boys, as others held back and stayed close to their parents. All the children sat with Mrs. Claus, who had a puzzle to give them.

Linda Z. Pegnato, chapter president, thanked all of the volunteer members who helped with the Christmas program. She added, “The

Cape Cod Chapter, NRHS wishes everyone a happy new year and happy railroading in 2015.”



**AT WEST BARNSTABLE** – *Santa Claus waits at the West Barnstable depot for the Cape Cod Central holiday train.*

# February 2015 issue feature photo



PHOTOS BY KEVIN BURKHOLDER, STEEL WHEELS PHOTOGRAPHY

***SNOW BURST -- Kevin Burkholder got this photo of the eastbound St. Lawrence & Atlantic Railway (SLAR) train 394-30 with leader, Quebec-Gatineau Railway GP40-3 3105 Saturday night, Jan. 30. According to Burkholder, "Viewing the forecast for the heavy overnight snow and blizzard conditions, I opted to head out to try and capture a shot that I've done a hundred times in daylight, but never at night. With steady snow having kicked in at around 2 inches per hour, I wasn't worried about the train 'pushing' snow, but I wanted the classic crossing snow burst. Arriving in Milan, N.H., just minutes before the train (after doing a 'chase' from Island Pond, Vt., to this point), I opted for a simple two-light setup and hoped for a lot of luck. I watched the ditch lights closely as they opened up on the grade crossing, then, just as they disappeared into the deeper snow again ...click - voilà... A night snow burst with the SLAR eastbound 5." Burkholder is the official photographer for Vermont Rail Systems, which will host the 2015 NRHS convention.***

## Remember to submit your photos for inclusion in the *NRHS News*

We welcome all photos for consideration to be included in the *NRHS News*. Your photo may be chosen as the "feature photo" for the edition.

You can submit photos from your railfanning trips, chapter events (with an article), the convention,

or other rail-related activities. All photos should be high resolution (300 dpi at a width of 300 dpi)

Submit photos via email to <nrhsnews@charter.net> or by mail to Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, N.C. 28654.



PHOTO BY MICHAEL T. BURKHART, PRESIDENT OF WILMINGTON (DEL.) CHAPTER NRHS

***HIGH IN THE SKY – The Chennai Metro Rail construction was progressing rapidly in late 2013, with the guideway and stations taking shape. The 45-kilometer system, projected to open in phases starting sometime this year, is expected to alleviate some congestion in this city of 7.5 million people in southeastern India.***

## New Metro Rail in India should relieve some congestion for travelers

*By Michael T. Burkhart, President of Wilmington (Del.) Chapter NRHS*

Getting around in Chennai, India's fourth largest city is a challenge. The 10-mile trip to the airport is a game of chance that can take anywhere from 40 minutes to several hours, depending on traffic. A cab can take an hour or more to show up. Then there's negotiating the narrow streets crowded with auto rickshaws, pedestrians, carts and livestock.

Transportation officials hope the Chennai Metro Rail, scheduled to open in phases starting in 2015, will alleviate some of that congestion. It is also expected to help connectivity issues on the existing Mass Rapid Transit System (MRTS), an elevated commuter line run by Indian Railways that is underused.

Located on the Bay of Bengal in southeast India, the population of Chennai (called Madras until 1996) has more than doubled to 7.5 million people since 1981. It's become a high-tech and manufacturing hub, with many automotive, computer and software companies opening plants in

the area.

As the city's population boomed, the government of Tamil Nadu, the state where Chennai is located, approved construction of a metro in 2007 and formed Chennai Metro Rail Limited. Much of the planning was completed by officials involved with the construction of the metro in Delhi, which opened in 2002 and was India's first modern mass transit system.

Chennai Metro Rail will run 45 kilometers over two lines and serve 41 stations, with an additional three lines on the drawing board. Construction started in 2009 and will cost \$2.8 billion, according to Chennai Metro Rail Limited. Funds come from central and state governments as well as loan guarantees from Japan.

Alstom Transport is providing the 33 four-car train sets being manufactured in Brazil, and a new plant in India. The first test run on a completed section track took place in November, 2013 and,

by early 2015, eight of the train sets were completed.

The Metro is expected to attract 774,000 passengers a day in 2016, increasing to 1.3 million by 2026, the line's figures show. It will connect the airport with downtown and several suburbs, and intersect the existing railway network in key locations. It will also serve Chennai Central, the main rail terminal; central bus terminal, and government centers.

India's first elevated railway, the Mass Rapid Transit System (MRTS), runs 19 kilometers and opened in 2007, linking the Chennai Beach and Velachery neighborhoods of the city. It has suffered from connectivity and maintenance issues from the start. Many of the line's 17 huge vaulted stations sit largely empty, even though there is room for retail. The electric multiple unit train sets are old, dirty and lack automatic doors.

It attracts only about 70,000 of the projected 600,000 commuters a day. When the Metro opens, it will connect with the MRTS in several locations, including a new extension to St. Thomas

Mount and is hoped that the integration will increase ridership. New railcars are also planned for this broad gauge line.

Most railways in India are broad gauge. However, the Metro is being built to standard gauge. According to the project brief, standard gauge was chosen because of the availability of "off the shelf" technology, sharp curve radius needed on some sections and less land acquisition than broad gauge would have required. The Metro will have automatic fare collection as well as first class cars with fewer seats.

By December, 2013, construction was evident all over the city. Stations were taking shape along the main road to the airport. Barricades, with the project name and logo, were up where the tunnel boring machines were working underground, and cranes lifted prefabricated sections of elevated guideway into place. Several sections of track were complete and the operations center was also taking shape.

When Metro opens, the guessing game on how long the trip from downtown to the airport takes will be over.



PHOTO BY MICHAEL T. BURKHART, PRESIDENT OF WILMINGTON (DEL.) CHAPTER NRHS  
***DUE FOR AN UPGRADE — Chennai Metro Rail will connect with the existing and underused Mass Rapid Transit System, which runs along the Bay of Bengal. In conjunction with the Metro Rail project, the MU cars on this broad gauge line will be upgraded with newer stock. These cars were built locally by the Integral Coach Factory in Chennai.***



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**HOLIDAY TRIP** – *The Steam Into History group operated special “A Very Victorian Christmas Celebration” excursions Dec. 6, 13 and 20, 2013 over their former Northern Central Railway line between New Freedom and Hanover Junction and Glen Rock, Pa. The two-car trains were powered by their oil-burning 1860s replica 4-4-0 which was constructed in 2012 by the Kloke Locomotive Works in Elgin, Ill.*

## Baltimore Chapter celebrates 79th anniversary at January meeting

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chapter, making the Baltimore Chapter the second oldest surviving chapter.

To commemorate the anniversary a large sheet cake with white icing with “Baltimore Chapter 79th Anniversary” spelled out in B&O Blue lettering was cut for Chapter members.



**CUTTING THE CAKE** Baltimore Chapter NRHS President Alexander (Sandy) Mitchell cuts the cake at the chapter's anniversary celebration.

# B&O Museum announces 2015 Summer research fellowships

Baltimore, Md. — Courtney Wilson, executive director of the B&O Railroad Museum in Baltimore, Md., recently announced details of the museum's 2015 Summer Undergraduate Research Fellowship (SURF) program. Applications for the competitive process are being accepted from now until April 10, 2015.

"Funded undergraduate opportunities, such as these important research fellowships, are rare in academic institutions," said Mr. Wilson. "We are very pleased to offer this opportunity to rising college and university students in the Mid-Atlantic region and beyond. This is a chance to make a mark in their academic career."

The SURF will commence on or about June 15, 2015 and culminate with the submission of a paper no later than Dec. 15, 2015. The Hays T. Watkins Research Library and Archive at the museum will be made available for use but fellows will be expected to use other local, regional and national repositories as well.

One fellowship will be awarded in the six categories listed below. The stipend for each fellowship is \$2,000. One quarter of the stipend will be paid upon selection; the second quarter payment will be made on or around Sept. 1, 2015 with the remainder of the stipend awarded upon submission of the research paper.

The research paper should reflect the result of successful original primary and secondary source research conducted by the fellow and be no less than 5,000 words. The fellow will grant non-exclusive unlimited use of the research and research paper to the B&O Railroad Museum, Inc., including permission to publish the paper on the museum's blog.

Designed to promote scholarship among college and university students in the United States, the following categories of research are available.

**The Charles and Mary Kay Nabit Fellowship in Early American Railroad History** — Spans the period of 1750-1840 in American history.

**The Brooke, McDonald and Company Fellowship in American Railroad Business Studies** — Spans the period of 1825 to present in American history.

**The Edward and Lynn St. John Fellowship in Railroad Engineering Studies** — Spans the period of 1825 to present in American history.

**The Samuel L. Waldschmidt Fellowship in American Railroad Labor Studies** — Spans the period of 1840 to present in American History.

**The B&O Railroad Museum Fellowship in African-American Railroad Studies** — Spans the period of 1825 to present in American History.

**The Eleanor Abell Owen Fellowship in Women's Railroad Studies** — Spans the period of 1860 to present in American History.

Any sophomore, junior or senior in an accredited undergraduate college or university in the United States may apply.

To apply, submit your curriculum vitae, two letters of recommendation (from individuals familiar with your research and writing) and the fellowship category for which you are applying. In addition submit a two-to four-page proposal describing your research project including your planned topic with a list of proposed repositories, other than the The Hays T. Watkins Research Library and Archive at the B&O Railroad Museum where research will be conducted. Your proposal shall be created using Times New Roman 12 point font and have 1-inch margins.

Applications should be mailed to: B&O Railroad Museum, SURF Review Board, 901 West Pratt Street, Baltimore, MD 21223.

E-mail applications will be accepted if, and only if, the submission is presented as a PDF (\*.pdf) E-mail applications should be sent to: <director@borail.org>.

Applications must be postmarked by April 10, 2015. Awards will be announced on May 15, 2015.

The B&O Railroad Museum, a full affiliate of the Smithsonian Institution, is dedicated to the preservation and interpretation of American railroading and its impact on American society, culture and economy. The museum is home to the oldest, most comprehensive collection of railroad artifacts in the Western Hemisphere, including an unparalleled roster of 19th and 20th Century railroad equipment. The 40-acre historic site is regarded as the birthplace of American railroading and includes the 1851 Mt. Clare Station, the 1884 Baldwin Roundhouse and first mile of commercial railroad track in America.

For further information on the Baltimore & Ohio Railroad Museum, phone 410-752-2490 or visit <<http://www.borail.org>>.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**RESTORED DEPOT** – *The B&H Rail Corporation (formerly Bath & Hammondsport Railway) train from Cohocton, N.Y. to Savona, N.Y. passes the restored passenger depot at Avoca, N.Y., as it heads southbound on Feb. 23, 2011. This ex-Delaware, Lackawanna and Western Railroad line was completed through Avoca in 1882, and is leased from the Norfolk Southern Corporation. This train has one car of propane destined for their propane customer in Savona. The power for this run was Alcos C424Ms No. 424 and 422, both of which are former Erie-Lackawanna units.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**VINTAGE ENGINE** – *SMS Rail Lines, Inc. is an industrial switching railroad which uses mostly vintage Baldwin Locomotive diesels to service customers at the Pureland Industrial Park in Bridgeport, N.J. This operation is railfan-friendly and attracts railfans from across the United States as well as from overseas. In this May 16, 2013 view, SMS Rail Lines' Baldwin VO1000 No. 412 switches one of many customers at the facility. This VO1000 was built by Baldwin Locomotive Works in 1945, and is one of 548 such diesels built between 1939 and 1946. Although the 412 wears a B&O paint scheme, it is actually ex-U.S. Navy No. 19.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***BLAST FROM THE PAST*** — *The Nevada Northern Railway held its “Winter Steam Spectacular” Feb. 1-3, 2008, under mostly clear skies and with a foot of fresh snow on the ground. The star of the three-day event was the railroad’s 4-6-0 No. 40, which powered passenger and freight trains comprised of vintage cars. Numerous photo runbys were held at scenic locations all three days. Engine No. 40 was built for the Nevada Northern by the Baldwin Locomotive Works in 1910 and was used in passenger service until the 1930s.*

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 SNOWY DAY*** — *CSX train Q358 splits the signals at Manila, Pa., as it descends the east slope of Sand Patch grade during a intense snowstorm on Jan. 8, 2011. Train Q358 originated at Indianapolis and was en route to Cumberland, Md. This location is on CSX’s Keystone Subdivision west of Cumberland, the former main line of the Baltimore & Ohio Railroad through the Alleghenies, which was completed in 1871. The temperature reached a high of nine degrees on this day.*