

# 'The Queen' returns home to Roanoke

Article and photos, pages 30-34



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

*NEAR THE START OF THE JOURNEY – Norfolk & Western Class J No. 611 crosses the Yadkin River, two miles north of Spencer, N.C., as it begins its 207-mile trip back to the Virginia Museum of Transportation from the North Carolina Transportation Museum on Saturday, May 30.*

## NRHS News

NEWS FOR ALL NRHS MEMBERS

JUNE 2015

### There's still time to register for the convention

It's not too late to register and purchase tickets for the 2015 NRHS convention, to be hosted by Vermont Rail System with headquarters in Rutland, Vt. Coach and table car seats are available for all trips scheduled, as of this writing.

Taking place June 14-20, 2015, the convention will feature seven days of rare train rides, one-of-a-kind photo opportunities and historic tours, followed by a public rail excursion on June 21.

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Many of the trips planned for the con-

vention will travel along freight-only routes. There will be plenty of photo runbys to allow enthusiasts to get photos of the motive power and equipment. Roundhouse and facility tours are also planned.

For vintage locomotive fans, there will be an excursion on the Saratoga & North Creek Railroad, pulled by 1940s-era BL2 diesels. Only a handful of the engines are still in service.

While the Rutland Holiday Inn — the official host hotel for the convention — is fully booked, the NRHS has arranged for rooms at other facilities in Rutland.

For the latest information on the availability of tickets and lodging, consult the NRHS website at <<http://www.nrhs.com>>.

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*The president's corner...*

## NRHS finances are stable; changes made in accounting

*By Al Weber, NRHS President*

Many things at the National are progressing. We are getting ready for the convention, membership meeting and board of directors' meeting; Railcamp East and West are on schedule; our accounting is now being handled by "Your Part Time Controller" (YPTC); and the new membership system has all current members in and is in testing. Many volunteers are working on keeping the organization running, and I thank them for that volunteer work.

We still have many problems and there are no immediate miracle fixes, but over time we will get past the problems. Our finances are now stable, and we are current on our bills. We do not have extra in the bank so we must still be frugal with our money.

The annual convention in Rutland, Vt. still has tickets available for all the trips. Go on-line and get yours today. We will have our annual membership meeting, an advisory council meeting and a board of directors' meeting at the convention. You should consider attending and getting involved. It is a very good convention in a very good location. Please consider attending.

NRHS has contracted with an accounting consultant, "Your Part Time Controller" that performs accounting functions for 501(c)(3) tax exempt organizations like NRHS. Recently, our accounting books have been in disarray and YPTC, Bob Bitzer and Bob Heavenrich are getting them in order. We have also purchased new accounting software and installed it on a cloud server that YPTC and the NRHS can access securely and remotely. This is a big improvement as before we were dependent on a contractor to do data entry work and provide accountant reports we could analyze.

Membership cards have been mailed to all renewed members as of late May, 2015. Members who renewed later will get their cards soon. We are planning to send out cards once

a month. Our new membership system is in the beginning of testing now. It has been a long process so far but the new system offers many benefits, including that we can make our own changes and updates. We decided to only put current members into the new database though we have all other members in another database for reference if needed. We all need to thank Skip Waters and Hugh Harris for working on this major project.

We, like many similar size groups, have gone to electronic distribution of our newsletter, *NRHS News*. We need your email address in the system so you can be notified when it is available. The NRHS does not and will not sell or give away your email address. If you know of members who are not getting notification, please get them to send in their email address to <info@nrhs.com>. I know that some of our members — somewhere around 5 to 8 percent — do not have email. If you know one of them, consider printing them a copy. Many chapters have gone to electronic distribution of their chapter newsletters and print a few copies for their members who do not have on-line access. If your chapter does this, please consider printing a short summary of what is in the *NRHS News* so as to keep those members in the loop of what NRHS has going on.

A free benefit of being a NRHS chapter or member is that you can get railroad-related and chapter-related events advertised on the NRHS FaceBook link. Send the news items to Charles Williams at <nrhsnews@charter.net> and he will post them.

Thank you for being a member and supporting railroad history and its preservation.

Al <aweber@nrhs.com>

## Member explains the necessity for convention registration fees

*By Sheila Dorr, Philadelphia Chapter NRHS*

*(Editor's note: The author joined the NRHS in 1986. The convention in Roanoke, Va. in 1987 was the first convention that she attended, and she has participated in every convention since).*

Have you ever wondered what the NRHS convention registration fee is all about, why you need to pay it, and what you will get for it?

Of course, you need to pay it first if you plan to go to the convention so that you can subsequently order convention tickets. But, where does the money really go?

I posed this question recently while attending the NRHS Spring Conference in York, Pa., and here is what I learned:

First and foremost, running a convention is a business, not

just a bunch of fan trips for our enjoyment. The convention involves a lot of overhead costs, planning expenses and contract expenses for meeting events. There is, of course, a need for money coming in to support these expenses, and the cost to process registrations.

Additionally, a marketing decision was made for the non-member fee to include the cost of joining NRHS for prospective members.

While conventioners will also get a nice "goodie bag" of brochures related to the area, railroad information, and the convention guidebook, we need to remember that supporting the NRHS business end of the convention is of primary importance or there will be no conventions in the future.

# 37th annual Lynchburg Rail Day scheduled for Saturday, Aug. 8

The Blue Ridge Chapter NRHS will sponsor the 37th annual Lynchburg Rail Day (LRD) on Saturday, Aug. 8, 9 a.m.–3 p.m., at the Boonsboro Ruritan Club, 1065 Coffee Road, Lynchburg, Va.

Admission will be \$6 per person, or \$10 for a family. Children ages 12 and under will be admitted at no charge with a paying adult. Proceeds will benefit area railroad preservation projects.

There will be an operating model train layout on display. Door prizes will be awarded, and freshly prepared food and beverages will be available.

Vendors from around the area will be selling model train items and railroad memorabilia. Sales tables will also be available to the general public. Advance registration and payment is required. The prices are \$33 each for 8-foot tables,

and \$25 each for 6-foot tables.

There will also be a “white elephant” table. For those attending the show, the Blue Ridge Chapter NRHS members will sell your model trains and railroad memorabilia for a 20 percent commission. If your consignment items don’t sell, there will be no charge. “White Elephant Table Guideline” forms are available on the chapter website.

For additional train show information and to rent vendor tables contact LRD 2015 Chairman Barry Moorefield <rockdalefarm@live.com>; LRD 2015 Vendor Table Registrar John Tanner, phone (434) 525-1318, <flytrains@yahoo.com>, LRD 2015 Train Show Coordinator Norris Deyerle phone (434) 237-4912, <railcow@msn.com>; or Blue Ridge Chapter NRHS, P. O. Box 11731, Lynchburg, VA 24506-1731. The chapter website is <<http://www.blueridgenrhs.org>>.

## Vermont tickets still available

CONTINUED FROM PAGE 1

If you’re going to attend the NRHS convention in Vermont this June and plan to do some railfanning before or after the event, you may want to pick up the *Vermont Rail System 2015 Trackside Guide* (pictured on the right) by Kevin Burkholder, the official photographer for the Vermont Rail System. The book includes detailed color maps, color photos and features, safe viewing/photo locations, comprehensive equipment rosters and much more.

The cost of the book is \$26.50 plus \$3.50 shipping and handling, but may not arrive at homes in time for the convention. The book may also be purchased at the convention.

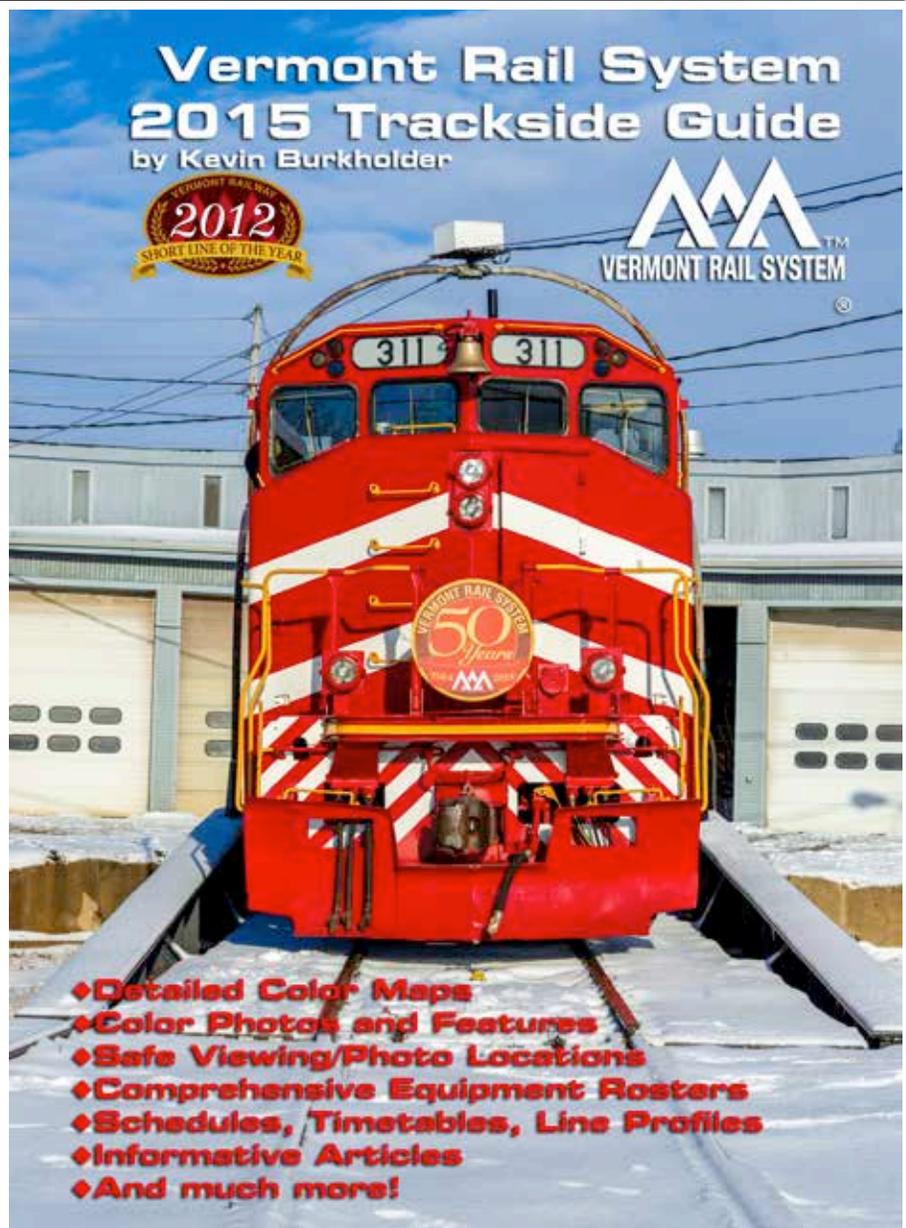
For more information, check out the following link: <<http://wp.me/P4citT-406>>.

### Looking ahead to 2016

NRHS officials have announced that the 2016 NRHS national convention will be held in Denver, Colo., July 19-24.

Also, NRHS officials have announced that the headquarters and host hotel for the convention will be the Holiday Inn on Quebec Street, located in the Stapleton area of Denver.

More information on the 2016 event will be announced in the fall.



# NRHS recognizes long-time members of Society

*By Joseph C. Maloney Jr., NRHS Vice President*

Each year since 1961, the NRHS has recognized those long-term NRHS members who have consistently renewed their membership. We provide those esteemed individuals with pins and certificates to honor achieving their significant membership milestones of 70, 60, 50 and 25 years of con-

tinuous NRHS membership.

The NRHS officers and staff are very pleased to have recognized the following individuals in 2015 for their loyal membership in the Society.

## **70 Years (Joined 1945)**

Lewis L. Hoy

## **60 Years (Joined 1955)**

Walter Lee Loftin, Jr.  
Lewis H. Merrill  
Daniel J. Platz  
Robert Slauch  
Nathan D. Talbot  
William V. Zikias Jr.

## **50 Years (Joined 1965)**

Michael H. Bauer Jr.  
William A. Bauer  
Henry E. Bender Jr.  
David L. Briggs  
Solon C. Couch Jr.  
John B. Degges  
Francis W. Di Domenico  
Hugh J. Dudley  
Rutherford L. Ellis Jr.  
John J. Gabriel  
Edward S. Gray  
Tom E. Halterman  
Albert L. Howe, M.D.  
Edward E. Immel  
Henry T. Keutmann  
Mary Lee Langley  
John E. Lorenz  
Richard J. Magee  
James L. McAlarney Jr.  
David Novak  
Lester Overfelt  
Patrick E. Purcell  
Pastor Carl B. Reichert  
Herbert A. Richwine  
Roger W. Sackett  
Warren Schor  
R. Norman Shaddick  
Richard A. Shiels  
Larry Smith  
Fred Steffen  
Jay R. Strubel

Dr. Hans C. G. True  
Kurt Wegelius

## **25 Years (Joined 1990)**

John H. Ambrose  
Rueshelle Ambrose  
Kenneth A. Barnard  
Lyda P. Barnhart  
Letitia M. Bates  
Mary Ann Bigland  
Bruce H. Bird  
Michael J. Bobb  
Charles L. Brandt  
Mark D. Braun  
Charles W. Breer  
C. Howard Capito  
Warren H. Carroll  
James Francis Cartwright  
Lyman J. Cass  
Brian A. Cavender  
Christopher T. Cavender  
Karol Ann Cavender  
Walter Lee Cavender  
Clifford E. Chapman  
J. S. Chattaway  
Pat Chattaway  
Kenneth M. Clark  
Ernest P. Clay  
Stephen Clark Clearwater  
Craig E. Close  
Mike P. Connor  
R. Allen Covault  
Theodore L. Cover  
Terry Cummings  
Gerald M. De Ieso  
Albert E. De Paul  
Aubrey H. (Deek) Deitrick  
Janice Deitrick  
Franklyn H. Dennis  
Warren D. Dewees  
Claude M. Dixon Jr.  
John J. Dolezal  
James W. Feldman  
Robert G. Fink  
Thomas E. Flavin

Aileen Florence  
James K. Frank  
Robert C. Franke  
Steven R. Freer  
Donald G. Gathright  
Robert D. Gehl  
Arthur E. Giardino  
C. Howard Grimes  
Greg Guanci  
A. Dale Halsey  
Thomas J. Hamilton  
Carl Wesley Hardwick  
Michael W. Harris  
Josephine Heerboth  
Donald W. Heilman  
Brown E. Henry  
Robert B. Hoover  
Kevin L. Horsley  
Valli M. Hoski  
Martin Hyzinski  
Stephen E. Jacobs  
James S. Johnson  
Roland W. Johnson  
Todd A. Johnson  
John M. Jones  
Mark William Jones  
Monty Kehoe  
Jim L. Kessinger  
Helena T. Killian  
Stephen S. Kline  
Robert E. Krone  
David E. Laag  
Charles E. Lahner  
Bruce W. Larsen  
James W. Lilly  
Paul R. Littler  
Peter Lofthouse  
Yorkman Lowe  
George H. Luchs  
Basil C. Lynch Jr.  
Jeff N. Mac Donald  
Thomas W. Marcussen  
David K. Marshall  
I. E. Masch  
Warren Mayhew  
Francis A. McCarty

Betty Jean Mertens  
Yvonne M. Mertes  
William A. Miksicek  
Charlotte M. Mock  
Kenneth J. Mock  
Timothy O. Moriarty  
Maynard Morris  
Phil Moser  
David J. Mudge  
Lauren C. Mudge  
J. Gary Mull  
Robert K. Neff  
David A. Norman  
Donald W. Palmer  
David A. Pfeiffer  
Janet G. Potter  
Bill Puleston  
T. Kent Redeker  
Terry K. Redeker  
Bob Rees  
John C. Reppeto  
Rebecca Reppeto  
Stephen Rose  
James J. Rowland  
Russell R. Rudolph  
Patrick K. Ryan  
Beverly Sandock

Kenneth L. Sandock  
Joan M. Sater  
Louis E. Sater  
Janice E. Schaberg  
William M. Schaberg  
Frederick R. Scheer  
Hans Scherpenhuizen  
Edward H. Schneider  
Ron O. Schoder  
Shirley W. Schoder  
Robert W. Schubel  
John B. Scott  
Maria Scott  
Jonathan Searles  
Albert O. Singleton  
Richard Slinsky  
Barry O. Smith  
Michael E. Smith  
Donald W. Softley  
Frank Sombers, Jr.  
Robert W. Sowers  
Neva J. Sprung  
Geoffrey N. Stellpflug  
Larry R. Stiles  
Russell I. Straw  
James L. Stump Jr.  
Andrew W. Sullivan

Valanta G. Taveirne  
James W. Terrell  
Richard W. Thomas  
Richard T. L. Thompson Jr.  
Rebecca R. Tinnell  
James H. Traendly  
Robert J. Travis  
Charles R. Turner  
David J. Tutwiler  
Richard C. Van De Weghe  
Robert J. Van Nostrand  
Matthew G. Vurek  
Elsa A. Walker  
George H. Walker Jr.  
Neville J. Walker  
Kenneth Weber  
Lee Wheeler  
Richard W. White II  
Roger Wiberg  
David R. Williams  
Derek G. Wimberly  
John L. Wise  
Paul K. Withers  
Roy J. Wullich II, CPA  
Harold W. Yewell  
Victor Zolinsky

## Tacoma, Delmarva chapters honored for NRHS membership

Each year since 1961, the National Railway Historical Society has recognized those chapters celebrating significant anniversaries of their charter date with NRHS, and for continuously maintaining their affiliation with the Society.

For 2015, there are two such chapters, one celebrating its 50th anniversary, and the other celebrating its 25th anniversary.

The NRHS officers and staff are very pleased to recognize Tacoma Chapter for its 50th anniversary of being chartered. The chapter was chartered on April 26, 1965.

The Delmarva Chapter, chartered on April 8, 1990, is celebrating its 25th anniversary of being a member of the Society this year.

On behalf of the NRHS, congratulations to both chapters.

## Central New York Chapter NRHS receives loco data cards

*By Richard Palmer, Central New York Chapter NRHS*

The Central New York Chapter NRHS of Syracuse, N.Y. has been given a unique collection of some 7,000 New York Central (NYC) locomotive data cards.

A random inspection reveals that this collection may be a record of every steam locomotive the NYC ever had throughout its existence. The data cards include the number, wheel arrangement, builder, serial number, date, and other pertinent information, including in most cases, final disposition.

This collection was in danger of being destroyed if a new

home for them was not found. It is believed it is the record originally kept by the superintendent of motive power in New York.

The collection also includes records of locomotives that existed on all subsidiary lines from one end of the system to the other. Such records are invaluable, especially for properly identifying photos.

Anyone seeking information may contact Richard Palmer, archivist/librarian for the Central New York Chapter, at <Railroad@twcny.rr.com>.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***LOTS OF WORK AHEAD - Former Chesapeake & Ohio 2-6-6-2 No. 1309 basks in the sun in the Western Maryland Scenic's Ridgeley, W.Va. yard on April 1, 2015. Disassembly of the huge engine was completed in February 2015, permitting major boiler restoration and other critical work to proceed.***

## Restoration work continuing on former C&O steam engine

*By Alex Mayes, Potomac Chapter NRHS*

Major disassembly of former Chesapeake & Ohio 2-6-6-2 No. 1309 was completed in February, 2015 at Western Maryland Scenic Railroad's (WMSR) shop in Ridgeley, W.Va., permitting boiler restoration and other critical work to proceed.

One of the largest tasks to date was the removal of 241 tubes and 36 flues from the inside of the boiler. This will permit all surfaces of the boiler shell to be thoroughly cleaned and ultrasonically tested for hidden flaws. After that, crews will install new tubes and flues, returning the boiler to essentially "as-new" condition.

The replacement tubes and flues are on hand at the shop. Ultrasound tests on the boiler were expected to be performed this spring, followed by inspection of several hundred staybolts, the critical parts that hold the firebox together.

At this writing, machinists are working on running gear parts, rehabilitating valves, and generally working through the thou-

sands of tasks required to bring a massive machine like this back to safe operating condition.

Reassembly of the locomotive was expected to begin this spring following completion of work to the WMSR's other steam engine, ex-Lake Superior and Ishpeming Railroad 2-8-0 No. 734, which is receiving major boiler work and repairs to its running gear. This year will be the last operating season for the 734 for an extended period, as it must undergo a complete disassembly and rebuild in accordance with Federal Railway Administration's requirements for 1,472 days of service for steam engines.

The 1309 is a compound articulated Mallet Class H-6 2-6-6-2 built by Baldwin Locomotive Works in September, 1949. This was the last domestic steam engine built by Baldwin. It spent most of its career in coal service out of C&O's Peach Creek terminal in Logan, W.Va., until it was retired in 1956. It was stored at the Peach Creek Termi-

nal Roundhouse until 1972 when it was transferred to the B&O Museum.

The C&O purchased its first order of 2-6-6-2s from ALCO in 1911, and they performed well in coal service on the Hinton Division. The 2-6-6-2s were found to perform more efficiently than the 2-8-0s they replaced, and burned less coal. Their small drivers and articulation made them well suited for the sharp curves and steep grades in coal country.

Additional 2-6-6-2s were ordered through 1923, and the last 10 (1300-1309) were purchased from Baldwin in 1949. All but two of these last 2-6-6-2 were scrapped except the 1309 and the 1308, which is being cared for

by the Collis P. Huntington Chapter NRHS in Huntington, W.Va.

For more information on joining, volunteering or contributing to this project and others of the WMSR Foundation, check our website <<http://www.movingfullsteamahead.com>> for more information. The WMSR Foundation is in need of donations.

*(Note: Access to the Ridgeley yard to take these photos was obtained through advance approval with the WMSR. Visitors are not permitted into the yard without making prior arrangements with the WMSR. Some of the information for this article was graciously provided by Jody Shaw, Media/WMSR Foundation Coordinator).*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***WORK IN PROGRESS - Western Maryland Scenic's ex-Lake Superior and Ishpeming Railroad 2-8-0 No. 734 was undergoing boiler and running gear work when this photo was taken in their Ridgeley, W.Va. shop on April 1, 2015. The 734 will power the WMSR's excursion trains this season; however this will be its last operating season for an extended period, as it must undergo a complete disassembly and rebuild in accordance with Federal Railway Administration's requirements. Once work on the 734 is completed it will be moved outdoors and the 1309 will be moved into the shop to complete its restoration.***

## Christian Siebert Jr., NRHS member for 75 years, dies In Pennsylvania

Christian L. (Chick) Siebert Jr., 99, one of the longest living members of the NRHS and the Harrisburg Chapter NRHS, died Friday, Jan. 16, 2015 in West Chester, Pa. He had been a member of the chapter and the Society for 75 years.

“Those of us who knew him will remember his good humor and his keen interest in railroad and traction history,” said Harrisburg Chapter President John Smith.

Chapter members recall that Siebert enjoyed hiking abandoned roadbeds, often with retired Pennsylvania Railroad locomotive engineer Gene Steffy. He served five years in the Army Corps of Engineers during World War II, during which time he ran the Copper River & Northwestern Railroad in Alaska and the Fort Belvoir railroad in Virginia.

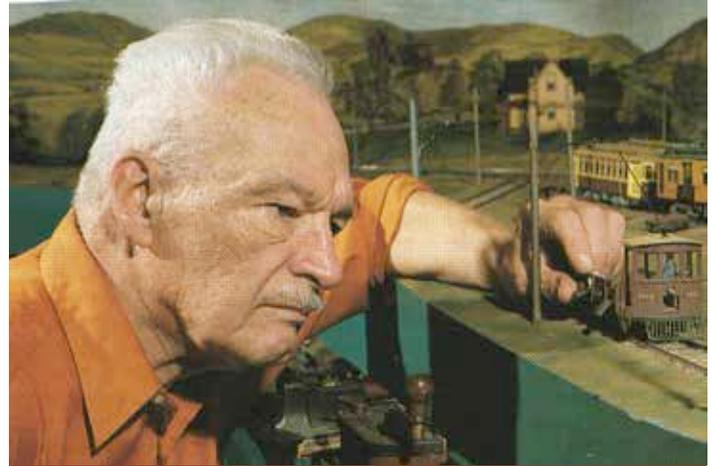
Siebert was a master trolley car model builder. In the basement of his home, he had an O gauge layout based on the Valley Railways line that ran from Harrisburg, Pa., to Carlisle, Pa. Fifty cars were scratch-built, and a few were kit-bashed, and Siebert painstakingly made everything in exquisite detail. For example, he fashioned metal trolley car bodies from antifreeze cans, and even put “rivets” on the side for authenticity. Structures along the right-of-way were all hand-crafted as well.

He was the author of two books on electric traction, and he received the Master Model Railroader award from the National Model Railroad Association, as well as several awards for excellence from the East Penn Traction Club for his scale models of trolley cars.

Siebert’s humanitarian service was extensive and included active involvement in his church, Masonic Lodge, and a local Boy Scout troop. He also volunteered at a local hospital.

He retired after 32 years of service as an engineer with the Pennsylvania Department of Environmental Resources.

His wife, Katharine, preceded him in death. Surviving are two sons, three granddaughters, and three great-grandchildren.



***CHICK SIEBERT is shown with one of his O gauge trolleys. He had been an NRHS member for 75 years.***

## McCarren, CEO of Arkansas and Missouri Railroad, dies on April 26

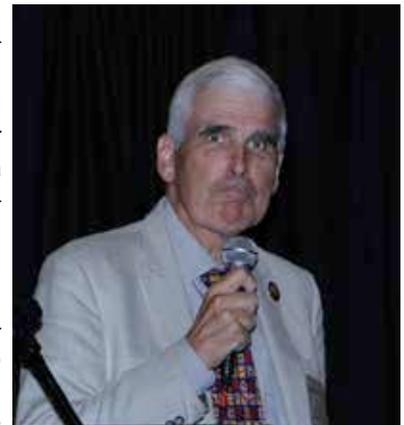
J. Reilly McCarren, 58, the majority owner and chairman of the Arkansas & Missouri (A&M) Railroad Company and the keynote speaker at the 2014 NRHS convention in Springdale, Ark., died Sunday, April 26, 2015 at his Kenilworth, Ill., home after a long battle with cancer.

According to *Railway Age*, McCarren was “praised as one of its most successful and creative railroad operators by the American Short Line and Regional Railroad Association (ASLRRA). McCarren was the majority owner of Allied Enterprises Inc., which together with A&M provides rail, trucking, warehousing, packaging and railcar leasing services.

McCarren was a graduate of the Massachusetts Institute of Technology with a B.S. degree and an M.S. degree in civil engineering. He began his railroad career with Conrail in 1978. In 1987, he, together with New York City and Chicago venture capital interests, founded the Gateway Western Railway as a leveraged buyout of the St. Louis-Kansas City route of the bankrupt Chicago, Missouri & Western Railroad, according to *Railway Age*. Gateway Western was sold to Kansas City Southern Industries in 1996, and McCarren joined the Wisconsin

Central that year as president and CEO, leading the railroad until CN acquired it in 2001. McCarren was vice chairman at ASLRRA, a position in which he remained active during his illness. He served as a Central Region board member for seven years and was a member of ASLRRA’s Legislative Policy Committee.

McCarren was chairman of the board of Operation Lifesaver Inc. (OLI) from 2007 to 2012, and served as a director of the Western New York & Pennsylvania and Livonia, Avon & Lakeville railroads. He also served as a member, vice chair and chair of the Rail Shipper Transportation Advisory Council.



***AT CONVENTION — J. Reilly McCarren was the keynote speaker at the 2014 NRHS convention.***

# Keynote speaker says women can play key role in rail industry

By Sloan Auchincloss, Harrisburg Chapter NRHS

“Women are under-represented in the rail industry, but (that could change by broadening exposure to a wide range of railroad career opportunities) beyond stereotypical roles,” said Amanda Trainor Patrick, CEM, an executive with Washington, DC-based Railway Supply Institute, Inc. (RSI).

Ms. Patrick, keynote speaker for annual banquet of the Harrisburg Chapter NRHS on April 11, touched on women’s contributions in her talk, “Women in Railroading: Past, Present and Future.”

According to Ms. Patrick, women first entered railroad employment in 1855, doing menial work. As time passed, women came up with ways to improve operations and safety. She cited Eliza Murphy, a physician, who held 20 railroad-related patents.

Ms. Patrick is a board member of the League of Railway Industry Women, an organization that “tells the story of women’s achievements (in railroading).” And Ms. Patrick herself is in the thick of things as she is managing preparations of the annual RSI trade show, scheduled for Oct. 4-7 in Minneapolis, Minn., which will have an anticipated attendance of 7,000.

She concluded her talk by encouraging NRHS to reach out to girls and women.

“Rail history is a shared one between men and women,” she said, and involving women will “pay rich dividends.”



**KEYNOTE SPEAKER** — *Harrisburg Chapter’s annual banquet keynote speaker Amanda Patrick, right, talks with arrangements chair Donna Yanko.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**HEADING TO THE TROUGH** — *The Potomac Eagle Scenic Railroad’s train to The Trough passes through Vanderlip, W.Va., as it heads south on the former South Branch of the B&O Railroad on July 12, 2014. Leading the nine-car train is ex-Bessemer and Lake Erie F7 No. 722, now painted in the B&O’s blue, grey and gold passenger scheme. The Potomac Eagle Scenic Railroad’s excursion trains run from Romney to Moorefield, W. Va., with occasional longer trips to Petersburg.*



PHOTOS BY NOREL PRIDE

***ON DEPOT TOUR — Members of the St. Louis Chapter NRHS posed for a group photo in front of the Pesotum depot during their third annual tour of depots.***

## St. Louis chapter members take third annual tour of depots

*By David Huelsing, President, St. Louis Chapter NRHS*

The St. Louis Chapter NRHS held its third annual Railroad Station Tour on April 11, 2015.

The group left from the Rural King parking lot in Collinsville, Ill. at 7:30 a.m. We were fortunate to have as our bus driver Norel Pride, former Amtrak trainmaster for the St. Louis area. Pride was familiar with many of the stations on the tour and provided us with a wealth of stories throughout the day.

Our first stop was the beautifully restored 1916 Illinois Central station in Mattoon, Ill. We timed the arrival just right as Amtrak pulled into this still-active station a few minutes later.

This is a two-story structure which originally serviced two Illinois Central lines, one at the second story (track and bridge removed), and one on the lower level (which is still active). The passenger waiting room is impeccably restored.

Also inside this building is the Coles County Historical Society which houses an interesting museum full of local railroad history.

Our second stop was in the town of Arcola. This depot is a small brick structure which looks more like a farmhouse than a depot, and was built in 1885. Inside is the Arcola Chamber



PHOTOS BY NOREL PRIDE

***MASSIVE STATION – One of the stops on the depot tour was the Champaign, Ill., station built by Illinois Central in 1924.***

of Commerce, which is packed wall-to-wall with local history, including corn brooms and Raggedy Ann and Andy dolls.

Next we followed Highway 45 north, paralleling the Canadian National mainline. We stopped in Pesotum to view the town's depot, which is an early wooden depot. This was a good location to take our group photo, which our driver was nice enough to take.

The big stop of the day was Champaign, Ill. We took a 2-1/2 hour stop, which included lunch at various local downtown restaurants.

In downtown Champaign, there are four depots still standing. We were fortunate enough to arrange a tour through the two Illinois Central stations.

The oldest depot is being renovated into a barbeque restaurant. This depot was built in 1899 and moved in 1923 to its current location to make room for the new station. The large 1924 IC station is a combination of retail and office space.

Both of these buildings, along with the surrounding former IC freight houses, water tower, and other structures, are all owned by Dr. William Youngerman, who saw the history of these properties when he bought the whole complex many years ago, and is preserving them as best as he can. Dr.

Youngerman, his property manager Tom Pantham, and former Champaign Mayor Dan McCollum were our tour guides of these buildings. McCollum is also a local historian and shared much on these buildings.

Also in downtown Champaign is the former Illinois Traction building which served as corporate offices and as a station. It was built in 1913. We were not able to tour the building, but we were able to see the outside.

The current Amtrak station, which was built in 1999, is a very impressive Intermodal station which handles Amtrak as well as local and inter-city buses. Inside this station is an impressive photo collection of local railroad and transit history. The amazing thing about Champaign is that you can visualize over 100 years of railroad history, including three stations serving the same tracks.

On the return trip, we stopped in Urbana to see the Big Four Route (Cleveland, Cincinnati, Chicago & St. Louis Railway) station which is now a theater, and we stopped at Cisco, Ill., where is the home of a depot that is an 1873 wooden building from the Illinois Central. Both of those were outside stops only with no tours.

We had 25 passengers on this trip, and we even ran ahead of schedule and arrived back early. We were also lucky to have some great weather, and everyone had a great trip.

# Suncoast Chapter NRHS hosts 25th anniversary celebration

By Rod Smith, President, Suncoast Chapter NRHS

The 25th anniversary celebration of the Suncoast Chapter NRHS was held Saturday, Jan. 31, 2015, at the Laurel Oak Country Club.

The event was held in conjunction with the Sarasota County History Preservation Coalitions's annual social, with many other historical organizations represented.

The celebration began with a reception at 11:30 a.m., and a lunch buffet at 12:30 p.m. Following the lunch, there was a chapter program honoring our 25 years as a chapter with a certificate being presented to Dr. Allen Jelks by District 4 NRHS National Director Larry Dyer. Dr. Jelks also accepted a Sarasota County proclamation proclaiming this day as "Suncoast Chapter NRHS Day."

Following this, special guest speaker Jackie LeClaire, a former Ringling Brothers performer, provided insight on what life was like traveling on a circus train.

At the conclusion of this presentation, the Venice Area Historical Society provided an update on their Ringling Brothers circus car project with before and after pictures and sketches available to the audience. Additionally, Wayne and Donna Scheiner, local circus train enthusiasts, provided a scale model circus train and were available throughout the event to answer questions on circus train operations.

All net proceeds went to support the Circus Car Project of the Venice Area Historical Society (VAHS) and the restored Venice Train Depot.

## The Legacy Trail

A schematic of rail crossings and signals on the Legacy Trail was completed by Suncoast member Ted Cover and provided to Friends of Legacy Trail for placement on the trail. The trail, which stretches 12 miles from Sarasota, Fla., to Venice, Fla., was the former trackage of the Seaboard Airlines Railway. This schematic will be used as a reminder to the users of the Trail of the importance of rail transportation in the development of southwest Florida.

## Venice Circus Car Project

The Venice Area Historical Society is in the process of acquiring a former Ringling Brothers & Barnum and Bailey circus car from the Florida Rail Museum. Plans are to restore the car to original circus specifications. The car has both a circus history and a Venice, Fla., history, as it was used to transport circus performers from and to their winter quarters in Venice. The car, built by Pullman Standard and put into service in 1953, was named the *Short Leaf Pine*.

After Amtrak took over passenger service in 1971, it was

sold to the original AutoTrain and used as a dormitory. In 1978, Ringling Brothers and Barnum & Bailey Circus purchased the car and made it a part of their 15-car Gold Unit, the Monte Carlo Circus. At some point in its circus history, it was used as the residence of a circus band leader, after which it was gutted and used for various activities.

The car received its last brake check in 1993 in Venice — that test is recorded on the wheel housing. Not long after, it was sold to the Florida Rail Museum.

The car will be designed to illustrate the lodging of a featured circus performer and two lower level performers. Three rooms will be available for viewing by the public, and exhibits in a reception area will provide information about the circus, its performers between 1960 and 1991 when they wintered in Venice, and also the railroad history of the area. Venice circus and rail history are very intertwined, but this is a story for another time.

The cost for this project is \$225,000, which is being raised by grants, fundraisers, and private donations. This initiative is being actively supported by the Suncoast Chapter with the support of a grant application to NRHS for this project.

After restoration, the car will be placed on track at the Venice depot which is currently occupied by a restored caboose. After restoration and placement, the car will be donated to Sarasota County. It is hoped the car will be ready by the 90th anniversary of Venice, Florida, and its historic train depot in 2017. The restored Venice Train Depot was the inspiration of a now deceased member of both the VAHS and the Suncoast Chapter, Rollins W. Coakley. There is a very close working relationship between these two organizations.

## Suncoast Chapter 25 Year Awards

The following individuals received their 25 year pins and certificates at our March meeting: Sam Chattaway, Pat Chattaway and Ted Cover.

The Suncoast Chapter is a member of the History Preservation Coalition of Sarasota County, an organization that is committed to historical preservation of Sarasota County archeological, architectural, social, and cultural heritage. The organization consists of historical preservation organizations and government agencies whose goals are preservation and education.

## Election of Suncoast Officers and Board

Elections were held in April for 2015-2016 with the following results: Roderick Smith, president; Open, vice president; Ted Cover, secretary/historian; Mike James, treasurer; Dr. Allen Jelks, membership; and Dr. Allen Jelks, Dan Conway, Bob Mazur and Rod Smith, board members.



PHOTOS BY KEN SANDLOCK, SECRETARY, OLD PUEBLO CHAPTER NRHS

**LUNCH BREAK** – *Members of the Old Pueblo Chapter NRHS enjoy lunch at the Port of Tucson intermodal center during their recent tour.*

## Old Pueblo Chapter members visit port intermodal center

*By Ken Sandlock, Secretary, Old Pueblo Chapter NRHS*

The Old Pueblo Chapter NRHS had the honor of visiting the Port of Tucson intermodal center, located on the UP (SP) main line, for our annual field trip.

The tour included the opportunity to watch the maneuvering of containers from railcar to truck-trailer. The center handles over 11,000 containers a year with a train in and out every day. It is the only such facility between Los Angeles and El Paso, handling fruit and vegetable imports from Nogales, the busiest port with Mexico, and freight for Phoenix which is off the mainline.

The center has over a million square feet of warehouse

space, including cold storage, and handles boxcars, tank cars, hoppers, ore cars, and specialized shipments on 50,000 feet of track.

Chapter members were greeted by Stefan Bauman, who explained actions in the transloading yard while the containers were shuttled by carriers.

Members then had a cab ride tour of other areas on one of their engines. This was followed by lunch and a slide show where he presented more about their operations and how they affected regional, national, and international shipping and commerce.

# New trust started to provide grants for rail heritage projects

*By Joe Maloney, NRHS Vice President*

The NRHS leadership recently learned that a new rail heritage trust has been created to provide grants toward a limited group of rail heritage projects.

The John H. Emery Rail Heritage Trust is administered by a group of three trustees. The trustees provided the information below about Emery and his rail related interests that may be of interest to various NRHS chapters and members.

**JOHN H. EMERY** (1937-2012) was a native of Chicago, Ill., who traveled by train in over 125 countries. He was a member of, and contributor to, the NRHS. One of his ambitions was to help educate the public on the rail passenger experience that he loved and to offer the public the chance to see and ride trains that connected the United States before the advent of jet aircraft and the interstate highway system. To accomplish this, he established a rail heritage trust to provide funds for non-profit organizations that support these goals.

## **Purpose of the trust**

The John H. Emery Rail Heritage Trust is an IRS approved 501(c)(3) charitable trust created for purposes specified by Emery. Certain principles are described by Emery in his will that are binding on both the trustee and the three-person advisory committee selected by Emery prior to his death. These principles, as written by Emery, are set forth in the trust and are as follows:

1. To help re-create and preserve, to the extent possible, the rail passenger travel experience as it was in the U.S. from approximately 1920 through 1960.
2. To preserve and restore to working order rolling stock and other working artifacts from the "Golden Age" of U.S. rail passenger service.
3. The emphasis shall be on organizations that offer the general public an opportunity to ride historically significant equipment over historic rail lines. The trust may, however, support organizations that would use modern equipment to restore passenger service over historic rails, or to build new rails on which to operate historic equipment in passenger service.
4. Trust funds may be used, if appropriate, to restore or rebuild ancillary facilities essential to the operation of, or extension of, a working passenger operation. Rebuilding a trestle or grade crossing or electrical facility would qualify. Restoring a historic depot to its original appearance should be considered only if it was to be used to support ticket sales, souvenir sales, or other functions directly related to passenger operations. I do not care to support cosmetic restoration of structures or equipment, no matter how historic, for static display only. Nor do I wish to donate toward buildings or other structures unless they are to be part of, or used

to support, a working demonstration passenger railroad.

5. I do not wish trust funds to be used in support of any organization whose principal function is lobbying for or promoting commercial or government-sponsored rail services."

**THE TRUST:** The size of the trust is significant and intended to be perpetual. The amount of money to be distributed each year will depend on the return on investments held by the Trust; therefore it will vary each year. The amount to be disbursed each year will not be announced in advance; however, requests by any qualified applicant must not exceed \$50,000 for any given year. There may be multiple awards annually.

## **Application procedures**

The advisory committee will accept applications annually and they are due by July 1 of each year. Grant awards will be announced no later than Sept. 15 with payment as soon as possible thereafter, based on the timeline established for raising matching funds. Applications may be submitted online using our application form downloaded from our website and will be emailed to the following address: <application@emeryheritagerailtrust.com>.

E-mailed submissions are strongly encouraged, but if an application must be submitted in hard copy format, forward four complete copies to First Option Bank, Attn.: Senior Trust Officer, 702 Baptiste Drive, Paola, KS. 66071.

Applications must be typed and should include photographs that will assist the advisory committee members in evaluating the details and worthiness of the request. Please note that all requesting organizations must be not-for-profit and have approved IRS 501(c)(3) status, proof of which must be included in the application.

Questions may be emailed to <questions@emeryrailheritagetrust.com>, or the senior trust officer in writing at the above address. Transmission by fax is not acceptable.

## **Terms and conditions**

1. Applications may be submitted for amounts up to \$50,000 for any given year. Grants will not necessarily be awarded for the full amount requested. Successive grant requests may be accepted for the same project based on the merit of the overall project as determined by the committee.
2. The Rail Heritage Trust encourages a 1:1 match on the part of the requesting organization. The match must be:
  - A. In cash raised;
  - B. In the form of volunteer labor applied to the completion of

the subject project at the rate of \$15 per hour;

C. In grant funds received from other donor organizations;

or any combination of the above.

Any materials donated for use in the subject project may be counted in the match, valued at their retail price. All of the above funds raised toward the match must be raised during the time frame for which the grant is awarded. (This time frame will be identified in a letter from the trust when the grant is announced.)

Documentation of money raised and/or volunteer labor is required and will be reported on forms provided by the trust. Requests for grants not requiring a dollar-for-dollar match may be submitted with good justification provided as to why a matching grant is not appropriate or acceptable to the requesting organization.

3. Photographs of the artifact(s) that are the subject of the project must be attached. If photos are not included, an explanation for their absence must be provided. Other pictures and diagrams related to the proposed project may be attached, as well as any documentation that best describes the historic importance of the artifact. Concise descriptive literature about major items to be purchased should also be included. Videos may be submitted if they show the artifact in greater detail than still photos.

4. Grants are not expected to be repaid.

5. Reports (in letter or email format) of progress accomplished on the project will be submitted at intervals established in the letter from the trust approving the grant via email to <reports@emeryrailheritagetrust.com> or in four hard copies to the senior trust officer. It will include the following:

a. Description of progress made including photographs if appropriate;

b. Summarized accounting of funds (received and disbursed) for the project;

c. Accounting of volunteer labor; and

d. Plans for the remainder of the identified time frame of the grant (and the next year if the project will not be completed within identified time frame of the grant.)

Upon completion of the project, a final report will be submitted with a description of the work completed including photographs, if appropriate, and a complete accounting of funds received and disbursed. Videos showing the project would be appreciated with any of the above reports.

6. If the project is terminated for any reason, the unused grant funds must be returned to the trust along with a full accounting of the funds spent. If the item is destroyed by fire,

flood, etc., or sold, full repayment of the grant amount may be requested by the trust.

7. Recipients will grant the trustee the right, if requested, to make on-site inspections of the work in progress and upon completion of the project.

8. A proposed budget will be submitted with the application, including estimates provided by contractors for work required to be done professionally. It is understood that exact details and expenses for a restoration project may not be known until the project begins. Submit what you consider to be a realistic, not conservative, estimate of what the project will cost.

Note: If the application is intended for only a portion of a larger project, provide more details of what the requested funds will be used for, but also include the projected cost and length of time expected to complete the entire project.

9. Failure of the recipient to use the grant funds for the purpose requested, or within a reasonable extension of the submitted schedule for project completion, as approved in writing by the trustee, shall constitute default. If the grantee defaults, all unused grant funds shall be returned to the trustee and the recipient shall be ineligible for future grants within five years of the date of default.

10. Recipients will acknowledge financial support by the John H. Emery Rail Heritage Trust by conspicuously posting in exhibits, by mention in publications and/or by inclusion in promotional materials. Recipients will further grant the trust the right to publicize its support of the project and to use project photographs.

Please refer to the trust's website for more details. <<http://emeryrailheritagetrust.com>>.

As we at the NRHS learn more about how the trust operates, we will keep the NRHS chapters and memberships informed.

## Hoosier Traction meet set Sept. 11-12

The Cincinnati Chapter NRHS will sponsor the 32nd annual Hoosier Traction Meet Sept. 11-12 in western Indianapolis.

The meet is an annual educational conference recognizing mass transportation, especially electrically powered rail-based systems for urban and regional mobility in the past, present and future.

The meet includes two aspects: 1-An exhibit of items illustrating principles and nature of mass transportation: photos, books, miniature models, timetables, other collectibles, as well as audio-visual presentations in the 130-seat auditorium covering 12 different subjects during two days and evenings.

For more information on the traction meet, see the brochure at <<http://cincinnatichapternrhs.net/pdf-files/15-09-11%20Hoosier%20Traction%20Meet.pdf>>

# Collection growing at Arizona State Railroad Museum

*Al Richmond, Chairman & CEO, Arizona State Railroad Museum*

This year is turning out to be productive for the Arizona State Railroad Museum in Williams, Ariz., with help from Grand Canyon Chapter NRHS members.



PHOTOS COURTESY OF ARIZONA STATE RAILROAD MUSEUM

***GACX 56823 Airslide Covered Hopper, donated by General American Transport Corporation, was delivered to the museum on Feb. 26. The 4,180 cubic foot 51-foot-long hopper was built in 1972 by GACCo. and was used to haul a variety of bulk materials in Arizona and other states. Its unique internal mechanism reduced offload times from eight hours to just one, resulting in a significant reduction in manpower and costs.***



***FROM BNSF — ATSF 15770, donated by the BNSF Railway, was delivered to the museum on May 5. This car, originally numbered 501844, was one of 200 Bx-180 general service plug door box cars built in 1976 by Berwick Forge & Foundry in Berwick, Pa. Car number 501844 is one of 21 cars re-rebuilt with sliding doors for auto parts and wheel service at the Santa Fe Topeka Shop in 1979. It became Bx-199 number 15770 assigned to service in Arizona and other states.***

# 2015 DIRECTORY OF RAIL ATTRACTIONS OFFERING DISCOUNTS TO NRHS MEMBERS

Compiled by Wesley Ross

## A note about the changes in the discount list

*"During preparation of the 2015 version of the discount list, I made several observations about the content. This year's list contains about the same number of attractions as last year. Some of the participants in the list have made substantial changes to their discounts. One example is that attractions offering train rides and museums tend toward indicating that the museum is free and do not offer a discount on train rides. I have also observed that some operations are shifting this year to a 'gift shop only' discount instead of offering a discount on admission or fare. So please read and understand the discount that the attraction is presenting, Most, if not all, of the free admissions attractions allow for donations. Please use the 2015 list and enjoy the railroad museums and attractions this year."*

Wesley Ross

## ALASKA

**WASILLA: Museum of Alaska Transportation & Industry**, 3800 W. Museum Drive, Wasilla, AK 99654. Phone: 907-376-1211. Free admission for NRHS members. <<http://www.museumofalaska.org>>.

## ARKANSAS

**BRINKLEY: Central Delta Depot Museum**, 100 West Cypress, Brinkley, AR 72021. Phone: 870-589-2124. Adults: \$1; children: 50 cents.

**MAMMOTH SPRING: 1886 Frisco Depot**, Mammoth Spring State Park, Mammoth Spring, AR 72554. Phone: 870-625-7364. Free admission to depot. <[www.arkansasstateparks.com/mammothspring](http://www.arkansasstateparks.com/mammothspring)>.

## ARIZONA

**PHOENIX AREA: Arizona Model Railroading Society**, 22822 North 43rd Avenue, Glendale, AZ 85310. Phone: 623-889-4613. Free attraction. <<http://www.azmodelrr.com>>.

**TUCSON: Double K Ranch-Bed and Breakfast**, 3930 North Smokey Topaz Lane, Tucson, AZ 85749. Phone: 520-749-5345. 10 percent discount on lodging. <[www.doublekranch.com/](http://www.doublekranch.com/)>.

**TUCSON: Southern Arizona Transportation Museum**, 414 North Toole, Tucson, AZ 85701. Phone: 520-623-2223. Free museum and 10 percent discount in gift shop. <<http://www.tucsonhistoricdepot.org>>.

## CALIFORNIA

**EUREKA: Fort Humboldt State Historic Park Logging Exhibit**, 3431 Fort Avenue, Eureka, CA 95503. Phone: 707-443-2957. Free museum.

**EUREKA AREA: Timber Heritage Association, Samoa Shops**, Corner of Vance Avenue and Cookhouse Road, Samoa, CA 95564. Phone: 707-443-2957. Free admission. <<http://www.timberheritage.org>>.

**GOLETA: South Coast Railroad Museum**, 300 North Los Carneros Road, Goleta, CA 93117. Phone: 805-964-3540. Free museum and 10 percent discount on store merchandise in gift shop. <<http://www.goletadepot.org>>.

**LOS ANGELES AREA: Fillmore & Western Railway**, 364 Main Street, Fillmore, CA 93015. 805-524-2546. 10 percent off weekend scenic daytime ride or Murder Mystery. <<http://www.fwry.com>>.

**LOS ANGELES AREA: Irvine Park Railroad**, 1 Irvine Park Road, Orange, CA 92869. Phone: 714-997-3968. Buy one and get one free admission. Limit one per customer. <<http://www.irvineparkrailroad.com>>.

**LOS ANGELES AREA: Orange Empire Railway Museum**, 2201 South A Street, Perris, CA. 92570. Phone: 951-943-3020. Free admission; \$2 discount on train rides. <<http://www.oerm.org>>.

**SAN FRANCISCO BAY AREA: Western Railway Museum**, 5848 State Highway 12, Suisun City, CA 94585. Phone: 707-374-2978. \$1 off regular full price admission. <<http://www.wrm.org>>.

**SAN FRANCISCO BAY AREA: 1893 Colma Railroad Depot**, 1500 Hillside Blvd., Colma, CA 94014. Phone: 650-757-1676. Free admission. <<http://www.colmahistory.org/>>.

**SAN FRANCISCO BAY AREA: Niles Depot Museum**, 37592 Niles Blvd., Fremont, CA 94536. 510-797-4449. Free admission. <<http://www.nilesdepot.org>>.

**SAN FRANCISCO BAY AREA: Golden Gate Live Steamers**, 2501 Grizzly Peak Blvd. (Tilden Park), Berkeley, CA 95014. Phone: 510-486-0623. Free attraction. <<http://www.ggls.org>>.

**SAN DIEGO AREA: Descanso, Alpine & Pacific Narrow Gauge Railway**, 1266 Alpine Heights Road, Alpine, CA 91901. 619-445-4781. Free museum.

**SANTA MARIA: Santa Maria Valley Railway Historical Museum**, 500 E. Boone Street, Santa Maria, CA 93454. Phone 805-714-4927. Free museum. <<http://www.smvrhm.com>>.

**TEHACHAPI: Tehachapi Depot Railroad Museum**, 101 West Tehachapi Boulevard, Tehachapi, CA 93561. Phone: 661-823-1100. Free museum. <<http://www.tehachapidepot.com>>.

**YOSEMITE NATIONAL PARK AREA: Yosemite Mountain Sugar Pine Railroad**, 56001 Yosemite Highway 41, Fish Camp, CA 93623. Phone: 559-683-7273. 10 percent discount on any regularly scheduled daytime logger excursion. <<http://www.yosemitesteamtrains.com>>.

**WILLITS: Roots of Motive Power Logging & Railroad History Museum**, 420 E. Commercial Street, Willits, CA 95490. Phone: 707-489-3984. Free museum. <[www.rootsofmotivepower.com](http://www.rootsofmotivepower.com)>.

## COLORADO

**COLORADO SPRINGS: Pikes Peak Historical Street Railway Foundation, Inc.**, 2333 Steel Drive, Colorado Springs, CO 80907. Phone: 719-475-9508. \$1 off entry fee with NRHS card. 10 percent off any purchase, except sale items, in gift shop, and 20 percent off book and video purchases. <<http://www.coloradospringstrolleys.org>>.

**CRAIG: Marcia Railroad Car**, 360 East Victory Way, Craig, CO 81625. Phone: 800-864-4405. Free tours. <<http://www.craig-chamber.com>>.

**CRAIG: Museum of Northwest Colorado**, 590 Yampa Avenue, Craig, CO 81625. Phone: 970-826-6360. Free museum. <<http://www.museumnwco.org>>.

**DENVER: Forney Museum of Transportation**, 4303 Brighton Blvd., Denver, CO 80216. 303-297-1113. \$1 discount on admission upon presentation of NRHS card and 15 percent off, day of visit, in gift shop. <<http://www.forneymuseum.org>>.

**DURANGO: Durango & Silverton Narrow Gauge Railroad and Museum**, 479 Main Avenue, Durango, CO 81301. Phone: 888-872-4607. Free museum, and train ride discount (offer code NRHS10, good for 10 percent off standard class round trip tickets when booked on line), valid through 10/31/2015. Some exclusions may apply. <<http://www.durangotrain.com>>.

**DURANGO AREA: Galloping Goose Historical Society-Museum and Gift Shop**. 421 Railroad Avenue, Dolores, CO 81323. Phone: 970-882-7082. Free museum and 10 percent discount in gift shop, some exclusions <<http://www.galloping-goose5.com>>.

**FORT COLLINS AREA: Town of Windsor Museum at Boardwalk Park**, 100 North 5th Street, Windsor, CO 80550. Phone: 979-674-2443. Free admission to museum. <<http://www.windsorgov.com/index.aspx?NID=464>>.

**GREELEY: Colorado Model Railroad Museum**, 680 10th

Street, Greeley, CO 80631. 970-392-2934. \$1 off admission price. <<http://www.cmr.org>>.

**GRAND JUNCTION AREA: Ridgway Railroad Museum**, 150 Racecourse Road, Ridgway, CO 81432. Phone: 970-626-4373. Free museum. <<http://www.ridgwayrailroadmuseum.org>>.

## CONNECTICUT

**DANBURY: Danbury Railway Museum**, 120 White Street, Danbury, CT 06810. Phone: 203-778-8337. \$1 off regular admission for NRHS members and their party. <<http://www.danburyrail.org>>.

**KENT: Connecticut Antique Machinery Association Museum**, 31 Kent-Cornwall Road, Kent, CT 06757. Phone: 860-927-0050. Free museum. <[www.cmr.org](http://www.cmr.org)>.

**NORWALK: SONO Switch Tower Museum**, (A unit of the West Connecticut Chapter), 77 Washington Street, Norwalk, CT 06854. Phone: 203-246-6958. Free museum and 10 percent discount in the gift shop. <[www.sonotower.org](http://www.sonotower.org)>.

## FLORIDA

**BOCA RATON: Boca Express Train Museum**: 747 South Dixie Highway, Boca Raton, FL 33432. Phone: 561-395-6766. Purchase one admission and get the second admission at half off. <<http://www.bocahistory.org>>.

**FORT MYERS: Railroad Museum of South Florida**, Lakes Park, 7330 Gladiolus Drive, Fort Myers, FL 33908. 239-267-1905. \$1 off admission and train ride ticket. <<http://www.rmsf.org>>.

**FORT MYERS: Southwest Florida Museum of History**, 2031 Jackson Street, Fort Myers, FL 33901. Phone: 239-321-7430. \$2 off general admission. <<http://www.museumofhistory.org>>.

**MIAMI: Gold Coast Railroad Museum**, 12405 S.W. 152 Street (Adjacent to Metrozoo), Miami, FL 33177. Phone: 305-253-0063. Show current NRHS membership card for complimentary museum admission. Train rides available at additional charge. <<http://www.gcr.org>>.

**PENSACOLA AREA: West Florida Railroad Museum**, 5003 Henry Street, Milton, FL 32570. Phone: 850-623-3645. Free museum and 10 percent discount on non-hobby items. <<http://www.wfrm.org>>.

**PLANT CITY: Robert W. Willaford Railroad Museum**, 102 N. Palmer Street, Plant City, FL 33563. Phone: 813-719-6989. Free museum.

**TAMPA: Henry B. Plant Museum**, 401 W. Kennedy Blvd., Tampa, FL 33606. Phone: 813-258-7302. \$1 discount on admission for adults and seniors with card. <[www.plantmuseum.com](http://www.plantmuseum.com)>.

## GEORGIA

**ATLANTA AREA: Southeastern Railway Museum (A Unit of the Atlanta Chapter NRHS)**, 3595 Buford Highway, Duluth, GA 30096. Phone: 770-476-2013. Free train rides for NRHS members with paid museum admissions. <<http://www.southeasternrailwaymuseum.org>>.

**NORTH GEORGIA: Blue Ridge Scenic Railway**, 241 Depot Street, Blue Ridge, GA 30513. Phone: 877-413-TRAIN. 20 percent discount when members show their membership cards. <<http://www.brscenic.com>>.

**SAVANNAH: River Street Historic Streetcar**, River Street, Savannah, GA. 912-447-4026. Free. <<http://www.catchacat.org/getting-around/ride-free-downtown/river-st-streetcar/>>.

## IDAHO

**WALLACE: Northern Pacific Railroad Depot Museum**, 219 Sixth Street, Wallace, ID 83873. Phone: 208-752-0111. Free museum and 10 percent discount in gift shop. <<http://www.npdepot.org>>.

## ILLINOIS

**CARBONDALE: Illinois Central Railroad Museum**, 111 N. Illinois Ave., Carbondale, IL 62901. Phone: 618-867-2203 or 618-534-8028. Free admission. <[www.stationcarbondale.org](http://www.stationcarbondale.org)>.

**GALENA (DUBUQUE, IA AREA): Chicago Great Western Railway Depot Museum**, 111 East Myrtle Street, Elizabeth, IL 61028-0115, Depot is just off Highway 20 in downtown Elizabeth on Myrtle Street, Phone: 815-858-2343. 10 percent discount on gift shop items. <[www.elizabethhistoricalsociety.com](http://www.elizabethhistoricalsociety.com)>.

**PEORIA AREA: Wheels O' Time Museum**, 1710 W. Woodside Drive, Dunlap, IL 61525. Phone: 309-243-9020. Group rate applies. <<http://www.wheelsotime.org>>.

**ROCHELLE: Rochelle Railroad Park**, 124 North 9th Street, Rochelle, IL 61068. Phone: 815-562-7031. No admission fee. <<http://www.rochellerailroadpark.org>>.

**ROCKFORD AREA: Silver Creek & Stephenson Railroad**, 2954 South Walnut Street, Freeport, IL 61032. Phone: 815-232-2306. Second ride one-half price, except "Train of Terror." <<http://www.thefreeportshow.com>>.

## INDIANA

**FRENCH LICK: French Lick Scenic Railway**, 8594 W. State Road 56, French Lick, IN 47432. Phone: 800-748-7246. \$1 discount on regularly scheduled trains. Not good for special events. <<http://www.frenchlickscenicrailway.org>>.

**NORTH JUDSON: Hoosier Valley Railroad Museum, Inc.**, Sycamore Street at railroad tracks, North Judson, IN. Phone: 574-

896-3950. 10 percent discount in gift shop. <<http://www.hoosiervalley.org>>.

**PRINCETON: Princeton Train Depot and Railway Museum**, 702 West Broadway, Princeton, IN 47670. Phone: 888-390-5825. Free museum <<http://www.gibsoncountyin.org>>.

## IOWA

**DES MOINES AREA: Trainland USA, Inc.**, 3135 Highway 117 North (I-80, Exit 155), Colfax, IA 50054. Phone: 515-674-3813. 10 percent discount on admission to museum. <<http://www.trainlandusa.com>>.

**COUNCIL BLUFFS: Union Pacific Railroad Museum**, 200 Pearl Street, Council Bluffs, IA 51503. Phone: 712-329-8307. Free museum. <<http://www.uprrmuseum.org>>.

**COUNCIL BLUFFS: RailsWest Railroad Museum**, 1512 S. Main Street, Council Bluffs, IA 51503. Phone: 712-323-5182. Two for one admission for NRHS members. <<http://www.thehistoricalsociety.org>>.

**FORT MADISON: Santa Fe Railway Depot Museum**, 1601 20th Street, Fort Madison, IA 52627. Phone: 319-372-7661. Free museum. <<http://www.fortmadisonhistory.org>>.

**MASON CITY AREA: Hobo Museum and Gift Shop**, 51 Main Avenue South, Britt, IA 50423. Phone: 641-843-9104. \$1 off T-shirt. <<http://www.hobo.com>>.

## KANSAS

**SOUTHEAST KANSAS: The Heart of the Heartlands Corporation**, 6769 Northwest 20th Street, Scammon, KS 66773. Phone: 620-396-8594. Free museum and 10 percent discount on souvenirs. <<http://www.heartlandstrainclub.org>>.

## KENTUCKY

**CORBIN AREA: Big South Fork Scenic Railway**, 100 Henderson Street, Stearns, KY 42647. Phone: 800-462-5664. \$1.50 off adult fare and 75 cents off child (April-October), except special events. <<http://www.bsfsry.com>>.

**ELIZABETHTOWN AREA: Kentucky Railway Museum**, 136 South Main Street, New Haven, KY 40051. Phone: 800-272-0152 or 502-549-5470. 10 percent discount on train excursions and admission. <<http://www.kyrail.org>>.

**LEXINGTON AREA: Riney B Train Display**, Riney B Park, Martin Luther King Boulevard, Nicholasville, KY 40356, off U.S. 27 Bypass. Phone: 859-885-9787. No admission fee.

**PADUCAH: Paducah Railroad Museum**, 200 Washington Street, Paducah, KY 42001. Phone: 270-908-6451. Discount of 50 cents on adult admission, Must present card. <<http://www.paducahrr.org>>.

## LOUISIANA

**DEQUINCY: DeQuincy Railroad Museum**, 400 Lake Charles Avenue, DeQuincy, LA 70633. Phone: 337-786-2823. Free museum. <<http://www.dequincyrailroadmuseum.com>>.

## MAINE

**BELFAST: Belfast & Moosehead Lake Railroad**, 13 Oakhill Road, Belfast, ME 04915. 207-722-3899. 25 percent discount in gift shop. <<http://www.brookspreservation.org>>.

**FARMINGTON AREA: Sandy River & Rangeley Lakes Railroad**, 128 Bridge Street, Phillips, ME 04966. Phone: 207-778-3621. Free admission for card-carrying members. <<http://www.srrl-rr.org>>.

## MARYLAND

**BALTIMORE: Baltimore & Ohio Railroad Museum**, 901 West Pratt Street, Baltimore, MD 21223. Phone: 410-752-2490. \$2 discount on admission rates. Not valid during "Day Out with Thomas." <<http://www.borail.org>>.

**BALTIMORE: Baltimore Streetcar Museum**, 1901 Falls Road, Baltimore, MD 21211. Phone: 414-547-0264. 10 percent on merchandise. <<http://www.baltimorestreetcar.org>>.

**BALTIMORE AREA: Ellicott City B&O Railroad Museum**, 2711 Maryland Avenue, Ellicott City, MD 21043. Phone: 410-461-1945. \$2 discount on regular admission with membership card and photo ID. <<http://www.ecborail.org>>.

**BOWIE: Bowie Railroad Museum**, 8614 Chestnut Avenue, Bowie, MD 20715. Phone: 301-757-2488 or 301-809-3089. Free admission and 10 percent discount in gift shop. <<http://www.cityofbowie.org/museum>>.

**BRUNSWICK: Brunswick Heritage Museum**, 40 West Potomac Street, Brunswick, MD 21716. Phone: 301-834-7100. 10 percent discount on admission and gift shop purchases. <<http://www.brunswickmuseum.org>>.

**CHESAPEAKE BEACH: Chesapeake Beach Railway Museum**, 4155 Mears Avenue, Chesapeake Beach, MD 20732. Phone: 410-257-3892. Free museum. <<http://www.cbrm.org>>.

**HAGERSTOWN: The Train Room**, 360 South Burhans Blvd., Hagerstown, MD 21740. Phone: 301-745-6681. Buy one ticket to the museum, get one free. <<http://www.the-train-room.com>>.

## MASSACHUSETTS

**CAPE COD AREA: Chatham Railroad Museum**, 549 Main Street, Chatham, MA 02633. 508-945-5199. Free admission. <<http://www.chathamrailroadmuseum.com>>.

**FALL RIVER: Old Colony and Fall River Railroad Museum**

**Inc.**, 2 Water Street at Battleship Cove, Fall River, MA 02720. 508-674-9340. Free for NRHS members with cards only. <<http://www.ocandfrailroadmuseum.com/>>.

## MICHIGAN

**GRAND RAPIDS AREA: The Coopersville & Marne Railway Company**, 306 Main Street, Coopersville, MI 49404. Phone: 616-997-7000. One half price for regular excursions. Not valid on special theme trains. <<http://www.mitrain.net>>.

**GRAND RAPIDS AREA: Tri-Cities Historical Transportation Museum**, 1 North Harbor Drive, Grand Haven, MI 49441. Phone: 616-842-0700. Free museum. <[www.tri-citiesmuseum.org](http://www.tri-citiesmuseum.org)>.

**IRON MOUNTAIN AREA (U.P.): Iron Mountain Iron Mine**, US-2, Vulcan, MI 49892. Phone: 906-563-8077. \$1 off each admission or \$10 per person for groups of 10 or more. <<http://www.ironmountainironmine.com>>.

**LANSING AREA: Clinton Northern Railway Museum**, 107 E. Railroad Street, St. Johns, MI 48879. Phone: 989-224-6134. Free museum. <<http://www.clintonnorthernrailway.org>>.

**NEWBERRY AREA (U.P.): Tahquamenon Falls Tours and Famous Toonerville Trolley Train**, 7195 County Road 381, Soo Junction, MI. 49000. Phone: 888-777-TRAIN. 10 percent discount on fare. Up to four tickets per NRHS card. Not valid with any other discount offers. <[www.trainandboattours.com](http://www.trainandboattours.com)>.

**PORT HURON AREA: Capac Historical Depot and Museum**, 401 East Kempf Ct., Capac, MI. 48014. Phone: 810-395-2859. Free admission.

**SAGINAW AREA: Junction Valley Railroad**, 7065 Dixie Highway, Bridgeport, MI 48722. Phone: 989-777-3980. 10 percent off tickets for train ride, except special events. <<http://www.jvrrailroad.com/>>.

**MICHIGAN THUMB AREA: Michigan Au Sable Valley Railroad**. 230 South Abbe Road, Fairview, MI 48621. 989-848-2225. Free museum. <<http://www.michiganausablevalleyrailroad.com>>.

## MINNESOTA

**CHISHOLM: Minnesota Discovery Center**, 1005 Discovery Dr., Chisholm, MN 55719. Phone: 218-254-7959. Buy one and get one trolley ride free. <[www.mndiscoverycenter.com](http://www.mndiscoverycenter.com)>.

**DULUTH: North Shore Scenic Railroad**, 506 West Michigan Street, Duluth, MN 55802. Phone: 218-722-1273. \$2 off tickets. <[www.northshorescenicrailroad.org/](http://www.northshorescenicrailroad.org/)>.

## MISSISSIPPI

**McCOMB: McComb City Railroad Depot Museum**, 112 Rail-

road Blvd., McComb, MS 39648. Phone: 601-684-4000 or 601-684-2291. Free admission. <<http://www.mcrrmuseum.com>>.

## MISSOURI

**CAPE GIRARDEAU AREA: Iron Mountain Railway**, 252 East Jackson Blvd., Jackson, MO 63755. Phone: 573-243-1688. 20 percent off any ride, including dinner and murder mystery trips. <<http://www.slimrr.com>>.

**KANSAS CITY AREA: 1879 Chicago & Alton Depot**, 318 W. Pacific Avenue, Independence, MO 64050. Phone: 816-325-7955. Free museum. <<http://www.chicagoalton1879depot.org>>.

**ST. LOUIS AREA: Wabash, Frisco & Pacific Steam Railroad, "The Uncommon Carrier"**, 199 Grand Avenue, Glencoe (City of Wildwood), MO. Mailing address: 1569 Ville Angela Lane, Hazelwood, MO 63042-1630. 636-587-3538. \$1 discount on regular fare of \$4. <<http://www.wfpr.com>>.

**SYKESVILLE: Sykesville & Patapsco Railway**, 731 Oklahoma Street, Sykesville, MO 21784. Phone: 443-280-9878. Free museum. <[www.sprailway.org](http://www.sprailway.org)>.

**ST. JOSEPH: Patee House Museum and Jesse James Home**, 1202 Penn St, St. Joseph, MO 64503, Phone: 816-232-8206. Buy one admission and get one free. <<http://www.ponyexpressjessejames.com>>.

## NEW HAMPSHIRE

**CENTRAL NEW HAMPSHIRE: Andover Historical Society at Potter Place Railroad Station**, 105 Depot Street, Andover, NH 03216. Phone: 603-735-5628. Free museum admission. <[www.andoverhistory.org](http://www.andoverhistory.org)>.

**CENTRAL NEW HAMPSHIRE: Ashland Railroad Station Museum**, 69 Depot Street, Ashland, NH 03217. Phone: 603-968-7716. Free museum. <<http://www.aannh.org/heritage/grafton/ashland.php>>.

**LINCOLN AREA: Café Lafayette Dinner Train**, Rte. 112, North Woodstock, NH 03262, Phone: 603-745-3500. 10 percent discount on a five-course dinner and two-hour train ride ticket. Not to be combined with other discounts. <<http://www.cafelafayettetinnertrain.com>>.

**NORTH CONWAY: Conway Scenic Railroad**, 38 Norcross Circle, North Conway, NH 03860. Phone: 603-356-5251. 50 cents off per ticket-Conway; \$1 off per ticket-Bartlett; and \$2 off per ticket Crawford Notch/Fabyan. <[www.conwayscenic.com](http://www.conwayscenic.com)>.

**NORTH CONWAY AREA: Hartmann Model Railroad Museum**, 15 Town Hall Road, Route 302/16, P.O. Box 165, Intervale, NH 03845, Phone: 603-356-9922. \$1 discount on museum entrance, 10 percent discount on hobby shop purchases. <<http://www.hartmannrr.com>>.

**WINNIPESAUKEE AREA: Klickety Klack Model Railroad**, 8 Elm Street, Wolfeboro Falls, NH 03896. Phone: 603-569-5384. 20 percent discount on gift shop purchases, excluding sale items. Ten percent off attraction. <[www.klicketyklackrailroad.com](http://www.klicketyklackrailroad.com)>.

## NEW JERSEY

**HACKENSACK/PARAMUS AREA: Maywood Station Museum**, 269 Maywood Avenue, Maywood, NJ 07607. Phone: 201-845-3323. Free museum and 15 percent on gift shop items. <<http://www.maywoodstation.com>>.

**PHILLIPSBURG (EASTON, PA, AREA): NJ Transportation Heritage Center in the Phillipsburg Union Station**, 178 S. Main Street, Phillipsburg, NJ 08865. Phone: 908-246-6554. Open by appointment.

**PHILLIPSBURG (EASTON, PA, AREA): Phillipsburg Railroad Historians Museum**, 10 Pine Alley, off South Main Street, Phillipsburg, NJ 08865. Phone: 908-859-1146 or 610-826-2580. Free admission and 10 percent discount on gift shop purchases. <<http://www.prrh.org>>.

## NEW MEXICO

**ALAMOGORDO: Toy Train Depot**, 1991 N. White Sands Blvd., Alamogordo, NM 88310. Phone: 575-437-2855. 10 percent discount on museum, gift shop items and train ride.

## NEW YORK

**BINGHAMTON AREA: Roscoe O&W Railway Museum**, 7 Railroad Avenue, Roscoe, NY 12776. Phone: 607-498-4346. Free museum. <<http://nyow.org/museum.html>>.

**BUFFALO AREA: Railroad Museum of the Niagara Frontier (A unit of the Niagara Frontier Chapter NRHS)**, 111 Oliver Street, North Tonawanda, NY 14120. Phone: 716-434-5665. Free museum. <<http://www.nfcnrhs.com>>.

**BUFFALO AREA: Medina Railroad Museum**, 530 West Avenue, Medina, NY 14103. 585-798-6106. \$1 discount on regular admission price for member. <<http://www.railroadmuseum.net>>.

**CATSKILL MOUNTAINS: Delaware & Ulster Railroad**, 43510 State Route 28, Arkville, NY 12406. Phone: 845-586-3877. \$2 off regular day-time rides, standard coach seating only. <<http://www.durr.org>>.

**DUNKIRK: Alco-Brooks Railroad Display**, 1089 Central Avenue, Dunkirk, NY 14048. Phone: 716-366-3797. Free admission. <<http://www.dunkirkhistoricalmuseum.org>>.

**DUNKIRK: Dunkirk Historical Museum**, 513 Washington Avenue, Dunkirk, NY 14048. Phone: 716-366-3797. Free museum. <<http://www.dunkirkhistoricalmuseum.org>>.

**FINGER LAKES AREA: Lehigh Valley Railroad Historical So-**

**ciety Museum**, 8 East High Street, Shortsville, NY 14548. 585-289-9149. Free museum. <<http://www.lvrhs.org>>.

**LONG ISLAND: Railroad Museum of Long Island**, 440 Fourth Street at tracks, Greenport, NY 11944. Phone: 631-477-0439. \$1 discount on admission to museum with membership card. <<http://www.rmli.org/>>.

**LONG ISLAND: Railroad Museum of Long Island**, 416 Griffing Avenue, Riverhead, NY 11901. Phone: 631-727-7920. \$1 discount on admission to museum with membership card. <<http://www.rmli.org/>>.

**NEW YORK CITY: New York Transit Museum**, corner of Boerum Place and Schermerhorn Street, downtown Brooklyn. Phone: 718-769-1752. Two-for-one general admission to the museum. <<http://www.mta.info/museum>>.

**NEW YORK CITY AREA: 1915 Erie Station, Chester Historical Society**, 19 Winkler Place, Chester, NY 10918. Phone: 845-469-2591. Free museum. <[www.chesterhistoricalsociety.com](http://www.chesterhistoricalsociety.com)>.

**OLEAN AREA: Pittsburg, Shawmut and Northern Railroad Historical Society and Museum**, Allegany County Fairgrounds, Angelica, NY. Free admission. Visit by appointment only. Contact by e-mail [jmuchler@stny.rr.com](mailto:jmuchler@stny.rr.com) for appointment. <<http://www.psnrrhs.org>>.

**POUGHKEEPSIE AREA: Historic 1914 Hyde Park Railroad Station Museum**, 34 River Road, Hyde Park, NY 12538. Phone: 845-229-2338. Free museum. <[www.hydeparkstation.com](http://www.hydeparkstation.com)>.

## NORTH CAROLINA

**ASHEVILLE: Craggy Mountain Line**, 111 N. Woodfin Avenue, Asheville, NC 28804. Phone: 828-808-4877. One-half off ticket for trolley ride. <<http://www.craggymountainline.com>>.

**BOONE AREA: Tweetsie Railroad**, 300 Tweetsie Railroad Lane, Blowing Rock, NC 28605. Phone: 800-526-5740, \$3 off each ticket for NRHS members and their family, up to a maximum of six persons. Not valid for "Day Out With Thomas" or "Ghost Train Halloween Festival." <<http://www.tweetsie.com>>.

**HICKORY AREA: Southeastern Narrow Gauge and Shortline Museum**, 1123 North Main Avenue, Newton, NC 28658. Phone: 828-464-3930. Free admission to museum for NRHS. <<http://www.newtondepot.com>>.

**WILMINGTON: Wilmington Railroad Museum**, 505 Nutt Street, Wilmington, NC 28401. Phone: 910-763-2634. \$1 discount for NRHS members. <<http://www.wrrm.org>>.

## NORTH DAKOTA

**BISMARCK AREA: Fort Lincoln Trolley Company**, 2000 3rd Street, S.E., Mandan, ND 58554. Phone: 701-663-9018. \$7 fare for NRHS members.

**BISMARCK AREA: North Dakota State Railroad Museum**, 3102 37th Street, NW, Mandan, ND 58554. Phone: 701-663-9322. Free admission. <<http://www.ndsrm.org>>.

**FARGO: Cass County Historical Society-Bonanzaville**, 1351 West Main Avenue, West Fargo, ND 58078, Phone: 701-282-2822. Buy one admission and get the second admission free. <<http://www.bonanzaville.com>>.

**MINOT: Old Soo Depot Transportation Museum**, 15 N. Main Street, Minot, ND 58701. Phone: 701-852-2234. Free museum.

## OHIO

**ASHTABULA AREA: 19th Century Jefferson Depot Village**, 147 East Jefferson Street, Jefferson, OH 44047. Phone: 614-507-5246 (cell) or 440-576-0496 (summer). Free tours of all restored historic buildings in the village for card-carrying members of NRHS. <<http://jeffersondepotvillage.org/>>.

**ATHENS AREA: Hocking Valley Scenic Railway**, 33 W. Canal Street, Nelsonville, OH 45764. 740-249-1452. 10 percent off. <<http://www.hvsry.org>>.

**BRADFORD: Bradford, Ohio, Railroad Museum (a unit of the Bradford Ohio Chapter NRHS)**, 200 North Main Avenue, Bradford, OH 45308. Phone: 937-552-2196. \$1 off general admission for NRHS members. <[www.bradfordrrmuseum.org](http://www.bradfordrrmuseum.org)>.

**CINCINNATI AREA: EnterTRAINment Junction**, 7379 Squire Court, West Chester, OH 45069. Phone: 513-898-8000. \$2 off "Do It All" ticket or one-half off "Conductor Combo" ticket (behind the scenes tour). Not valid with any other discounts. <<http://www.entertainmentjunction.com>>.

**MARION: Marion Union Station**, 532 West Center Street, Marion, OH 43302. 740-383-3768. Free admission.

**TOLEDO AREA: Toledo, Lake Erie & Western Railway and Museum, Inc.**, 17475 Saylor Lane, Grand Rapids, OH 43522. Phone: 419-878-2177. Free museum. <<http://www.tlew.org>>.

## OKLAHOMA

**ENID: Railroad Museum of Oklahoma, 702 N. Washington Boulevard**, Enid, OK 73701. Phone: 580-233-3051. 20 percent on admission upon presentation of card. <<http://www.railroadmuseumofoklahoma.org>>.

**NORTH CENTRAL OKLAHOMA: Waynoka Air-Rail Museum**, 1386 Cleveland, Street, Waynoka, OK 73860. 580-824-1886. Admission free. <<http://www.waynoka.org>>.

**OKLAHOMA CITY: Orr Family Farm Railroad, LLC**, 14400 S. Western Avenue, Oklahoma City, Oklahoma 73170. 405-799-3276. 10 percent off admission. <<http://www.orrfamilyfarm.com>>.

**OKLAHOMA CITY: Oklahoma Railway Museum (a unit of the Central Oklahoma Chapter)**, 3400 NE Grand Boulevard, Oklahoma City, OK 73111. Phone: 405-424-8222. Free museum and \$1 discount on train rides with membership card. <<http://www.oklahomarailwaymuseum.org/>>.

**OKLAHOMA CITY AREA: Santa Fe Depot Museum**, 204 South Santa Fe, Pauls Valley, OK 73075, Phone: 405-238-2244. Free admission.

## OREGON

**BAKER CITY AREA: Sumpter Valley Railroad**, 12259 Huckleberry Loop Road, Baker City, OR 97814. Phone: 541-894-2268 or 866-894-2268. 10 percent discount on tickets purchased for regular weekend trains. <[www.sumptervalleyrailroad.org](http://www.sumptervalleyrailroad.org)>.

**PORTLAND: Oregon Rail Heritage Center**, 2250 S.E. Water Avenue, Portland, OR 97214. Phone: 503-233-1156. Free museum. <<http://www.orhf.org>>.

**PORTLAND AREA: Canby Depot Museum**, 888 NE 4th Avenue, Canby, OR 97013. Phone: 503-266-6712. Free museum. <<http://www.canbyhistoricalsociety.org>>.

**SALEM AREA: Oregon Electric Railway Museum**, 3995 Brooklake Road NE, Salem, OR 97303, (located in Powerland) Phone: 503-393-2424. \$1 discount on trolley rides. <<http://www.oerhs.org/oerm/index.htm>>.

**WALLA WALLA, WA AREA: Eagle Cap Excursion Train & Elgin Depot**, 300 Depot Street, Elgin, OR 97827, Phone: 800-323-7330. 15 percent discount on any excursion fare, maximum of two people. <<http://www.eaglecaptrainrides.com>>.

## PENNSYLVANIA

**ALLENTOWN AREA: Roadside America**, 109 Roadside Drive, Shartlesville, PA 19554. Phone: 610-488-6241. Group rates. <<http://www.roadsideamericainc.com>>.

**ALTOONA: Horseshoe Curve National Historic Landmark**, 2400 Veterans Memorial Highway, Altoona, PA 16601. Phone: 814-946-0834, \$1 off combo admission for Horseshoe Curve and Altoona Railroaders Memorial Museum. <<http://www.railroadcity.com>>.

**ALTOONA: Altoona Railroaders Memorial Museum**, 1300 9th Avenue, Altoona, PA 16602. Phone: 814-946-0834. \$1 off combo admission to museum and Horseshoe Curve. <<http://www.railroadcity.com>>.

**ALTOONA AREA: Portage Station Museum**, 400 Lee Street, Portage, PA 15946. Phone: 814-736-9223. Free museum. <<http://www.portagepa.us>>.

**HAMBURG: Reading Railroad Heritage Museum**, 500 S. 3rd Street, Hamburg, PA 19526. Phone: 610-562-5513. \$1 off admission. <<http://www.readingrailroad.org>>.

**HARRISBURG: Harris Interlocking Tower (a unit of the Harrisburg Chapter NRHS)**, 637 Walnut Street, Harrisburg, PA 17101. Phone: 717-232-6221. Free admission. <<http://www.harristower.org>>.

**LANCASTER AREA: Choo Choo Barn, Inc.**, Route 741 E, 226 Gap Road, Strasburg, PA 17579. Phone: 717-687-7911. Please present your membership card to receive \$1 off admission, up to four people. <<http://www.choochoobarn.com>>.

**LANCASTER AREA: Railroad Museum of Pennsylvania**, 300 Gap Road, Strasburg, PA 17579. Phone: 717-687-8628. \$1 off regular adult, senior and youth admission, restrictions apply. <<http://www.rrmuseumpa.org>>.

**LANCASTER AREA: National Toy Train Museum**, 300 Paradise Lane, Ronks, PA 17572. Phone 717-687-8976. \$1 off admission. <<http://www.nttmuseum.org>>.

**LEWISBURG AREA: Milton Model Train Museum**, 139 South Front Street, Milton, PA 17847. Phone: 570-742-9207. Free museum. <<http://www.miltonmodeltrainmuseum.org>>.

**LEWISBURG AREA: White Deer Station Museum (A unit of the Central Pennsylvania Chapter NRHS)**, 148 Depot Road, White Deer, PA 17887. 717-568-0136. Free admission.

**ORBISONIA/ROCKHILL FURNACE: Rockhill Trolley Museum**, 430 Meadow St. (PA 994), Rockhill Furnace, PA 17249. Phone: 814-447-9576. Buy one and get one free admission. <<http://www.rockhilltrolley.org>>.

**ORBISONIA/ROCKHILL FURNACE AREA: Friends of the East Broad Top Museum**, Robertsdale Depot, 550 Main Street, Robertsdale, PA 16674. Phone: 814-635-2388. No admission fee. <<http://www.feht.org>>.

**PHILADELPHIA AREA: New Hope & Ivyland Railroad**, 32 W Bridge Street, New Hope, PA 18938. Phone: 215-862-2332. 10 percent off in Freight Gift Shop on purchases over \$20. <<http://www.newhoperailroad.com>>.

**PITTSBURGH AREA: Kiski Junction Railroad**, 130 Railroad Street, Schenley, PA 15682. Phone: 729-295-5577. \$1 off per ticket. <<http://www.kiskijunction.com>>.

**SCRANTON: Lackawanna County Electric City Trolley Station & Museum**, 300 Cliff Street, Scranton, PA 18503. Phone: 570-963-6590. 10 percent discount on the purchase of the combination museum and train ride ticket. <<http://www.ectma.org>>.

**WASHINGTON: Pennsylvania Trolley Museum, Inc.**, 1 Museum Road, Washington, PA 15301-6133. Phone: 724-228-9256. \$2 off admission with NRHS membership card, except special events; and 5 percent off in museum store. <<http://www.patrolley.org>>.

**YORK AREA: Steam Into History**, 2 West Main Street, New Freedom, PA 17349. Phone: 717-942-2370. \$2 discount on

any regularly scheduled excursion. <<http://steamintohistory.com/>>.

## SOUTH CAROLINA

**GREENWOOD: The Museum & Railroad Historical Center**, 106 and 906 Main Street, Greenwood, SC 29646. Phone: 864-229-7093. Free museum. <<http://www.greenwoodmuseum.org/>>.

**WINNSBORO: South Carolina Railroad Museum**, 110 Industrial Park Road, Winnsboro, SC 29180. Phone: 803-712-4135. \$2 discount on up to two tickets and a 10 percent discount in gift shop (For online purchases use code: NRHS) <<http://www.scrm.org/>>.

## TENNESSEE

**CHATTANOOGA: Tennessee Valley Railroad Museum, (a unit of the Tennessee Valley Chapter NRHS)**, 4119 Cromwell Road, Chattanooga, TN 37421-2119. Phone: 423-894-8028. Group discount upon presentation of NRHS card on "Missionary Ridge Local" service: \$2 discount on adult fare. <<http://www.tvrail.com/>>.

**CHATTANOOGA AREA: Cowan Railroad Museum**, 106 S. Front Street, Cowan, TN 37318. Phone: 931-967-3078. Free admission. <<http://www.cowanrailroadmuseum.org/>>.

**JACKSON: Casey Jones Home & Railroad Museum**, 56 Casey Jones Lane, Jackson, TN 38305. Phone: 731-668-1222. Buy one admission and get one free. <<http://www.caseyjones.com/>>.

**JOHNSON CITY: George L. Carter Railroad Museum (a unit of the George L. Carter Chapter NRHS)**, 176 Ross Drive, East Tennessee State University, Johnson City, TN 37614. Phone: 423-439-6838. Free museum. <<http://www.memrr.org/>>.

**KNOXVILLE AREA: Southern Appalachian Railway Museum**, 2010 Highway 58, Oak Ridge, TN 27831. Phone: 865-241-2410. \$5 discount off regular \$19 ticket. <[www.secretcityrailroad.com/](http://www.secretcityrailroad.com/)>.

**NASHVILLE: Tennessee Central Railway Museum**, 220 Willow Street, Nashville, TN 37210. Phone: 615-244-9001. Free museum. <<http://www.tcry.org/>>.

## TEXAS

**DIBOLL: The History Center**, 192 North Temple, Diboll, TX 75941. Phone: 936-829-3543. Free museum. <<http://www.thehistorycenteronline.com/>>.

**DALLAS: McKinney Avenue Transit Authority**, 3153 Oak Grove Avenue, Dallas, TX 75043. Phone: 214-855-0006. Free museum. <<http://www.mata.org/>>.

**DALLAS-FT.WORTH AREA: Grapevine Vintage Railroad**, 705 South Main Street, Grapevine, TX 76051. Phone: 817-410-3185. \$3 off on 1 p.m. train ride from Grapevine to Ft. Worth

stockyards, when using code "NRHS". <<http://www.gvrr.com/>>.

**HOUSTON AREA: Rosenberg Railroad Museum**, 1921 Avenue F, Rosenberg, TX 77479. Phone: 281-633-2846. \$1 off admission. <<http://www.rosenbergrrmuseum.org/>>.

**MARSHALL: T&P Museum and Depot**, 800 North Washington Avenue, Marshall, TX 75670. Phone: 903-938-9495. Senior discount for all NRHS members.

## UTAH

**HELPER: Western Mining & Railroad Museum**, 294 South Main, Helper, UT 84526. Phone: 435-472-3009. 10 percent discount in gift shop. <[www.wmrrm.com/](http://www.wmrrm.com/)>.

**OGDEN: Ogden's Union Station Museums**, 2501 Wall Avenue, Ogden, UT 84401. Phone: 801-393-9886. 50 percent off NRHS members with card. <<http://www.theunionstation.org/>>.

## VIRGINIA

**CLIFTON FORGE: C&O Railway Heritage Center**, 705 East Main Street, Clifton Forge, VA 24422. Phone: 540-862-8653. Buy one adult admission and get one child admission free. <<http://www.candoheritage.org/>>.

**EASTERN SHORE: Eastern Shore Railway Museum, Inc.**, 18468 Dunne Avenue, Parksley, VA 23421. Phone: 757-665-7245. Free museum. <[www.easternshorerailwaymuseum.org/](http://www.easternshorerailwaymuseum.org/)>.

**NORFOLK AREA: Army Transportation Museum Foundation**, Ft. Eustis, VA 23604. Phone: 757-878-1115. Free museum. <[www.transchool.lee.army.mil/museum/transportation%20museum/museum.htm](http://www.transchool.lee.army.mil/museum/transportation%20museum/museum.htm)>.

**NORFOLK AREA: Suffolk Seaboard Station Railroad Museum**, 326 North Main Street, Suffolk, VA 23434. Phone: 757-923-4750. Free museum and 10 percent off gift shop items. <<http://www.suffolktrainstation.org/>>.

**RICHMOND: Richmond Railroad Museum (A unit of the Old Dominion Chapter NRHS)**, 102 Hull Street, Richmond, VA 23224. Phone: 804-233-6237. Free museum. <<http://www.odcnrhs.org/>>.

**WINCHESTER AREA: Railway Mail Service Library**, 117 East Main Street, Boyce, VA 22620. Phone: 571-379-3409. Free museum. <<http://www.railwaymailservicelibrary.org/>>

## WASHINGTON

**CENTRAL WASHINGTON AREA: Cashmere Museum & Pioneer Village**, 600 Cotlets Avenue, Cashmere, WA 98815. 509-782-3230. 50 percent discount on museum admission for card-carrying member and up to 3 direct dependents.

<<http://www.cashmeremuseum.org>>.

**CHEHALIS: Chehalis-Centralia Railroad & Museum**, 1101 SW Sylvanus, Chehalis, WA 98532. 360-748-9593. \$1 discount on ticket price with membership card. <<http://www.steamtrainride.com/>>.

**SEATTLE AREA: Northwest Railway Museum**, 38625 Southeast King Street, Snoqualmie, WA 98065. Phone: 425-888-3030. Free museum and \$2 discount per ticket for up to six round trip tickets. Not valid for special events. <<http://www.trainmuseum.org>>.

**VANCOUVER AREA: Chelatchie Prairie Railroad**, 207 N. Railroad Avenue, Yacolt, WA 98675. 360-686-3559. 20 percent discount on regular ticket prices. Must be purchased at the station on day of travel, no other discounts apply. <<http://www.bycx.com>>.

**WALLA WALLA AREA: Dayton Historical Depot Society**, 222 East Commercial Street, Dayton, WA 99328. Phone: 509-382-2026. Free admission. <[www.daytonhistoricdepot.org](http://www.daytonhistoricdepot.org)>.

## WEST VIRGINIA

**CASS: Cass Scenic Railroad State Park**, 242 Main Street, Cass, WV 24927. Phone: 304-456-4300. Free museum. <<http://www.cassrailroad.com>>.

**ELKINS: Durbin & Greenbrier Valley Railroad**, 315 Railroad Avenue, Elkins, WV 26241. Phone: 877-686-7245 or 304-636-9477. 10 percent off train ride. <[www.mountainrail.com](http://www.mountainrail.com)>.

**HARPERS FERRY: Toy Train Museum**, Joy Line Railroad, 937 Bakerton Road, Harpers Ferry, WV 25425. Phone: 304-535-2521. \$1 discount on a ride ticket.

**HUNTINGTON: Collis P. Huntington Outdoor Museum (A unit of the Collis P. Huntington Chapter NRHS)**, end of 14th Street West and Ritter Park (Next to Safety Town). Phone: 304-523-0364, Free museum. <<http://www.newrivertrain.com>>.

**HUNTINGTON: New River Train Excursions (A unit of the Collis P. Huntington Chapter NRHS)**, P. O. Box 393, Huntington, WV 25708. Phone: 866-639-7487. 10 percent discount on any fare. Maximum of two people. <<http://www.newrivertrain.com/>>.

**PRINCETON: Princeton Railroad Museum**, 99 Mercer Street, Princeton, WV 24740. 304-487-5060. \$2 off admission with membership card.

**WHEELING: Kruger Street Toy & Train Museum**, 144 Kruger Street, Wheeling, WV 26003. Phone: 877-242-8133 10 percent off regular admission and 10 percent off gift shop purchases. <<http://www.toyandtrain.com>>.

## WISCONSIN

**APPLETON AREA: New London Railroad Museum**, 900 Montgomery Street., New London, WI 54961. Phone: 920-982-5186. Free admission. <<http://www.historicalvillage.org/>>.

**JANESVILLE AREA: Brodhead Historical Society Depot Museum**, 1108 First Center Avenue, Brodhead, WI 53520. Phone: 608-897-4150. Free museum. <[www.brodheadhistory.org](http://www.brodheadhistory.org)>.

**MILWAUKEE AREA: Soo Line 1003 at Wisconsin Automotive Museum**, 147 N Rural Street, Hartford, WI 53027. Ask for group discount. <<http://www.steamlocomotiveheritage.org>>.

**PLATTEVILLE: The Mining Museum and Rollo Jamison Museum**, 405 East Main Street, Platteville, WI 53818. Phone: 608-348-3301. Buy one admission and receive one admission of equal value or lesser value free during regular open hours, May 1-Oct. 31. <[www.mining.jamison.museum](http://www.mining.jamison.museum)>.

**RHINELANDER AREA: Lumberjack Steam Train and Camp 5 Museum**, 5068 Highway 8 & 32, Laona, WI 54541. Phone: 715-674-3414. \$2 discount off adult admission. <[www.lumberjacksteamtrain.com](http://www.lumberjacksteamtrain.com)>.

**SPOONER: Railroad Memories Museum in 1902 Omaha/CNW Depot**, 424 N. Front Street, Spooner, WI 54801. Phone: 715-635-3325 or 715-635-2752. 10 percent discount on adult admission. <[www.railroadmemoriesmuseumspooner.org](http://www.railroadmemoriesmuseumspooner.org)>.

**WISCONSIN DELLS AREA: Mid-Continent Railway Museum**, E8948 Museum Road, North Freedom, WI 53956. Phone: 608-522-4261. \$5 off regular coach fare) no cash value, one offer per NRHS member. <<http://www.midcontinent.org>>.

## WYOMING

**DOUGLAS: Douglas Railroad Interpretive Museum**, 121 Brownfield Road, Douglas, WY 82633. Phone: 307-358-2950. Admission is free. <<http://www.jackalope.org>>.

**We appreciate all of the hard work put into compiling this list each year by Wesley F. Ross.**

**Wes has been a member of the NRHS since 1973 and served as the national director of the Kentucky Central Chapter beginning in 1988. He served as regional vice president of the Ohio Valley Region for a number of years and is now serving a four-year term as the director of Region 5.**

**Thanks, Wes, for all of the many hours spent corresponding with officials of these attractions to get valuable discounts for the NRHS members.**

# Toledo celebrated National Train Day in style with large crowd



*TOLEDO TRAIN DAY – A large crowd enjoyed the eighth annual National Train Day celebration at Dr. Martin Luther King Jr. Plaza (the former Central Union Terminal) in Toledo, Ohio, on May 9. The NRHS, an exhibitor for each of the past seven years, again had a presence (photo below) thanks to Bluewater, Mich. NRHS member Mike Washenko, Ohio members David Rasik, Don Rozick and former board member and long-time NRHS member Bill Gill. NRHS member Beth Gill and volunteer Nancy Olzak (left) show off one of the exhibits provided by Amtrak, which also brought the Amtrak Exhibit Train plus three Superliner cars. Freight locomotives and equipment from the Ohio Valley Railcars also were popular with the crowd.*





PHOTOS BY ALEXANDER D. MITCHELL, BALTIMORE CHAPTER NRHS

**ON SHOP TOUR** — Amtrak’s Patrick Woodward (green shirt) describes maintenance routines for tour participants.

## Baltimore chapter members tour Amtrak maintenance facility

*By Alexander D. Mitchell IV, Baltimore Chapter NRHS*

On a sunny Saturday, April 18, a dozen members of the Baltimore Chapter NRHS, along with guests from other chapters, took a chapter-organized tour of Amtrak’s Ivy City Maintenance Facility in Washington D.C., which handles running maintenance on locomotives and cars for Amtrak at the south end of the Northeast Corridor.

Originally planned to be extended to any NRHS members of any chapters, publicity was kept to a minimum at the request of Amtrak, which had concerns about parking availability even on a Saturday.

The chapter had long ago abandoned the old model of chartering a bus for chapter outings. In this case, however, chapter member Mark Thistel volunteered the use of one of his company’s passenger vans, and more than half of the attendees gathered at the Baltimore Streetcar Museum for a joint ride to Ivy City. As a result, only four vehicles, plus one determined walk-in participant who rode MARC’s new Saturday service and then took the Met-

ro to a nearby station, converged at Ivy City.

The smaller group also allowed the participants to see far



**NEW WHEELS** — Amtrak personnel install a new wheelset on an Amfleet coach.

more than any larger group would have been treated to, spending four hours throughout the facility.

The location is a shadow of the days when GG1s from the PRR rubbed shoulders with steamers and diesels from the SR, C&O, RF&P, and B&O. But even in modern times, the facility holds a fascination all its own, even hidden behind barbed-wire-topped fencing and security gates.

Led by Patrick Woodward, the tour would be probably the last railfan outing at Ivy City to see MARC HHP-8's and Amtrak's rebuilt AEM-7AC's before their retirements. Amtrak had retired the last AEM-7DC's only two days earlier.

The tours included looks at, and in, AEM-7ACs, the new ACS-64 electrics, Acelas, P42s, a wheel lathe, and even an SW1500 and the "anniversary F40PH" 406, as well as Amtrak's Acela track geometry car (courtesy of Amtrak employee and chapter mem-

ber Tom Flavin).

The chapter extends its thanks to Amtrak's Safety and Environmental Coordinator Patrick Woodward and Senior Systems Engineer Tom Flavin for their help and hospitality in arranging this tour.



*UP CLOSE – Baltimore Chapter Treasurer Charles Plantholt gets a close-up look at an Acela wheelset.*



*AT AMTRAK FACILITY – AEM-7AC 943 and ACS-64 "Sprinter" 603 are shown on adjacent shop tracks in Ivy City.*

# Image from the NRHS Photo Archives



The NRHS owns and maintains a large inventory of still photos and motion pictures in its archives. Volunteers work tirelessly to maintain the collection, scanning and saving the photos as digital files, and splicing and restoring movies.

Photos from the NRHS collection will be featured in each issue of the *NRHS News*, beginning with this issue.

In the photo above, Norfolk & Western Class J No. 612 passes by the N&W headquarters in Roanoke, Va., on Oct. 8, 1950. Built that same year, the engine would be retired several years later, circa 1958-1959.

As many know, only one N&W J — No. 611 — survived. The engine, owned by the Virginia Museum of Transportation, has been restored and will lead excursions this summer.

The photograph was taken by Bill Echternacht Jr. His color photography spans 1949-1982. After Bill's passing, his trays of slides were donated to the NRHS during the late 1980s.

Echternacht was active in both the NRHS and National Model Railway Association. His photographs pertaining to his September 1950 visit to the NMRA convention in Milwaukee were featured in a past issue of the *NRHS Bulletin*.

The NRHS maintains an extensive collection of train, railroad and railway related films, videos, and slides. Much of the material is historic and/or out of print.

The Harry P. Dodge Memorial Film Library contains over 100 16mm films. The Harry P. Dodge Memorial NRHS Slide Collection contains 19 slide shows.

The 16mm films, some of which are available in video, are available to NRHS chapters and to bona fide organizations engaged in rail preservation, railroad history and railroad education. Under certain circumstances, they may be made available for commercial purposes. Sorry, but no rentals are made to individuals. There is no charge for rental to NRHS organizations other than outgoing and return shipping fees.

If you or your group is interested in renting a program, browse the on-line catalog and identify the name and number of the film you wish to rent. Print and complete the rental application. Be sure to specify an alternate. Rental requests should be directed to Mitch Dakelman at <dakelmanm@aol.com>, or phone him at 908-208-2522. Since the films are located in Phillipsburg, N.J., ample time is needed to retrieve the film and send it.

New technologies have arrived since the 16mm library of the NRHS was created in 1969. These include VHS and DVD programs. Many of the VHS programs are listed, but we will soon list the available DVDs from the library.

Films are circulated on a first-come first-serve basis. The NRHS reserves the right to refuse to rent any film for any reason.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**HEADING TO ROANOKE** — *The steam special, led by N&W J611, crosses the Staunton River at Alta-vista, Va., on the former Southern Railway main on its return trip to Roanoke on May 30.*

## Thousands line route to watch 611 on its return trip to Roanoke

*By Charles S. Williams, Editor, NRHS News, Alexander Chapter NRHS*

After a year-long restoration at the North Carolina Transportation Museum (NCTM) in Spencer, Norfolk and Western Class J Engine No. 611 returned to her home in Roanoke, Va., Saturday, May 30. Thousands of people lined the track all along the 207-mile route to watch the engine thunder past, under steam power for the first time since Norfolk Southern ended its steam excursion program in 1994.

The streamlined 4-8-4 engine had been on static display at the Virginia Museum of Transportation (VMT) in Roanoke since 1995 until the museum's "Fire Up 611" initiative began its efforts in June 2013 to bring the engine back to life.

The 611 is the only remaining J class engine. It was released for service on the N&W lines on May 29, 1950, operating at 300 psi with a tractive effort of 80,000 pounds.

The engine was towed to Spencer a year ago, headlining the four-day

"Streamliners at Spencer" festival May 29-June 1, 2014 before being pushed into the roundhouse so the \$1 million overhaul and restoration work could begin. Visitors to the museum were able to watch the restoration process.



PHOTO BY CHARLES WILLIAMS, NRHS NEWS EDITOR

**WATCHING THE QUEEN** — *Crowds such as this gathering in Lynchburg, Va., lined the tracks to watch the 611 pass en route from Spencer, N.C. to Roanoke, Va., Saturday.*

The NCTM also offered several special programs after the work on the engine had been completed and before its departure, including a “Fired Up Photo Shoot,” a night photo session, and an opportunity for visitors to spend time at the throttle as the 611 made its way around the museum grounds.

The 611 made the return trip to Roanoke pulling a consist of 17 passenger cars. There was no diesel engine in the consist to help with the heavy haul.

Passengers for the VIP trip included volunteers who had helped with the restoration, donors to the “Fire Up 611” program, dignitaries, and members of the media. No tickets were sold to the public for the journey home. Dignitaries and donors from the Roanoke area boarded the train in Lynchburg during a crew change and water stop for the final leg of the journey.

The journey began at 8:10 a.m. Saturday, approximately 30 minutes behind the scheduled departure time, as the newly painted and shining 611 pulled slowly from the museum grounds in Spencer. After running parallel to and then clearing a container train, the steam engine picked up speed as it rolled through towns in the Piedmont of North Carolina and northward toward the Virginia state line.

All along the route, people gathered to watch the train pass. They stood shoulder to shoulder on sidewalks along the tracks in towns and in dozens of spots along the route with a view of the tracks. Many took photos with cameras, cell phones, video recorders and iPads while others waved at those onboard or held signs. In spots where the high-



PHOTO BY CHARLES WILLIAMS, NRHS NEWS EDITOR  
**EAGLE'S EYE VIEW** — *One Danville, Va. fireman got a high-level view of the 611 as it passed.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS  
**PASSING SIGNAL** — *The J611, under steam once again, passes a classic N&W color position light signal as it blasts through Forest, Va. on the former N&W main line.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***UP TO SPEED AGAIN*** – *The 611 steam special rolled through Evington, Va., on the former Southern Railway main just south of Lynchburg. The Norfolk Southern dispatcher stopped this train just south of Evington after a hot box detector indicated sticking brakes on one car. The crew inspected the train and found no faults, and the 611 was allowed to continue toward its home.*

ways ran parallel with the tracks, vehicles tried to pace alongside the train while passengers took photos from open windows.

At every bridge and overpass, photographers and railfans crowded together to get their perfect shot, ignoring the smoke plume and cinders from the engine. On one bridge, a fire truck from the local volunteer department was parked with lights flashing, paying tribute to the 611 while also serving to warn approaching motorists of the fans standing at the bridge railing. Some photographers even stood in rivers near bridges to get an unobstructed view of the train.

Overhead, a helicopter with a Norfolk Southern photographer onboard followed the train for the entire journey. Several photographers used drones to get high-level shots of the engine. The event drew professional and amateur photographers from across the United States.

Officials of the VMT estimated that 70,000 people saw at least some part of the return trip from Spencer of the 611. Some on board would say that the number was low.

The only major problem of the day occurred as the train slowed to a halt just east of Evington, Va. at 12:45 p.m. A



PHOTO BY CHARLES WILLIAMS, NRHS NEWS EDITOR

***IN ROANOKE*** – *People crowded on steps leading to a walkway over the mainline track in Roanoke to welcome the 611 back to her home.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**REUNION OF LEGENDS** — *On the day after the 611's return home to Roanoke, she was displayed next to two other legendary Norfolk & Western steam engines at the Virginia Museum of Transportation: Class A No. 1218, owned by the museum, and Class Y6a No. 2156, on loan from the Museum of Transportation in St. Louis. All three engines were built by the N&W at their Roanoke shops. The 1218 has a 2-6-6-4 wheel arrangement and was built in 1943; and the 2156 has a 2-8-8-2 wheel arrangement and was built in 1942. Both engines were designed as fast freight engines to haul heavy trains over the N&W's lines through the Alleghenies.*

warning transmitted from a hot box detector forced the Norfolk Southern dispatcher to stop the train. Crews examined one of the cars near the front of the consist to see if the brakes were sticking. After a thorough inspection, the train was cleared to proceed.

As the train drew closer to Roanoke, the crowds grew even larger. There were no parking spaces to be found as the 611 rolled into the town limits. Though the train arrived in the downtown area behind schedule, the thousands who had flocked trackside waited under sunny skies to catch a glimpse of the returning Queen.

A welcoming ceremony was held in Roanoke, near the VMT, upon its return. On Sunday, the VMT offered a photo opportunity on the museum grounds with the three massive Norfolk & Western steam engines. The

611 was positioned between N&W No. 1218, which is on static display at the museum, and Class Y6a No. 2156, which is on loan from the Museum of Transportation in St. Louis. The Y6a was transported to Roanoke earlier in May. All of the three engines were built in the N&W's Roanoke shops.

The VMT plans to build a climate controlled preservation and education facility on its grounds to preserve, protect and maintain the three N&W "giants of steam." The three-track facility will also serve as the maintenance center for the 611 when she's not on the rails.

The 611 won't have much time to cool down before its on the rails once again. The engine was scheduled to pull three public excursions on the weekend of June 6-7, and two more June 13-14, plus additional trips throughout the summer.

NORTH CAROLINA  
TRANSPORTATION  
MUSEUM  
The museum that moves you!

VIRGINIA MUSEUM OF  
TRANSPORTATION

**Class J #611  
Inaugural Ride**

**May 30, 2015**  
Spencer, NC to Roanoke, VA

Enjoy this historic trip as the Class J #611  
returns home to Roanoke and the VMT



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***NEARING ROANOKE*** — Local residents and railfans wave to the the 611 as it passes through Bonsack, Va., on the former N&W main eight miles east of Roanoke. Norfolk Southern CEO Wick Moorman is in the cab.



PHOTO AND LUMEDYNE STROBE LIGHTING BY ALEX MAYES, POTOMAC CHAPTER NRHS

***BIRTHDAY PHOTO SHOOT*** — An informal night photo session was conducted at Spencer on Friday, May 29, which was the 611's 65th "birthday." The engine was released for service on May 29, 1950.



**PRESIDENT'S PRIVATE CAR** — *This photograph from the Library of Congress shows the U.S. Military Railroad Locomotive W. H. Whiton and President Lincoln's official private rail car, United States, at Alexandria, Va., in January, 1865, prior to Lincoln's assassination on April 14, 1865. President Lincoln would sometimes travel by train, so the Military Railroad built this specially constructed elegant railroad car, intending for it to be used by him as the official presidential railroad car. Lincoln's first inspection and ride in the rail car was scheduled for April 15, 1865, the day he died from the assassin's bullet. As a result, the rail car was modified to transport Lincoln's coffin and the coffin of his young son, Willie, to Springfield, Ill. to be buried at the family grave site. The photo was taken by Andrew J. Russell and was published in "Russell's Civil War Photographs" with 116 historic prints by Russell with a preface by Joe Buberger and Matthew Isenberg.*

## Lincoln funeral train was part of 'extraordinary journey'

*By Ed Post, Central New York Chapter NRHS*

*(Editor's note: The funeral train that carried the body of slain President Abraham Lincoln from Washington, D.C. to Springfield, Ill., has been described as "the most extraordinary journey in the history of America." In this issue, we have included a history of the original journey written by Ed Post and archival photos, as well as photos and a story on the recreation of the Lincoln funeral car and the observance of the 150th anniversary of the epic journey).*

President Abraham Lincoln died on the morning of April 15, 1865, after being shot at Ford's Theater the previous evening by Southern sympathizer, John Wilkes Booth.

An immediate debate broke out over his funeral arrangements.

Initially, his widow, Mary Todd Lincoln, wanted him embalmed and shipped straight to Chicago for burial. The Illinois Committee worked to change her mind about having a private funeral. She reluctantly agreed to a state funeral and decided that her late husband should be buried in their hometown of Springfield, Ill.

A plan was developed for Lincoln's body to travel by train and to have funeral services at several major cities en route. The route selected for Lincoln's return to Illinois was similar to the same route that he had taken on his Inauguration train trip to Washington four years earlier in February, 1861. The major difference was that Pittsburgh and Cincinnati were deleted and Chicago was added.

On the morning of April 21, 1865, the Lincoln Funeral Train, decorated with flags and draped for mourning, departed from Washington, D.C. with two bodies onboard. One was that of the late President Lincoln, and the other was that of his son, William "Willie", who had died in the White House in 1862 at age 11. Willie's body had been disinterred to be buried with his father in Springfield. An honor guard accompanied Lincoln's body.

The funeral train actually consisted of two trains, both under the control of the federal government. A pilot train operated ahead of the actual funeral train by about 10 to 15 minutes.

When the train entered Illinois, it expanded to three trains,

and on the final leg of the journey it consisted of five trains.

The Lincoln funeral train was the biggest single event to happen in the lives of American citizens at the time. At least seven million people witnessed some part of the historic occasion. The funeral train carrying Lincoln's body traveled through more than 440 cities and countless villages and byways in seven states. There were 10 planned stops for funerals. At each stop, Lincoln's coffin was taken off the train, placed in an elaborately decorated horse-drawn hearse and led by solemn processions to a public building for viewing. In addition there were funeral services in Washington, D.C. and Springfield, Illinois, the beginning and end points.

The funeral procession in Springfield was the largest spectacle the Midwest had ever seen. The procession, led by Major General Hooker, went from the Illinois State House on a zig-zag route past Lincoln's home and the Governor's Mansion to the Oak Ridge Cemetery. The coffin was carried in an elegant hearse finished in gold, silver and crystal and loaned to Springfield by the city of St. Louis.

Upon arrival at the cemetery, the coffin was laid upon the marble slab inside the tomb. Willie's little coffin was also placed inside the tomb. The funeral oration was given by Bishop Matthew Simpson. Dr. Phineas Densmore Gurley read the benediction.

Lincoln's only two blood relatives in attendance at the funeral in Springfield were his son, Robert, and his cousin, John Hanks. Mrs. Lincoln was still in mourning at the White House. President Lincoln's body remained in the reception tomb at Springfield's Oak Ridge Cemetery until 1901, when his cemetery monument was completed and then he was officially buried.

#### FUNERAL TRAIN ITINERARY

**Friday, April 21, 1865** — Washington, D.C. departure, 8 a.m. Baltimore arrival, 10:00 a.m. Viewing at Merchants Exchange Building. Baltimore departure, 3 p.m. Harrisburg Arrival, 8:30 p.m. Viewing at Pennsylvania State House of Representatives. 9:30 p.m.

**Saturday, April 22, 1865** — Funeral procession, 10 a.m. Harrisburg departure, 11:15 a.m. Philadelphia arrival, 4:50 p.m. Viewing by Invitation at Independence Hall East Wing.

**Sunday, April 23, 1865** — Public Viewing at Independence Hall.

**Monday, April 24, 1865** — Philadelphia departure, 4 a.m.; Jersey City Arrival, 10 a.m.; Coffin ferried across the Hudson River. New York City arrival, 10:50 a.m. Viewing at New York City Hall, 1 p.m.



PHOTO BY D. C. BURNITE. SOURCE: LIBRARY OF CONGRESS ARCHIVES

*IN HARRISBURG — The Lincoln Funeral Train is shown at the Harrisburg Railroad Depot. The funeral car, next to last car on the train, is in the center of the photo. The last car is the officers car.*

**Tuesday, April 25, 1865** — Procession up Broadway, 2 p.m. New York City departure, 4:15 p.m. East Albany arrival, 10:55 p.m. Coffin ferried across the Hudson River. Albany arrival, midnight.

**Wednesday, April 26, 1865** — Viewing at New York State House, 4 a.m. Funeral procession, 12:30 p.m. Albany departure, 4 p.m.

**Thursday, April 27, 1865** — Buffalo arrival, 7 a.m. Viewing at St. James Hall. Buffalo departure, 10 p.m.

**Friday, April 28, 1865** — Cleveland arrival, 7 a.m.; outdoor viewing at Cleveland Park; Cleveland departure, midnight.

**Saturday, April 29, 1865** — Columbus arrival, 7:30 a.m.; viewing at Ohio State Capital Building; Columbus departure: 8 p.m.

**Sunday, April 30, 1865** — Indianapolis arrival, 7 a.m.; viewing at the Indiana State House; Indianapolis departure, midnight.

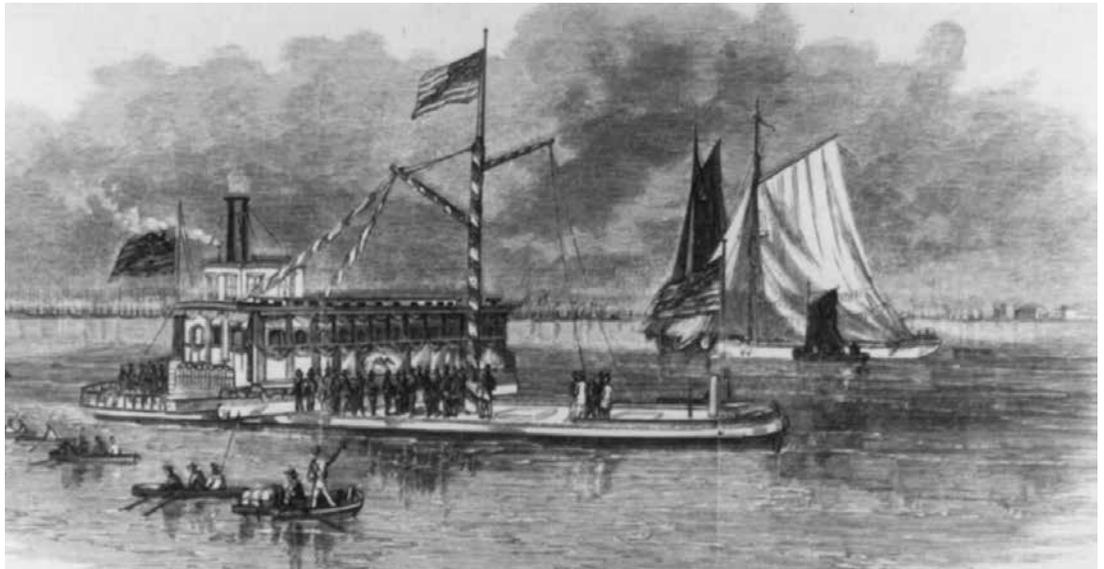
**Monday, May 1, 1865** — Chicago arrival, 11 a.m.; funeral procession down Michigan Avenue; public viewing at Cook County Court House, 6 p.m.

**Tuesday, May 2, 1865** —

Hearse takes coffin to Station, 8 p.m.; Chicago departure, 9:30 p.m.

**Wednesday, May 3, 1865** — Springfield arrival, 8 a.m.; viewing at Illinois State House Hall of Representatives, 10 a.m.

**Thursday, May 4, 1865** — State House doors closed, 10 a.m.; funeral procession and services; entombment at Oak Ridge Cemetery.



*ACROSS THE HUDSON — This artist illustration from the Library of Congress shows the Lincoln Funeral Car on a steam lighter being transported across the Hudson River from Jersey City to New York City. The picture appeared in Frank Leslie's Illustrated Newspaper, May 13, 1865.*



*COMPARISON OF ROUTES — This map shows a comparison of the routes for the Abraham Lincoln inaugural train and the president's funeral train.*

# Scenes from the re-enactment of President Lincoln's funeral

To observe the 150th anniversary of the death of President Abraham Lincoln, David H. Kloke, master mechanic and the owner of Kloke Construction and Kloke Locomotive Works, LLC, built a reproduction of the Lincoln Funeral car. The car was prominently featured in the reenactment of Lincoln's funeral on Saturday, May 2, 2015, in Springfield, Ill.

Lincoln never had the opportunity to ride in it as his "office on rails" while he was president but it did carry his casket across the country to his hometown of Springfield.



***IN SPRINGFIELD*** — *The replica hearse carrying the Lincoln casket rolls through Springfield. The parade featured many period reenactors portraying historic characters who were present at the original funeral in 1865.*

The funeral car replica is designed to be transported on two trucks, and will be displayed at many locations in the United States throughout the year. Kloke's goal was to present an accurate replica of the car. The photos on this and following pages were taken during the ceremony in Springfield.

All photos were taken by David Huelsing of the St. Louis Chapter NRHS.

According to Huelsing, "the quality of workmanship on this car is amazing, and the interior details including period antique furnishings are beautiful."



***WITH BUNTING*** — *The Lincoln funeral car, decorated with bunting, is shown on display in Springfield.*



*ON DISPLAY — A reproduction of President Lincoln's coffin was placed in the funeral car.*



*LINCOLN CAR — This photo shows a part of the interior of the Lincoln car, which was to have served as the president's office on wheels.*



*IN SPRINGFIELD — The reproduction of the Lincoln funeral car is shown in Springfield.*



ALL PHOTOS BY JOEL SALOMON  
*AT BUEHLER SHOP – This view taken from the mezzanine of the Rockhill Trolley Museum’s Buehler Shop shows the new roof canvas and other details of the restoration work performed on former Johnstown Traction Company streetcar #311.*

## Trolley museum making progress

Officials of the Railways To Yesterday, Inc., operators of the Rockhill Trolley Museum, continue to make progress on the restoration of former Johnstown Traction Company streetcar No. 311 at the museum, located in Rockhill Furnace, Pa.

The car was the first car acquired by the organization following Johnstown’s replacement of streetcar service with rubber-tired vehicles, and is the first electric trolley car operated by an established museum in the Commonwealth of Pennsylvania.

The car was constructed by the Wason Manufacturing Company of Springfield, Mass., in 1922 for the streetcar system in Bangor, Maine and was acquired by Johnstown to support increased ridership during World War II.

*DASH TRIM – Rockhill Trolley Museum contractor Keith Bray reassembles the dash trim on former Johnstown Traction Company streetcar No. 311.*



***RESTORING INTERIOR – Rockhill Trolley Museum volunteer David Brightbill reassembles the restored cherry interior finish of former Johnstown Traction Company streetcar No. 311.***

Restoration of this car began in 2003 and is slated for completion this August. Most of the restoration costs have been raised by volunteers, and the work has been performed by contractors and volunteers

Among the improvements has been new roof canvas and other details.

The museum is planning to celebrate the return of this vehicle to operation on Aug. 22 as part of a gala celebration commemorating the preservation and operation of three different eras of electric vehicle technology by the organization. Along with No. 311, a restored former Philadelphia PCC car, and a former San Diego Light Rail Vehicle will be formally returned to operation.

## **NRHS News deadlines are listed; follow NRHS on Facebook**

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 August edition is July 15. For the remainder of the year, the deadlines are: October edition, Sept. 15; and December edition, Nov. 15. Any changes in deadlines will be posted on the NRHS web page <<http://www.nrhs.com>> or on the NRHS Facebook page.

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.

If you are sending photos from an event, please include caption information, and name of the photographer, and an article about the event with information such as date, location and special attractions. For photos, include the name of the photographer, as well as information about where and when the photo was taken.

Also, NRHS members are invited to “like” and follow the NRHS page on Facebook. If your chapter has an upcoming event, from an open house or visit by “Thomas the Tank Engine,” to picnics and excursions, submit it to Charles Williams at the addresses listed above to have it posted on the Facebook page. We’ll even list regular chapter meetings so perhaps NRHS members from other chapters, or potential members in your area, can attend.

# Connecticut Eastern Museum opens season with special event

The Connecticut Eastern Railroad Museum (CERM), a unit of the Connecticut Eastern Chapter NRHS, opened its 2015 season with perfect weather for the museum's annual Metal Fest celebration on Saturday, May 2 in Willimantic, Conn.

According to the *Hartford Courant*, "Metal Fest features demonstrations by local blacksmiths, as well as entertainment, food and other activities."

There were rides on a car pulled by an antique diesel engine, and rides on a hand-pumped car.

All of the museum's exhibits were open to the public, including the newly-installed 1920s Rutland Railroad caboose donated by the family of John Talcott Jr. during the off season, according to the newspaper. The caboose was featured in the April, 2015 issue of the *NRHS News*.

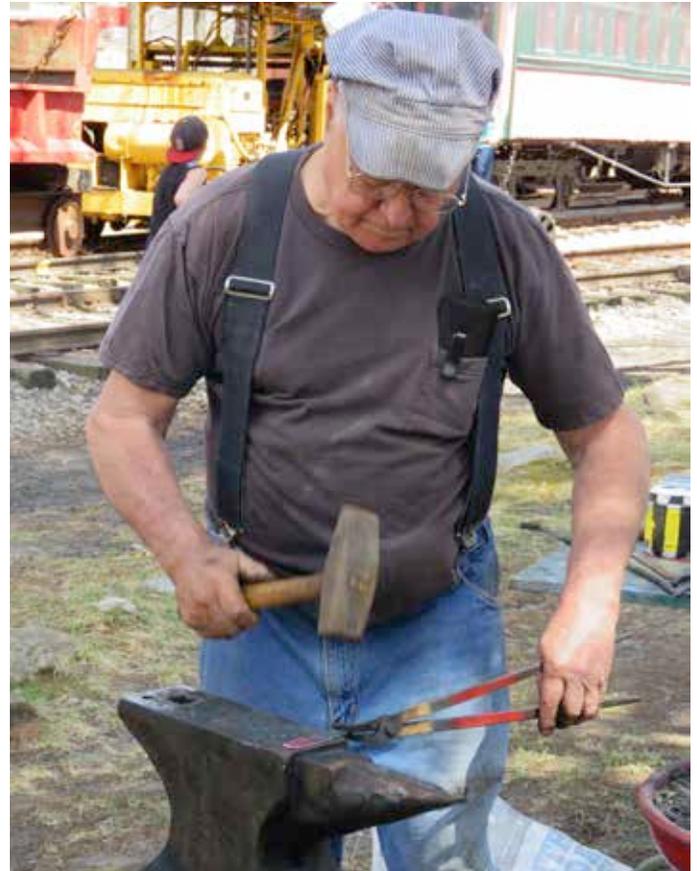
Museum officials hope to some day be able to operate the caboose on the museum tracks, That will only be possible if the brakes are returned to railroad standards.

"Bandstand," a barbershop quartet with members hailing from different parts of Connecticut, started making the rounds of the Metal Fest.

Also performing in the afternoon was "By Chance," a group comprised of four local high school sophomores.

The museum is now open for the season. The hours are Saturday and Sunday from 10 a.m. to 4 p.m., through October.

For more information go to <<http://www.cteastrrmuseum.org/>>.



**BLACKSMITH** – *Veteran blacksmith Ted Swol demonstrated his skill during Metal Fest.*



ALL PHOTOS BY MOLLY KATHLEEN, OFFICIAL TRAIN DAY PHOTOGRAPHER

**BY-CHANCE PERFORMS** – *The band By-Chance provided music along with excellent vocals. The train to the right of the band is a CERM train which goes to Bridge Street and returns.*



***BARBERSHOP QUARTET** – The Bandstand Barbershop Quartet walked around the museum grounds, providing great barbershop harmony for Metal Fest participants. The members of the group, left to right, are Gary Sandman, Mike D’Amore, Mike Wheeler, and Dick Wurst.*



***DISCUSSING RAIL SAFETY** – James Peay, State of Connecticut Operation Lifesaver representative, discussing rail safety with visitors.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

**DEPOT TO BE RESTORED** — *The 130-year-old former Baltimore & Ohio Railroad station in Aberdeen, Md. sits on wooden cribbing 10 feet above its new cinder block foundation 60 feet west of CSX's Philadelphia Sub on April 11, 2015. With help from \$100,000 in grants from the Maryland Historical Trust, the depot will be restored.*

## Abandoned B&O depot in Aberdeen, Md., to be preserved

*By Alex Mayes, Potomac Chapter NRHS*

The former Baltimore & Ohio Railroad station in Aberdeen, Md., adjacent to the CSX main line, is in a highly deteriorated condition, and CSX planned to demolish it. Local residents and historical groups objected to its demolition and, in 2005, asked the Historical Society of Harford County to lead a project to preserve and then restore the station.

Passenger service ended on this line in 1958. After the station closed, it was used by B&O, then the Chessie System and later CSX signal maintainers and track gangs and for storage until the 1990s, when it was vacated.

Finally, after an agreement was reached with CSX for an adjacent parcel of land away from the tracks for the station's new location — and after \$100,000 from Maryland Historical Trust grants was raised to assist with the project — the station was lifted by hydraulic jacks, placed on wooden crib-

bing, and moved by Wolfe House and Building Movers on Dec. 16, 2014.

Future plans call for the building's eventual restoration and possible use by the Aberdeen Room Archives and Museum and administrative offices.

The Aberdeen station is the only remaining wooden station on the B&O's line between Baltimore and Philadelphia, and the last standing wooden structure designed by Frank Furness. It's eligible for inclusion on the National Register of Historic Places.

Also in Aberdeen, the former Pennsylvania Railroad passenger station still stands on the Northeast Corridor. It is now used as a stop both for Amtrak and for the Maryland Area Regional Commuter (MARC) train service.



PHOTO BY ERNEST HUNT

**EFFORT TO SAVE CAR** — A group is raising money to save and restore the **Lion Gardiner dining car.**

## Group hopes to raise money to save vintage Pullman dining car

By *The Committee to Save the Lion Gardiner*

Your help is needed to save the *Lion Gardiner*.

Fabled chalice of the stars on the legendary *Twentieth Century Limited*, the *Lion Gardiner* dining car is a forgotten relic of the golden era of American passenger trains.

In 2012, the *Lion Gardiner* was named as one of just a handful of artifacts on the National Railway Historical Society's first ever Most-At-Risk List, a register of the nation's imminently-threatened resources of highest significance. The car must be moved by mid-summer or it will be scrapped in place.

The Committee to Save The *Lion Gardiner*, a part of the Colebrookdale Railroad Preservation Trust, hopes to raise \$20,000 to give this irreplaceable grand dame of the rails a new lease on life, moving it to the Colebrookdale Railroad for stabilization and eventual restoration.

Built by Pullman during the "Gothic period" of heavyweight cars, the *Lion Gardiner* served on the New York Central's finest trains. Its deteriorated condition does little to indicate its remarkable completeness. With an intact sideboard, pantry, kitchen, and a bewildering array of underbody systems, the car is a rare remaining representative of the institution that was railroad dining during this era.

The cuisine served from the *Gardiner's* galley was the finest to be had in the United States, on or off the rails. Railroad dining car staff had a unique hierarchy and culture, much as did the famed Pullman porter. Photographs and video of those who worked the *Lion Gardiner* and its peers show the efficiency and perfection of their service. The *Lion Gardiner*, dining car of the flagship train of the New York Central, would have been a model to which other services strived.

Perhaps equally important, the *Lion Gardiner* has an important place in the history of the railroad preservation move-

ment. The car was chosen to serve as the dining car for the High Iron trips in the 1960s. The High Iron excursions introduced countless railfans to the concept of re-using historic railroad equipment for recreation and pleasure.

Sadly, the *Lion Gardiner* is emblematic of the challenges that face the preservation movement. The effects of time and nature have, due to any number of reasons, outpaced the ability of the small group of people who saved the car initially to maintain it. A lack of a national census of railroad artifacts meant that knowledge of the car's existence was not widespread. A lack of a national system of prioritizing artifacts for preservation meant that many of those who were aware the car existed did not realize its significance. The result of these two facts was that, until recently, a community of interest sufficient to save the car had not been able to develop. The NRHS chose the car for its very first "Most-At-Risk" list for precisely these reasons.

The *Lion Gardiner* is currently resting on the Catskill Mountain Railroad (CMR), near the end of that Railroad's useable track. The CMR is pushing very hard to open the rest of its line for service, and the *Lion Gardiner* is, unfortunately, in the way. The car must be moved very soon or it will be scrapped.

A new home has been located for the *Lion Gardiner*, offering some bright hope for the future. The Colebrookdale Railroad in Southeastern Pennsylvania is restoring a fleet of Edwardian-era cars for service through the Secret Valley, a largely-unknown but remarkably beautiful corridor with an important iron-making past. Funds are being raised to move the car to safety, then ultimately stabilize and restore it. The CMR has offered to donate the cost of craning the car on the northern end of the move.

Consider making a donation through the secure crowdfunding site Fundly at <https://fundly.com/save-the-lion-gardiner-1>.

# Union Pacific's short-lived 6,000 horsepower diesel locomotives

By Matthew G. Vurek, Central Coast Chapter NRHS

(Note: The article, which has been slightly revised, was first published in the February 2015 newsletter of the Central Coast Chapter NRHS in Santa Clara, Calif.)

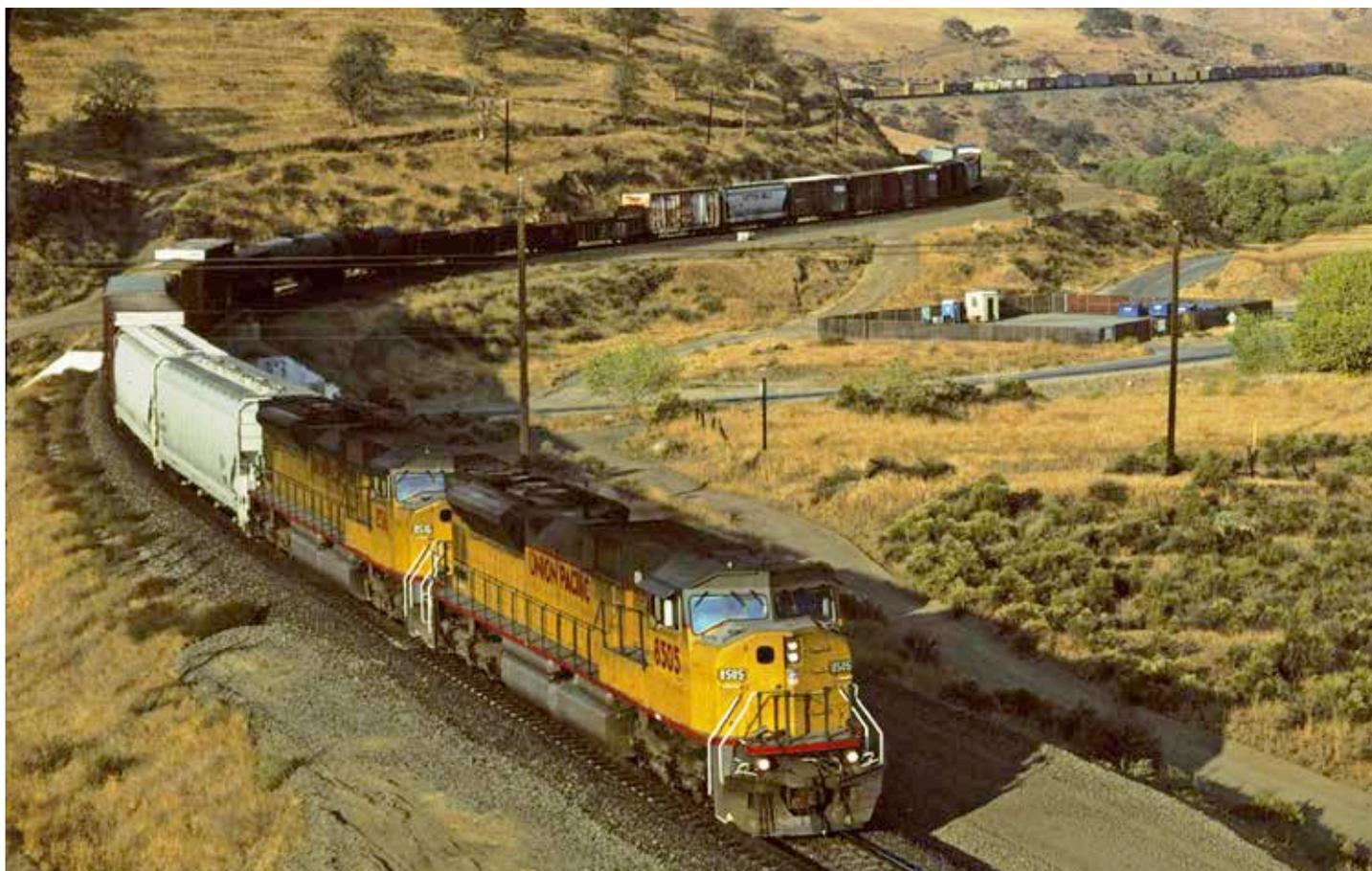
The Union Pacific Railroad has a long history of encouraging American locomotive manufacturers to provide railroads with high horsepower motive power, whether it was American Locomotive Company's (ALCO), Big Boy steam locomotives from the 1940s, the massive General Electric (GE) 8,500 horsepower gas turbine-electric locomotives of the 1950s, or the dual-engined diesel giants of the 1960s from General Motors' Electro-Motive Division (EMD), GE and Alco Products.

Only the EMD giants lasted on the UP roster for any significant length of time, the last being retired in 1986. The exception is the 6,600 horsepower vintage 1969 Centennial DDA40X 6936, which remains operational in the railroad's historic locomotive collection based in Cheyenne, Wyo. Several other Centennials are on display around the country, in-

cluding No. 6946 at the Western Pacific Railroad Museum in Portola, Calif.

In the mid-1990s, history repeated itself when UP management again felt the urge to "get high" in terms of horsepower when both EMD and GE served up new 6,000 horsepower locomotives in their respective catalogues. The corporate argument (originally raised in the 1960s) was the cost savings with the reduction of the number of diesel units since two 6,000 horsepower locomotives on a train could replace three 4,000 horsepower units or four 3,000 horsepower units. In 1996, UP estimated that use of two 6,000 horsepower locomotives (instead of three 4,000 horsepower ones) would result in savings of 1,700 gallons of fuel and 40 minutes transit time for a double-stack container train operating between Chicago, Ill. and Oakland, Calif.

The problem is, if one of the 6,000 horsepower locomotives fails, then the train loses half its power and half of its dy-



PHOTOS BY MATTHEW G. VUREK, CENTRAL COAST CHAPTER NRHS

***ON HORSESHOE CURVE*** — *The northbound MWCRV (Manifest West Colton to Roseville) descends the horseshoe curve at Caliente, Calif. on Oct. 7, 2001 led by EMD SD90MAC-H 8505 and 8516. During 2001, UP kept several pairs of these 6,000 horsepower giants in captive manifest freight service on its former SP trackage between West Colton and Roseville.*



PHOTOS BY MATTHEW G. VUREK, CENTRAL COAST CHAPTER NRHS

***ON WYE TRESTLE*** — *The former Western Pacific wye trestle over Spanish Creek in Keddie, Calif. feels the weight of the westbound IAPOA2 (Intermodal American President Lines [Chicago] to Oakland, Calif.) led by GE AC6000CW 7544, ex-CNW EMD SD50 5062, and GE AC6000CW 7502 at 6:05 p.m. on Sept. 14, 2000. Each AC6000CW weighs 425,000 pounds. The trestle was familiar with the burden of heavy locomotives since WP's 257 class Baldwin 2-8-8-2 steam locomotives weighed 549,660 pounds each.*

dynamic braking. If one 4,000 horsepower locomotive fails, the train only loses a third of its power and a third of its dynamic braking. Thus, the new 6,000 horsepower locomotives had to be extremely reliable.

Since neither builder had an engine capable of producing 6,000 horsepower, both locomotive builders offered “convertible” locomotives (EMD referred to theirs as “platforms”) whose original 4,300-plus horsepower engine could be replaced with the new 6,000 horsepower engine once the latter’s technical development was completed. GE and EMD delivered these “platform” locomotives to UP from 1995 through 1998.

GE entered into a joint venture with Deutz-Motoren Werke Mannheim (DMWM) in Germany to develop a 16-cylinder, 6,000 horsepower engine which would power the new AC-6000CW model. EMD reached 6,000 horsepower from its new four-stroke (a first for EMD engines but long-standard for

GE engines), 16-cylinder 265H prime mover which powered their new model SD90MAC-H.

GE delivered the first 10 AC6000CWs to UP in November and December, 1996. The railroad then put them to work in captive service, hauling unit soda ash trains between Green River, Wyo. and North Platte, Neb. before dispersing the rest to other regions. GE finished delivery of all 80 AC6000CWs to UP by December, 1998.

EMD released the first SD90MAC-H, UP 8160 (later renumbered 8500), in August, 1996 and it was displayed at the Railway Supply Association Expo in Chicago that year. UP finally placed its first two units (8506 and 8508) in service during June, 1998 but they were out of service by that December.

In 1999, EMD delivered 41 “Phase Two” SD90MAC-H IIs to UP with internal modifications as well as a different exterior

cab design, which was later adopted for the future 4,300 horsepower EMD SD70ACE model. Production issues with the 62 SD90MAC-Hs (both phases) delayed deliveries to the railroad until February, 2000, even though full production began in September, 1997.

In December, 1999, EMD sent all the SD90MAC-H II locomotives to contractor VMV Enterprises' facility for examination and servicing at the former Illinois Central shops in Paducah, Ky. The 6,000 horsepower giants seemed to spend more time in the shop than on the road...not a good sign for UP or EMD. One electrical idiosyncrasy which plagued the SD90MAC-H was its traction motors. If just one traction motor went bad on the 6,000 horsepower giant, the entire truck had to be cut out, not just the individual motor as was the case on their lower-horsepower counterparts. As a result, the other two traction motors on the three-axle truck become unavailable and tractive effort suffered. Fortunately for UP, the GE AC6000CW was not wired this way.

By 2006, UP had pulled up lame in the race to 6,000 horsepower. The 40 SD90MAC-H IIs were all returned to EMD when their leases expired that year. Some were later leased for a

short time to the Kansas City Southern.

On June 25, 2008, UP retired the 22 SD90MAC-Hs which the railroad owned. By 2014, all but nine of these 6,000-horsepower giants had been scrapped after no potential buyers emerged. Repeated electro-mechanical problems associated with the new four-stroke 265H engine were their downfall. The nine survivors (8522, 8527, 8529, 8530, 8531, 8539, 8541, 8549 and 8554 — all "phase twos") were sold in 2011 to Fortescue Metals Group for use on their iron ore mining railroad in Western Australia.

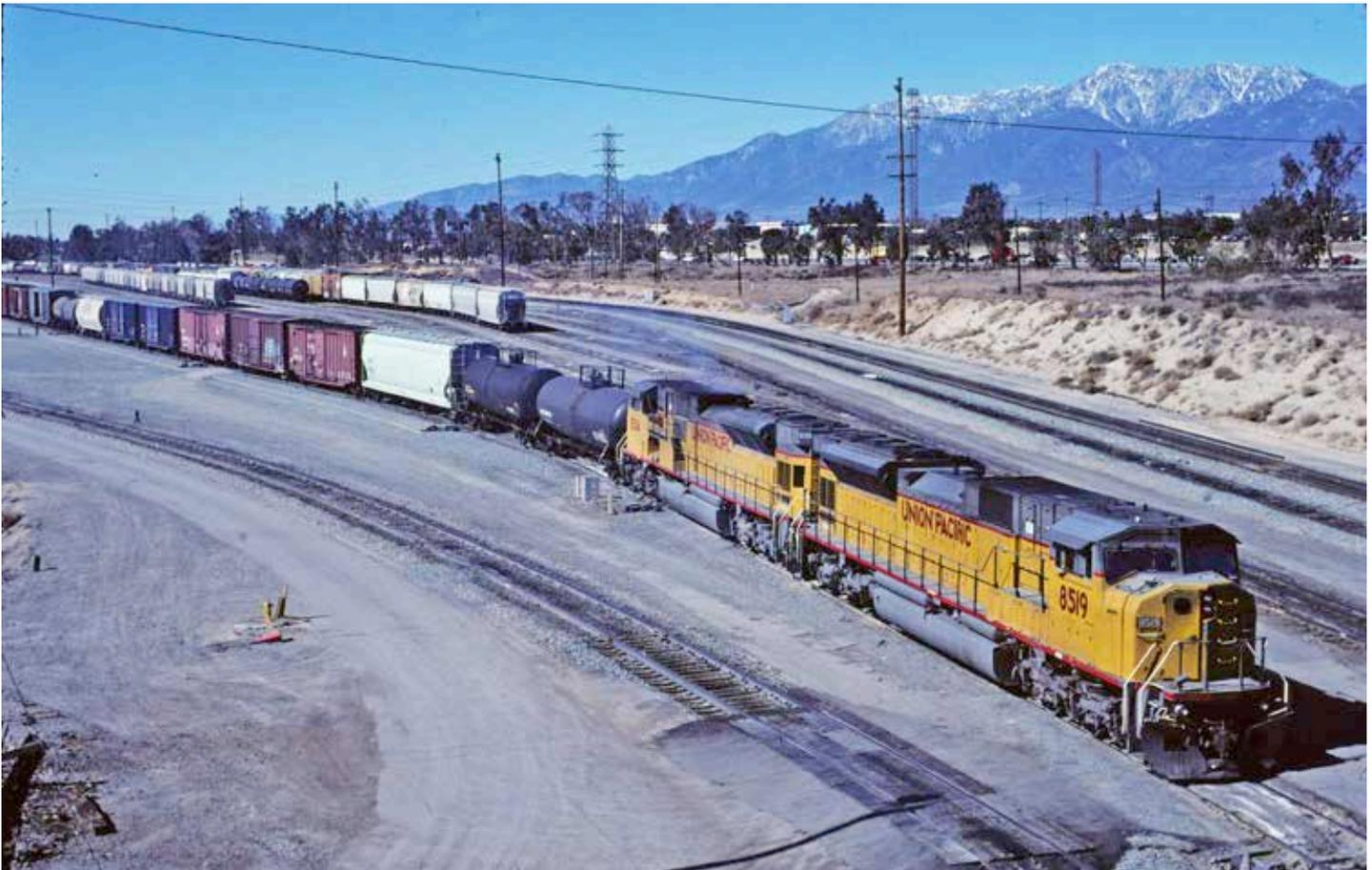
Before being shipped overseas to their new owner, the 265H engines in six of the units were replaced with 4,000 horsepower EMD engines. The engine work was done by Mid-America Car Company and Norfolk Southern, the latter at their shops in Juniata, Pa. The other three had their 265H engines replaced after they arrived "down under."

None of UP's 4,300 horsepower SD90MAC "platforms" ever received a 6,000 horsepower engine. They eventually migrated from intermodal service to unit train service and occasionally strayed into the San Francisco Bay Area on unit coal or unit ore trains.



PHOTOS BY MATTHEW G. VUREK, CENTRAL COAST CHAPTER NRHS

***TEAMING UP — Two 6,000 horsepower locomotives from competing builders team up to move the southbound QRVWC (Quality manifest Roseville to West Colton) led by EMD SD90MAC-H 8512 and GE AC6000CW 7511 at Sandcut east of Bakersfield, Calif. on Oct. 5, 2001. 7511 was a warranty replacement unit built in December 2000 after the first 7511 was severely damaged in a 1999 onboard fire. Today, 7511 is still on the roster but now runs with a 4,390 horsepower engine while 8512 is scrap metal.***



PHOTOS BY MATTHEW G. VUREK, CENTRAL COAST CHAPTER NRHS

***TEAMING UP*** — *A recent snowfall has dusted the distant San Bernardino Mountain peaks as the northbound MWCRV (Manifest West Colton to Roseville) departs the former SP West Colton Yard at the Pepper Avenue overpass led by the 6,000 horsepower duo of EMD SD90MAC-H 8519 and 8504 on Feb. 4, 2001.*

In 2013, the entire roster of nearly 300 units was stored at various terminals around the system, including 29 units in Dunsmuir, after dangerous cracks were found in their underframes.

In September, 2014, UP sold 100 of these units to power-hungry but penny-pinching Norfolk Southern Railway. NS is saving a bundle by not acquiring new locomotives, since the former UP units were originally built nearly 20 years ago and their engines are thus exempt from the new “Tier 4” emission requirements now in effect for newly-constructed locomotive engines. EMD is currently repairing these units prior to delivery to NS, where they will be numbered 7230 to 7329. The UP slogan “We Will Deliver” (painted on some of the units sold to NS) probably was not intended for unwanted locomotives “delivered” to another railroad.

The GE AC6000CWs stayed on the UP roster (and thus avoided the junkyard) when their troublesome 7-HDL 6,000 horsepower engines were replaced with GE’s reliable 7-FDL 4,350 horsepower engine between 2008 and 2010. The engine replacements were first done by Coast Engine and Equipment Company (CEECO) in Tacoma, Wash. When CEECO closed down in 2009 (after being in business since 1947), VMV completed the work.

Ironically, the GE “convertibles” retained their original 4,350 horsepower engines while the 6,000 horsepower units ended up being the ones “converted”...but down to 4,350 horsepower. UP’s model designation for these units is C44/60AC.

The legal system even had a say in the 6,000 horsepower race when DMWM settled a civil lawsuit filed against them by GE due to the alleged poor performance of the 7-HDL 6,000 horsepower engine. GE has since avoided any joint ventures on high-horsepower locomotive engine development with off-shore companies.

Meanwhile, in 2011, EMD opened a new locomotive assembly plant in Muncie, Indiana the year after the company was purchased by Progress Rail, a subsidiary of Caterpillar. The long-time assembly plant in London, Ontario was closed in 2012 when their unionized employees were locked out after the new owners demanded a 50 percent wage cut. Ironically, 5,000 horsepower Caterpillar engines powered MK Rail’s ill-fated MK5000C diesel locomotives, which were built and leased to Southern Pacific in 1994, about the time this latest high horsepower locomotive race began.

Canadian Pacific Railway was the only other railroad to obtain

SD90MAC-H units. The three units they acquired didn't last long on this railroad before leaving the roster.

After UP came down from their "high" (horsepower), the Omaha-based rail giant then became enamored with the EMD SD70M, a model which had proven very successful on its newly-acquired Southern Pacific. As a result, on Oct. 6, 1999, the railroad placed the biggest locomotive order in EMD history when UP ordered 1,000 of the 4,000 horsepower SD70M (SP only had 25 of this model). UP eventually ordered an additional 427 SD70Ms before the first orders for its more environmentally-compliant successor, the AC drive 4,300 horsepower SD70ACe, arrived in 2005.

Ironically, UP's first SD70ACe, 8309, was numbered right after the last SD90MAC "platform," 8308 (built in January, 1999). 2005 was also the year UP purchased the first of over 800 GE 4,390 horsepower "Evolution Series" ES44AC locomotives, the successor model to the AC4400CW, and, apparently, the AC6000CW as well.

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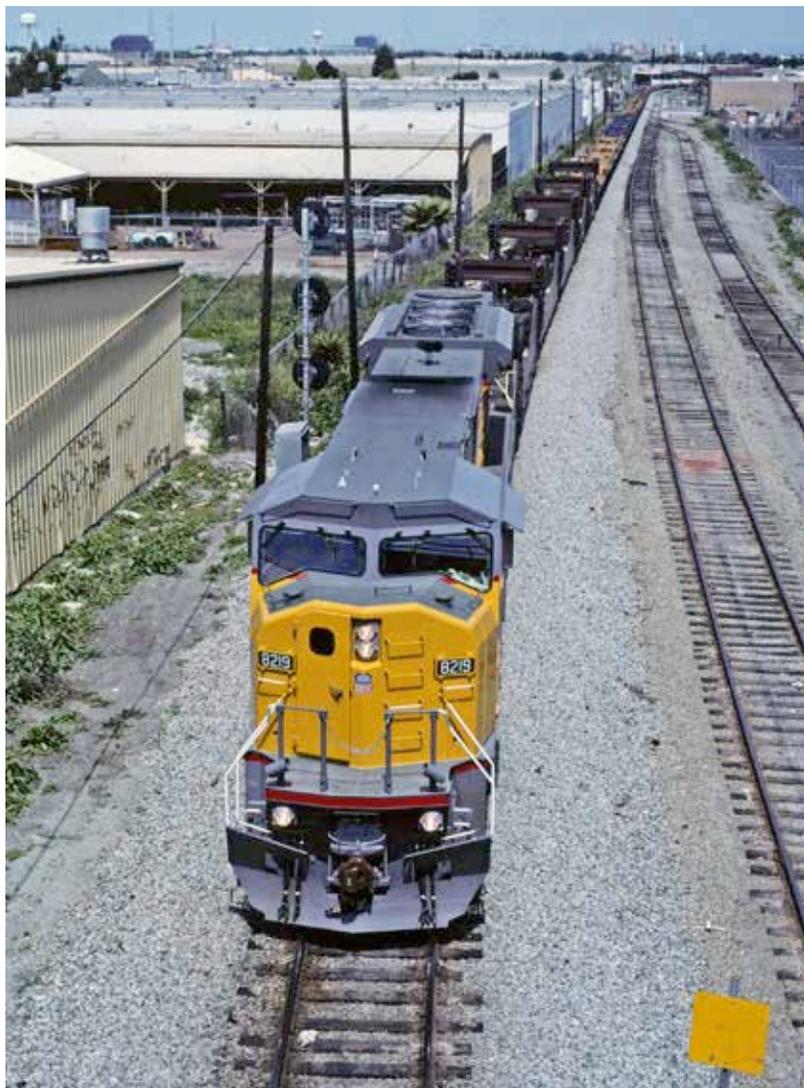
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PHOTOS BY MATTHEW G. VUREK, CENTRAL COAST CHAPTER NRHS  
***INTERMODAL SERVICE – UP initially used their 4,300-hp SD90MAC "platforms" in intermodal service. On April 26, 1998, two-month-old SD90MAC 8219 is the sole locomotive entrusted to haul the southbound IOALA (Intermodal Oakland to Los Angeles) at the De La Cruz Avenue overpass in Santa Clara. In 2014, 8219 (along with 99 other UP SD-90MACs) was sold to Norfolk Southern Railway where it would become NS 7323.***



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***WATCHING CAREFULLY*** — Norfolk Southern employees and Virginia Museum of Transportation staff keep a careful watch on former Norfolk & Western Y6a No. 2156 as the huge 2-8-8-2 is eased down the VMT's yard track to join N&W Class J No. 611 and Class A No. 1218 for display on May 31. Pushing on the rear is NS GP40-2 No. 3068. The 2156 is on loan from the Museum of Transportation in St. Louis.

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PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***THROUGH DANVILLE*** — Traveling on the former Southern Railway main, N&W J611 steams through Danville, Va., on its 207-mile trip to Roanoke Saturday, May 30.