

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

FEBRUARY 2018

Restoration continuing on B&M 3713, 'America's Locomotive'

By ANTHONY VERBYLA, Lackawanna & Wyoming Valley Chapter NRHS, with information from the Boston & Maine Historical Society

The past year (2017) was a great year for "America's Locomotive"™, B&M No. 3713, currently under restoration at Steamtown National Historic Site in Scranton, Pa.

The first half saw progress on several of 3713's auxiliary appliances, while the second half witnessed some very visible work on more noticeable parts of the restoration. Having advertised for bids for these significant sub-assemblies over the summer, we are proud to announce that all bids were awarded to businesses in Pennsylvania, giving a "locally sourced" air to the project.

The engine is owned by the National Park Service and the Steamtown National Historic Site. The restoration is a partnership between Steamtown and the Lackawanna & Wyoming

Valley Chapter NRHS. The groups promote and raise funds under the banner "Project3713". Steamtown is in charge of the physical restoration.

Work began on Sept. 29, when No. 3713 was wheeled over the drop table in the Steamtown back shop. Over the course of two days, all three sets of drivers were carefully lowered from beneath the massive boiler. The drivers were then prepped for shipment and, on Oct. 12, loaded on two low-boys bound for Strasburg, Pa.

The Strasburg Rail Road, near Lancaster, Pa., was awarded the contract to refurbish the axles and crank pins on the

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PHOTO BY BRUCE MOWBRAY, STEAMTOWN NATIONAL HISTORIC SITE

IN SHOPS AT STEAMTOWN — Boston & Maine steam engine No. 3713 during the process of having its drivers removed using Steamtown's drop table. Drivers were sent to Strasburg Railroad for work.

NRHS convention to be held this year in Cumberland, Md.

By JOHN GOODMAN, NRHS Convention Chairman

The 2018 NRHS convention will be held Tuesday-Sunday, Aug. 7-12, with headquarters in Cumberland, Md. Details about the host hotel and rates will be announced as soon as the final contract is signed.

The registration room for the convention will open in mid-afternoon on Tuesday, Aug. 7.

The first trip is scheduled for Wednesday, with an all-day outing to Cass, W.Va. to ride the Cass Scenic Railroad up to Spruce, W.Va. At that point, there will be a "cross platform transfer" from the Cass steam train to the *Salamander* diesel train to Elkins, W.Va. Lunch will be served on the *Salamander*. Once in Elkins, NRHS members will re-board the buses for the return trip to the hotel in Cumberland.

Meetings are scheduled at the host hotel for all day Thursday with no trips planned. The Advisory Council will meet in the morning. Then, after lunch, the Board of Directors meeting will take place, followed by the membership meeting. Then, following a supper break, the NRHS Fund Inc. meeting will take place. That evening, NRHS will hold an At-Large meeting for those members who do not belong to a chapter.

On Friday, members may take a bus to Romney, W.Va., to ride the Potomac Eagle chartered train from Romney to Petersburg, W.Va. Both parlor and coach will be pulled behind diesels. Again, photo run-bys and cab rides will be available. After the *Potomac Eagle* trip ends, the train will return to its home base for our usual night photo shoot event. Note: the night photo session will take place at Romney, W.Va., later that evening. A separate ticket will need to be purchased for that event.

The Saturday option includes a bus to the Everett Railroad in Hollidaysburg, Pa., for a trip pulled by 2-6-0 steam engine No. 11 to Petersburg, Pa.

The annual NRHS banquet will be held that night.

More details on the 2018 convention, including trip prices and times, will be included in future editions of the *NRHS News*.

The Western Maryland Scenic lunch train trip will now take place on Sunday, and we will be riding the 11:30 a.m. train. That train will get back at 2:30 p.m., and this will end the 2018 convention.

Membership in the NRHS matters to help rail preservation

By HUGH HARRIS, NRHS Membership Administrator

The new Neon membership database is up and operational. Mostly, I have been able to fix any problems that have come up and help members to help themselves if they do hit a snag.

The new system has a built-in feature that establishes a "grace period" after the end of your membership. If you aren't renewed by the end of the grace period (March 31, 2018), then your membership will end. That has always been theoretically true, but we haven't had a means of applying it."

You can still renew, but you will not be on the mailing list for any publications that are issued after March 31 until you do renew.

Another difference is that only the "Regular Member" can renew a "Family Member". The requirement is that the renewal

MUST be done through the "Regular Member" sign-on.

A problem that has surfaced is that the link between "Regular Member" and "Family Member" was broken in the data transfer process. I am trying to fix the links, but if you have trouble in renewing a "Family Member," please contact me and I'll reset the link so you can go ahead. As always, I want to help wherever I can, so don't hesitate to e-mail me at <membership@NRHS.com> or at <hughrharris@aol.com> if you have any trouble in getting your renewal through.

Neon is now accepting donations as well. Go to the "Donations" tab on the NRHS website, and there are four funds that you can select. The links will take you directly to the donation interface. These funds go directly to the NRHS Fund, while your dues go to the NRHS account.

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

Plans announced for spring conference in St. Louis May 30-June 3

By Ron Gawedzinski, St. Louis Chapter Advisory Council Representative

The St. Louis Chapter NRHS invites the Board of Directors, the Advisory Council and members to attend the NRHS Spring 2018 conference in conjunction with the Railway & Locomotive Historical Society (R&LHS), which will be holding its 2018 annual meeting in St. Louis Wednesday, May 30-Sunday, June 3

The R&LHS annual meeting and NRHS conference hotel is the historic St. Louis Union Station Hotel, 1820 Market Street, St. Louis, MO 63103. For reservations, please contact the hotel directly by phoning 314-231-1234. For the special group rate of \$139 per night, be sure to mention the event name "Railway and Locomotive Historical Society Annual Meeting."

The room rate of \$139 is good for Sunday, June 3, with check out on Monday, June 4. The room rate of \$139 is also good for three days preceding (Sunday, May 27 through Tuesday, May 29) the annual meeting and three days succeeding (Monday, June 4 through Wednesday, June 6). Applicable state and local taxes are not included in the stated rates. We encourage members to make reservations now. The St. Louis Union Station Hotel room reservation cut-off date is May 2.

Parking rate is not included in room rate. Rates are \$27 for self-parking and \$38 for valet parking.

The St. Louis area is served by major airlines at the St. Louis Lambert International Airport (20 miles distant). Metrolink light rail service runs every 20 minutes from the airport to the Union Station stop, with transit time 29 minutes. Fare is \$4. Amtrak's downtown station is located approximately five blocks from the hotel entrance. There is no hotel shuttle service.

The R&LHS is planning several events during the convention. Finalized activities include:

- Tour of the John W. Barriger III National Railroad Library at the University of Missouri, St. Louis, the nation's premier railroad research library.

- Visit to the National Museum of Transportation.
- Visit to the Monticello Railway Museum in Monticello, Ill. A train trip is also planned.
- A circle train excursion tour of the Terminal Railroad Association of St. Louis trackage, starting from Union Station Hotel.
- Visit to the Union Pacific Railroad Intermodal Facility at Dupon, Ill.

The R&LHS registration package will include the above as well as three breakfasts and three dinners at the hotel, and three lunches on the road.

R&LHS is handling all registrations for its annual meeting. We encourage you to go to their website <<http://rlhs.org/Meetings/Current/>> for more information. The R&LHS registration is now open. Registration cost is \$395 per person.

The St. Louis Chapter NRHS registration form will be available in the public section of the NRHS web site <<https://admin.nrhs.com>> soon.

As an NRHS member, you may register for both R&LHS meeting events and NRHS meetings, or you may register only for the NRHS meetings.

- To attend both the R&LHS annual meeting events and the NRHS meetings (Board of Directors, Advisory Council and NRHS Fund), please register with both R&LHS and St. Louis Chapter NRHS. R&LHS registration form is available now. NRHS registration form will be available soon. Each group's registration is processed separately.

- To attend only the NRHS meetings (Board of Directors, Advisory Council and NRHS Fund) without the R&LHS meetings, please register with the St. Louis Chapter NRHS. No exceptions will be allowed. The NRHS meetings are scheduled for Sunday, June 3, pending final resolution of the meeting times.

We're looking forward to seeing you in St. Louis.

Dates confirmed for RailCamps

Dates for both of the NRHS RailCamps (for teenagers) have been announced by RailCamp officials.

Officials have confirmed that the RailCamp East program will be held June 24-30, with headquarters at University of Delaware-Newark. RailCamp Northwest will be July 29-Aug. 5, with headquarters at University of Puget Sound-Tacoma.

The tuition is \$1,290 for either camp. Tuition assistance and scholarships are available. For more information, visit <<http://www.nrhs.com/program/railcamp>>.

What's inside...

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The president's corner

Help the NRHS to recruit new members; renew your membership

By AL WEBER, NRHS President

The NRHS is now in the 2018 membership renewal cycle. We have volunteers working on your renewals, but it takes time, so please be patient about asking where your membership is in the system.

I also must comment on the Amtrak derailment in Tacoma. Of the 70 or so on the train, many were NRHS members. Most of the riders were okay. but three died and several were seriously injured. Several of the injured have been with the NRHS for many years. Please keep them in your thoughts.

Your board of directors will be meeting here in St Louis, Mo, at the end of May. Please consider attending. We will be meeting with the R&LHS, and we are now in the final plan-

ning stage for that meeting at the historic St Louis Union Station.

The R&LHS has scheduled several tours which you may want to attend, so sign up now at <http://rlhs.org/> and then sign up for the NRHS meeting with the St Louis Chapter NRHS. The NRHS registration form will be at <https://admin.nrhs.com> very soon under "Spring 2018 meeting."

The circle train tour of the Terminal Railroad Association of St. Louis trackage will be a very good trip and one to remember. Please plan on attending.

Al

Don't forget to send in News items

You'll probably notice that this issue of the *NRHS News* includes articles on a variety of rail subjects, and not many from NRHS chapters. Many NRHS members who submit chapter news have been busy with holiday items and severe weather. I sincerely appreciate the efforts of everyone (including local newspaper editors, reporters and photographers) who made this issue possible.

Now that most folks are back on a regular schedule, we hope chapters will again begin submitting articles and photos (sent as attachments to emails) to nrhsnews@charter.net.

Remember also that your chapter news can also be submitted for inclusion on the NRHS Facebook page < <https://www.facebook.com/RailPreservation/> >.

NRHS News Deadlines for remainder of 2018

Month	Print or .pdf	Deadline
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

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 railroadians, 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.

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, Pa. This is an excellent Amtrak and Norfolk Southern viewing and photo site.

Major projects of the Harrisburg 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.



PHOTOS BY MATTHEW G. VUREK, CENTRAL COAST CHAPTER NRHS

VETERANS LOCOMOTIVE — *Union Pacific EMD SD70AH No. 1943 was on display at Middle Harbor Shoreline Park at the Port of Oakland, California on Dec. 7, 2017, dressed in a special paint scheme applied in 2017 to honor America's armed forces.*

Port of Oakland welcomes Union Pacific 'Veterans Locomotive'

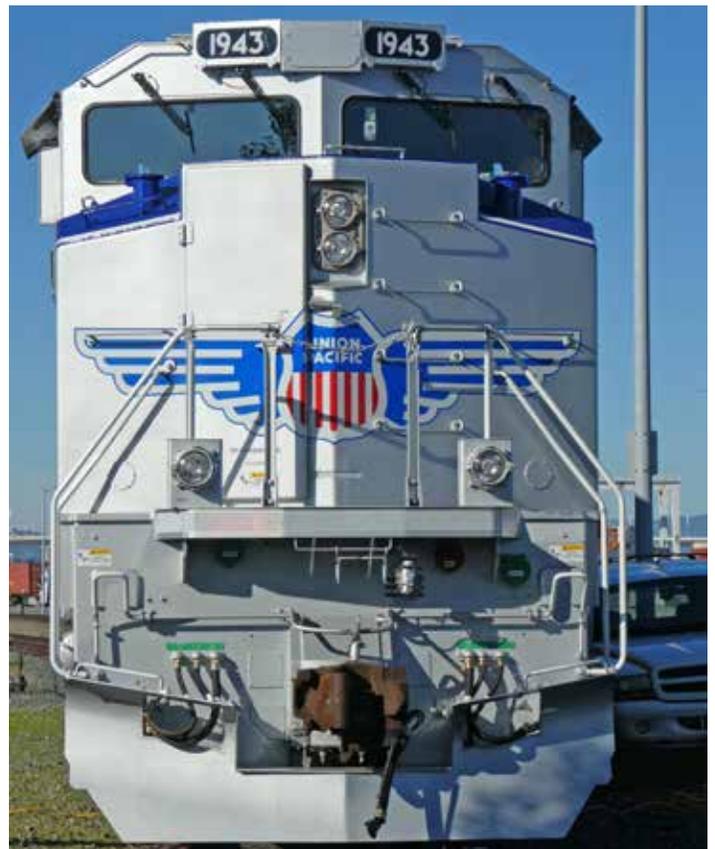
By MATTHEW G. VUREK, Central Coast Chapter NRHS

On a glorious, sunny Dec. 7, 2017, the Port of Oakland held a ceremony at Middle Harbor Shoreline Park to welcome Union Pacific EMD SD70H No. 1943, named *The Spirit*, the 16th commemorative locomotive introduced in the 155-year-old company's history. *The Spirit* honors the men and women of the U.S. armed forces and was unveiled in San Antonio, Tex., on Oct. 19, 2017 to kick off the railroad's "Salute to the Military Tour."

With a paint scheme created in collaboration with Union Pacific veterans, the locomotive showcases the railroad's connection to the thousands of veterans who have helped protect America since its formation. Two active duty officers and two civilians spoke at the ceremony, which was emceed by Port of Oakland Wharfinger Justin Taschek.

Union Pacific's Northern California Director of Public Affairs Francisco J. Castillo described how the railroad was chartered by an act of Congress in 1860 to help build the trans-continental railroad and noted the railroad's longtime role in support of America's armed forces in times of war and peace. He added that Union Pacific employs over 10,000 armed forces veterans, and many remain active in the reserves or National Guard units.

Oakland City Council member Abel Guillen stressed the importance of Union Pacific's role at the Port of Oakland and



praised the latter for providing well-paying jobs for city residents. He also announced that a new memorial to armed forces members who lost their lives in the Vietnam War was recently dedicated in the city.

Lt. Colonel Travis Rayfield, San Francisco District Commander, Army Corps of Engineers, highlighted how the railroad and the Port of Oakland work together to support the armed forces' mission. He thanked the railroads, especially Union Pacific, for their work moving military material and equipment around the United States.

Captain Patrick Nelson, deputy commander, Coast Guard Sector San Francisco, noted the significance of the day's date in world history and the remarkable achievements of America's railroads in their support of the armed forces during World War II and beyond. Captain Nelson also saluted the Army Corps of Engineers for their work in maintaining America's commercial waterways for ship traffic. He also spoke about the loss of three of his uncles who all died in action during World War II.

The 4,400 horsepower "Tier-4 credit" locomotive, built in 2016 as UP No. 9026, will be displayed elsewhere on the Union Pacific system during the next several months while in

regular freight train service.

Union Pacific describes the 1943 engine on their corporate website as follows:

A Boeing B-17 was christened the *Spirit of the Union Pacific* in 1943, recognizing employees who funded it through war bond contributions. The *Spirit of the Union Pacific* was assigned to the 571st Bomber Squadron and shot down on its fifth mission during a raid on enemy installations in Munster, Germany.

Every detail in *The Spirit's* trade dress incorporates a memento of each U.S. armed forces branch. The *Spirit's* front is symbolic of Air Force silver, and the blue stripe is a reflection of the former Strategic Air Command's "nose sash." The lettering inside the sash is the original hand-drawn font used on the B-17. It is followed by the Coast Guard's vermilion "racing stripe" and the Navy's "battleship gray," which frames a large American flag. The military camouflage is a nod to the Army and Marine Corps.

As the train passes by, the final message on the tail is dedicated to U.S. prisoners of war and those missing in action, featuring the POW/MIA symbol and its motto, "You Are Not Forgotten."



PHOTO BY MATTHEW G. FUREK, CENTRAL COAST CHAPTER NRHS

ON 1943'S WALKWAY— Pictured (left to right) are: UP Northern California Director of Public Relations Francisco J. Castillo, Coast Guard Captain Patrick Nelson, Army Lt. Colonel Travis Rayfield, Oakland City Councilman Abel Guillen, and Port of Oakland Wharfinger Justin Taschek.



PHOTO COURTESY OF CHRIS McLEAN, *THE PUEBLO CHIEFTAIN*

FAMILY TRADITION — *John Mooring, center, spent his entire career working in the railroad industry, and his son, Brett Mooring, left, and son-in-law, David Henderson, are following in his footsteps. They were photographed in front of the vintage steam locomotive ATSF No. 2912 on display at the Pueblo Railway Foundation Museum behind Union Depot in Pueblo, Colo., on Dec. 30, 2017.*

Trains keep a rollin' for the Mooring family in Colorado

By JON POMPIA, reprinted courtesy of the Pueblo (Colo.) Chieftain

When the John Mooring family members say they've been working on the railroad all the live-long day, they aren't exaggerating.

Stretching back nearly 90 years, the Mooring family line features nearly a dozen members with ties to the railroad.

An extensive caravan that began with Mooring's grandfather, Oliver Newton Patterson Sr., who laid down track and ties for the Katy Railroad in the 1930s, continues with Mooring's son and son-in-law.

John Mooring did his part by putting in a full four decades.

"For a lot of young kids, the railroad was a fascination – full of excitement and adventure that also paid well," Mooring said. "The only downfall is that it was a 24/7 job. They expected you to be there whenever they needed you."

It was the industriously rugged example of Mooring's father, Thomas (aka "Texas Tom") that inspired him to build his career around an industry that revolutionized America.

"Coming right out of World War II, a lot of young guys took about anything they could get," Mooring said. "That's how my father started. He was an engine watchman before becoming a fireman and then an engineer.

"In all, he put in 31 years."

Mooring, however, didn't immediately join the rail ranks.

It was only after a discharge from the Army that he began, with his father's helping hand, a 40-year stint with three railroads.

"To get on the railroad you usually had to know someone, or have a friend or relative recommend you," Mooring said. "Railroad work wasn't something that was available to just anyone in the public."

With that all-important vouch, Mooring started as a switchman.

"When a train comes into Pueblo, it's like a deck of cards," Mooring said. "You got cars going into the steel mill, some to Canon City, some headed east."

"A switchman takes that one train and breaks it down like a deck of cards."

After six years, Mooring ditched the unpredictable climes, and notable perils, of the outdoor workspace for the responsibility-heavy confines of the engine.

It was an historic move.

"I was told that the Missouri Pacific hadn't hired anybody in engine service since 1941-1942," Mooring said. "So after bugging them for a while, I finally got hired. It was 1971."

After several years as an engineer-in-training, Mooring moved up into the driver's seat for good.

It was, he came to discover, the start of an experience-rife journey that spanned the gamut from uplifting to perilous to heartbreaking.

"Close calls, accidents, runaway trains on mountain passes...I've seen it all," Mooring said. "Some of it you just want to forget or else it will scare you half to death."

Despite years of training, Mooring said his first trip as an engineer was memorably nerve-wracking.

"I was scared. A train is like taking a car and pulling it with a long chain, he said.

"You let slack get in that chain and the slack either runs out gently or it runs out real rigid. When it runs out rigid, something tears up."

As he settled into his new position, Mooring's major run was from Pueblo to Horace, Kan.

"You've heard that saying about 'flying a plane by the seat of your pants?' It's the same way with a locomotive. The real exciting, as well as scary, times are when a train almost runs away from you, like on a mountain run."

While there were cheerful times — Mooring once pulled an educational "Lifesaver Special" train to Kansas, with his wife and daughter aboard — there also was tragedy. Namely, there was a fatal road crossing collision that left an indelibly painful wound in Mooring's soul.

"You don't chase someone down at that road crossing," Mooring said. "They've got to come to that crossing. And

something like that you never forget."

While Mooring's three brothers didn't make the railroad a long-term career, for one memorable run in 1966, four of the five-man crew bore the Mooring surname.

"That was me, my dad and two of my brothers," Mooring said. "But I worked with my dad a lot when I was a switchman and he was engineer. His advice? 'Be more careful and quit acting like you're Tarzan.'"

Like his father before him, Brett Mooring didn't originally pursue a railroad career. It was only after an athletic injury derailed both a collegiate and military career that he sought his father's counsel.

JOHN MOORING'S LONG FAMILY LINE

Grandfather — Oliver Newton Patterson, Sr., Section gang member of the Katy Railroad (Texas, 1930s).

Father — Thomas "Texas Tom" Arthur Mooring, engine watchman for Rock Island Railroad and Santa Fe Railroad, fireman and locomotive engineer for Denver and Rio Grande West Railroad.

Son — Brett Mooring, conductor and locomotive engineer for Union Pacific Railroad, currently at Transportation Technology Center.

Uncles — Oliver Newton Patterson Jr., stationary steam engine operator for Santa Fe Railroad in Amarillo; Jerrell Patterson, stationary steam engine operator for Santa Fe Railroad in Amarillo; and Jessie Floyd Mooring, special agent and policeman (bull) for Santa Fe Railroad, from Amarillo to Oklahoma City.

Brothers — Frank Mooring, fireman for D&RGW Railroad; Kenneth Mooring, switchman, D&RGW Railroad; and Jerrell Mooring, yard office clerk for D&RGW Railroad.

Son-in-law — David Henderson, Switchman and conductor, Colorado & Wyoming Railway Company.

"So I came home after a failed Air Force physical and asked my father if he knew of any railroads that were hiring," Brett Mooring said. And, just as his father had done for him 50 years earlier, Mooring put in a good word for his son.

"He made a call on a Wednesday and I was told to be in Denver that Saturday," Brett Mooring added. "You could say my dad had a lot of pull."

After eight years with the Union Pacific Railroad, Brett Mooring moved on down the line to the Transportation Technology Center.

His son, Mason, 19, is set to hire on with the Colorado & Wyoming Railway Company.

As for Mooring's son-in-law David Henderson, it was his daughter who encouraged her husband to "officially" join the family.

"She talked me into it," Henderson said of a railroad career. "It's good pay, retirement, insurance.

"It's been pretty fun. And there's always my father- and brother-in-law to give me advice if I need it."

In more ways than one, Mooring said the railroad is a family.

"On the railroad, you develop a closeness with your fellow workers that you don't have in other jobs," he explained. "And while it's common to have relatives working on the railroad, I wasn't familiar with anybody that had so many of them.

"Of course, someone will come up and say, 'We have more,' but I don't know who that would be."

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>.

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>.

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>
NRHS Vice President and Chair,
2018 NRHS Electoral Committee
National Railway Historical Society, Inc.

Film preservation committee in search of historic rail-related footage

By NRHS FILM ARCHIVAL COMMITTEE

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

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

tion Committee would like to hear from you.

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

To contact the committee, email <marlin@nrhs.com>, or write to Film Archival Committee, NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard PA, P.O. Box 5016, Mount Laurel, NJ 08054



Lackawanna Trainmaster helps brighten Christmas for youth

By *NORMAN J. BARRETT, Director, Lackawanna & Wyoming Valley Railway Historical Society*

For many years, the Lackawanna & Wyoming Valley Railway Historical Society (L&WVRS) has partnered with Steamtown to operate a series of holiday trains to the Moscow (Pa.) Station, operated by the L&WVRS. November 2017 was no exception. There were five trains scheduled to operate over a three-day period, and all trains sold out quickly.

Preparation for these trains begins early in the year and, as train time nears, chapter members decorate both the passenger and freight stations. Santa is on hand to visit with the children, and there are various activities for the children, including a holiday store where they can purchase small gifts and trinkets.

One thing that we do, on occasion, is have a raffle to help cover the cost of operating the stations. This year's raffle was a Lionel "O" gauge Lackawanna FM Trainmaster. Through the generosity of a friend, this locomotive was donated to us.

On Sunday, Nov. 26, the last train arrived with many families and excited children. The line to visit Santa was long and, along the way, was the table where raffle tickets were being sold.

One family — the husband, wife and two young boys — was standing next to the table and, before, long the youngest boy – Brodie Klem – was studying the Trainmaster on display. He looked at it from the front, then from one side, and then the other. He was just fascinated with that locomotive.

He asked if it was our train. When told it was a prize for the lucky person who bought a chance, he tugged on his mother's coat and asked her to buy a chance. Shortly after, his father returned, and the young boy asked his dad to buy a ticket. Well, the father bought three chances, and off they went to visit Santa.

At the end of the day, and after the train headed back to Scranton, the winning raffle ticket was pulled. As I was handling the raffle I returned home with the locomotive and winning ticket. Later that evening, I phoned the winner and found that he lived close by. We made arrangement to meet the next afternoon.

I went to the designated meeting point and, when the winner arrived, I recognized that he was the one with the two boys from Sunday. We spoke at length, and he told me that his



ON CHRISTMAS MORNING – Young Brodie Klem (center) holds the Lackawanna FM Trainmaster that he opened on Christmas morning. His family won the train in a raffle sponsored by the Lackawanna and Wyoming Valley Railway Historical Society. Also pictured are Brodie's grandfather, Stephen Klem Jr., and Stephen Klem IV.

youngest son, who is 3, talked about the locomotive all the way back to Steamtown. He said that they would wrap it up and put it under the Christmas tree for him.

He didn't capture a good picture of him unwrapping it but sent me a photo afterwards. That photo is shown above.

Look at that smile on Brodie's face. This is one happy child. And you can see from the gifts in the background that the boys (and their father) love trains.

I know one thing; it made me very happy when I saw how excited he was looking at the locomotive and then seeing his smile when he received it.



LONG HISTORY — Ron Johnson, left, and Mike Quinn of the Central Pennsylvania Chapter NRHS take a look at Urbana, an ex-Pullman sleeping car with a long history.

Urbana passenger car featured in national spotlight

Article and photos by MATT FARRAND. reprinted courtesy of The (Milton, Pa.) Standard-Journal

WHITE DEER, PA. — *Urbana*, a locally owned railroad passenger car, was recently mentioned in a national magazine.

Classic Trains, in its winter edition, noted the ex-Pullman sleeper was now in White Deer and owned by the Central Pennsylvania Chapter NRHS. The magazine article, “1 Train, 2 Centennials,” covered a fraction of the car’s history.

The piece described how *Urbana* was retrofitted after its career as a Pullman sleeper and used in a special train which honored the centennials of West Virginia (1963) and Montana (1964). But the heavyweight car, built by the Pullman Company in 1925, had years of service as a hotel on wheels. It was known as a “12 and 1,” meaning it had 12 sections of daytime seating which converted into lower and upper berths, and a single drawing room.

“This was like ‘second class’ travel,” observed Mike Quinn, NRHS chapter first vice president. “Your first class had your drawing rooms. Second class had your sections, and your third class just a seat. But it was still better than riding a bus.”

The sections were covered by drapes for a bit of privacy at night, and shades could be drawn to encourage restful sleep.

“The seats were designed so you could step on them to get in,” said Quinn, indicating getting into the upper berth could be a chore. “But if you were old... you’d need a ladder.”

The drawing room was a fancier option which offered more privacy for up to three people.

Pullman cars were how most people traveled overnight before auto and air travel took passengers away. Toward the end of the era, a court order forced the Pullman Company to divest their ownership to individual railroads.

Most Pullman cars had a porter and a concierge who ensured riders were safe, comfortable and attended to. Quinn noted that the men’s room of the *Urbana* was used by porters who could be summoned via an electric bell for service.

Smoking was permitted in the men’s room, Quinn said, but not in women’s lounge as “ladies” of the era did not smoke.

Quinn noted that the *Urbana*, which served into the 1980s as part of a train assigned to cleaning up after derailments, was personally donated to the NRHS chapter by L. Stanley Crane, Conrail president. Its last base of operations was in Renovo, Pa.

Crane, Quinn added, also made sure the NRHS museum received a cabin car from the Reading Lines, as the chapter is located on former Reading right of way. The Reading was one of the bankrupt lines merged into the federally organized Conrail in 1976 and successfully managed by Crane.

As part of the West Virginia Centennial train, *Urbana* was outfitted as a dormitory car, carrying college students who toured with exhibits pertaining to state history. It also was a home away from home for the train crew.

The 1963 train traveled on West Virginia railroads from May to August and was displayed in both large and small communities. *Urbana* and its other cars were owned by the state at the time and carried within freight trains. More than 319,000 guests toured the West Virginia exhibits.

After complex negotiations, the cars were sold to the Montana Centennial Commission and again retrofitted for the Big Sky State centennial.



INTERIOR — Chapter President Ron Johnson shows the current condition of the *Urbana*. The chapter members are slowly working to restore the car.



CLEANING SIGN — Chapter member Mike Quinn works on cleaning one of the vintage signs.

The 1964 odyssey of the *Urbana* and its companions included a tour of Montana in February and March. A spring trip then began and ended in Billings, Mont., and covered 20 states. The eastern tour included a visit to the New York World's Fair in Flushing, N.Y., where the *Urbana* was returned for further viewing after the tour.

Ron Johnson, NRHS chapter president, recounted how *Urbana* saw many uses with the centennial trains.

“It was used as a generator car for the rest of the train when they pulled in and set up all of their displays,” Johnson said. “One end had a big generator, then they used a door for the (guests) to go through the rest of the train.”

It was set up that way at almost every stop.

Johnson said that a small number of chapter members are working, though slowly, on making repairs to the interior, adding that “we don't have enough people now to do any work on the outside. The ones who are available don't have a lot of free time, so we work on Sundays when we can.

“We're cleaning out the car, which was last used as a kitchen on a work train. The way it was set up, the supervisor had an office, and there were 10 double seats that you could convert into beds (with mattresses) at night.

“We'd like to eventually get it fixed up so we can display it,” Johnson said.

The car is currently on a siding with three passenger cars and two cabooses owned by the chapter at the White Deer Reading Station. That station was built in 1872-73 but was destroyed in a 1909 fire. It was rebuilt in 1910 and used as a passenger and freight station until the 1940s when the passenger stops at the station were stopped. It was then used by a road contractor for 15 years before being acquired by the chapter in 1978. The chapter hopes to raise \$10,000 to help with repairs to the interior of the car.

50th anniversary celebration held for Wilmington Chapter NRHS

By BOB BITZER, NRHS Treasurer & NRHS District 3 Representative

The members of the Wilmington Chapter NRHS held their 50th anniversary celebration Dec. 3, 2017 at Bogart's Restaurant in Ogden, Pa. There were 22 chapter members and

guests in attendance. Chapter members were presented with a 50th anniversary certificate by NRHS Treasurer and District 3 Representative Bob Bitzer.



CERTIFICATE PRESENTATION — Shown with the 50-year certificate (left to right) are: Tom Posatko, Wilmington Chapter national advisory council representative; David Warner, Wilmington Chapter treasurer; Michael T. Burkhart, Wilmington Chapter vice president; Steve Barry, Wilmington Chapter president; and R. Robert Bitzer, NRHS treasurer and NRHS District 3 representative.



PAST OFFICERS AND CHARTER MEMBER — Attending the Wilmington celebration were (left to right): Phil Snyder, past president Wilmington Chapter, NRHS; Michael T. Burkhart, past president, Wilmington Chapter NRHS; Steve Barry, Wilmington Chapter president; R. Robert Bitzer, NRHS treasurer and NRHS District 3 representative; and William Stees, charter member of Wilmington Chapter NRHS.

Bernie Gallagher, founder of D.C. Chapter equipment program, dies

By JIM LILLY, Washington, D.C., Chapter NRHS, based on information from John Hankey, Lilly, and The Gallagher Family

Bernard “Bernie” Gallagher of Beltsville, Md., founder of the equipment program for the Washington D.C. Chapter NRHS (DCNRHS) and our legendary chief mechanical officer and the “majordomo” behind the chapter’s *Dover Harbor* heavy-weight Pullman car for 38 years, passed away Dec. 5, 2017.

Bernie was a railroad worker and a model railroader who made his own O-scale steam locomotives, and an extraordinary gentleman, father, husband, leader, dedicated Union man, historian, and friend. A Dec. 7, 2017 article in *Trains* magazine’s “Newswire” described Bernie as a “railfan and force behind modern private car movement.”

Bernie was born in Alexandria, Va., Nov. 19, 1928. His father ran the company store for Southern Railway. At age 5, he went missing but his family located him a short time later near the tracks.

A railfan from an early age, he grew up a few blocks from Alexandria Union Station and spent time there watching the trains of the Richmond, Fredericksburg & Potomac Railroad, Chesapeake & Ohio, Pennsylvania Railroad, Atlantic Coast Line Railroad, Seaboard Air Line, Washington & Old Dominion, and Southern, his favorite. He said the crush of traffic during World War II was impressive.

Between 11th and 12th grade, he worked at Fruit Growers Express. In 1946 he got a job working for the Southern Railway in its Alexandria shops as a machinist apprentice. Three years later, Bernie, now a full machinist, was laid off the Southern and took a job at Fruit Growers Express repairing reefers in Alexandria. Then three months later, he landed a job at the Washington Terminal Company at its Ivy City Shops in Washington, D.C. as a machinist. He was of the generation of railroaders who trained as steam locomotive men and transitioned to diesel locomotives.

Concurrently, beginning in 1948, he also served in an Army Railway Operating Reserve Battalion, which occasionally trained at the Baltimore & Ohio Railroad’s Mount Clare Shops in Baltimore, Md., and at Fort Eustis, Va. His battalion was activated in 1950 for the Korean War and he continued

to serve after his active duty time.

In 1957, he moved to the Washington firm of Allen-Mitchel & Company, where he worked as a senior machinist until retirement. The firm did contract work for a variety of customers including Washington Terminal Company, NASA (during the days of the “Space Race”), area railroads, and later, Amtrak, which allowed Gallagher to remain engaged with contemporary railroading.

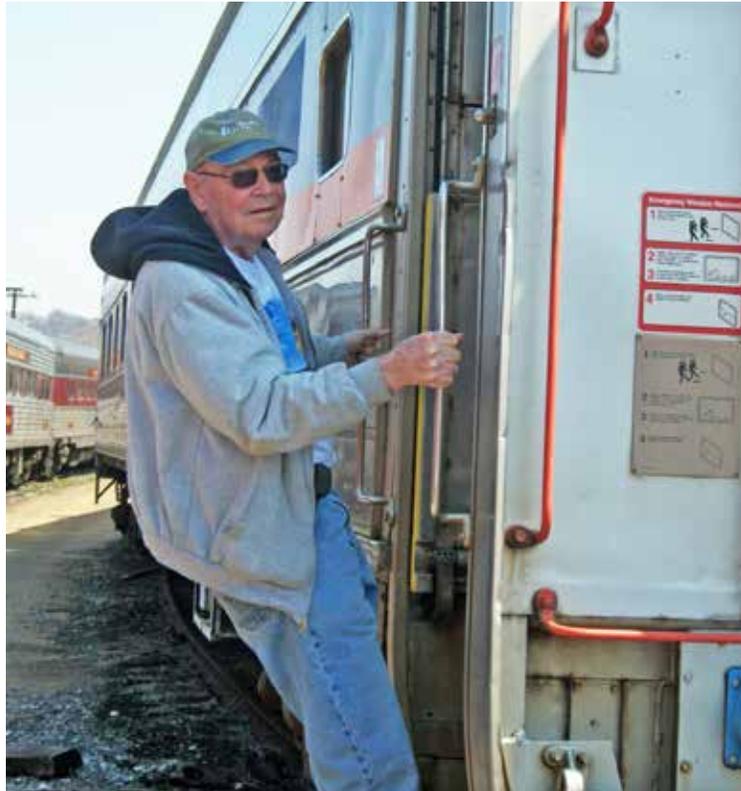
In 1979, when the DCNRHS was considering purchasing a railcar for operations, Bernie spotted one in Silver Spring and asked an inspector from Amtrak to come out and look it over. As it turns out, a car which many thought was derelict was in better shape than much of Amtrak’s equipment, or so Bernie relayed in a story. The rest is history.

The chapter acquired that car, the *Dover Harbor*, on Nov. 30, and Bernie became the chapter’s first chief mechanical officer. Under his steady leadership, and tutelage, and with an incredible amount of work from Bernie and other volunteers, *Dover Harbor* made its first trip in 1982 and became Amtrak certified in 1986.

Over the course of 30 years, Gallagher shepherded the car on charters and excursions throughout the U.S. and Canada safely and without major incident. Beyond hosting dignitaries like Stephen King and Oliver North, Bernie seemed to enjoy the most giving another generation of ordinary Americans a chance to ride the mainlines in a classic Pullman.

Bernie also served on the Board of Directors of DCNRHS for many years and helped to expand the equipment program in 2007 when the chapter took ownership of two 1949 Budd cars. Bernie earned DCNRHS’ highest honor, the Bent Spike Award, for “bending over backwards” to help the society.

Bernie also was a skilled model railroader, creating detailed two-rail O-scale Southern Railway locomotives, cars, and land-



CLIMBING ABOARD — *Bernie Gallagher is shown climbing aboard the Collinsville Inn at the Western Maryland Scenic Railroad in April 2013.*

See GALLAGHER, Page 15

Karl Wolfgang Helft, 60-year member of NRHS, dies on Nov. 19

Karl Wolfgang Helft of Vienna, Va., died Nov. 19, 2017.

Karl was an active railfan in the Washington D.C. area for over 40 years and participated in the Southern Railway excursion program and other such events.

Karl was a talented photographer and presented many pro-

grams featuring his photography at local club meetings.

He was a 60-year member of the NRHS and was a founding member of the Potomac Chapter NRHS. He was also a member of the Old Dominion Division of the Railroad Enthusiasts for over 40 years. Karl owned Helft World Travel and provided travel planning advice and travel documents for clients.

What sparked your interest in railroading? Tell us your story

My Story ... shared by an NRHS member:

In 1931, when I was 4 years old, my mother and I moved into an apartment in the west end of Oneonta, N.Y., overlooking the two huge roundhouses of the Delaware & Hudson Railroad. The sight of all those steam engines hooked me.

Two years later, I moved to Hobart, N.Y., a village of 581 people on the Ulster & Delaware Railroad. Everyone and everything of any importance arrived by the railroad. The six trains per day (two passenger trains) were the main attraction.

At the age of 16, I worked on a track gang for the PRR. I still chase trains.

Ted Ackley
Conway, S.C., Potomac Chapter NRHS

Would you like to share your story with the NRHS membership? Tell us, in 100 words or less, how your interest in/love of trains came about...how did it begin and at what age ... and send to <marlin@nrhs.com>.

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

Gallagher, 'force behind modern private car movement,' dies on Dec. 5

CONTINUED FROM PAGE 14

scapes. The skills he brought as a machinist and the deep knowledge and understanding he had as a working railroader made his basement machine shop and operating railroad a true representation of the Southern Railway as it existed in the 1930s of his youth.

He is survived by his wife of 60 years, Charlotte Mary Gallagher of Beltsville, Md.; his children, Madeline Mitchell (David) of Alexandria, Va., Bernard Gallagher of Beltsville, and John Gallagher (Jeanine) of Cordova, Md.; a sister, Jean Whalen of Texas; six grandchildren; and four great-grandchildren.

He was preceded in death by his parents, Bernard Travers Gallagher and Eleanor Kate Kingsley Gallagher; a daughter, Marie Miller; and a brother, Michael Gallagher.

A memorial service was held Wednesday morning, Dec. 13, at St. Joseph's Catholic Church in Beltsville. His remains were interred at Crownsville (Md.) Veterans Cemetery on Jan. 5.

Donations may be made to the

DCNRHS. This may be accomplished on-line at <<http://www.dcnrhs.org>> or by sending a check payable to DCNRHS, to DCNRHS, 1325 G Street NW, Suite 500, Washington, D.C.

Please include a note so that we can be sure to know the gift is in memory of Bernie. All funds received will go to further the operation of the railway equipment Bernie so enjoyed working on and labored so hard to keep "on the rails."



IN JACKSONVILLE — Bernie Gallagher and his wife stand alongside the Dover Harbor in Jacksonville, Fla.

Charleston Chapter NRHS hosts official Lionel trains artist

By *ARTHUR GIARDINO, Charleston Chapter NRHS*

The members of the Charleston Chapter NRHS held their annual meeting and luncheon in the *Best Friend Lounge* at the historic Mills House Hotel in Charleston on Dec. 9. The *Best Friend Lounge* contains displays of artifacts and models of the Best Friend of Charleston train which were provided by the chapter.

The *Best Friend of Charleston* initiated scheduled steam-powered passenger service on Christmas Day, 1830, for the Charleston Canal and Rail Road Company, later becoming part of the Southern Railway System.

In June of 1831, the locomotive was destroyed by a boiler explosion caused by a substitute fireman disabling the safety relief valve. The fireman was killed and the engineer seriously injured.

A replica of the train, built by Southern Railway in 1928 to the original blueprints, is on display adjacent to the Charleston Visitors Center. Southern operated this replica on excursions across the USA. In December, 2005, Norfolk Southern displayed the locomotive in front of the New York Stock Exchange for its 75th anniversary.

Angela Trotta Thomas, the chapter's special guest and official artist for Lionel Trains, unveiled her painting of a new Lionel product, "The Angela," which will debut in 2018. She has designed the covers of Lionel catalogues and advertising for a number of years and is proud to be celebrated by a Lionel train in her name.

When Lionel produced a limited edition *Best Friend* train, Ms. Thomas painted a young boy admiring the train. The painting is shown with this article.

Members and guests enjoyed the Mills House low country luncheon featuring southern fried chicken and shrimp 'n grits, followed by apple and blueberry pie.



CHECKING OUT THE BEST FRIEND — Angela Trotta Thomas, the official artist for Lionel Trains, produced a limited edition print of a young boy admiring a model of the Best Friend of Charleston, when the model was released. Ms. Thomas was a guest recently of the Charleston Chapter NRHS. A replica of the engine is on display at the Charleston Visitors Center.

Volunteers needed to maintain collection at NRHS library in Philadelphia

By *BURTON EISENBERG, NRHS Library Volunteer*

If you live within 120 miles of 30th Street Station in Philadelphia, Pa., and are interested in printed material about trains, please contact me at 267-312-4703.

We are looking for a few persons interested in maintaining a portion of the NRHS Library. Whereas most of our collection is either in storage or on its way to a college in Texas, approximately 350 books are on our shelves. Also, each

month the newsletters of 31 NRHS chapters and copies of 18 periodicals arrive in an office where we are guests of the Delaware Valley Association of Rail Passengers. The office is located at 16th and Walnut Street in Philadelphia.

Since we are not set up for walk-ins, please call me on my cell phone at 267-312-4703 to set up an appointment.



PHOTO BY CODY McELROY

IN CORRECT PAINT — *Atlantic and East Carolina Railroad caboose No. 309 is shown repainted and on display adjacent to the former Atlantic Coast Line (ACL) depot in Jacksonville, N.C. late in 2017.*

Tar Heel teen helps to preserve caboose for Eagle Scout project

By *STEPHEN McELROY*

The Atlantic and East Carolina Railroad caboose No. 309 was built in New Bern, N.C. in September 1953. After years of service, it was eventually discarded on siding tracks and marooned in Jacksonville, N.C. when the mainline was abandoned and pulled up in 1982 by CSX. It was later rescued by Leon Combs, who partially restored the caboose and had it relocated adjacent to the former Atlantic Coast Line (ACL) depot in Jacksonville.

In later years, the caboose was repainted by the local model railroad club into a red ACL scheme, most likely to match the depot heritage. More years passed, and it again needed a new coat of exterior paint and a first-ever coat of interior paint since it was abandoned many years before.

In 2016, Cody McElroy (NRHS At Large member and RailCamp East attendee in 2015) took on

the effort to preserve the caboose as his Eagle Scout community service project when he was 16. He is a member



PHOTO BY STEPHEN McELROY

EAGLE SCOUT PROJECT — *Cody McElroy, an At Large member of the NRHS, is shown inside former Atlantic and East Carolina Railroad caboose No. 309. He restored the interior as his Eagle Scout project.*

of Troop 446 in Cape Carteret and is now a junior at Croatan High School in Newport, N.C. He was helped with the project by fellow Scouts Jon Austin White, Timothy Watson and Hunter Simpson.

Ownership of the caboose transferred from a civic group to the city in the midst of Cody's negotiations to perform the project.

Cody met with city officials and shared his concern with the deterioration of the caboose, and he also raised awareness to the fact the caboose was very rare, being the only known existing Atlantic & East Carolina caboose remaining.



BEFORE INSIDE WORK – *The interior of the caboose is shown before the project began.*

The city agreed to the project under a co-endeavor effort. The city sandblasted and repainted the exterior of the caboose while Cody raised funds and led the effort to repair and repaint the interior of the caboose for his Eagle Scout community service project.



ABANDONED – *The former Atlantic and East Carolina caboose was in bad shape after it was abandoned.*

With the validation assistance of the Norfolk Southern Historical Society, paint chip color provided by the North Carolina Transportation Museum, and pictures, the caboose was returned to its original Atlantic & East Carolina orange livery in early 2017.

Jacksonville Mayor Sammy Phillips and the city council recognized Cody for the preservation work at the city council meeting on Jan. 16, 2018.

The eastern North Carolina locally-built caboose, with bay windows and mismatched truck branding, now sits proudly next to the former ACL/SCL depot in a downtown park amidst the backdrop of numerous festivals and events, and reminds visitors of the trains and tracks that formerly ran through Jacksonville for nearly 100 years.

The physical address of the caboose is 421 Court Street, Jacksonville, N.C.

Veteran Santa Fe engineer hangs up his hat after 40 years

By JESS KELSEY, Managing Editor, Mustang (Okla.) Times Area News

In May of 1972, Mustang (Okla.) local David Townsend went to work for Santa Fe Railway as a summer job. Little did he know he'd begin a career of more than 40 years traveling across the nation's railroads.

Townsend, who is a locomotive engineer for BNSF, set out on this last route on Tuesday, Jan. 2 from Oklahoma to Tulsa, as he retires from the job to which he has dedicated most of his life.

"It's changed quite a bit in 45 years," said Townsend, who has seen unimaginable change in the technology of locomotives in America over 40 years.

Townsend said he's seen the size of the crew decrease by more than half, as well as drastic changes in the size, weight and length of locomotives since the early 1970s.

According to Townsend, in the 1980s, train sizes would range up to 75 cars weighing 4-5,000 tons, but today's average can range approximately 120 cars of up to 10-20,000 tons, depending on what is being hauled.

Townsend, who originally started out as a fireman on the crew, eventually learned how to run a train using analog-style controls. That has since evolved into fully digital control screens, Townsend said it has been amazing to see the progress.

Retiring from the locomotive industry will be bittersweet for Townsend as he leaves behind an industry for which he truly enjoys working.

"That's all I've ever done is run engines," said

Townsend. "Whenever you've worked some place for 45 years and you do not mind going to work, you're probably in the right place."

When asked what were some of the most unique items Townsend has transported during his time in the industry, he answered with two trips that have stuck out the most in his mind. That includes one where he picked up radioactive uranium fuel near Denver, Colo., as well as his experiences transporting numerous windmill blades throughout the state of Oklahoma.

During his time in the locomotive industry Townsend has traveled some of the most scenic routes, including one of his favorites, the Washington State Cascade Tunnel, which is an eight-mile tunnel under one of the nation's most picturesque mountain views.

The sights Townsend has seen have been captured within his more than 40,000 photographs shot on a 35mm camera that he carried with him his whole career. This love of photography will carry over to Townsend's retired lifestyle as he works to develop some of the negatives he has kept during his 40-year career.

"It's going to be a culture shock because I don't know anything else," said Townsend of his retirement. "I don't even know where to start."

Townsend will also be busy fixing and updating his home in



PHOTO COURTESY OF MUSTANG TIMES AREA NEWS

ONE FINAL TRIP — *David Townsend is shown in the cab before setting out for his final run on Tuesday, Jan. 2.*



PHOTO COURTESY OF DAVID TOWNSEND

EARLY PHOTO — *Townsend began his career in 1972. This photo was taken on a 35mm camera which he carried with him for more than 40 years.*

Mustang, as well as restoring a 1965 Ford pickup that his father previously owned.

He also plans to continue volunteering with the Oklahoma Railway Museum in Oklahoma City (operated by the Central Oklahoma Chapter NRHS), which he has been a part of for more than 13 years, teaching classes as well as running their popular Thomas the Tank Engine attraction.

Reflecting on his career in the industry, Townsend said the notion that the railroad business is dying is false.

“What people associate with railroads is passengers. That’s why people think the railroad is dying off, but they are hauling more tons right now than they ever have in history of the industry,” said Townsend.

Townsend said he will miss his career, but he looks forward to living a more structured life as a retiree.

“I really like living here in Mustang. I always have,” said Townsend.

PHOTOS COURTESY OF DAVID TOWNSEND

Townsend was at the throttle of a wide variety of motive power during his career, including two GP 38s leading a consist (top photo), a Santa Fe EMD F5 (middle), and a Frisco GP-38 (below).



Yakima Valley Trolleys group has eventful year in 2017

Compiled by *KENNETH JOHNSEN*, President of Yakima Valley Trolleys and member of Pacific Northwest Chapter NRHS

(Editor's note: The following is a "2017 year in review" article from the Yakima Valley Trolleys (YVT) organization. The membership includes several NRHS members. The author, Kenneth Johnsen, is a member of the Pacific Northwest Chapter and 50-year member of the NRHS.)

To say that the year 2017 was an eventful one for Yakima's trolleys would be something of an understatement. Rock slides, brush fires, discovery of an old waiting station, and the repatriation of an original Yakima streetcar are just a few

of the many adventures had by the Yakima Valley Trolleys in 2017.

Rock slides in the winter of 2016 closed the Selah line throughout the 2016 trolley operating season. Differing opinions on how to clear up the rocks stalled the actual work until April of 2017. Finally, city crews from the water department brought a small track hoe up to the gap, and trolley volunteers brought the A-6 truck. The track hoe picked up the rocks and loaded them onto the A-6 truck bed which took them to a spot where they could be safely dumped off.

It turned out that the huge pile that was first noted in 2016 was only one of five rock slides blocking the track. Once the first pile was removed, the others were discovered and removed. There were two places where the track had been broken from the slides. Ed Neel, Ken Johnsen and Jerry Boeckholder from the Toppenish Railroad museum rode the A-6 truck in hyrail mode into the gap and made the repairs.

Another obstacle to Selah operation was renewed building construction at Davis High School along 6th Avenue. The new contractor there was helpful, though, and worked with Ed Neel, Bob Desgrosellier and Ken Johnsen to make sure the trolley tracks were always open during weekends, and also on weekdays if given notice. However, the overhead wire that had been newly installed the previous season had to be removed once again in order to allow giant cranes to move into the building site.

The City of Yakima hired a new city manager, Cliff Moore, and in May he was treated to a tour of the museum and given a ride in one of the trolleys by Ken Johnsen, Ed Neel, Bob Desgrosellier and Joe Mann. Cliff showed a lively interest in the trolleys, and so we taught him how to operate one.

The state historical grant that the city had received two years ago was renewed so that we could continue work that had been started. Bob Desgrosellier manages the



TOP PHOTO BY MARCO MOERLAND; BOTTOM PHOTO BY KENNETH JOHNSEN

SELAH GAP BLOCKED – *The Selah line was closed for the entire 2016 operating season due to a rock slide. Town crews from Selah helped remove the blockage with a small track hoe.*

grant for the city. Among other things, it paid for replacement of a number of failing poles along 6th Avenue. Some new signage for the museum will also be paid for by the grant.

Most of the former YVT employees and managers have all passed on. Because he was a little younger, former YVT lineman Dick Noyes is fortunately still with us, and he paid a visit to Yakima in June. Ed Neel and Ken Johnsen gave him a tour and discussed ideas about re-installing overhead wire on the 6th Avenue line. Dick began serving as YVT lineman under Bob Jones in about 1975 and worked right up to the end of YVT freight operations in 1985.

The Washington State Department of Transportation began enforcing new laws regarding railroad crossing signs. Officials notified us that some of our signs were not in line with the new rules. Specific instructions were given for the size of the cross bucks, reflective background, and a blue information sign that tells where to call if there is an emergency on the track. Under Bob Desgrosellier's direction, the city sign shop fabricated the new signs and Ed Neel helped install them so that we are now 100 percent in compliance with the new laws.

In June, two very nice gentlemen from Australia visited the YVT and chartered every piece of YVT rolling stock that could operate. This included the No. 1976 Oporto car, the Master Unit No. 21, steeplecab No. 298, and Line Car A. Besides the charter fees, the two Ward brothers (Andrew and John) made a generous donation to the trolleys. The total came to nearly \$2,000. It is not unusual for people from other parts of the world to journey to Yakima to see the YVT.

The passage of time brings about transitions, and two long-time Yakima motormen retired from motoring in 2017. Paul Edmondson had been a motorman since the 1990s and Larry Perrigo had motored since the late 1970s. Also, early motorman Jack Wimer passed away. Jack is remembered as the YVT motorman whose picture appeared in *National Geographic* in an article about the Yakima Valley. Two newer members — Stewart Wadsworth and Russ Wentworth — joined the ranks of YVT motormen in 2017.

Andy Breeding of the Toppenish railroad museum lives north of Selah, and he notified Ken Johnsen that he had discovered on a farm near him with the original YVT Speyers Station waiting station, complete with platform, was located. The farmer

wanted to get rid of it because he was selling the property, and the new buyer did not want it on the property. A work party was hastily thrown together, consisting of members of both the Toppenish group and the Yakima Valley Trolleys, and the station was extricated from the farm and towed to Andy's home. A few weeks later, it was brought down to the trolley yard in Yakima, where it will be restored. Master woodworker and new member John Myers offered to do the restoration.

Just as we were getting ready to begin restored service to Selah, their city manager informed us that he had directed their road crew to cut off a small piece of rail from the YVT crossing at Southern Avenue, because it had gotten bent upwards, and they were afraid it would damage the tires of trucks that use that crossing. This was thus another obstacle to Selah operation that was presented. Careful testing showed that the trolley can actually negotiate the spot, if it moves very slowly. Selah did not want to tear up the street for us to repair the rail until after the fruit rush, so when service began, operators ran the trolley over the gap extremely slowly, without incident.

Former Selah Mayor John Gawlik has been an ardent supporter of the trolleys and has asked how he could help. We had one vacant space on our board of directors, so he was invited to join, which he did. He also plans to take motorman training in the spring of 2018. John will be a great connection for the trolleys from Selah.



PHOTO BY KENNETH JOHNSEN, PACIFIC NORTHWEST CHAPTER NRHS

RENOVATION PROJECT — *The original Yakima Valley Trolleys Speyers Station waiting station, complete with platform, was found on a farm, and the owner asked that it be moved. It is now at the trolley yard, where it will be restored.*

In preparation for Selah operation, it was deemed desirable to have a vehicle to inspect the track in the gap for new rock slides that is easier to use than the hyrail truck A-6. Ken Johnsen purchased a Fairmont track speeder from a friend and donated it to the City of Yakima to add to the YVT collection. Russ Wentworth completely rehabilitated an old speeder trailer that was on the junk pile, and now it can be pulled by the speeder, if needed.

Scott Neel, helped by Ed Neel, has taken on the job of rebuilding all the in-the-street switches on our track. Scott has re-machined some parts and fabricated others. The first one completed is on Pine Street between 2nd Avenue and 3rd Avenue where the lead from the YVT yard connects to the Pine Street line. All our switches have had deferred maintenance for so many years that this rebuilding will truly make track operations a lot easier.

Following the removal of the rock slides in Selah, it was also discovered that the vegetation had overgrown the track during the time we were prevented from using it. Initial work with pruners, chainsaws and loppers was carried out by John Myers, Joan Walsh, Ken Johnsen and Dan Tamsky. Once the heavy stuff was cleared off, we hired a weed spraying company to go through and kill the remaining vegetation and spray a sterilant to keep it from coming back. We hired the same company that BNSF uses to keep their line free of vegetation. They brought their hyrail mounted equipment in and professionally "devegetated" our line.

Once the line was clear of rocks and weeds, it was time to make some test runs to Selah. These were accomplished at the end of June, and so July 1 was chosen for the inaugural runs.

On the morning of July 1, we discovered a large bend in the track at the Washington Fruit driveway. Apparently the night before, a large heavy truck of fruit boxes ran up against our west rail and bent it out of shape. We were not notified of this occurrence.

It happened that two of our riders on July 1 were track workers who had come over from the Tacoma Belt Line just to ride the Selah run. When our trolley had to stop short of the bend in the track, they offered to help us bend the rail back into alignment so that we could go to Selah. With help from Ken Johnsen and Ed Neel, these two heroes got the rail bent back and spiked into place. The work took several hours, but the final trolley run of the day was able to go to Selah. The rest of the summer, Selah was the destination of choice, and it added a considerable amount of money to our treasury.

Selah service had barely been going two weeks when a new calamity befell the Selah line. Apparently some homeless people started a fire on the island on the other side of the Yakima River from where our track follows the west cliff of Selah Gap. It was a hot dry day with a little wind. Some of the embers from the fire jumped over the Yakima River and ignited the dry grass on the west side of the gap. The fire spread quickly and ferociously. I was motoring the trolley that day and did not realize the fire could jump the river and block our way back to Yakima.

While our trolley was laid over at Selah, the fire grew out of control. Firefighters told us we could not run back to Yakima because fire was all over our track. We waited and waited at Selah. A very helpful female bus driver from Yakima Transit pulled up beside our stranded trolley and told us all the trolley passengers could ride free with her back to Yakima. The passengers were very glad to be able to get back to their cars.

The same bus driver came back a while later with bottles of water for the trolley crew while we waited out the fire. I am so sorry I was not able to get this kind-hearted woman's name to properly thank her.

Finally the firefighters told us we could try taking the trolley back if we dared. Russ Wentworth walked along in front of the trolley with a fire extinguisher while Larry Fournier carefully ran the trolley through the burning landscape. Fortunately nothing on the trolley caught fire, but approximately 100 of our ties were burned in the fire.

We applied for a grant to replace the ties, and were awarded over \$4,000 from the Cahalan Trust. Many thanks go to Scott Hay for helping us secure this money when it was much needed.



PHOTO BY KENNETH JOHNSEN, PACIFIC NORTHWEST CHAPTER NRHS

BRUSH FIRE — A brush fire along the Selah line temporarily halted service for the trolleys.



PHOTO BY KENNETH JOHNSEN, PACIFIC NORTHWEST CHAPTER NRHS

THE LAST OF THREE — Yakima Valley Trolleys, which already owned two of the three Brill Master Units built for the YVT in 1930, recently acquired the third unit through a donation. Due to its condition, it will be used primarily for parts but the shell may become a static display in Yakima.

Our super helper Anne Hatch and her husband, Dusty, organized the second annual car show to benefit the trolleys on July 22. It was a smashing success with lots of cars in attendance. Anne very kindly donates all of the proceeds from the car show to the trolleys. We are hoping to make this car show/fund raiser a recurring annual event.

A joint meeting was held between the YVT board of directors and the William O. Douglas Trail Association board at their request to see if we could work out a way for their members to get across the Naches River bridge. Numerous ideas were debated and cast out for various reasons. Finally, Ken Johnsen suggested that we could carry the hikers over the bridge in the trolley.

Bill Cook from the trail association liked the idea, and a dialog was begun that will most likely lead to a cooperative venture between the trail association and the trolley association to help open up the interesting areas of Selah Gap. In addition to the William O. Douglas trail, there is a historic Indian encampment at the confluence of the Yakima and Naches Rivers.

As is known, YVT possesses two of the three Brill Master Units built for the YVT in 1930. Ken Johnsen has been talking with the owner of the third Master Unit for decades about purchasing the third unit for Yakima. The owner was reluctant because he and a business partner were planning to use it on a proposed trolley railroad they were planning in the Seattle suburb of Ballard. The railroad never came to fruition, and the gentlemen involved are getting older.

So in the fall, the Master Unit's owner offered to donate it to the trolley association. We accepted the offer. It is in pretty dire condition and will be used mainly for parts, but its shell

might become a static display somewhere in Yakima as a reminder that Yakima is Washington's trolley city.

We ran our Halloween Trolley on the weekend of Oct. 28-29. Our webmaster, Gregory Johnsen, purchased and donated advertising on Facebook for the event, and many people told us that is how they found us. Larry Fournier also took out newspaper ads, and the ridership and income from the Halloween trolleys far exceeded any Halloween weekend we have ever had before. Wray's Markets very kindly donated the pumpkins we gave away to kids again this year.

The scenario was repeated for our Santa Trolleys on the weekends of Dec. 9-10 and 16-17, and once again we had record turnouts. Advertising has shown that it definitely pays for itself and brings in a lot of business. Facebook advertising is relatively cheap, but well worth it. Gregory is going to help us set up Facebook advertising for the summer runs and we expect to see an upturn in business.

The brake systems on both Oporto cars have been under repair by Ed Neel and Russ Wentworth. With the help of some machining done by a local machine shop, car No. 1776 will soon be operable again. And Ed and Russ put in many hours in the freezing cold car barn to make sure we had car No. 1976 ready for the Santa runs. That car runs and stops beautifully now. Many thanks to Ed and Russ.

A lot of people helped with the event trolleys, including Larry Fournier, Cheryl Fournier, Joan Walsh, Dan Tamsky, Russ Wentworth, Ed Neel, Scott Neel, Stewart Wadsworth, Ken Johnsen, Joe Mann, Gregory Johnsen, cashier Peyton and Bob Desgrosellier. I apologize for any names I have left out.

Watauga Valley group to sponsor excursion on Great Smokies line

The Watauga Valley Railroad Historical Society and Museum will sponsor its spring excursion — a ride on the Great Smoky Mountains Railroad (GSMR) — Saturday, March 24. The excursion will go through the mountains and countryside of western North Carolina from Dillsboro through Bryson City and the Nantahala Gorge.

This trip will be the first time the group has offered a train ride on all the completed operating trackage of the GSMR.

The track follows the route of the former Southern Railway's Murphy Branch Line, established in 1891, with its 5 percent grade and many bridges. Much of the route hugs the banks of the Tuckasegee, Little Tennessee, and Nantahala rivers, and it crosses Fontana Lake on a 780-foot trestle.

The GSMR has become a favorite of film producers over the years. The train wreck scene in the 1993 movie, "The Fugitive," starring Harrison Ford, was filmed in Dillsboro along the GSMR. The wreckage of the set can still be viewed on the outbound train excursion from Dillsboro.

The railroad was also used in the 1996 comedy, "My Fellow Americans," starring Jack Lemmon and James Gardner, and "Forces of Nature", starring Ben Affleck and Sandra Bullock.

The trip will depart Johnson City, Tenn., by motor coach at 9:15 a.m. from the parking lot of Liberty Bell Middle School. There will be a passenger pick-up in the Asheville/Weaver-ville area for passengers. En route to Dillsboro, there will be a stop-over at Ryan's Steak House,

Upon arriving in Dillsboro, passengers will have time to see the Jarrett House, a hotel landmark built in 1884, and visit shops before boarding the train at 1:45 for the 4.5-hour trip.

As the train leaves Dillsboro, passengers will see the GSMR shops. Just beyond the shops is filming location of "The Fugi-

tive." The track follows along the Tuckasegee River and travels through the Cowee Tunnel on its way to Bryson City. The line follows the Little Tennessee River, crosses the Fontana Lake Trestle, goes past the Nantahala Outdoor Center (NOC) and enters the Nantahala Gorge".

The train will return to the NOC, where our buses will be for the return to Weaverville by 7:30 and Johnson City by 8:30 p.m.

Passengers may choose seating in one of three classes of train cars. The first class ticket price is \$156 for adults over 21 and includes a diner meal. The crown coach ticket prices are \$97 for adults and \$79 for children ages 2-12. The coach class ticket prices are \$85 for adults and \$69 for children ages 2-12. Passengers wishing to be seated together but who order tickets separately should specify this on orders.

Passengers have several options for meals aboard the train. The dining car meal is a unique, on-board dining experience. Diner meals must be pre-purchased with ticket order at \$15 per meal. All dinners include dessert and choice of drink. Entrees (select on meal order form) include: pulled pork Boston roast, fire braised chicken salad, veggie lover delight, pot roast, and box lunch. Other meals must be pre-purchased with ticket order at \$11 per meal. Box lunches will be for pick-up in the concessions car. Box lunch choices include turkey and cheese on croissant or baked chicken breast on croissant. Sandwiches, drinks, chips, and snacks will be available for purchase on the train. Small coolers will also be allowed.

To order tickets, visit <www.wataugavalleynrhs.org/>. Click on the "excursion" link. You may order tickets and pre-purchased meals on-line using a credit card by clicking <[here](#)>. Or you may mail a check or money order, along with the number of tickets, class of service and pre-paid meal option choices to: Spring 2018 GSMR Excursion, Watauga Valley RHS&M, P. O. Box 432, Johnson City, TN 37605-0432. For questions, visit <www.wataugavalleynrhs.org>. or phone 423-753-5797.

Donations sought for new injectors on Tri-State's vintage EMD F-3

The Tri-State Railway Historical Society's Lackawanna No. 663 is an EMD F-3 built in 1948, currently the world's oldest operating and unaltered F-unit. The engine was voted *Trains* magazine's "Must See" locomotive of 2013.

Generous donations and support have kept the locomotive — originally Bangor & Aroostook No. 44 — in operation since Tri-State preserved it in 1985. No. 663 recently returned to service after a full rebuild of its main and auxiliary generators and compressor.

No. 663 was used in excursion, yard-shuttle and Santa Train service for Steamtown National Historic Site throughout 2017, even posing alongside Tri-State's M&E No. 19 at Railfest 2017.

In 2017, sister F-3 664 missed service days due to injector

failure, and Tri-State would like to prevent that issue in 2018 by replacing those on No. 663 before it enters service on Memorial Day weekend.

Replacing the locomotive's original 16 fuel injectors with professional help will cost \$125 each, with our originals traded in to be rebuilt for other locomotives. The injectors in No. 663 now were in it when the society bought the unit in 1985. They are likely more than 40 years old.

Injector donations, of \$125 for each injector, may be made on-line by clicking the "Donate" button at <<http://www.tristaterail.org/injector-campaign>>. Donations may also be made by check. Make checks payable to Tri-State Railway Historical Society and note "Injector Campaign" in the memo line. Checks may be mailed to: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962.

Winter excursions planned by Galloping Goose Historical Society

For the second year, the *Galloping Goose* Historical Society of Dolores, Colo. will be running Goose No. 5 on winter excursions on the Durango and Silverton Narrow Gauge Railroad.

Last year was the first time in 60 years that the Goose had run in the winter. That excursion was so successful that the event is being repeated this year. Tickets are still available by calling the D&S at 877-872-4607.

Photo excursions are scheduled for February 17-18, 2018. Photo run-bys are planned. The price is \$169 on Saturday and \$189 (includes lunch) on Sunday. The Goose will run again Feb. 23-24, without the photo run-by option. Tickets on those days are \$115.



FEBRUARY RUNS – The Galloping Goose will make four excursions in February.

The D&SNG website provides information, but tickets must be ordered by phone at 877-872-4607.

The onboard wood stove will warm passengers in the back of the Goose, while a newly installed heater will keep passengers in the front comfortable. A replica snow plow will help keep the tracks clear if it snows.

Annual Jersey Central Train Show will be held March 4 in Clark, N.J.

The Jersey Central Chapter NRHS will host its annual train show and sale at the Mother Seton Regional High School, 1 Valley Road, Clark, N.J., on Sunday, March 4. The school is located on the northbound side of the Clark circle at the Garden State Parkway, exit 135.

The hours are 9 a.m.-3:30 p.m., with an admission charge of \$5 per adult. Children under 12 will be admitted at no charge. The maximum fare for a family will not exceed \$10.

As many know, this train show is different from other New Jersey based train shows. While the majority of the shows held in New Jersey feature model trains, toys and dolls, our show combines both model trains and railroad & transportation related collectables. These include paper items like menus, timetables, magazines and books. There is hardware including builders' plates, locks & keys and lanterns.

On the audio visual end, we have dealers who specialize in photographic items, including prints and slides. We have two new color slide dealers attending our show.

A number of rail historical groups will be present. Included

For NRHS members interested in learning more about the history of the *Galloping Geese*, RGS's motor cars that ran for nearly 30 years during the Depression, can watch "Galloping Goose" on Rocky Mountain PBS's Colorado Experience <<http://www.pbs.org/video/galloping-geese-8exwzz/>>. First aired on Dec. 7, 2017, this video relives the era when seven Geese carried cargo, mail, and passengers between Dolores, Telluride and Ridgway.

will be groups preserving the history of the Anthracite Roads, Conrail, Erie-Lackawanna, and the Raritan River Railroads.

A number of NRHS chapters will be represented, including Jersey Central, the host organization, NYO&W, Tri-State, and West Jersey. We will also welcome Liberty Historical Trust, Maywood (N.J.) Station, Metropolitan Chapter of the Train Collectors Association, United Railroad Historical Society of New Jersey, Whippany Rail Museum, Garbely Publishing, Morning Sun Books and *Railpace* Publications.

Most of our guests are serious collectors focusing on a specific railroad or geographical area.

We also offer door prizes, a room where one can relax and watch railroad documentaries on a screen and, of course, the Mother Seton cafeteria staff offers breakfast, lunch and snack items.

As of the time of this news item, all sales tables have been sold for the 2018 show. For information contact Mitch Dakelman at 908-208-2522 or Heinz Ricken at 908-272-3910. For a flyer, email Mitch at <dakelmanm@aol.com>. The society's website is <JCRHS.ORG>.



PHOTO BY BRUCE MOWBRAY, STEAMTOWN NATIONAL HISTORIC SITE

TO BE USED AS MODEL — *The tender body for No. 3713 was too deteriorated to be used again, so it was shipped to a local welding shop where it will be used as a model for a new tender body.*

CONTINUED FROM PAGE 1

driver sets. They will also be magnafluxed while there. The tires were found to be in excellent shape with a like-new profile and thickness, thus they will not need any work.

Attention was then turned to 3713's tender body. In late October, Steamtown staff and volunteers worked to remove the cistern and coal bunker structure from the tender frame. On Oct. 28 the entire piece was loaded onto a lowboy and shipped to Oak's Welding in Ashland, Pa.

The tender body was found to be too far gone to be salvageable, with much of the body paper thin. The bottoms of internal baffles were completely rusted away. The coal bunker was also completely rusted out along the bottom edges where coal had sat for many years. Although the stoker only had a few salvageable pieces, Steamtown should be able to piece a good one together from its bone yard.

With the extent of rot the tender has experienced, Oak's Welding

will use the old tender as a guide for a brand new, all-welded replacement. Oak's has experience with this kind of work, as they previously fabricated a new tender for the CNJ No. 113 restoration.

No. 3713's new cistern will have an industrial grade coating on the inside to prevent corrosion. To preserve the visual integrity of the project, replica rivet heads will be welded on in exact locations. All of the tender's original grabs, steps, and brackets are in good shape and will be used on the new tender.



PHOTO BY SAMANTHA KUCZYNSKI, STEAMTOWN NATIONAL HISTORIC SITE VOLUNTEER

READY FOR INSPECTION — *Crews examined the drivers and axles once removed from under the boiler. They were then prepped for shipment to the Strasburg Railroad.*

As of this writing, the tender frame has been completely stripped except for one truck, which will soon be removed. The frame will then be cleaned and evaluated, being of heavy cast steel construction. Any repairs needed should be manageable in the shop. The brake rigging is being cleaned and cataloged for evaluation, and the brake piston has been found to be in excellent shape with minimal work needed.

Next up was the cab, which was also found to be structurally deficient for an operable locomotive.

In early November, the original cab was prepped for the short 12-mile journey to Hopkins Manufacturing Company & Technology in Factoryville, Pa. The original cab is being used as a pattern to build a faithful replica at the one-man fabricating shop. Hopkins has previous experience fabricating steam locomotive cabs, and he will have several enthusiastic volunteers from Johnson College applying their newly learned skills on the project.

Finally, brand new pilot truck wheels and axles are being procured from ORX in Tipton, Pa. New bearings have been purchased by Project3713 for the pilot truck as well, and they will be installed on the axles by ORX. These new developments represent major steps forward that were on the radar for several months and have now materialized.

The National Park Service provided \$654,000 in Alternative Transportation Funds to make these major improvements to "America's Locomotive"™ possible.

On a smaller scale but no less important, we are pleased to report that the refurbishing of several appliances has been completed. The two New York Air Brake cross compound air compressors, Sunbeam dynamo, and air compressor governor were all refurbished by Steam Services of America at their shop in North Carolina. The Teamster's Local 776 provided transportation for these components to and from North Carolina, and the parts are currently back at Steamtown in storage, ready to be placed back on the locomotive when the time comes.

For more progress updates follow Project3713 on Facebook or visit the website at <www.project3713.com>.

Built in 1934 by Lima Locomotive Works, No. 3713 was named *The Constitution* in 1937 when the B&M held a contest for school children to name several of its locomotives. After retirement, it was placed on display in several towns in Massachusetts and New Hampshire before entering the collection of Steamtown USA in Bellows Falls, Vt.

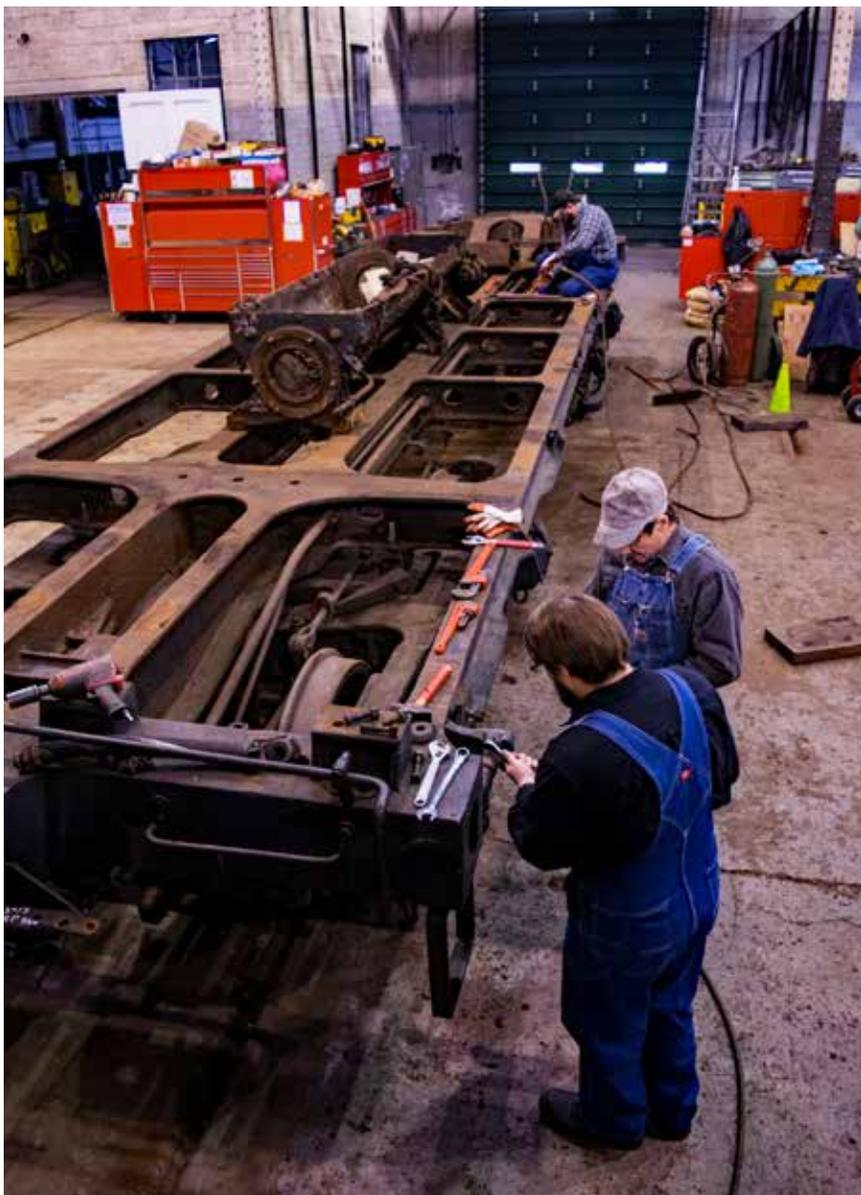


PHOTO BY SAMANTHA KUCZYNSKI, STEAMTOWN VOLUNTEER

DOWN TO THE SKELETON-With the tender body and wood planking removed, the workers and volunteers are seen working to remove the stoker, grabs, and brake rigging from the frame. The trucks will be removed last.

In 1969, Steamtown loaned the engine to Boston's Museum of Science for display. In 1984, No. 3713 moved to Scranton, Pa., when Steamtown USA moved their operation to the former Erie Lackawanna Scranton Yard. This would eventually become Steamtown National Historic Site with 3713 part of its collection.

Project 3713 is a partnership between the Lackawanna & Wyoming Valley Chapter NRHS and the National Park Service, dedicated to the full restoration and operation of the locomotive. While many subassemblies are out at contractors, the bulk of the restoration work is done at the Steamtown shop where the public can view progress.

The engine is expected to steam within four to five years.