

Tickets for convention trips, special events selling briskly

By JOHN GOODMAN, 2016 NRHS Convention Chairman

Preparations for the 2016 NRHS convention in Denver, Colo., are progressing with over 250 registrations already in hand. Several events are nearly sold out with the Leadville trip showing only 45 more seats left to sell (as of May 10).

The Royal Gorge Railroad trip has already sold out three dome-lounge cars and, because there are no more such cars available, we are now selling club space in an adjoining car at a lower price.

The Transit trip already has over 100 seats sold on the special two-car private train over the new Regional Transportation District (RTD) routes. The Forney Museum/Platte Valley Trolley/Caboose Hobbies is also sold out.

If you haven't made plans to come to Denver for the 2016 "Rails to the Rockies" convention, scheduled for July 19-

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NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

JUNE 2016

'Farewell to the 734' trips held at Western Maryland Scenic

By ALEX MAYES, Potomac Chapter NRHS

To mark the expiration of the FRA-mandated 1,472-day term of the boiler on its 2-8-0 No. 734, the Western Maryland Scenic Railroad ran the first of two "Farewell to the 734" photo freight trips on April 2, 2016.

Fifty-five photographers participated in the event, which featured multiple photo runbys at four scenic locations on the former Western Maryland Railway main west of Cumberland, Md. The "photo freight" was comprised of six vintage freight cars along with ex-Western Maryland Railway caboose No. 1813.

Running ahead of the steam-powered freight was a "chase train" consisting of WMSR GP30 No. 501 and coach/snack car No. 112, which transported photographers to the photo stops.

The trip ran flawlessly until the runby at Sunnyside, when a tube inside the boiler developed a leak which sent clouds of steam into the air and hot water running out of the smoke box.

After a brief inspection by WMSR mechanical staff, it was decided to couple the two trains together and head to the WMSR's shop at Ridgeley, W.Va., to drop off the 734. Following this move, the "chase train" proceeded east on the former Western Maryland main two miles beyond Ridgeley yard

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PHOTOS BY ALEX MAYES, POTOMAC CHAPTER NRHS
LEAVING THE YARD – The "photo freight" departs WMSR's Ridgeley yard shortly after being assembled.

NRHS awards Heritage Grants totaling \$35,000 to 14 groups

The National Railway Historical Society (NRHS) has announced 14 recipients of funds from its annual NRHS Heritage Grants Program distribution. The 2016 grants total \$35,000 and are awarded to organizations such as historical societies, museums, and NRHS chapters.

This year's grants were awarded to the following recipients:

- **Thompson Historical Society, Inc.** in Thompson, Conn. — \$1,500 for archival supplies to be used to preserve and make available to the public 6,000 photographs and 2,000 artifacts which comprise the Frank Ramsdell Railroad Collection. The items in the collection span the period from 1830 to 1954.

- **Inland Empire Railway Historical Society** in Reardan, Wash. (Inland Empire Chapter NRHS) — \$3,000 to be used for the construction of a new library room to house a 40-year collection of books, documents, maps, and photos. The collection will be part of a new Inland Northwest Rail Museum, which is presently nearing completion.

- **Colorado Railroad Museum Historical Foundation, Inc.** in Golden, Colo. (Intermountain Chapter NRHS) — \$5,000 for labor costs of elevating and leveling one-half mile of narrow gauge track damaged by winter moisture. This track repair will make possible the resumption of train rides at the museum.

- **Wilmington (N.C.) Railroad Museum Foundation, Inc.** — \$1,250 for preservation and display of an uncommon Railway Express Agency jack-bed cart used to receive caskets of casualties from World War II and the transfer of other bulky items.

- **Friends of the New York Transit Museum** in Brooklyn, N.Y. — \$1,500 to restore 23 seat cushions and a seat back cushion on five early 20th century New York City subway and elevated rail cars to their original appearance and condition.

- **Save the Northfield Depot** in Northfield, Minn. — \$2,000 to recreate and replace missing roof brackets for the roof of a Milwaukee Road depot built in 1888.

- **New Mexico Steam Locomotive and Railroad Historical Society** in Albuquerque, N.M. — \$4,000 for the cost of modern (non-asbestos) boiler insulation materials for ATSF steam locomotive No. 2926.

- **Southeastern Railway Museum, Inc.** in Duluth, Ga. — \$5,000 for the restoration of the sides of Western Union Tool Car No. 3558, built in 1929. The car was used for maintenance by Western Union of its telegraph lines across the nation.

- **Hamlet (N.C.) Historic Depot, Inc.** — \$250 for rewiring and updating internal and external running lights on a Seaboard diesel locomotive and a Seaboard wooden caboose located next to active railroad tracks and part of a three-building complex.

- **Oklahoma Railway Museum Ltd.** in Oklahoma City, Okla. (Central Oklahoma Chapter NRHS) — \$4,000 for cost of materials to be used in the restoration of unique MKT inspection car No. 1045.

- **Minnesota Transportation Museum, Inc.** in St. Paul, Minn. — \$1,500 for the floor restoration of Great Northern Railway car No. 1084, the *Twin Ports*, a buffet-parlor-observation car formerly used on GN's Twin Ports Line.

- **New England Electric Railway Historical Society, Inc.** in Kennebunkport, Maine — \$3,000 to purchase materials for portions of the exterior restoration of interurban car, the *Narcissus*, the last surviving car from the Portland-Lewiston interurban line and the car which carried President Teddy Roosevelt in 1912.

- **Slaton Railroad Heritage Association, Inc.** in Slaton, Tex. — \$1,000 for the exterior restoration of a wooden caboose. The car now sits in front of a restored and operating Harvey House.

- **Baltimore and Ohio Railroad Historical Society** in Baltimore, Md. — \$2,000 to purchase shelves and acid-free archival supplies to house a collection of B&O photos and paper files in a new building to be owned by the Society in Eldersburg, Md.

The NRHS Railway Heritage Grants Program provides financial support to projects that contribute to the preservation of, and education about, railway history. This includes grants for stabilization and restoration of railroad equipment such as steam and diesel locomotives, as well as railway cars and buildings, and for the preservation and archiving of historical records and photographs.

Although most grants in the past have been made for preservation activities, we also encourage projects in research, education, and publications. The largest numbers of grants have been for preservation of:

- Rail equipment – locomotives (both steam and diesel), passenger cars, freight cars, cabooses, and an electric streetcar;
- Railway depots and towers; and
- Archival documents, photographs and pictures (train pictures, railway pictures, photos of trains, etc.).

To see two examples of how the NRHS Heritage Grants Program is helping with restoration projects, please check out the articles on pages 12 and 18 of this edition.

The president's corner

Newsletters help members stay in touch with NRHS events

By AL WEBER, NRHS President

Many chapter newsletters are now done electronically and distributed via newsletter exchanges to many members and non-members. The national and I get many newsletters, and I try to read each one. The newsletters give a view of what is going on in railway preservation all over the world by many, some not in chapters.

Many groups are having a problem with the few that still do not get email or have access to the internet. My chapter is one of those, and we still mail 14 copies of the chapter newsletter. The national also has that problem but on a much larger scale. We need email addresses for all members.

One member said that he did not have email and, after a short talk, I determined that he did have computer and Internet access but really did not have any confidence in how to use it. He saw friends and had taken a course but was still confused on what to push and when. He was afraid of doing something wrong. Well, we all need to get out and help those members get to a library or a local center that has computers and very good help.

The national will still publish in print and mail several *NRHS News* issues per year, but most of our information is online due to the cost and time of printing and mailing. If you know of a member who does not get our publications on line, please consider printing them a copy on your printer.

Several chapter newsletters reprint the main items out of the *NRHS News* for their members. Please consider that process also.

I bring up the newsletter item because I travel for work all over the country and every once in awhile I am in an area where a meeting is being held when I have free time. One of those was recently, and I attended the May meeting of the Florida East Coast Chapter in the Cocoa (Fla.) Public Library. The library is a very nice facility with a very friendly staff, and the members were very nice. We talked about what was going on at national and what they saw as things that national could help them with.

Well, at national we are putting the final finishes on the Denver convention along with the process of RailCamps for 2016. Many volunteers are working on keeping the society running smoothly, and we all need to thank them for their time and effort. We are still working on the membership database changes from the old to the new, and errors and problems are fixed every day in the database by Hugh Harris and Skip Waters. Vice President Joe Maloney is working with chapters to get their membership data updated in the new database and the At-Large directors are working on a notification and update for the members that they represent.

Again thanks for supporting railway history preservation.



PHOTO BY EILEEN WEBER

AT FLORIDA MEETING – NRHS President Al Weber (third from left) and his wife, Eileen, recently attended a meeting of the Florida East Coast NRHS. Pictured, left to right, are: Chapter President and Treasurer Chuck Billings, Hal Greenlee, Weber, Chapter Historian Jerry Sheehan, Bob Robinson, Jerry Anderson and Recording Secretary Dave Klein.

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 continuous 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.

60 Years (Joined 1956)

Carl F. Landeck
Paul W. Overholt

50 Years (Joined 1966)

John H. Amrhein
Jon H. Baake
Ralph V. Balfourt
Paul D. Baringer Sr.
George Bauerschmidt
Thomas A. Biery
H. R. Bolin
Joel S. Boucher
Stanley F. Bowman Jr.
Wallace R. Ely
Edward Fielding
William M. Gladski
Joseph R. Hazinski
John D. Holloway
D. L. Janes
Thomas Johnson
Frank M. Klock
Louise B. Leonard
Donald Lotz
James A. Master
Kenneth S. Peale
Douglas E. Peters
Bradford G. Phillips
Robert E. Sauer Jr.
Richard M. Schroeder
Jerry L. Severson
Robert C. Smith
Dennis E. Tiley
Robert P. Townley
Ann Witte
Gary A. Witte

25 Years (Joined 1991)

W. Reid Adams
Ed Ahrenhoerster
F. Gerard Albers
James Alexander
George G. Alison Jr.
Jack I. Appel
Warren J. Armstrong

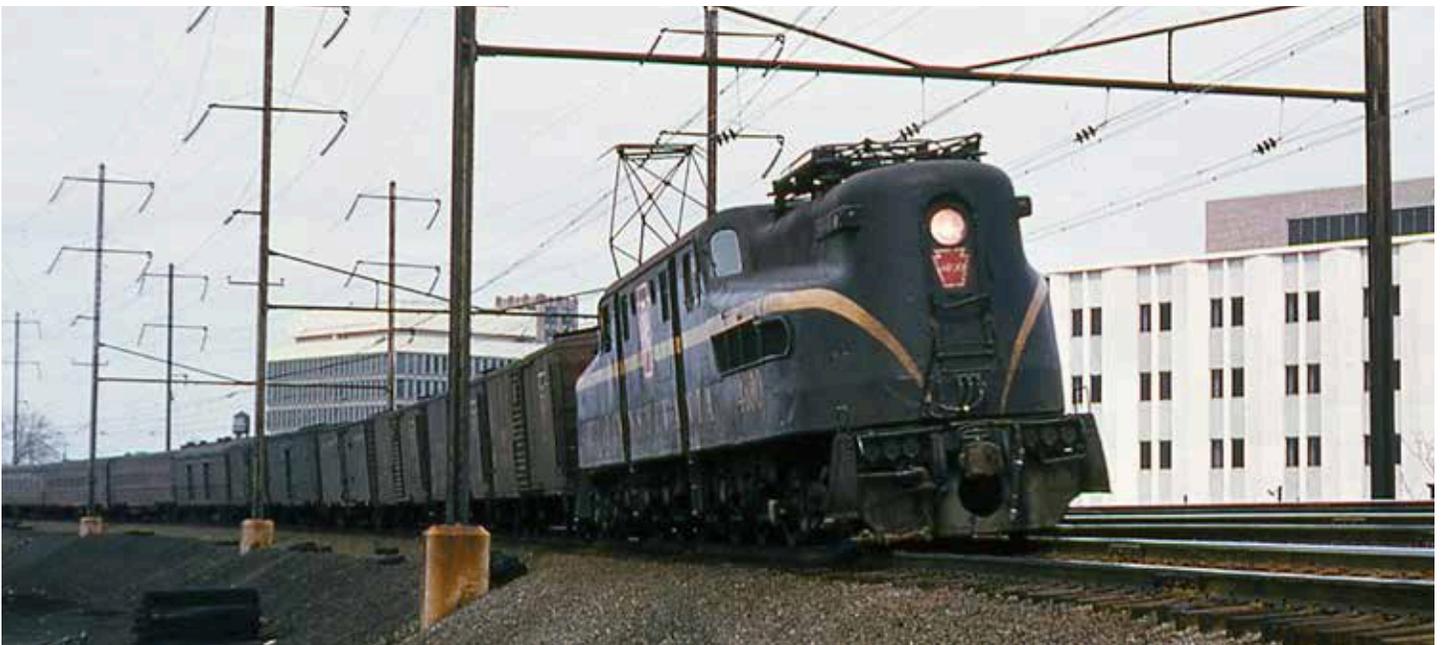
Clint Batterton
Dale E. Bauman
Mark H. Behrens
Bill Benzing
Gerald J. Bergen
Joel R. Bickhart
Howard S. Bidwell
Dieter K. Bilstein
William H. Binns Jr.
Stephen R. Borleske
Jo Etta Brown
Annie Jones Bryant
Robert E. Bryant
Yvonne Buehring Burr
Charles H. Buxton
Robert H. Caletti
David H. Campen
John F. Carver Jr.
Thomas W. Casey
Gerald A. Caterina
Joseph D. Cerreto
William W. Coates
William D. Collingwood
Peter H. Conovich
Robert Cook
Julia T. Cosgrove
Dorothy Crantz
Karl R. Crantz
Gordon K. Cumberland
Delmar E. Curtis
Janet Dale
Charles M. Davis
Howard L. Davis
Imogene R. Davis
Michael H. De Alvarado
Michael F. Dennis
Blair G. Denny
Ira L. Deutsch
Robert C. Dick
Ronald L. Diedrich
Kenneth Donaldson Jr.
Robert P. Douglas
Lawrence R. Duffee
Robert S. Elmore
R. Clark Emerson
Charles W. Eurey Jr.
Ken Faircloth

David K. Feldmaier
Naomi C. Fisher
Louis C. Frees
Paul L. Garwig
Scott E. Gerken
Rich Goodman
Phil Gosney
David M. Graham
R. Jack Grantham
Robert I. Greenberg
William E. Greenwood
Robert L. Grove
Carl Gustafson
Mary A. Habeck
Steven J. Habeck
Richard Habermann
Arthur W. Hall Jr.
Patricia Harrington
Ronny F. Hash
J. Chris Hausler
Florence J. Hedrick
Lenzie J. Hedrick
Robert A. Herman M.D.
Jack Hilborn
Cheryl M. Hinrichs
Gregory J. Hodits
Edward J. Holland Jr.
John R. Iacovino
Katherine R. Isabelle
Neil A. Isabelle
Donald R. Jaworski
William C. Jeske
Alvin Johnson
David E. Johnson
Cheryl J. Kacmarik
Ted J. Kacmarik
Paul G. Kelley
Thomas H. Kennedy
Greg M. Kirk
Richard P. Kramlich
Jim Kreider
Robert J. LaMagna
James G. Lane, Jr.
Jay W. Lathrop
J. Jeffrey Laverty
Harla Lazur
Paul Lebeck

Martin Lewis
 Charles E. Ludemann
 David R. Lugar
 Cathy Lutz
 John A. Lutz
 Edward P. Lynch
 Jim M. Machacek
 James B. MacKnight
 Sharon H. Malcom
 Louis R. Mallard
 Peter J. Marcher
 John Marchisio
 Boyd E. Martin
 Janet L. Martin
 Pierre Mathurin
 Robert R. Mc Clanahan
 Duncan B. Mc Gregor
 Janice E. Mc Gregor
 Robert J. Mc Leod
 Jane Mc Quitty
 Katherine J. Melhorn
 Robert S. Mesite
 John F. Metzger, RN
 Rick L. Miller
 Daniel G. Monroe
 F. Michael Mooney
 Wayland Lee Moore
 Howard A. Morse
 Denis V. Murchison
 Patti J. Murchison
 Randy A. Musser
 Dr. David A. Nealy
 William F. Nichols

Alisa Nolan
 Neil Norkaitis
 Michael Patrick O'Donnell
 Michael F. O'Grady
 Clifford Eugene Orange
 Tommy Parker Jr.
 Rodney Pearson
 Glen Leroy Perry
 John I. Peters III
 Ken E. Pintwala
 Edward J. Ramotowski
 Michael Raymond
 James F. Reed
 Anthony Reevy
 Richard J. Reichenbach
 Richard J. Reynolds III
 Jan B. Rife
 Leonard Rimicci
 Shawn Sanders
 Thomas A. Sanko
 Albert R. Sauer
 Werner J. Sbaschnik
 Samuel J. Scannella
 Paul H. Sears
 Margaret Seidat
 Terry O. Seidat
 Harold "Smoke" Shaak
 Helen V. Shaak
 Leonard Smith
 Philip K. Solomon
 Barbara H. Steele
 Morgan B. Steele
 James Stephens

Shirley L. Stephens
 Richard S. Stephenson
 Louis R. Steuer Jr.
 Connie Stokes
 John W. Stokes
 Ronald Stone
 Robert A. Strickhart Sr.
 William B. Ten Eyck
 John Tully
 Burton W. Vane
 Michael E. Varney
 Brian R. Wagner
 Henry L. Warnken
 Floyd K. Warwick
 George Washington Jr.
 Stephen A. Watrous
 Caroline Weaver
 Cathy Wegner
 Gary O. Weldon
 Raymond M. Wille
 Stanley D. Wilson
 Stuart S. Wilson III
 Reginald Dennis Wirick
 Hugh A. Wise
 Edward J. Wood
 Mary Woods
 Philip C. Woods
 Joseph A. Yorio
 Duke York
 Roger Young
 Susan Young
 Joseph L. Zimmerman
 Philip J. Zocco



PHOTOS BY IRA SILVERMAN, POTOMAC CHAPTER NRHS

VINTAGE POWER – Pennsylvania Railroad GG-1 No. 4880 leads the southbound Manhattan Limited on the big “S” curve south of the Elizabeth, N.J. station in May 1966.

NRHS back in the black; Railcamp programs have full enrollment

By RICHARD SHULBY, National Representative, Baltimore and Piedmont Carolinas Chapters NRHS

The combined meetings of the NRHS board of directors and advisory council were held in Cumberland, Md., on Saturday, April 23, 2016. The advisory council meeting was held in the morning, followed by the board meeting in the afternoon.

The good news continues in that national remains in the black financially. The first of the renewed *Bulletins* has been released, and the first 2016 condensed, printed issue of the *NRHS News* is due out shortly. The 2016 discount listing is due out in the next *NRHS News*.

Nominations for the chair and secretary of the advisory council were opened. Elections are set for the Fall 2016 meeting. Scott Andes expressed willingness to run for the chair position again. Ellen Scott stated she would be willing to run for secretary.

At this point, membership renewals (primary) are down 14 percent from the 2015 total of 7,616. Family member numbers are also down. A second mailing for missing members is going out in the May/June timeframe.

The earlier problems with the Amilia system have apparently been resolved, and the system is online. There are currently 6,512 active Amilia accounts (primary members). Members who have not activated their Amilia accounts are encouraged to do so. A member's user ID is their e-mail address.

It was noted that some of the "join" dates are not correct. Any members finding this issue should report it to Hugh Harris at the NRHS e-mail, so that it can be corrected once the system is tweaked to allow it. Most other information can (and should) be changed by the member, and in the case of an e-mail address, this can currently ONLY be changed by the member. Harris is looking for additional volunteers to assist in the administration of the Amilia system.

The 2016 sessions of RailCamp are full, with 24 participants at RailCamp East, and 12 participants at RailCamp West. There are 15 attendees on full scholarship. For 2017, dates have not yet been set, but there are two sponsors on board at this point. Applications for 2017 will open on Jan. 1, 2017, but sponsors are encouraged to identify potential campers earlier and notify National of the intent to sponsor as soon as possible. The final deadline for sponsored camper applications is March 1, 2017.

Discussions concerning members without e-mail access and/or prefer printed issues of the *NRHS News* was discussed at length. A motion was passed by the advisory council to recommend that the board consider the potential of a publication fee for members desiring this to cover the additional costs of items not normally mailed. This will be considered by the board at a future date. The issue of members who do not have access to e-mail is still being studied, although the

earlier decision to have two copies of the *NRHS News* mailed each year continues as a partial mitigation in the interim. It was reported that NRHS currently shows approximately 1,800 members for whom no e-mail address is on file.

The advisory board elected new members of the NRHS Fund. There were five candidates for four available positions. Steve Siegerist was appointed to fill the final two years of Greg Molloy's term. The fund has been inactive of late, with a large portion of the monies spent in 2015 going toward accounting costs. The fund board has not met since the Utica meeting in fall 2015. There are some issues with getting monies released from the fund which are being reviewed.

Advisory board reports

- The grants committee reported 36 applications for grants this year. Fourteen grants were awarded. Grant levels for 2017 were approved at \$35,000.
- The Southern Methodist University Library has a railroad collection that matches ours in many ways, and they are interested in those portions of our library, especially timetables, which will augment their collection. Library officials were not interested in the collection of Philadelphia street grids, but put NRHS in touch with another library in Philadelphia which is. There is also possible interest in our railroad collection from a library in Connecticut.
- Concerning the film library, all of the 8mm films have been scanned and digitized, but still need to have final image stabilization performed.
- Information relative to the 2017 national budget is being collected for presentation at the fall 2016 meeting.
- Proxies and ballots for 2016 elections are expected to be sent out around June 1, 2016. Three of four current board members up for election are not running for re-election. Nominations were closed March 31, 2016.
- A request from the Cotton Belt Chapter to return their charter was accepted by the board.

The bylaws committee presented a report for review by the advisory council. It consisted of two items, these being a clarification of the definition of a chapter (most of which is already stated in the bylaws), and a multi-optioned proposal to shrink the national board from 25 to seven members. Discussion ensued concerning both proposals.

The advisory council voted to recommend returning the chapter definition to committee for further discussion and clarification, and presentation again at a later date.

Concerning board size, the advisory council recommended tabling discussion of this item to allow the current makeup of the board more time to operate and determine the effectiveness of the current 25-member makeup.

In convention news, the final report for the 2014 convention indicates a loss of \$982. The 2015 convention had 610 participants, but the final audit is not yet complete for this convention, although it appears to be slightly in the red.

The 2016 Denver convention currently has 233 registrants. Dome space on the Royal Gorge trip is sold out. Hotel space is still available for all nights except the Sunday prior to the convention.

There will be a silent auction at the convention for two original paintings owned by the society. The proceeds from this will help fund future grants. The proposed site for the 2017 convention is Nashville, Tenn., probably in late May or early June, to avoid conflict with the Country Music Awards. The 2018 location under consideration is Los Angeles/Southern California, but there are no chapters for either the Railway &

Locomotive Historical Society, Inc. or the NRHS in the area to assist. Another option, in possible conjunction with the RPCA, would be Albuquerque, N.M.

The 2019 plans for the annual convention still center around an early May convention in the Salt Lake City area to coincide with the 150th anniversary of the Golden Spike.

The recovery of the society continues, and I urge all to maintain and/or renew your memberships to support these efforts.

FOLLOW US ON FACEBOOK!

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



ROUNDING THE BEND — *Ira Silverman, a member of Potomac Chapter NRHS board, caught this shot of Amtrak train No. 665 at Gap, Pa., en route from New York to Harrisburg, Pa. on Saturday, April 2, 2016. The NRHS News welcomes railfan shots of "every day" rail activity in addition to photos from personal archives and chapter events. Email your submissions to <nrhsnews@charter.net>.*

Auction to benefit Heritage Grants Program to be held at convention

By NRHS CONVENTION COMMITTEE and HERITAGE GRANTS COMMITTEE

One of the purposes of the NRHS is to support railroad preservation. We do this through the Heritage Grants Program.

This year, we are trying something new at the annual convention, to raise additional funds for the Heritage Grants Program. We are holding a silent auction. Any funds collected will go into a fund for the 2017 grants.

Auction items will be set out for bid in the convention registration room on Monday, July 18, at the host hotel. Bids may be made whenever the registration room is open. The auction will close on Friday, July 22 at 6 p.m.

Winners will be announced at the banquet, and will be posted on the message board. Items may be paid for and picked up Friday evening after the banquet or Saturday morning before the excursion. We will accept payment by cash, check, or credit/debit card.

If you are unable to attend the convention, and wish to bid on some of the auction items, you may do so by sending an email to: <eileenweber@charter.net>, with the subject "Silent Auction". Please include the item description of the item you wish to bid on, your initial bid, your final bid, and contact information where we can reach you on Friday evening, July 22 and Saturday morning, July 23.

We will submit your initial bid. We may place another bid for you once per day, but are not required to do so. At the end of the auction, someone will make your final bid for you (if higher than any of the current bids), at 10 minutes before the auction closes. If your final bid is below that of an on-site bidder, we may contact you to find out your intentions regarding a higher bid, but we are not required to do so.

If you win an item, we will contact you for payment information. You will also be required to pay a shipping charge.

As of this writing, the items listed below (some offered by an NRHS member who wished to remain anonymous) will be offered for sale at the auction. We may be adding a few more items before the convention actually starts, and some of these may be removed, if we get "better" items for you.

Item 1 — Special experience with the Milwaukee 261 steam engine. Details are still being worked out. Officials have agreed to do something combined with their Christmas Train weekend, or on another weekend that is convenient for the winner. Donated by Milwaukee 261 with donor value listed as "priceless."

Item 2 — Book, *Focused on Steam; 50 Years of Steam Locomotive Photography*, by Ken Kraemer, signed by author. The item was donated by anonymous member with the estimated value of \$50.



Item 3 — The Washington D.C. Chapter NRHS has donated a guided, stationary tour of the classic 1923 Pullman car *Dover Harbor* (shown above) for one to four people by a knowledgeable docent. The tour will be at a reasonably mutually agreeable time and will last approximately one hour. The winner may take as many pictures of the interior and exterior as you wish. The tour will likely take place in the Washington, D.C. metropolitan area on a "not-to-interfere" basis but we will make reasonable effort to make it happen. When in doubt, the chapter schedule takes precedence. This offer expires July 15, 2017. The car is not handicap/ADA accessible or accessible for the physically challenged.

Item 4 — Pocket or necklace watch with train motif (right). Winner may choose the pocket watch or necklace. The item was donated by anonymous member with the estimated value of \$25.

Item 5 — Set of eight Disney character train pins. Characters include Mickey, Minnie, Donald, Goofy, Pluto, Chip, Dale, and Stitch. The item was donated by anonymous member with the estimated value of \$40.

Item 6 — Coach tickets to the 50th anniversary New River Train on

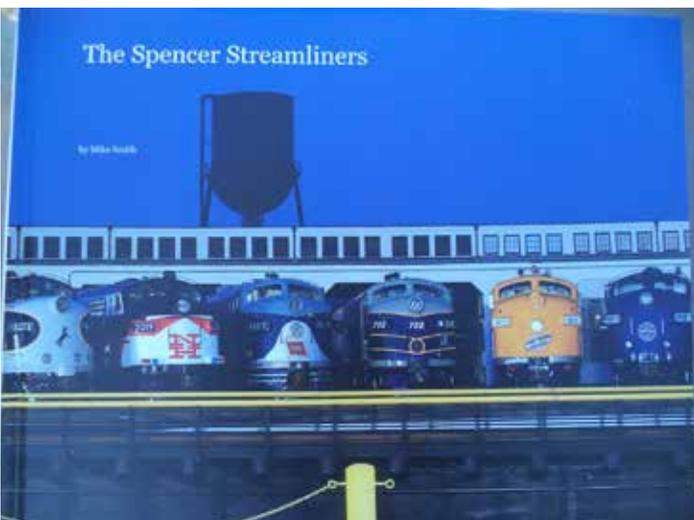


Sunday, Oct. 23. This item Includes train ride only and does not include any other transportation or accommodations. Winner may upgrade tickets at an additional charge, if such seats are still available. This item, donated by the Collis P. Huntington Railroad Historical Society, Inc., is valued at \$298. <www.NewRiverTrain.com>.



Item 7 — Painting from the NRHS collection. “Tom’s River 5509 Train” (above) by H. Hargrove. Framed, oil on canvas, 8”x10”, signed right center. Provenance: International Galleries, Orland Square, IL. Excellent condition. Donated by: NRHS. Appraised value and minimum bid, \$400.

Item 8 — A membership package from the Missouri Pacific Historical Society (MPHS). Includes one-year membership in the Society, free convention registration for MPHS annual convention in Jefferson City, Mo., Oct. 6-9; a five DVD set; and a MoPac hat. Donated by Missouri Pacific Historical Society with a donor value of \$125. <www.Mopac.org>



Item 9 — Book, *The Spencer Streamliners*, by Mike Smith (above). This photo book shows the Streamliners during the special event on May 29-June 1, 2014 at the N.C. Transportation Museum. The item was donated by Eileen Weber with the estimated value of \$75.

Item 10 — Book, *The Crystal River Pictorial*, by Dell McCoy and Russ Collman, signed by both authors. Numbered 01615. Donated by the estate of Ray Gehl, a founding member of the St. Louis Chapter NRHS. Book is valued by donor at \$50.

Item 11 — Two tickets to Durango & Silverton railroad for coach class seats on train ride. Tickets must be used within two years. Donated by Durango & Silverton Narrow Gauge Railroad with donor value of \$100.



Item 12 — Painting from the NRHS collection “7038 Train” by H. Hargrove (above). Framed, oil on canvas, 8” x 10”, signed bottom left. Excellent condition. Donated by NRHS. Appraised value and minimum bid \$300.

Any winners whose bids exceed the donor value may receive a tax letter for the amount exceeding the value.

In addition to the silent auction, the registration room will have jars for your donations to the NRHS general fund, the Heritage Grants fund and the RailCamp fund. There will also be a jar for donations to help fund the NRHS library. A donation to any of these funds (or combination of funds) of \$100 or more allows you to choose a Disney train pin. You will also receive a pin for the Roundhouse Society. At the banquet on Friday evening, we will again be taking up a “pass the hat” collection to support RailCamp.

NRHS representatives in the registration room will be conducting a silent auction for cab rides for the trips on Thursday (if available) and Saturday. There will be multiple winners for each trip. Saturday’s cab ride winners will be announced at the banquet on Friday, and will also be posted on the message board.

Trips for convention selling out quickly

CONTINUED FROM PAGE 1

24, please register now. To register, visit <<http://nrhs.com/content/2016-convention>>. The Holiday Inn Denver East-Stratton will be the host hotel for the convention. Phone 855-914-1373 to check on room availability. and ask for the NRHS discount.

Young railfan gets a treat for fifth birthday...

but will the 611 fit on his layout at home?



PHOTOS BY MATT BRUNING

THE NEXT GENERATION OF STEAM LOVERS — *Charlie Bruning received a fifth birthday present he'll never forget as he got to see the former N&W J 611 thunder past him in Reidsville, N.C. on Saturday, April 9, en route from Spencer, N.C. to Lynchburg, Va. Charlie's grandfather, Jon Mark Hall, got him interested in trains a couple of years ago. The young man's favorite has always been the 611. According to Charlie's father, Matt, "When we saw that they were restoring the mighty 611, we promised Charlie we would take him to see it. Of course, when we noticed it was running on his birthday, we had to take him. We live in Chillicothe, Ohio. My father-in-law rented a large conversion van, and away we went. Charlie was so excited that morning. We set up just north of Reidsville for our first sighting. His smile was brighter than the headlight on the 611 as he heard the whistle. After it roared by, we jumped in the van and followed it a few miles north, stopping one final time. That's when I snapped the photo. It was a fifth birthday he will never forget."*

38th annual Blue Ridge Chapter model train show planned Aug. 13

The Blue Ridge Chapter NRHS will hold its 38th annual model train and railroadiana show and sale on Saturday, Aug. 13, 9 a.m.-3 p.m. in the air conditioned Boonsboro Ruritan Club at 1065 Coffee Road, Lynchburg, Va.

There will be plenty of free parking on site, and the building is handicapped accessible.

Operating model train layouts will be on display, and model trains and railroad memorabilia will be offered for sale. If you

want to sell your old model trains, we offer a service for you to consign your items on our "white elephant" table. You will also find items for the serious collector.

Admission \$6 per person, or \$10 for a family admission. There is no charge for children 12 and under with a paying adult.

For more information, call Norris Deyerle at (434) 237-4912 or visit our website <www.blueridgenrhs.org>.

Banquet, ALLN trip highlight Lehigh Valley Chapter celebration

By Jim Rowland, Lehigh Valley Chapter NRHS President, Membership Chairman, and Editor

The members of the Lehigh Valley Chapter NRHS held their annual chapter banquet on Saturday, April 16. While this in and of itself is not a large event, the banquet marked our chapter's 75th year of continued existence.

Chapter members and attendees first enjoyed a chartered train trip, with photo stops, on the new Allentown & Auburn Railroad (ALLN). The ALLN is the most recent operator of the former Reading Company's Kutztown Branch.

Riders and photographers enjoyed a beautiful afternoon riding the bucolic line. A short stop at Topton, Pa., enabled riders to detrain for some photos. Topton is the site of ALLN's connection with the Norfolk Southern mainline, and NS cooperated by sending an intermodal train west with their Virginian heritage unit in the consist.

Once the train arrived back at the Kutztown station, an excellent catered meal was provided to the approximately 50 people in attendance. Prior to the entertainment portion of the event, District Two Representative Harold Shaak and NRHS Vice President Joe Maloney presented President Jim Rowland with a 75th anniversary award.

There are very few chapters that have had the longevity that we have enjoyed.

President Rowland also accepted on behalf of the chapter some memorabilia from the Lehigh & New England Railroad. The L.V. chapter collaborated with another organization to acquire the last L&NE diesel locomotive (see page 34), and the donating member felt it was appropriate to provide them.

The L.V. Chapter meets on the third Saturday of every month, 7 p.m. at the LANTA offices at 1060 Lehigh Street Allentown, Pa. 18103. Anyone interested in rail transportation is welcomed.



PHOTO BY DOUG PETERS, LEHIGH VALLEY CHAPTER NRHS

PART OF CELEBRATION — *Members of the Lehigh Valley Chapter NRHS enjoyed a trip on the new Allentown & Auburn Railroad as part of the chapter's 75th anniversary celebration.*



PHOTO BY DOUG PETERS, LEHIGH VALLEY CHAPTER NRHS

AT 75TH ANNIVERSARY CELEBRATION — *Jim Rowland (center), the president of the Lehigh Valley Chapter NRHS, displays the chapter's 75th anniversary certificate presented to the chapter by NRHS District 2 Director Harold "Smoke" Shaak (left), and NRHS Vice President Joe Maloney (right).*



SABATTUS MAINE VALLEE PHOTO PROVIDED BY NARCISSUS RENOVATION PROJECT TEAM, SEASHORE TROLLEY MUSEUM
LOADED AND READY – *The Narcissus is shown loaded on a trailer and ready for the trip to the Seashore Trolley Museum in October 1969. The car had been used by a family as its summer camp, and the museum had to build a replacement “camp,” shown in the background), to get the car.*

Theodore Roosevelt’s Maine ride, *Narcissus*, being restored

By PHILIP W. MORSE, Project Manager of *Narcissus* Renovation, Seashore Trolley Museum

In 1980, the National Register of Historic Places approved admission for 10 Maine railway vehicles from the Seashore Trolley Museum in Kennebunkport, Maine. One of those 10 historic treasures is the 1912 high-speed wooden interurban coach from the Portland-Lewiston Interurban, No. 14, *Narcissus*.

The *Narcissus* had the distinct pleasure of having the 26th president of the United States, Theodore Roosevelt, as a passenger from Lewiston, Maine to Portland, Maine on Aug. 18, 1914.

The *Narcissus* is currently in Seashore Trolley Museum’s Town House Restoration Shop undergoing complete restoration of its exterior. This is Phase One of three phases that, when all are com-

pleted, will have the iconic railway jewel from Maine once again under her own power and carrying cheerful passengers within the confines of her luxuriously appointed interior.

W. S. Libbey is the Lewiston businessman who financed and

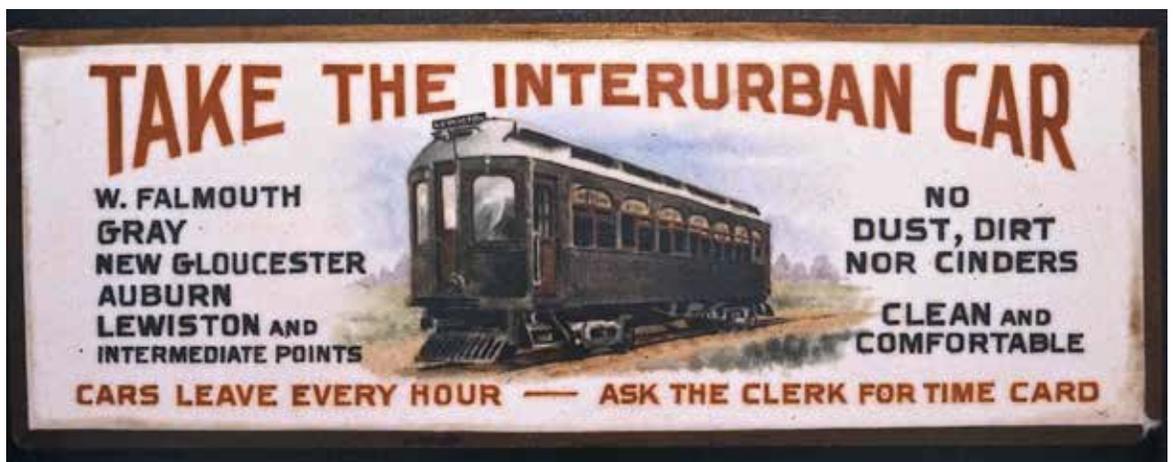


PHOTO PROVIDED BY NARCISSUS RENOVATION PROJECT TEAM, SEASHORE TROLLEY MUSEUM
ON DISPLAY – *The Seashore Trolley Museum has on display an original PLI ceramic, colored sign from the ticket booth for the interurban car.*

built the nearly 30-mile Portland-Lewiston Interurban. His family-published biography says, "With the same care and precision he had devoted to all his affairs, Libbey conceived of the Interurban as the fastest, quietest, most luxurious transportation yet available. Each richly furnished car was given the name of a flower. Mayflowers were Libbey's favorite."

His desire was that each of the cars have a distinct personality and not be identified merely by a number. Reaching speeds of up to 80 mph, the *Narcissus* and her six sister interurbans served more than seven million passengers from 1914 through 1933.

In 1934, J. Henry Vallee purchased the body of the *Narcissus* for \$100 and moved it to Sabattus,



AT CAMP SITE – J. Henry Vallee is shown on March 5 1969, with the *Narcissus* and building materials for the new camp in the background.



ORIGINAL SASH – When finished, the *Narcissus* will include some of the original mahogany sash and ornate leaded stained glass window eyebrows.



THE FIRST DAY – The *Narcissus* is shown on its first day in the shop for restoration.



LIKE NEW AGAIN — *The original window lifts are ready to be re-installed after being cleaned and polished by volunteers.*

Maine to become his family's summer camp for the next 35 years. Over many years, Seashore Trolley Museum members negotiated with Vallee to purchase the *Narcissus*. Ultimately, the negotiations led to the museum "building" a three-room replacement cottage on a foundation. With much local fanfare, in late October 1969 the *Narcissus* was trucked to Seashore Trolley Museum.

Over the past 45 years, monies have been raised and many missing components needed to fully restore the *Narcissus* to operating condition have been acquired. As early as 1965, years before the museum members knew for certain that the *Narcissus* would be acquired, they were able to locate a set of trucks that closely matched the originals.

Later that year, as a gesture of international goodwill — and with the help of Maine's Governor John Reed — the trucks were donated to the museum by the Canadian National Railways.

Over the years, the *Narcissus* had work of one nature or another done in the restoration shop. In addition, many smaller components have received attention and have been in storage, awaiting their use in the restoration.

As a result of successful fundraising in 2014, the *Narcissus* entered the Town House Restoration Shop on May 20, 2014 to begin Phase One of the restoration. In a nutshell, Phase One will completely restore the exterior of the *Narcissus*. Phase Two will completely restore the interior. Phase Three includes education and exhibit programming, as well as restoration of all the mechanicals and remaining components needed to have a fully operating *Narcissus* carrying passengers on the museum's heritage railway in Kennebunkport.

To assist with the restoration, the NRHS Heritage Grants fund awarded \$3,000 to the New England Electric Railway Historical Society, Inc. in April. The money will be used to purchase materials for portions of the exterior restoration of the *Narcissus*.

With steady and sufficient funding, the *Narcissus* is expected to be fully restored and operating on the railway by 2019.



CHECKING ON PROGRESS — *Donald Curry, the lead restoration technician on the Narcissus project, is shown in the vestibule No. 1 end of the car on Nov. 25, 2015.*

Be sure to vote and return ballots for NRHS board election

The ballots for the 2016 NRHS national board of directors election were scheduled to be in the mail around June 1. NRHS officials urge all members to return a completed ballot.

Approximately half of the seats are on the ballot this year, and the winners will be seated for four-year terms. Elections for staggered terms are held every two years. Al Weber was elected as president in 2014, while Vice President Joe Maloney is running unopposed for a new four-year term this year.

There are no contested races on the ballot for this election.

Each ballot is accompanied by an official return envelope. Only ballots returned in this envelope will be considered official ballots. Ballots returned in any other envelope will be discarded. Ballots may be in another shipping envelope (such as a UPS or FedEx envelope) as long as the ballot is sealed in the official return envelope provided.

You can return your ballot now, as the NRHS is accepting ballots. Remember that all ballots must be postmarked no later than Aug. 1, 2016 to be counted.

Election shall be by a plurality of those votes legally cast. The results will be certified by the general counsel of the NRHS and the electoral committee in late August 2016.

Results will be available on the NRHS website and will be published in the *NRHS News* and *NRHS Telegraph* after the vote certification and notification of the candidates.

Biographical sketches for the four candidates who are running for the NRHS board for the first time are included below.

Vice President

Joseph Maloney Incumbent

Global Director (Vote for Three)

Robert Ernst Incumbent
Walter Zullig Incumbent
William Brotherton..... See bio and photo below

District director

District 1 Tony White (Incumbent)
District 2 Charles Webb (See bio and photo below)
District 3 Ralph Robert Bitzer (Incumbent)
District 4 Charles S. Williams (See bio and photo below)
District 5 Wesley Ross (Incumbent)
District 6 Duane Durr (Incumbent)
District 7 Skip Waters (Incumbent)
District A, At-Large East Wesley Weis (Incumbent)
District B, At-Large West Ricky Durrant (Bio, photo below)

Biographical information for first-time board candidates

William Brotherton (candidate for global director)

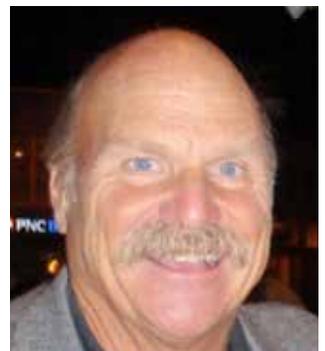
“I’m a long-time member in the NRHS, and first served as a volunteer at the Southeastern Railway Museum, just north of Atlanta, where I grew up.

“At age 19, I worked with the legendary master steam mechanic, Bill Purdie, on steam locomotive restoration projects. I spent summers on the family farm in Vermont, where my mother was from, and learned to love the Rutland, its classic RS-3s, and its milk trains.

“After moving to North Dakota in 1977 and graduating from the University of North Dakota, I hired on as a brakeman/conductor with the Burlington Northern, working freight trains throughout the West out of Alliance, Neb., and Grand Forks and Minot, N.D.

“In 1980, I was given the choice of becoming a locomotive engineer or trainmaster, and chose trainmaster (the most difficult job in the world). Transferred to Denver, I was assigned to the Colorado & Southern and worked 14-hour night shifts at the legendary Rice yard.

“When buyouts were offered as a result of the Crew Consist Act, I moved back to Georgia and worked as an environmental engineer for the next 15 years, moving to Texas in 1985. In 1989, I obtained my M.S. in Environmental Science from the University of Texas at Dallas, and went on to obtain a law degree from Texas Wesleyan University School of Law (now Texas A&M) after four years of night classes, while serving as the regional manager for BCM Engineers in Dallas. After obtaining my law degree, I taught environmental law as an adjunct professor at Texas Christian University for 12 years.



WILLIAM BROTHERTON

“Throughout my engineering and legal careers, I have stayed involved in railroading. A frequent writer on railroad topics, I wrote a series of articles about my railroad career which was published in *Trains Magazine*. That led to my book, *Burlington Northern Adventures: Railroading in the Days of the Caboose*, published in 2004 by South Platte Press and now in its second printing.

“Most recently, I was able to help orchestrate the successful move of the Museum of the American Railroad from its long-time home in Fair Park in Dallas to a new 14-acre facility in Frisco, Tex. I was also able to arrange for significant funding to assist in the move of the museum’s historic switch tower and late 1800s depot. I now serve as the museum’s general

counsel. Our goal at the museum is to make it one of the best in the world.”

William Brotherton — “Why I’m running for global director”

“I love railroading and its story, and I believe my enthusiasm, high level of energy, and business abilities can benefit a proud but struggling NRHS. I started the Brotherton Law Firm in 1997 in Dallas-Fort Worth as a solo practice, and we have grown over the years to nine attorneys and two offices. Our niche is complex civil litigation, and I am licensed with the State Bar of Texas, the Northern and Eastern Districts of Texas, and the Supreme Court of the United States. We currently have active cases throughout Texas, and in West Virginia and Virginia, with pending actions in North Dakota.

“For over 45 years, I have been a volunteer and, in addition to my railroad museum activities, have served with such organizations as the Grand Forks (North Dakota) Community Development Commission, the North Dakota Agricultural Energy Commission, the Flower Mound (Texas) Planning & Zoning Commission, the Upper Trinity Regional Water District (Texas) and the Masters. Since 2006, I have served as a gallery guard on the 14th hole, where I get to meet people from all over the world and, best of all, return to Augusta National in May to play the course.

“The key issue for the NRHS is to make it relevant in today’s times, and to grow new members. To do that, we have to take bold steps and tell our story about how the history of railroading is intertwined with the history of America. That means we have to become better at using publicity to promote who we are and why people should join us. I know a little something about publicity, having used it to tell the world about our law firm, our cases and even my 1976 Chevy van, which I slept in when I worked as a ‘Boomer’ for the BN. The article, titled *The Million Mile Van: A 1976 Chevrolet G 10 Rolls on with Memories*, was published in the *Wall Street Journal* on Sept. 15, 2015.

“I look forward to serving.”

Ricky Durrant — (candidate for District B, At-Large West seat)

“I was born in Rawlins, Wyo., the son of a roadmaster and telegraph operator. So, since a young age, I have been around the railroad and railroad history.

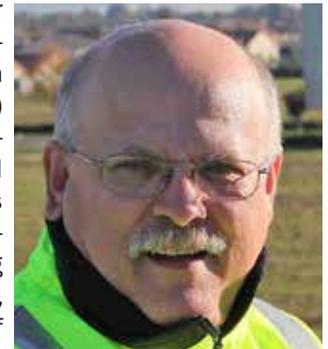
“From Rawlins, we moved to Portland, Ore., and then to Lawrence, Kan. where I was raised. During the summers, we would either ride the Streamliners on vacation or travel to Arkansas and spent time on the Reader Railroad when it was still a freight railroad.

“In 1971, I started work on the Union Pacific as a small track machine operator (Jackson tamper) and on a system tie gang. After graduating from Lawrence High School (1972), I worked as a track machine operator on a system surfacing and lining gang on the Kansas Division. I then went on to work with the chief engineers’ survey party (1972-1973),

and went into engine service at Kansas City (1973), running Kansas City to Marysville and Salina, Kan.

“During this time, I learned and enhanced my photography skills and recorded the way of life and of the era I was working in. I was promoted to road foreman of engines (1979) in Marysville, Kan. and (1981) Green River, Wyo. At Green River, I became a member of the Promontory Chapter NRHS, meeting members while on a chapter excursion. At the same time, I spent numerous hours documenting the history of the railroad and coal mines in Wyoming.

“I was promoted to trainmaster in Rawlins, Wyo., (1985) and worked with various civic historical groups and economic groups in various positions, promoting the local culture. In 1990, for the Wyoming State Centennial, I was awarded the honor of being one of the “Wyoming 100,” an award given to the top 100 state citizens for promoting historical preservation. I was the manager for train operations at Salem, Ill. (1990) and given the opportunity to research and document the C&EI railroad. At North Platte, I was senior manager of Terminal Operations (1993) before moving on to Pocatello, Idaho (1996), and Salt Lake City as director of transportation services (1997). Along the way, at all territories, I was researching and documenting the history of the company for future compilation.



RICKY DURRANT

“Next I was general director of quality assurance for the western region (1999), covering operations. My final move was to Omaha (2012) as general director of Positive Train Control.

“I volunteer at local historical locations and research history and genealogy in my spare time. I have been married to the former Carolyn Statler since 1990, and have two daughters, one in the medical field and the other in railroad transportation.”

Durrant — “Why I’m running for District B, At-Large seat”

“I have watched various groups and individuals in my lifetime save railroad equipment and items relating to the life we call railroading. One thing missing on a lot of levels is having the actual railroaders’ side of the lifestyle told and saved. There are many projects addressing this, but I believe we are missing this part of the story at many different levels of preservation.

“From the gandy dancer’s life, the porter’s recollections, and the views and work styles of the general managers and vice presidents, we need to address the stories that have made this mode of transportation rich in culture and history.

“With the changing technology we are facing in this field, the documentation of the current story is also important for the next generation. It will mean the same to them as a steam whistle does to us. I believe I can bring a ‘rails’ viewpoint to

the board and help improve the accessibility for researchers to get to the material they need. We need to address the membership ranks among us and help promote the organization more, especially to the generations just now embracing our passion for this mode of transportation.”

Charles Webb – Biographical information

“Born in 1958 and growing up in West Chester, Pa., I couldn’t help becoming an avid fan of the Pennsy. The West Chester Branch of the PRR ran right by my elementary school. I remember making a deal with my teacher that if I paid attention in class and got good grades she would allow me to sit facing the window so I could see the MP 54 electrics or the diesel freights.

“My earliest recollection of “train watching” occurred on a Sunday night before 1962 when I remember seeing a train of steam engines being towed to the scrap yard near Coatesville PA. I also received a cherished Christmas gift of a Lionel HO gauge train for Christmas in 1961. While it might seem odd that I remember these things so well for being only 3 years old, I have hung onto these memories because my father passed away in the summer of 1962. He was a “rail fan” and his stepfather was a railroad conductor in Buffalo NY. My dad left me with his love of trains and it’s in my genes.

“As you can see my interest in railroading and railroads have been with me since I was quite young. I guess timing is everything in that I was graduating from high school and college during the latter part of the Penn Central years and the early Conrail days when layoffs in the rail industry were widespread. I did work for a bit on the Octoraro Railroad in Kennett Square, Pa. My senior paper in high school was on the history of the railroad in West Chester.



CHARLES WEBB

“In 1981, I graduated from West Chester University with a degree in political science/public administration. My senior paper was on the potential impacts of the then newly passed Staggers Rail Act of 1980.

“With no opportunities in the railroad industry I took a management position with the Pennsylvania Department of Transportation. I held various management positions since 1985. In 1992 I moved to York, Pa. I retired from state government in 2015. In addition, I have worked in the insurance industry for over 10 years on a part-time basis and served as a volunteer firefighter/emergency medical technician for over 30 years. I currently am building my own insurance business and advertising business.

“I belong to the following additional groups: Harrisburg Chapter of the National Railway Historic Society and both the

Northern Central and Philadelphia chapters of the Pennsylvania Railroad Technical and Historical Society. I am an avid railroad photographer and collector of railroadiana. I also collect model trains such as Lionel and American Flyer. I have travelled extensively via Amtrak with our most recent trip being on the Acela to New York City at Christmas. We travelled twice to Chicago via the *Capitol* in the last couple of years to see two of our sons graduate from Navy boot camp. My wife, Patti and I enjoy traveling to any town where there are railroad tracks and/or antique shops. We enjoy the history of the rails as well as modern day railroading. We have three sons, a daughter and two granddaughters.

Charles S. Williams – Biographical information

“I am a life-long resident of Wilkes County, located in the foothills of northwest North Carolina. While attending Greensboro College, I worked as a reporter and photographer at *Southern MotoRacing* newspaper in Winston-Salem before starting my 40-year career at the *Wilkes Journal-Patriot* in North Wilkesboro. After beginning as a general assignment news and sports reporter/photographer at the newspaper, I served as the paper’s first sports editor and later served as editor for over 20 years before retiring on Aug. 13, 2014.



CHARLES S. WILLIAMS

“My first exposure to the NRHS was on a Norfolk Southern steam excursion behind No. 1218 to Asheville sponsored by the Greensboro Chapter NRHS. I joined the Alexander Chapter of the NRHS in the early 1990s. Also, I was a co-founder of the Yadkin Valley Chapter NRHS, which was chartered in 1995. I was the editor of the newsletter for the two chapters and served as president of the Yadkin Valley Chapter for several years. As president, I was responsible for securing a long-term lease, for \$1 a year, on a building owned by the Town of North Wilkesboro (the former Wilkes Art Gallery) for use as the chapter ‘home.’ Over the years, I have helped as car host for excursions sponsored by the Watauga Valley, Charlotte and Roanoke NRHS chapters.

“Since 2004, I have served as the editor of the *NRHS News*, which has grown from a 12-page, 8.5”X5.5” black and white newsletter, to a 20-page, full-color 8.5”X11” printed edition, and finally to the current full-color electronic (.pdf) edition which averages 24-plus pages and is distributed six times a year to the NRHS membership. For several years, I compiled and edited chapter reports for the *Annual Activities Directory* of the *NRHS Bulletin*.

“Currently, I maintain memberships in the Samuel Spencer, Alexander and Tidewater NRHS chapters. My wife, Debbie, is the program coordinator for the sports medicine fellowship at Wake Forest Baptist Hospital in Winston-Salem, N.C., and we have homes in Wilkes County and Mocksville, N.C.



PHOTO BY GEORGE KRAMBLES

ON NORTH SHORE LINE — *The Electroliner is shown here when it was in service on the North Shore Line between Milwaukee and Chicago.*

Illinois Railway Museum restoring Electroliner to former glory

By TOM SHARRATT, Illinois Railway Museum

The Chicago, North Shore and Milwaukee Railroad (NSL) ended service on a frigid Jan. 20, 1963. One of the most famous American electric interurban railroads, many books and stories in fan magazines have been written about all aspects of its life and times.

Many pieces of NSL equipment were saved and are displayed and/or operated at a number of museums, including both Electroliners, the only successful interurban streamliners. One is located at the Rockhill Trolley Museum in Pennsylvania, where it is being restored as a "Liberty Liner," (as the two trains were called during their second career on the Red Arrow Lines in Philadelphia). It was restored to limited operating condition several years ago and is facing a long-term restoration of the interior and exterior.

The other Liner returned to Illinois and is one of the crown jewels of the collection at the Illinois Railway Museum (IRM) in Union, Ill.

When trainset 801-802 arrived at IRM in the late 1980s, a costly and exten-

sive project was undertaken to restore it to its original colors and configuration. A number of modifications were made for its service in Philadelphia including adding two doors, re-



PHOTO BY JOE STUPAR

WAITING FOR SHIPMENT — *The Electroliner motors are shown in the IRM shop, waiting to be shipped to the contractor.*



PHOTO BY TOM SHARRATT

MINIMAL WORK NEEDED – *The tavern lounge car in the Electroliner is in good shape for its age, so only minimal restoration work will be needed.*

moving step wells and trolley poles, and changing the paint scheme. The result was a truly breathtaking exterior restoration. An NSL Electroliner had been returned to its glory days.

But when it was taken out on the museum's five-mile sig-

naled mainline, it quickly became evident that there were serious motor and other problems that were beyond the ability of the museum to correct with funding then available. It was removed from service and put on display in one of the museum's many car barns, seldom to see the light of day for the next 20-plus years.



PHOTO COURTESY OF AVALON RAILCAR

FOR INSPECTION – *One of the Liner's trucks is shown disassembled at Avalon Rail. This is almost certainly the most detailed inspection the trucks have had since they were accepted by St. Louis Car Company 75 years ago.*

In 2013, a group of NSL fans decided it was time to complete the restoration and get the train running in time for its 75th anniversary, which was coming up in January 2016.

The train was brought out for the popular three-day 2013 July 4 weekend. Temporary air conditioning was arranged, and tours of the inside were given to announce the start of a "Campaign to Restore the Electroliner."

The intent of this campaign is not only to restore the train to operating condition, but to do a



PHOTO BY JOE STUPAR

IN THE SHOP – *The Electroliner is shown in the IRM shop, where it is undergoing restoration.*

complete interior restoration that was planned but not completed during the initial restoration over 25 years ago. It soon became clear that the goal of having the train operate for its 75th anniversary was not achievable, and that this effort would be one of the most expensive single equipment restoration projects in the museum's history...probably the most expensive.

Fund raising was begun, and the initial response was promising. By the end of the first year, over \$120,000 had been raised, including a \$10,000 NRHS grant. It was understood, however, that for the heavy work that needed to be done, this was a drop in the proverbial bucket.

Then several very generous donors came forward – all very unexpectedly – and by the end of the second year, over \$550,000 had been raised. That trend has continued, and we now have re-

ceived over \$800,000 from more than 370 donors. We have roughly two-thirds of what the estimated total cost will be.

So now that IRM has raised a significant amount of money, what is being done?



PHOTO BY TOM SHARRATT

IN LOUNGE CAR – *The original artwork (circa 1941) in the tavern lounge is still in good shape and did not require restoration.*

Each of the three coaches is being renovated, one at a time. The sealed windows have been inspected, and new gasket material is being ordered. The entire interior of each car will be repainted; air conditioning ducts are being cleaned and replaced if necessary; and all the seats are being reupholstered.

You may contact the author at <tssharratt@mwt.net> or (608) 634-2118 for a complete list of incentives, including how you can “Buy a Seat” and get swatches of the original and new upholstery, or earn an hour operating one of the museum’s NSL conventional cars.

The tavern lounge car will receive minimal restoration. The original fanciful elephants and giraffes that decorate the walls above the windows were retained by the Red Arrow Lines, and the seats and tables are in quite good condition, as is the bar. Attempts are being made to find an authentic grill and coffee maker so that it may be possible to once again enjoy an “Electroburger.”

The train, which was articulated to allow the Liners to negotiate Chicago’s “L,” has been separated, with each car being placed on a pair of shop trucks. That has made for some really unique photo opportunities. This allowed volunteers to remove all eight motors which, along with three spares, have been sent to a Chicago area contractor for inspection and repair. It is anticipated that this work will be done by the end of 2016.

The trucks and wheels have been separated and shipped to contractors. Avalon Railcar in Milwaukee has disassembled all the trucks for inspection and repair as necessary. The wheels, axles and brake gear have been sent to a local contractor that has done similar work for the museum in the past. They will be inspected and repaired or replaced as necessary, including re-profiling the wheels.

When these major components are returned, the train will be reassembled, and attention will be focused on the air conditioning system. At the same time, other deficiencies that are found (electrical, plumbing, brake lines, etc.) will be replaced or repaired.

The end result of this campaign will be to restore the entire train to

full operating condition as it was on the North Shore Line in the 1950s, and have it last for another 75 years. It is hoped that the train will be able to operate (but not carry passengers) by late 2017 or early 2018. A number of “photographers specials” will be run to help raise money. Contact the author for a complete list of incentives. By 2020, it is expected that the entire train will be fully restored and ready to enter service at the museum.

Volunteers are considering acquiring replica china and silverware for use in the tavern lounge and to sell to fans. And the “formula” for the coffee that was served on the Electroliner has been located and likely will soon be available for purchase.

You soon will be able to ride the Electroliner in all her glory, not at the speeds she was designed to achieve, but in the same comfort as passengers enjoyed for 22 years on the North Shore Line. If you are lucky (or quick) enough, you may be able to snag the prized “railfan” seat in the front of the train as I did when I rode an Electroliner in the 1960s.

NRHS thanked for help in ‘getting the ball rolling’

IRM officials wish to thank the NRHS and its members for their donation, which is credited with “getting the ball rolling!” It really helped. The museum is still accepting donations in order to complete the restoration of this historically significant train. Contact the author for details.

The Liner has a Facebook page at <www.facebook.com/Electroliner>. Check it out for many pictures from the time of construction in 1940 up to the present time at IRM.



PHOTO BY JOE STUPAR

AFTER SPLIT— The Electroliner is shown after the train was “split” so the train’s five trucks could be shipped to Avalon Railcar for disassembly and inspection.

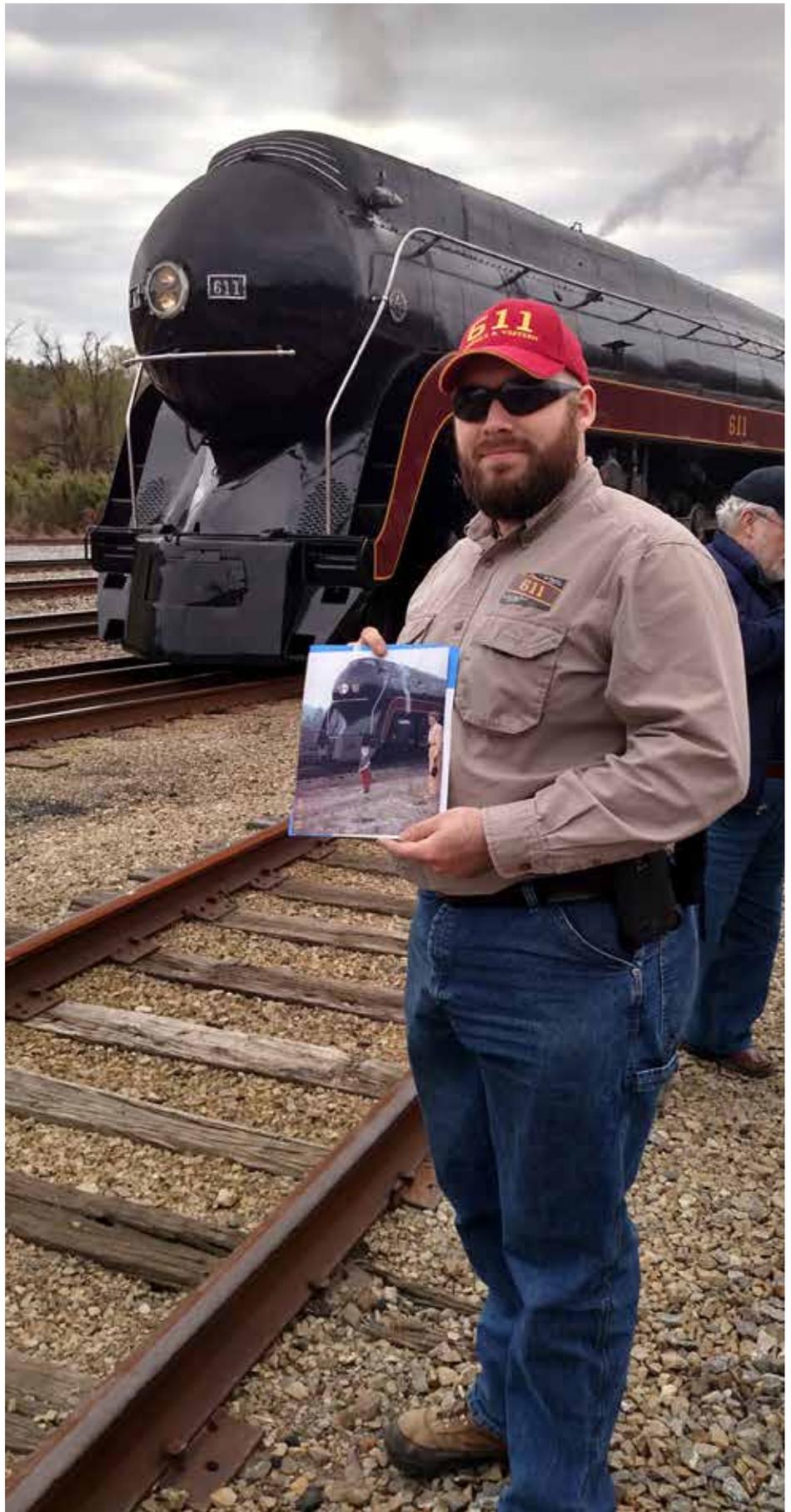
After 23 years, railfan ‘reunited’ with 611 at same spot in Asheville

“How fun is this?” read the caption for this photo on the “Fire Up 611” website following the Sunday, April 10 excursion by the J 611 from Spencer, N.C. to Asheville. “Clay Smith sent us this picture of himself on the *Blue Ridge Special* in Asheville yard, holding a picture of himself at Asheville yard on a similar excursion in 1993 when he was 3. Thanks, Clay!”

Smith was kind enough to provide the News with files for both the old and new photos. And he didn’t stop with just sending the files.

The resident of Mebane, N.C. reports, “I am happy to say that I will be rejoining the NRHS and will be an At-Large member for now. I think it is about time I get back into it and start helping with the preservation of our rail history. I see there are several chapters around me so I will be researching those and seeing which one might be best for me.”

Thanks to the “Fire Up 611” officials for putting the NRHS News in touch with Smith.



2016 DIRECTORY OF RAIL ATTRACTIONS OFFERING DISCOUNTS TO NRHS MEMBERS

Compiled by Wesley Ross

ALABAMA

HUNTSVILLE: North Alabama Railroad Museum, 694 Chase Road, Huntsville, AL 35815. Phone 256-851-6276. Museum is free. <www.northalabamarailroadmuseum.com>.

MOBILE AREA: City of Foley L&N Depot Museum and Model Train Exhibit, 125 East Laurel Avenue, Foley, AL 36535. Phone 251-943-1818. Free museum. <www.visitFoley.com/play/attractions>.

MOBILE AREA: Wales West RV Resort & Light Railway, 13670 Smiley Street, Silverhill, AL 36576. Phone 888-569-5337. \$2 off regular price and 25 percent off gift shop items.

ARIZONA

PHOENIX AREA: Arizona Railway Museum, 330 East Ryan Road, Chandler, AZ 85286. Phone 480-821-1108. Display yard access is free, and 10 percent discount in gift shop. <www.azrymuseum.org>.

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

TUCSON: Old Pueblo Trolley, 250 East 36th Street, Tucson, AZ 85713. Phone 520-623-2223. Free museum.

TUCSON: Southern Arizona Transportation Museum, 414 North Toole Avenue, Tucson, AZ 85701. Phone 520-623-2223. Free museum, and 50 percent discount on docent-led tour. <www.tucsonhistoricdepot.org>.

ARKANSAS

FAYETTEVILLE AREA: Arkansas & Missouri Excursion Train, 306 East Emma, Springdale, AR 72764. Phone 479-725-4017. 15 percent off regular priced tickets. <www.amrailroad.com>.

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>.

CALIFORNIA

BARSTOW AREA: Calico & Odessa Railroad, Calico Ghost Town, 36600 Ghost Town Road, Yermo, CA 92398. Phone 760-254-3719. \$1 off train ride (Calico Town has separate admission cost). <www.calicoattractions.com>.

EUREKA AREA: Fort Humboldt State Historic Park Logging Exhibit, 3431 Fort Avenue, Eureka, CA 95503. Phone 707-445-6567. Free museum. <www.timberheritage.org>.

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

GRASS VALLEY: Nevada County Narrow Gauge Historical Model Railroad, Gate 1-11228 McCourtney Road, Grass Valley, CA 95949. Phone 530-451-6264. Free museum. <www.ncngproject.org>.

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

LOS ANGELES AREA: Orange Empire Railway Museum, 2201 South A Street, Perris, CA. 92570. Phone 951-943-3020. Half price on one all-day ride pass on non-event weekends only. <www.oerm.org>.

LOS ANGELES AREA: Rail Giants Train Museum, 1101 West McKinley Avenue, Pomona, CA 91768. Phone 909-623-0190. Free museum. <www.railgiants.org>.

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

SAN FRANCISCO BAY AREA: Niles Depot Museum & Model Railroads, 37592 Niles Blvd., Fremont, CA 94536. Phone 510-797-4449. Free admission. <www.nilesdepot.org>.

SAN DIEGO: San Diego Model Railroad Museum, 1649 El Prado, San Diego, CA 92101. Phone 619-696-0199. \$1 off regular adult admission, children 5 and under are free. <www.sdmrm.org>.

SACRAMENTO AREA: Placerville & Sacramento Valley, 705 Sibley Street, Folsom, CA 95630 (corporate address). Phone 916-708-7368. 10 percent discount on tickets or merchandise with a value of \$10 or more. See website for departure locations. <www.psvrr.org>.

SANTA MARIA: Santa Maria Valley Railway Historical Museum, Santa Maria Transit Center, 500 East Boone Street, Santa Maria, CA 93454. Phone 805-714-4927. Free museum. <www.smvrhm.org>.

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. <www.yosemitesteamtrains.com>.

WILLITS: Roots of Motive Power Logging and Railroad History Museum, 420 East Commercial Street, Willits, CA 95490. Phone 707-972-9168. Free museum. <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. <www.coloradospringstrolleys.org>.

GREELEY: Colorado Model Railroad Museum, 680 10th St., Greeley, CO 80631. Phone 970-392-2934. \$1 off admission price. <www.cmrm.org>.

GRAND JUNCTION AREA: Ridgway Railroad Museum, 150 Racecourse Road, Ridgway, CO 81432. Phone 970-626-4239. Free museum. <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. <www.danbury.org/drm>.

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

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

ORLANDO AREA: Central Florida Railroad Museum, 101 South Boyd Street, Winter Garden, FL 34787. Phone 407-656-0559. Free admission. <www.cfrhs.org>.

PLANT CITY: H.B. Plant Railroad Historical Society, 605 North Collins Street, Plant City, FL 33563. Phone 863-412-3090. Free museum. <www.hbplantrr.org>.

PLANT CITY: Robert W. Willaford Railroad Museum, 102 North Palmer Street, Plant City, FL 33563. Phone 813-719-

6989. Free museum.

TAMPA: Henry B. Plant Museum, 401 W. Kennedy Boulevard, Tampa, FL 33606. Phone 813-258-7302. \$2 discount on admission with NRHS card. <www.plantmuseum.com>.

GEORGIA

ALBANY: Thronateeska Heritage Center, 100 West Roosevelt Avenue, Albany, GA 31701, Phone 229-432-6955. Free admission. <www.heritagecenter.org>.

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. <www.southeasternrailwaymuseum.org>.

HAWAII

HILO AREA: Laupahoehoe Train Museum, 36-2377 Mamalahoa Highway, Laupahoehoe, HI 96764. Phone 808-962-6300. Buy one adult admission and get one free. <www.thetrainmuseum.com>.

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. <www.npdepot.org>.

ILLINOIS

CARBONDALE: Illinois Central Railroad Museum, 111 North Illinois Avenue, Carbondale, IL 62901. Phone 618-867-2203. Free admission. <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 most gift shop items. <www.elizabethhistoricalsociety.com>.

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

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

SPRINGFIELD AREA: Chatham Railroad Museum, 100 North State Street, Chatham, IL 62629. Phone 217-483-7792. Free museum.

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. <www.frenchlickscenicrailway.org>.

NORTH JUDSON: Hoosier Valley Railroad Museum, Inc., 507 Mulberry Street, North Judson, IN 46366. Phone 574-896-3950. 10 percent discount in gift shop. <www.hoosiervalley.org>.

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

SOUTHERN INDIANA AREA: The Depot Railroad Museum, 206 South College Avenue, Salem, IN 47167. Phone 812-883-1884. Free admission upon presentation of membership card. <www.salemdepot.com>.

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. <www.trainlandusa.com>.

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

FORT MADISON: Santa Fe Railway Depot Museum, 1601 20th St. and C.B.&Q. Depot, 804 10th Street, Fort Madison, IA 52627. Phone 319-372-7661. Free museum. <www.fortmadisonhistory.org>.

KANSAS

ABILENE: Abilene & Smoky Valley Railroad, 200 SE 5th Street, Abilene, KS 67410. Phone 785-263-0118. \$2 off adult train tickets. <www.asvrr.org>.

TOPEKA: Great Overland Station Museum, 701 North Kansas Avenue, Topeka, KS 66608. Phone 785-232-5533. \$1 off admission. <www.greatoverlandstation.com>.

KENTUCKY

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 ticket. Must present membership card. <www.kyrail.org>.

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

LOUISVILLE AREA: LaGrange Railroad Museum, 412 East Main Street, LaGrange, KY 40055. Phone 502-930-9439. Free admission. <www.lagrangerailroadmuseum.org>.

PADUCAH: Paducah Railroad Museum. 200 Washington St., Paducah, KY 42001. Phone 270-908-6451. 50 cent

discount on adult admission. Must present card. <www.paducahrr.org>.

MAINE

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

KENNEBUNKPORT: Seashore Trolley Museum, 195 Log Cabin Road, Kennebunkport, ME 04046. Phone 207-967-2800. Free museum for NRHS members. <www.trolleyuseum.org>.

MARYLAND

BALTIMORE: Irish Railroad Workers Museum, 918-920 Lemmon Street, Baltimore, MD 21223. Phone 410-347-4747. Free museum. <www.irishshrine.org>.

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

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

MASSACHUSETTS

BOSTON AREA: Beverly Historical Society, 117 Cabot Street, Beverly, MA 01915. Phone 978-922-1186. Half-price admission. <www.beverlyhistory.org>.

BOSTON AREA: Wenham Museum, 132 Main Street, Wenham, MA 01984. Phone 978-468-2377. \$2 off admission for up to two people. <www.wenhammuseum.org>.

FALL RIVER: Old Colony & Fall River Railroad Museum Inc., 2 Water Street at Battleship Cove, Fall River, MA 02720. Phone 508-674-9340. Free for NRHS members only. <www.ocandfrailroadmuseum.com>.

NORTHWEST MASSACHUSETTS: Shelburne Falls Trolley Museum, 14 Depot Street, Shelburne Falls, MA 01370. Phone 413-625-9443. Buy one ticket and get second ticket free. <www.sftm.org>.

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. <www.mitrain.net>.

GRAND RAPIDS AREA: Depot Museum of Transportation, 1 North Harbor Drive, Grand Haven, MI 49441. Phone

616-842-0700 or 616-935-0894. Free museum. <www.tricitiesmuseum.org>.

GRAND RAPIDS AREA: Pere Marquette Number 1223 and Freight Cars. Chinook Pier Park, Grand Haven, MI 49417. Phone 616-842-0700. Free museum. <www.tricitiesmuseum.org>.

IRON MOUNTAIN AREA (U.P.): Iron Mountain Iron Mine, W4852 Highway US-2, Vulcan, MI 49892. Phone 906-563-8077. \$3 of each admission. <www.ironmountainironmine.com>.

LANSING AREA: Clinton Northern Railway Museum, 107 East Railroad Street, St. Johns, MI 48879. Phone 502-541-0811. Free museum. <www.clintonnorthernrailway.org>.

NEWBERRY AREA (U.P.): Tahquamenon Falls Tours and the Famous Toonerville Trolley Train, 7195 County Road 381, Soo Junction, MI. 49000. Phone 888-77TRAIN. 10 percent discount on fare. Up to four tickets per membership card. Not valid with any other discount offers. <www.trainandboattours.com>.

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

SAULT STE. MARIE AREA: Wheels of History Museum, 6799 South M-221, Brimley, MI 49715. Phone 906-248-3665. Free museum. <www.baymillsbrimleyhistory.org>.

MINNESOTA

CENTRAL MINNESOTA: The Depot, 100 Aldrich Avenue, Wadena, MN 56482. Phone 218-632-5999. Free museum.

CHISHOLM: Minnesota Museum of Mining, 701 West Lake Street, Chisholm, MN 55719. Phone 218-254-5432 (May-September) or 218-254-2179 (October-April). 25 percent off admission with NRHS membership card, and 10 percent off gift shop purchases. <www.mnmuseumofmining.org>.

DULUTH: Lake Superior & Mississippi Railroad, 7100 Grand Avenue, Duluth, MN 55816. Phone 218-624-7549. Buy one and get one of equal or lesser value free. <www.lsmrr.org>.

MISSISSIPPI

McCOMB: McComb City Railroad Depot Museum, 108 North Railroad Blvd., McComb, MS 39648. Phone 601-684-4000 or 601-684-2291. Free admission. <www.mcrrmuseum.com>.

TUPELO AREA: Water Valley Casey Jones Railroad Museum, 105 Railroad Avenue, Water Valley, MS 38965. Free museum. <<http://www.caseyjonesmuseum.com/>>.

MISSOURI

KANSAS CITY: Union Station Model Railroad, 30 West Pershing Road, Kansas City, MO 64108. Phone 816-460-

2020. Free museum. <www.unionstation.org>.

KANSAS CITY AREA: 1879 Chicago & Alton Depot, 318 West Pacific Avenue, Independence, MO 64050. Phone 816-252-2104. Free museum. <www.chicagoalton1879depot.org>.

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

ST. LOUIS AREA: Big Bend Railroad Club, Inc., 8833 Big Bend Boulevard, Webster Groves, MO 63119. Phone 314-968-6847. Free museum and 10 percent discount on anything we sell. <www.bigbendrrclub.org>.

NEBRASKA

OMAHA: Kenefick Park, 100 Bancroft Street, Omaha, NE 68108. Phone 402-346-4002. Free admission to Kenefick Park only. <www.Lauritzengardens.org>.

NEVADA

CARSON CITY: Nevada State Railroad Museum, 2180 South Carson Street, Carson City, NV 89701. Phone 775-687-6953. 10 percent discount in museum store on regular priced merchandise. <www.museums.nevadaculture.org>.

VIRGINIA CITY: Virginia & Truckee Railroad, Washington and F Streets, Virginia City, NV 89440. Phone 775-847-0380. \$2 discount per ticket. <www.virginiatruckee.com>.

NEW HAMPSHIRE

CENTRAL NEW HAMPSHIRE: Potter Place Railroad Station and Country Store, 105 Depot Street, Andover, NH 03216. Phone 603-735-5628. Free museum. <www.andoverhistory.org>.

CENTRAL NEW HAMPSHIRE: Ashland Railroad Station Museum, 69 Depot Street, Ashland, NH 03217. Phone 603-968-7716. Free museum.

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>.

MANCHESTER AREA: Sandown Historical Society & Depot Museum, 6 Depot Road, Sandown, NH 03873. Free museum. <www.sandownnhdepot.org>.

MOUNT WASHINGTON: Mount Washington Cog Railway. 3168 Base Road, Marshfield, NH 03589. Phone 603-278-5404. Museum is free. <www.thecog.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. <www.hartmannrr.com>.

WINNIPESAUKEE AREA: Klickety Klack Model Railroad, 8 Elm Street, Wolfboro Falls, NH 03896. Phone 603-569-5384. 20 percent discount on gift shop purchases, excluding sale items and 10 percent off attraction. <www.klicketyklackrailroad.com>.

NEW JERSEY

HACKENSACK/PARAMUS AREA: Maywood Station Museum, 269 Maywood Avenue, Maywood, NJ 07607. Phone 201-845-7777. Free museum and 15 percent on gift shop items. <www.maywoodstation.com/>.

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 15 percent discount on gift shop purchases. <www.prrh.org>.

NEW MEXICO

BELEN: Belen Harvey House Museum, 104 North First Street, Belen, NM 87002. Phone 505-861-0581. Free museum. <www.belen-nm.gov/harvey-house-collection.aspx>.

NEW YORK

BINGHAMTON AREA: Roscoe O&W Railway Museum, 7 Railroad Avenue, Roscoe, NY 12776. Phone 607-498-4346. Free museum.

BUFFALO AREA: Arcade & Attica Railroad Corp., 278 Main Street, Arcade, NY 14009. Phone 585-492-3100. \$2 discount on adult/senior admission. <www.aarailroad.com>.

BUFFALO AREA: Railroad Museum of the Niagara Frontier (A unit of the Niagara Frontier Chapter NRHS), 111 Oliver Street, North Tonawanda, NY 14120. Phone 716-694-9588. Free museum. <www.nfcnrhs.com>.

BUFFALO AREA: Medina Railroad Museum, 530 West Avenue, Medina, NY 14103. 585-798-6106. \$1 discount on regular admission price for members. <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. <www.durr.org>.

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

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

LONG ISLAND: Railroad Museum of Long Island, 440 Fourth Street at tracks, Greenport, NY 11944. Phone 631-727-7920. \$1 discount on admission to museum with membership card. <www.rmli.org>.

LONG ISLAND: Oyster Bay Railroad Museum, 102 Audrey Avenue, Oyster Bay, NY 11771. Phone 516-558-7036. Buy one admission and get one free, and 10 percent off museum store items. <www.obrm.org>.

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

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>.

NEW YORK CITY: New York Transit Museum, corner of Boerum Place and Schermerhorn Street, downtown Brooklyn, NY. Phone 718-694-1600. Two-for-one general admission to the museum. <www.nytransitmuseum.org>.

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> for appointment. <www.psnrrhs.org>.

NORTH CAROLINA

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." <www.tweetsie.com>.

HAMLET: National Railroad Museum and Hall of Fame, 120 East Spring Street, Hamlet, NC 28345. Phone 710-582-3555. Free museum.

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

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

NORTH DAKOTA

BISMARCK AREA: Fort Lincoln Trolley Company, 2000 3rd St., 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. <www.ndsrm.org>.

FARGO: Cass County Historical Society-Bonanzaville, 1351

West Main Avenue, West Fargo, ND 58078. Phone 701-282-2822. \$2 off adult admission. <www.bonanzaville.org>.

MINOT: Old Soo Depot Transportation Museum, 15 North 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. <www.jeffersonohio.us/depot.htm>.

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

CINCINNATI: 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. <www.entertrainmentjunction.com>.

CINCINNATI: Cincinnati Dinner Train, 4725 Madison Road, Cincinnati, OH 45227. Phone 513-791-7245. 10 percent discount on ticket prices. <www.cincinnatiinnertrain.com>.

CINCINNATI AREA: Lebanon Mason Monroe Railroad, 127 S. Mechanic St., Lebanon, OH 45036. Phone 513-933-8022. 10 percent discount in gift shop. <www.lebanonrr.com>.

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

OKLAHOMA

ENID AREA: Johnny's Trains, 204 Broadway-Hayward Covington, OK 73730. 580-336-2823. Free admission.

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

TULSA: Route 66 Historical Village, Inc., 3770 S.W. Boulevard, Tulsa, OK 74107. Phone 918-857-3782. Free museum. <www.travelok.com/listings/view.profile/id.19375>.

OREGON

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

PORTLAND AREA: Willamette Shore Trolley, 311 North State Street, Lake Oswego, OR 97034. Phone 503-697-7436. 10 percent discount on gift shop purchases to member. <www.oerhs.org>.

SALEM AREA: Oregon Electric Railway Museum, 3995 Brooklake Road NE, Brooks, OR 97303 (located in Powerland). Phone 503-393-2424. 10 percent discount for members in gift shop. <www.oerhs.org>.

PENNSYLVANIA

ALLENTOWN: Merchants Square Model Train Exhibit, 1901 South 12th Street, Allentown, PA 18103. Phone 610-797-7743. \$1 off admission for members. <www.modeltrainexhibit.com>.

ALLENTOWN AREA: Wanamaker, Kempton & Southern, Inc., 42 Community Center Drive, Kempton, PA 19529. Phone 610-756-6469. One child rides free with one paying adult (not valid for special events). Limit of four. <www.kemptontrain.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. <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. <www.railroadcity.com>.

HAMBURG: Reading Railroad Heritage Museum, 500 South 3rd Street, Hamburg, PA 19526. Phone 610-562-5513. \$1 off adult or senior admission. <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. <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. <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). <www.rrmuseumpa.org>.

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

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.

LAUREL HIGHLANDS: Ligonier Valley Railroad Museum, 3032 Idlewild Hill, Ligonier, PA 15658. Phone 724-238-7819. Buy one admission and get one free. <www.lvrra.org>.

ORBISONIA/ROCKHILL FURNACE: Rockhill Trolley Museum, 430 Meadow Street (PA 994), Rockhill Furnace,

PA 17249. Phone 814-447-9576. Buy one and get one free admission. <www.rockhilltrolley.org>.

PHILADELPHIA AREA: Newtown Square Railroad Museum, 4140 West Chester Pike, Newtown Square, PA 19073. Phone 610-356-9276. Free museum. <www.newtownsquare-railroadmuseum.org>.

PITTSBURGH AREA: Kiski Junction Railroad, 130 Railroad Street, Schenley, PA 15682. Phone 724-295-5577. \$1 off per ticket. <www.kiskijunction.com>.

SCRANTON: Lackawanna County Electric City Trolley Station and 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. <www.ectma.org>.

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

WEST CHESTER: West Chester Railroad, 230 East Market Street, West Chester, PA 19380. Phone 610-430-2233. 15 percent discount on all tickets. <www.westchesterr.net>.

YORK AREA: Steam Into History, 2 West Main Street, New Freedom, PA 17349. Phone 717-942-2370. \$2 discount on any regularly scheduled excursion. <www.steamintohistory.com>.

YORK AREA: Stewartstown Railroad, 21 West Pennsylvania Avenue, Stewartstown, PA 17363. Phone 717-746-6052. 15 percent off ticket prices for NRHS members. <www.stewartstownrailroadcompany.com>.

SOUTH CAROLINA

CHARLESTON: Best of Friend of Charleston Train Museum, 36 John Street, Charleston, SC 29403. Phone 843-724-0832. Free museum.

GREENWOOD: The Railroad Historical Center, 908 South Main Street, Greenwood, SC 29646. Phone 864-229-7093. Free museum. <www.greenwoodmuseum.org>.

SPARTANBURG: Hub City Railroad Museum, 298 Magnolia Street, Spartanburg, SC 29306. Free museum.

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). <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. <www.tvrail.com>.

COOKEVILLE: Cookeville Depot Museum, 116 West Broad Street, Cookeville, TN 38501. Phone 931-528-8570. Free museum. <www.cookevilledepot.com>.

JACKSON: Casey Jones Home and Railroad Museum, 30 Casey Jones Lane, Jackson, TN 38305. Phone 731-668-1222. Buy one admission and get one free. <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. <www.memrr.org>.

KNOXVILLE AREA: Little River Railroad and Lumber Company Museum, 7747 East Lamar Alexander Parkway, Townsend, TN 37882. Phone 865-661-0170. No admission fee to museum and 10 percent discount on gift shop purchases. <www.littleriverrailroad.org>.

MONTEREY: Monterey Depot Museum, 1 East Depot Street, Monterey, TN 38574. Phone 931-839-2111. Free museum. <www.montereytn.com>.

NASHVILLE AREA: Amqui Station and Visitors Center, 303 Madison Street, Madison, TN 37115. Phone 615-891-1154. Free museum <www.amquistation.org>.

TEXAS

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

DALLAS-FT.WORTH AREA: Grapevine Vintage Railroad, 705 South Main Street, Grapevine, TX 76051. Phone 817-410-3185. \$3 off on a 1 p.m. train ride from Grapevine to Fort Worth stockyards when using code "NRHS." <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/#about>>.

VERMONT

BRATTLEBORO AREA: West River Railroad Museum, Route 30, Main Street, Newfane, VT 05345. Phone 802-365-4148. Free museum. <www.historicalsocietyofwindhamcounty.org>.

BURLINGTON: Green Mountain Railroad, 1 Railway Lane, Burlington, VT 05401. Phone 800-707-3530. \$1 off train rides. <www.rails-vt.com>.

VIRGINIA

EASTERN SHORE: Eastern Shore Railway Museum, Inc., 18468 Dunne Avenue, Parksley, VA 23421. Phone 757-665-7245. Free museum.

NORFOLK AREA: Suffolk Seaboard Station Railroad Museum, 326 North Main Street, Suffolk, VA 23434. Phone 757-923-4750. Free museum. <www.suffolktrainstation.org>.

PORTSMOUTH: Railroad Museum of Virginia, Corner of Crawford Parkway and Pavilion Drive, Portsmouth, VA 23704. Phone 757-335-2284. \$1 off regular admission. <www.railroadmuseumofvirginia.com>.

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

ROANOKE: O. Winston Link Museum, 101 Shenandoah Avenue NE, Roanoke, VA 24016. Phone 540-982-5465. Five percent discount on purchases in gift shop, and 10 percent off museum memberships. <www.linkmuseum.org>.

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

WASHINGTON

CENTRAL WASHINGTON AREA: Cashmere Museum and Pioneer Village, 600 Cotlets Way, Cashmere, WA 98815. Phone 509-782-3230. 50 percent discount on museum admission for card-carrying members and up to three direct dependents. <www.cashmeremuseum.org>.

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. <www.trainmuseum.org>.

TOPPENISH: Northern Pacific Railway Museum, 10 Asotin Avenue, Toppenish, WA 98948. Phone 509-865-1911. 10 percent off any item in gift shop. <www.nprymuseum.org>.

WALLA WALLA AREA: Dayton Historic Depot, 222 East Commercial Street, Dayton, WA 99328. Phone 509-382-2026. Free admission. <www.daytonhistoricdepot.org>.

YAKIMA: Yakima Valley Trolleys, Corner of South 3rd Avenue and West Pine Street, Yakima, WA 98902. Phone 509-249-5962. NRHS members can ride all day for the payment of a single-ride fare. <www.yakimavalleytrolleys.org>.

WEST VIRGINIA

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>.

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 St.

West and Ritter Park (next to Safety Town). Phone 304-523-0364. Free museum. <www.newrivertrain.com>.

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

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. <www.toyandtrain.com>.

WISCONSIN

APPLETON AREA: New London Railroad Museum, 900 Montgomery Street, New London, WI 54961. Phone 920-982-5186. Free admission. <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>.

MILWAUKEE AREA: East Troy Electric Railroad, 2002 Church Street, East Troy, WI 53120. Phone 262-642-3263. Gift certificate for two regular fares during regular operating season. <www.easttroyyr.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 or lesser value free during regular open hours, May 1-Oct. 31. <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>.

SPOONER AREA: Wisconsin Great Northern Railroad, N6639 Dilly Lake Road, Trego, WI 54888. Phone 715-635-3200. 10 percent off any train rides or gift shop purchases. <www.spoonertrainride.com>.

WISCONSIN DELLS AREA: Mid-Continent Railway Museum, E8948 Museum Road, North Freedom, WI 53956. Phone 608-522-4261. \$5 off regular coach fare, one offer per NRHS member.

WISCONSIN DELLS: Riverside & Great Northern Railway, N. 115 County Road N., Wisconsin Dells, WI 53965. Phone 608-254-6367. \$2 off per ticket and 10 percent off gift shop purchases. <www.dellstrain.com>.

WYOMING

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

D.C. Chapter to host steam photo charter on Everett Railroad

By JIM LILLY, Washington, D.C. Chapter NRHS

The Washington, D.C. Chapter NRHS (DCNRHS) is sponsoring a special private railfan charter steam train on the Everett Railroad in Hollidaysburg, Pa., on Saturday, Aug. 6. This trip is expected to be a popular event in the railfan community.

The Everett Railroad, a central Pennsylvania short line, recently returned the 1920 ALCO-built light Mogul No. 11 to steam and began running excursions in 2015.

The trip includes a run from Hollidaysburg to Roaring Spring, Pa., with several photo runbys, a boxed lunch, tour of the Roaring Spring Depot and photo opportunities at the Everett's Hollidaysburg Yard.

August issue of News will be late

To allow for photos and news from the NRHS convention in Colorado to be included in the next edition, the August issue of the *NRHS News* will probably be released a few days late.

The convention will be held July 19-24. The *News* is usually distributed at the first of even-numbered months.

The deadline for the submission of photos and articles for the August issue will remain on July 10, and the layout and editing of the *News* will proceed on a normal schedule. We'll hold several pages open, however, for convention photos and articles to be added before publication.

If you are planning to attend the convention, we invite you to submit your photos for the *News* or the NRHS Facebook page. Photos may be emailed to <nrhsnews@charter.net>.

Take advantage of member discount list

The NRHS member discount list is included in the preceding eight pages of this issue. We appreciate all of the hard work and dedication put into compiling this list each year by Wesley F. Ross. He spends countless hours sending mails and emails, and phoning the attractions to solicit their participation in the NRHS program.

Ross 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.



WESLEY ROSS

The NRHS wishes to thank all of the rail attractions that are offering discounts and special promotions to our members. The Society urges all members to thank the representatives of the attractions when they visit these sites during the coming year.

If that's not enough railroading for you, on Sunday, Aug. 7, there will be a rare 90-minute tour of the East Broad Top Railroad's historic roundhouse and machine shops in Rockhill Furnace, Pa. After lunch, the touring continues at the adjoining Rockhill Trolley Museum, including rides on the historic equipment operating that day.

You can find complete details and make reservations on the DCNRHS' web site <<http://www.dcnrhs.org>>. We recommend you do not delay as this will sell quickly. You can reserve online, 24 hours a day, for the fastest service. You'll need to make your own arrangements for travel to and from Pennsylvania, as well as your own overnight accommodations if you plan to stay over for the Sunday tours.

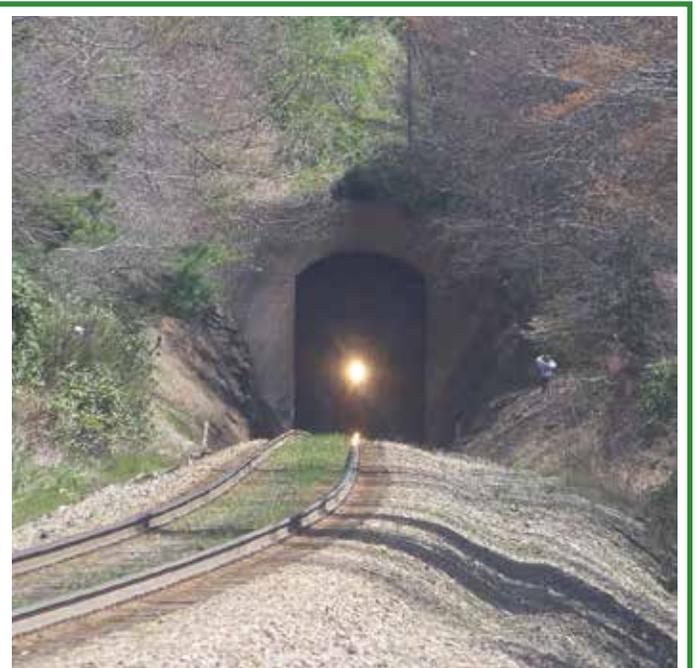


PHOTO BY ZUZU WELSH

THE LIGHT – *“The light at the end of the tunnel” means different things to different people. For someone going through difficult times, the “light at the end of the tunnel” means hope...that a difficult or unpleasant situation will end soon. For the more pessimistic among us, that “light at the end of the tunnel” could be an oncoming train, ready to crush dreams. In this case, “the light” is the headlight of the J 611, en route from Spencer to Asheville, emerging from Ridgecrest Tunnel, east of Black Mountain, N.C. on Sunday, April 10. The photographer, Zuzu Welsh, a former NRHS member, re-joined the Society after being contacted by the News staff and providing the photo files.*



PHOTO BY BILL MOLONY, PRESIDENT, BLACKHAWK CHAPTER NRHS

STATION PRESERVED — *Over the past year, the Blackhawk Chapter NRHS has partnered with the Will County Historical Society (WCHS) of Lockport, Ill., to restore and preserve the 1882 Wabash, St. Louis & Pacific Railroad station that was relocated from Symerton, Ill. The station has been completely repainted in its correct 19th century color scheme. In addition, 85 feet of track has been laid in front of the station using 75 pound rail, and a new station platform has been constructed between the station and the track, replicating the original station platform. This station is located in the WCHS Heritage Village on West 2nd Street in Lockport. The Blackhawk Chapter has donated over \$5,700 in chapter funds and countless volunteer hours to this preservation project.*

Bellefonte historical group to offer rides at two events in Pennsylvania

Members of the Bellefonte Historical Railroad Society (BHRS) will offer rides on antique “speeder” cars at two events this summer.

Rides will be available during the Strawberry Festival Saturday, June 11, 3-7 p.m. There will also be rides during the Lemont (Pa.) Arts Festival July 16-17, from 10 a.m.-4 p.m. on Saturday, and noon-4 p.m. on Sunday.

The rides will depart from the historic granary and coal sheds (built in 1885 for the Bellefonte, Nittany, and Lemont Railroad) located at 133 Mount Nittany Road in Lemont, Pa. The two-mile round trip traverses tracks that were once part of the railroad.

The cost for the rides is \$3 for adults and \$2 for children under 12. You pay for the ride on the day of the event. Pump

car rides are also available for \$1 each.

BHRS members are seeking volunteers to assist at these events. Visit <BellefonteTrain.org> or “like” the group on Facebook for more info on volunteering.

As railroads began to sell off some of the track maintenance vehicles for scrap prices, many were bought by some who wanted a piece of memorabilia or saw some potential in them. Some speeders were restored to operating condition, primarily by people who helped form the North American Railcar Operator’s Association (NARCOA), an organization founded to promote safe and legal operation of the speeders. The speeder hobby has grown significantly since then and is popular throughout the United States and Canada.

For more info about the speeder hobby, visit <NARCOA.org>.

Early submission of articles, photos for *NRHS News* is appreciated

By CHARLES S. WILLIAMS, *Editor*, NRHS News

I truly appreciate the efforts of all of the contributors who have been submitting articles and photos for recent editions of the *NRHS News* well before the published deadlines. It makes my job of editing and laying out the issues much easier. Also, thanks to all of those who have submitted photos with the required resolution and in the requested format.

Some members have submitted links to newspaper articles about rail preservation or chapters. While these submissions, and your interest in the *News* content, are appreciated, please be aware that a large number of newspapers do not allow reprints of articles or photos. The larger the newspaper, the less chance there is of getting permission to reprint an article or secure photo files. Trying to track down permission to reprint articles referenced in links is, in most cases, an exercise in futility. Even putting links on the NRHS Facebook page can present a problem as more newspapers are now using “paywalls” so that only subscribers can access published material.

If your chapter is mentioned in a newspaper article — and if you know anyone on the staff — it would help tremendously to ask for (and then pass along) written permission to reprint the article in the *NRHS News*. For the article on Dwight Smith

on page 37 of this issue, Smith submitted a copy of the article, written permission from the newspaper editor, and full-size files of the photos used in the article. Chapter members are also welcome to write their own articles, and take their own photos, of chapter events.

The deadline for submissions for the August issue of the *News* is July 10. Items submitted after the deadline will be held until the next issue. Please submit articles as a text file or in the body of an email. Photos should be submitted as separate, high resolution files (300 DPI at eight-inch width) attached to an email. Do not include photos that are intended for publication in the body of text files or emails as they cannot be used.

I want to thank my long-time proof-readers, or MY editors — Lynn Burshtin and Ellen Pinsky — for the many hours they spend “reading behind me” and catching the mistakes that I miss.

Submit items for the *NRHS News* or the NRHS Facebook page, to <nrhsnews@charter.net> or Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, NC 28654, phone (336) 838-2754.

North Texas Chapter to help Texas Western Model Railroaders

By KIM HINTON, *North Texas Chapter NRHS*

The North Texas Chapter NRHS (NTC) has been providing oversight to help the members of the Texas Western Model Railroad Club (TWMRC) <twmrc.org> accurately develop their new layout.

The Texas Western’s mission statement states, “To construct and operate a prototypical miniature railroad preserving the historical significance of the American railroads in Texas, especially in the Southwest surrounding Fort Worth. This railroad will be used to educate the public and preserve the technology, operations, life styles, and impact of railroads as a transportation system and builder of the Southwest.”

Our chapter held its April 7, 2015 business meeting at the TWMRC clubhouse. NTC member Darrell Cowles (also Texas Western’s CEO) gave a presentation on the TWMRC’s intent to model north Texas

railroading including the historical railway location in the Fort Worth area that features the notable Fort Worth Tower 55. Following the meeting, NTC club members agreed to provide

oversight on their project and assist the Texas Western to ensure their modeling was historically accurate.



Since that time, two of our members, Ken Fitzgerald and Steve Goen, have assisted the TWMRC with their research needs on the layout. Ken Fitzgerald, a BNSF and UP railroad photographer, has been instrumental in helping provide detailed photos and information to aid TWMRC member Ken Marcoux in accurately scratch building Tower 55.

In addition, railroad author, photographer, and historian Steve Goen recently provided TWMRC member Dick Mucker valuable assistance and information about the Rock Island in Texas.



The Texas Western Club members said that they feel very fortunate to have these two individuals, and the NTC, on board to help

guide them with the information they need to achieve their goal of modeling true prototype operations in and around Tower 55 and North Texas railroading.

Lehigh Valley Chapter part of effort to restore last L&NE diesel

By Jim Rowland, Lehigh Valley Chapter NRHS President, Membership Chairman, and Editor

The record shows ALCO construction number 76174 belonging to a rather nondescript S2. Emerging from the Schenectady erecting hall in September 1948, this particular S2 was purchased by the Lehigh and New England Railroad (L&NE) and assigned road number 611.

Fast forward 68 years and you'll realize that ALCO has been out of business for decades and the L&NE is long gone as well. In 2016, little remains of the L&NE. Most of the rolling stock and motive power have long since been consigned to the railroad roundhouse in the sky.

Many rail enthusiasts have known that one L&NE steam engine is preserved at the Illinois Railroad Museum. Relatively unknown was the fact that there was also a sole surviving L&NE diesel, S2 No. 611.

When the L&NE was abandoned on Oct. 31, 1961, the line's equipment was scattered. No. 611 was purchased by a Pen Argyl, Pa., businessman and leased for various enterprises before being sold to the Ford Motor Company for service at the company's River Rouge plant. Ford sold the unit to tourist line Toledo, Lake Erie, and Western before it was sold to the Emporia Grain Company in Emporia, Ind.

For many years the unit toiled in obscurity, wearing a coat of orange paint. Circa 2007, the grain mill required additional horsepower, and the unit was replaced by a former Santa Fe GP7. About this time, various individuals began to realize that this wasn't just any ALCO switcher. In fact, it was the last diesel locomotive in existence from the L&NE.

Several individuals made efforts to acquire the unit, but for one reason or another, their efforts did not pan out. Unconfirmed rumors began to abound that the unit was scrapped, and efforts to preserve it died, until it was confirmed circa 2014 that the locomotive was indeed not scrapped.

At this time, serious preservationists organized the Lehigh and New England Railroad Preservation Society back in the 611's homeland of eastern Pennsylvania, with the goal of bringing the unit home. The culmination of a partnership between the L&NE Railroad Preser-

vation Society, the Lehigh Valley Chapter NRHS, and the Central Penn Rail Corporation formed the winning mix of individuals who were able to acquire the unit and begin its journey home.

On Wednesday, March 16, 2016, the 611 was placed onto a flatcar and readied for shipment east via CSX and Norfolk Southern. The unit is destined for the Allentown and Auburn Railroad (ALLN), the current operators of the former Reading Company's Kutztown Branch. Once off-loaded on the ALLN, the restoration work needed to be done to restore 611 to its former splendor will begin.

(Update: As of April 8, the engine had been moved to Anderson Yard, 10 miles from Emporia Grain. It's the first time 611 has been off mill property since she arrived there in 1985. It was unloaded on May 4 at Topton, Pa., at its new home on the ALLN).

Though the unit is operable, much work and fund-raising needs to be done. Lehigh Valley Chapter NRHS, a 501(c)(3) organization, is accepting donations to help make this a reality.

Donations are being accepted via the 611 Facebook page <<https://www.facebook.com/lne611/app/208195102528120/>>. Checks may also be made payable to the Lehigh Valley Chapter NRHS, 1266 Riverview Drive Walnutport, PA 18088.

In the near future, the L&NE fried egg emblem will once again ride the rails. Will you help make it happen?



PHOTO BY JIM ROWLAND, LEHIGH VALLEY CHAPTER NRHS
PREPARING FOR JOURNEY – Former L&NE ALCO No. 611 was loaded onto a flatcar on March 16 in Emporia, Ind., to begin its journey to Pennsylvania.

Director of NS intermodal operations speaks at Harrisburg banquet

By SLOAN AUCHINCLOSS, Harrisburg Chapter NRHS

Adam J. Lamarr, Director of Intermodal Operations-East for Norfolk Southern Corporation (NS), was the keynote speaker for the Harrisburg (Pa.) NRHS chapter's annual banquet held at a nearby country club on Saturday, April 9.

Lamarr presented visuals that showed NS's competitive strengths. In addition, he displayed pictures of current operations and historical scenes from predecessor companies.

Fifty members, guests, and non-members were present.

Lamarr, who began his career with NS as a dispatcher trainee and rose through the ranks to his current post, spends 50 percent of his time traveling to various NS sites in eastern and southeastern states.

Lamarr said "Norfolk Southern intermodal runs, on average, 600 trains a day." Company freight volume, according to Lamarr is reasonably balanced, with intermodal "comprising 23 percent of revenue."

"Intermodal is a high volume but low margin business," said Lamarr, who went on to say that NS is upgrading computer technology to lower costs and improve cargo handling efficiency.

Lamarr said that hobos are nettlesome in yards handling piggyback loads. He showed a picture of an encamped vagabond wedged underneath trailer wheels on a flatcar in NS's Rutherford Yard.

"When crews (discover this situation)," he said, "they summon local police who give the guy a night in jail. (Riding the rails conflicts with) Norfolk Southern's top priority: safety."



PHOTO BY SLOAN AUCHINCLOSS, HARRISBURG CHAPTER NRHS

INTERMODAL DIRECTOR — Adam J. Lamarr, Director of Norfolk Southern Railway Intermodal Operations-East, shows a visual during his talk to Harrisburg Chapter.

Book on International and Great Northern Railroad is now available

A new book on the history of railroading in Texas, entitled *The Texas Railroad: The Scandalous and Violent History of the International and Great Northern Railroad, 1866-1925* by Wayne Cline, is now available at Amazon.com.

The book is a comprehensive, 362-page illustrated history of a major railroad that operated more than 1,000 miles of track within the state. The International and Great Northern Railroad ran from Longview to Palestine, Tex., where it branched into two divisions, one leading to Galveston and the other to San Antonio and the Mexican border at Laredo.

Together with the Iron Mountain Route, from St. Louis, it provided a major link that connected the East to the Southwestern states and was a principal component of Jay Gould's original Southwestern system. Later, George Gould called it "The Texas Railroad" when he built a new division from Fort Worth to Galveston via Waco and College Station, Tex.

The book's cover, preface, sample sections of the text, and

a summary of its contents may be seen at Amazon.com.

The book is the second for Cline. The first, *Alabama Railroads*, was published by the University of Alabama Press in 1997. Research for that book initiated Cline's interest in the International and Great Northern Railroad, but many years were needed to accumulate enough research material, maps and photographs to complete the work.

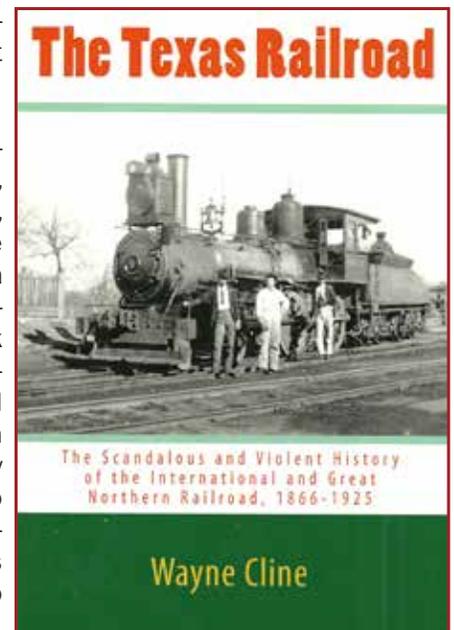




PHOTO BY TIM O'MALLEY, LACKAWANNA & WYOMING VALLEY CHAPTER NRHS

AT STEAMTOWN – Former Boston & Maine steam engine No. 3713 is shown on display at the Steamtown National Historic Site in 1989. The engine is being restored for service at Steamtown.

More parts being reconditioned as 3713 restoration continues

Members of the Lackawanna & Wyoming Valley Chapter NRHS are continuing their work to help restore former Boston & Maine steam engine No. 3713.

An article in the April 2016 issue of the *NRHS News* (“Vintage feedwater heater being restored for former B&M steamer”) detailed the efforts of the chapter to restore a critical component of the engine. Now the chapter has made arrangements with Steam Services of America to work on several other vital components of B&M No. 3713.

The 3713’s dynamo, two air pumps, and air pump governor will be reconditioned at Steam Services of America’s shop in Sylva, N.C. Personnel at the Steamtown National Historic

Site shops will be preparing these components for shipment, and the L&WV Chapter is arranging the transportation from Steamtown to Sylva.

All expenses for this work will be covered from donations received for the restoration of 3713. With Steamtown’s completed restoration of Baldwin No. 26 and testing and crew requalifying, Steamtown shop forces will be focusing more attention toward the restoration of B&M No. 3713.

Tax deductible donations can be made to “B&M Restoration Project” and mailed to: B&M Restoration Project, P.O. Box 3452, Scranton PA 18505. You can also visit <www.project3713.com> for additional information.



PHOTO BY NORM BARRETT, L&WV CHAPTER NRHS

PREPARING FOR SHIPMENT -- Two air pumps (photo above) and the dynamo (photo on right) are being prepared for shipment to, and restoration in, North Carolina.

The allure of ‘The Queen’ continues as crowds still follow 611

By ALEX MAYES, Potomac Chapter NRHS

This year’s series of excursions, powered by ex-Norfolk & Western Class J No. 611, continues to attract huge numbers of riders, train-watchers and photographers, just like last year.

I was fortunate to have chased most of the 611 trips both last year and this year, and I was amazed at the hordes of chas-

ers on the parallel roads and hundreds of onlookers watching from trackside. When speaking with fellow chasers at several locations, I found many were from far away, including California, Colorado, Texas and even some European countries. It seems that the sights and sounds of a huge 4-8-4 thundering down a mainline with 20-plus cars in tow is just too much of an attraction to ignore.



PHOTOS BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT CROSSING — N&W 611 roars across Route 55 at Thoroughfare, Va. on Norfolk Southern’s B Line on June 5, 2015, as photographers record the action. This train is returning to Manassas after being wyeed at Riverton Junction near Front Royal.

Mainline steam excursions on U.S. railroads have been a rarity in the past few years due to a variety of reasons — mainly the high cost of liability insurance — so seeing them nowadays is a real treat. The future of mainline excursions on Norfolk Southern (NS) lines is reportedly uncertain at this time, due to the insurance concerns, loss of revenue from coal and crude oil traffic, and other concerns. These factors probably contributed to the intense interest in the 611 excursions.

Hopefully, things will improve and we will see the 611 and other steam engines running on NS lines next year.

For ticket information to ride behind the 611, visit <http://fireup611.org/excursions/>.



PHOTOS BY ALEX MAYES, POTOMAC CHAPTER NRHS

AT ANDREWS GEYSER — One of the favorite spots for photographers and railfans on the Sunday, April 10 trip this year was at Andrews Geyser as the 611 started the climb up The Loops west of Old Fort on its way to Asheville. The Blue Ridge Special departed that morning from the N.C. Transportation Museum in Spencer and traveled on Norfolk Southern’s S Line before returning to Spencer.

Former Conway Scenic owner still railroading, but on a smaller scale

By TOM EASTMAN, reprinted with permission from the Conway (N.H.) Daily Sun

INTERVALE, N.H. — Dwight A. Smith considers himself lucky. A life-long railfan, not only did he spend 26 years working for the Boston and Maine Railroad, he then helped found the Conway Scenic Railroad (CSRR). Since his retirement in 1990, he has refound his love for model railroading.

Wearing his proverbial “model railroader hat,” Smith recently gave a tour of his fabulous layout, upstairs at his Intervale home.

A plaque from the National Model Railroad Association dated Nov. 29, 2003, proclaiming Smith as a Master Model Railroader, is displayed in Smith’s dining room. Out of 25,000 members, he is listed as No. 329.

Earning the recognition was the fulfillment of a lifelong dream. Seven other plaques are also on display, recognizing each of the seven steps needed to attain the model railroad mastery. Those categories are: master builder of cars; model railroader author; model railroader engineer; master builder of scenery; master builder of structures; chief dispatcher; and association volunteer.

Near the certificates is a black-and-white photo of a young T-shirted Smith standing by a steam locomotive at age 15.

Son of a merchant marine, he was born in Baltimore, Md., his father’s home port. They moved next to Brooklyn when he was 3. That’s where he was living when, at age 5, their neighbor bought him a Lionel train set, the three-railed, O-gauge scale set that was many a model railroader’s first toy train. (Typical boxcar dimensions are 10-1/2 inches long, 2-1/2 inches wide and 3-3/4 inches tall.)

“Our neighbor had three daughters and no sons, and he wanted a train set, so he bought one for me,” Smith recalled, noting that in those days, the hobby wasn’t consid-

ered appropriate for girls. “He would drop by every now and then and help me run it.

“But in 1940, when I was 15, I wanted something more realistic, and that’s when I started buying my HO cars. HO had come out in the 1930s,” said Smith, noting that the HO scale is half the size of O gauge. (Typical boxcar dimensions are 5-3/4 inches long, 1-1/2 inches wide and 2 inches tall.)

Serving in the Navy during World War II, Smith attended Dartmouth College on the GI Bill after the war, graduating in 1947. He took a job with the Boston and Maine three days after graduating.

Marriage in 1948, five children and assignments to four states with the railroad followed over the next 26 years. Smith continued his model railroading hobby, but it was a labor of love.

“I kept moving every four years, and I would pack it up and start over,” he said.

Then he started his “real-life Lionel large scale train — the Conway Scenic.”



PHOTO FROM DWIGHT SMITH COLLECTION

AT CRAWFORD STATION -- Dwight Smith chats with a friend in Crawford Notch, N.H., with Conway Scenic Railroad O-6-0 No. 7470 in the background. The engine had just completed a run from North Conway, N.H., a rare day in the otherwise totally dieselized Crawford Notch line.

Conway Scenic's Beginnings

The idea for the Conway Scenic was launched when Smith came to North Conway in 1968 on a Massachusetts Bay Railroad Enthusiasts excursion to the then-shuttered 1874-era North Conway train station.

He said he was immediately struck by the potential for a tourist railroad.

"It was all there: the station, the working rail yard, the roundhouse, all located right there across from the park and the businesses of Main Street of North Conway Village. I knew the (Boston and Maine) had sold it, but I didn't know to whom. In short: location, location, location," quipped Smith.

He asked around town as to who owned the station, and was told Carroll Reed and Bill Levy had bought it with the help of Frank Kennett in the early 1960s after the last passenger and freight trains had run. There had been speculation that the historic station might be razed for a gas station, or turned into a restaurant. Kennett, Reed and Levy bought it to preserve the village landmark.

Smith returned to Portland. Then he called up Reed and Levy to set up a meeting.

"We met at Carroll's office. We had a handshake agreement after a half-hour, which is what guided us over the next six years until we incorporated the Conway Scenic in 1974," said Smith.

Smith obtained the rolling stock, including ex-CN steam locomotive No. 7470, the CSRR's beautiful steam locomotive that is currently undergoing a restoration.

"She was built in 1921, and I was born in 1925, so I like to say we are both still going strong," said Smith.

Smith stepped down from the B&M in 1973.

Conway Scenic opened in August 1974 with eight miles of trackage along the old B&M line from Intervale to Conway.

Smith and his late wife, Gee, (after whom the railroad's 1898-built "Gertrude Emma" parlor car is named) ran the railroad with Reed and Levy, with Dwight overseeing railroad operations and Gee setting up and running the gift shop.

Smith retired in 1990, at which time

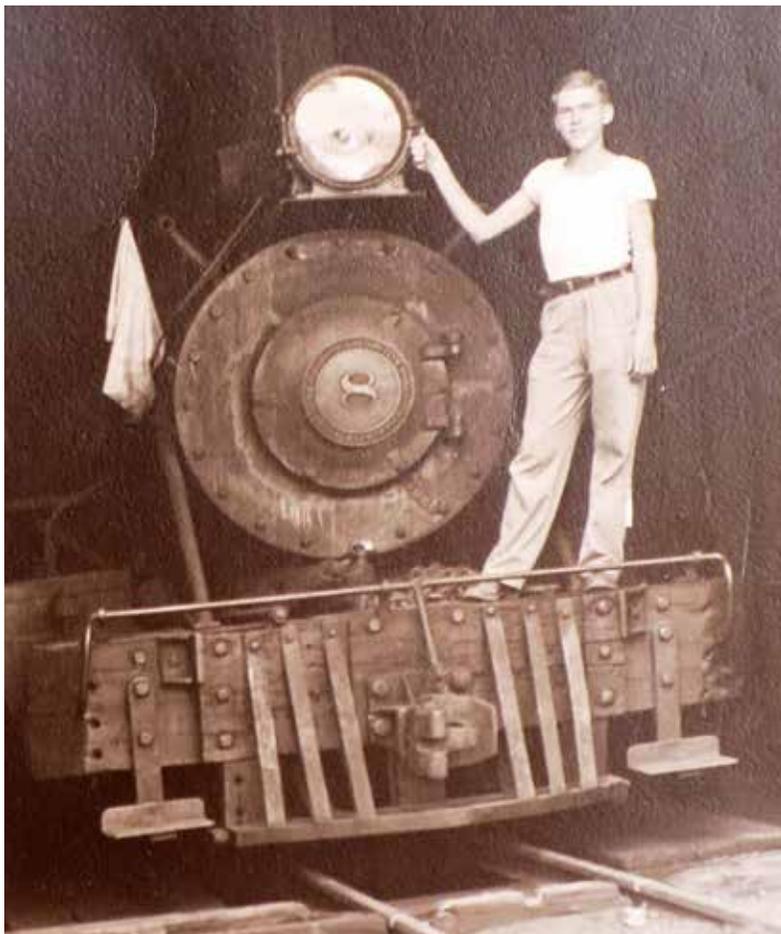


PHOTO FROM DWIGHT SMITH COLLECTION
AS A TEENAGER -- 15-year-old Dwight Smith is shown on the pilot of 2' gauge Bridgton & Harrison Railroad No. 8 at Bridgton, Maine in 1940.



PHOTO BY TOM EASTMAN, COURTESY OF CONWAY (N.H.) DAILY SUN
IN LAYOUT ROOM -- Dwight Smith describes some of the features on his Northern Vermont Railway.

Russ Seybold came on board as general manager and president. In 1994, the state awarded the lease for the Mountain Division line through Crawford Notch to the CSRR. Seybold and wife, Dot, bought out the other partners in 1999.

After retiring, Smith devoted many years to the care of Gee, who eventually resided at Merriman House. She died in 2002.

And he also returned to his model railroading hobby.

"I retired in December 1990, and I got back into model railroading in January 1991. I have been at it ever since," he said, displaying his meticulous layout.

After adding to it for 25 years, he said he has run out of "real estate."

"I have reached the point where, for most eyes, it is pretty much finished," he said.

But he is far from inactive. Smith always sets a goal for himself when he gets out of bed every day. He sets aside time for socializing at the Gibson Center for Senior Services for lunch with good friend Mary Levoy and others. He also volunteers one day a week at the center.

1950 Vermont

Back to the model railroad. The fantastic layout depicts a fictitious part of Vermont, circa 1950. Why 1950?

"Because I started model railroading in 1940, and I liked that era from then to 1950. I wanted to have my layout stuck

in 1950. Those businesses back then used railroads. If they are still in business today, they use trucks, so I wanted to depict that era, before all that changed," he said.

His layout's locomotives are all steam.

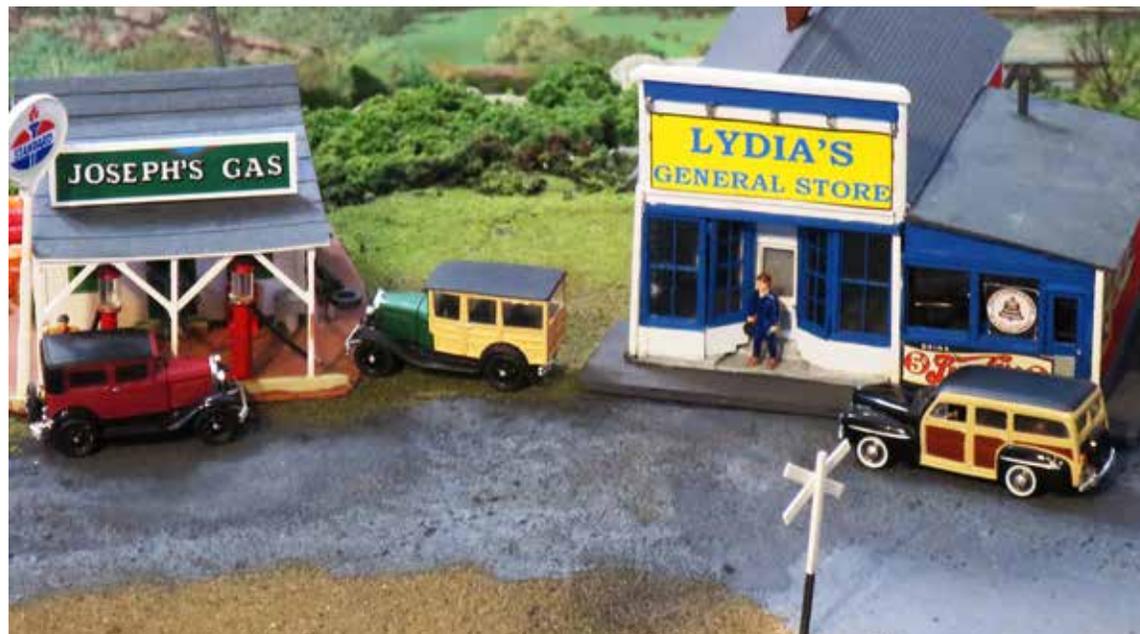
"The final all-steam real-life railroad ended in 1960. There were very few left by that time. But in 1950, some railroads were partially dieselized, meaning they were still using some steam. My layout captures that time; my Northern Vermont Railroad, my fictional registered railroad, is 100 percent steam. I set the rules," he said.

The layout features four villages, each with a railroad siding, station and supporting businesses.

The 1:87 HO Standard Gauge layout — housed in a 15-by-21-foot former bedroom — measures 160 square feet, with four interconnected dioramas: the Caledonia Yard is 67 square feet, the Mainline and Cold Hollow Branch 60, the Eden Branch Line terminal 18 and the Granite Quarry 15 square feet.

The Northern Vermont Railroad has a six-track classification yard with a capacity for 58 cars and a two-track staging yard with a capacity for 48 cars. There is also a 30-foot continuous mainline oval with a reversing loop, plus a pair of point-to-point branch lines serving a small town and a granite quarry.

Trains are operated in a sequence that includes four mainline freights, one passenger train, one milk train and two branch-line mixed trains. There are two switcher assignments, one in Caledonia Yard and one at the granite quarry.



Many of the layout's businesses are named after Dwight and Gee's five children (Dwight, Eric, Ralph, Martha and Laurel), nine grandchildren and 11 great grandchildren. Two businesses are named after Dwight (nicknamed Bud) and Gee.

Businesses include: the Gee Green Feed Company, Bud's Spuds Fresh Fruits and Vegetables, the Martha Quarry, the Laurel Paper Mill, Kevin's Potatoes (for son-in-law Kevin Donohoe of Jackson) and so on.

Smith said he loves the

PHOTO BY TOM EASTMAN, COURTESY OF CONWAY (N.H.) DAILY SUN

IN HAZENS, VT. — Two commercial buildings at Hazens, VT on Smith's Northern Vermont Railway — Joseph's Gas Station and Lydia's General Store — are named after two of Dwight's 11 great-grandchildren. Many businesses on the NVRy are named for an additional 20-plus family members.

roundhouse and steam engine facility, featuring a miniature sand house, coal tower and water tank.

“Everything that steam engines need, my rail yard has,” he said.

It also features rivers made of resin. Being Vermont, there are Holstein cows of the type made famous by those Ben & Jerry’s cartons and posters.

“I believe I have the first ever make-believe cow plops, trailing behind them. It’s glue, painted,” laughed Smith.

Asked to describe the difference between running a real-life railroad and a model one, Smith said that other than being run by electricity, his layout is as realistic as possible.

“I try and make it as similar as I can. Whatever it is, I make the decisions, and the decisions I make come down to me wanting to try to make that model railroad realistic, and to have a purpose,” said Smith.

The landscape also features rolling hills made of plaster. The layout is made from Styrofoam, plaster wrap and Sculptamold.

The buildings were hand-cut from plastic. Smith created an exact replica of the Crawford Notch Railroad Station. The model version serves as the station for the make-believe village of Eden.

He has shown the layout to hundreds of people over the years from throughout the United States and foreign countries, many of whom have signed the guestbook.

Smith said he is always happy to share the layout.

“Everyone is invited. People may call or write and ask if they can come. I am hap-

py to share it with them.

“I used to hold an open house about twice a year, including everyone in my neighborhood,” he said, adding, “I have been very fortunate to have as my vocation my hobby, which is railroading, both in real life and in model railroading.”

For more information, call Smith at 603-356-3416 or email him at <geebud@roadrunner.com>.



PHOTO BY TOM EASTMAN, COURTESY OF CONWAY (N.H.) DAILY SUN
AT TEAM TRACK -- Workers, with help from a “giant finger,” load 4 foot long pulpwood onto a bulkhead flat car at the Eden team track to be shipped to a distant pulp and paper mill.



PHOTO BY TOM EASTMAN, COURTESY OF CONWAY (N.H.) DAILY SUN
CALEDONIA YARD -- The photo shows an overview of the engine terminal, yard office, snowplow and caboos storage tracks in Caledonia Yard.

First BoxPok driver in nearly 70 years cast for T1 locomotive

By JASON JOHNSON and BRADFORD NOBLE, D.O.

The Pennsylvania Railroad (PRR) T1 Steam Locomotive Trust is a non-profit organization with a unique approach to railroad preservation. Through hard work, dedicated volunteers and the financial support of many generous donors from around the globe, the T1 Trust is constructing PRR T1 5550, a steam-powered locomotive.

Slated to become the 53rd locomotive of its class when complete, No. 5550 combines art deco design with a unique 4-4-4-4 wheel arrangement. The goal is simple: to provide mainline steam excursion service, and to set the world speed record for a steam locomotive.

The PRR T1 class locomotives had the capability of achieving speeds in excess of 120 mph, and anecdotal reports indicate that speeds of up to 140 mph were attained.

In all, 52 class T1 locomotives were produced, 25 at the PRR's Altoona shops and 27 at the Baldwin Locomotive Works in Philadelphia. Sadly, not a single example of this magnificent machine escaped the scrapper's torch.

We hope that this locomotive will inject new life blood into an aging heritage fleet. Most U.S.-built steam locomotives operating today are over 60 years old. Wear and tear are taking their toll. Efforts such as this one — to create a powerful new machine — will become increasingly important if steam excursion service is to be present in another 60 years.

The PRR T1 Trust was founded in the fall of 2013. The trust's business plan calls for a 17-year project lifespan with an expected completion date of 2030. The estimated price tag is \$10 million.

In 2008 a group of railway enthusiasts in Great Britain completed LNER Peppercorn Class A1 60163 *Tornado*, the first mainline steam locomotive built in the United Kingdom since 1960. The success of the *Tornado* project provides a framework the PRR T1 Trust will rely on for the T1 5550 project.

On Feb. 26, 2016, the PRR T1 Trust reached a major milestone when the first Boxpok (Box Spoke) driver the United States has seen in nearly 70 years was cast. A video of that historic moment can be found here: <<https://prrt1steamlocomotivetrust.org/store/driver.php>>.



PHOTOS PROVIDED PENNSYLVANIA RAILROAD T1 STEAM LOCOMOTIVE TRUST
T1 LOCOMOTIVE — The 5550 “launch painting” by world renowned Transport Artist Jonathan Clay gives a glimpse of what the finished T1 locomotive will look like.

Unlike a typical spoked driver, a Boxpok driver is almost entirely hollow. This design promotes a favorable strength-to-weight ratio and allows the fine tuning necessary for high speed operation for the high speed PRR T1 4-4-4-4 duplex.

The first step in the driver casting process was to obtain the original drawings from the Pennsylvania State Archives in Harrisburg, Pa. Members of The T1 Trust spent countless hours pulling old drawings and scanning them in to digital format. Over 1,200 PRR T1 mechanical drawings and blueprints have been located and scanned thus far.

Once the trust obtained scans of the original driver drawings, the scans were sent to the trust's senior Computer Aided Design (CAD) draftsmen. Over the next three months, the 2D drawings would transform using SolidWorks into 3D digital models. Every measurement was checked and rechecked by the trust's CAD team before the next phase could begin.

Finding a foundry capable and willing to take on such a large, complicated part was a challenge in and of itself. A Request for Proposal was created, which included the material specifications and CAD model, as well as quality control requirements. More than 60 foundries were located and requests submitted. Several foundries responded with quotes and the PRR T1 Trust began the selection process.

Beaver Valley Alloy Foundry in Monaca, Pa., became the front runner. The company has been in business nearly 100 years



CASTING – *The photo shows the driver being cast. The steel was heated to 2,800 degrees Fahrenheit and then poured into the mold from two sides simultaneously. The entire pour took just less than two minutes, and history was made as the PRR T1 Trust cast the first Boxpok driver in nearly 70 years.*

Working with Beaver Valley Alloy Foundry in Monaca, Pa., and a national materials testing laboratory, the PRR T1 Trust has used 21st Century technology to successfully replicate General Steel Castings' nickel steel. In bringing back this extinct class of steel and using the steel to cast the Boxpok driver, the trust is closer to its ultimate goal: a fully operational T1 locomotive.

Over the next few years, engineering work will continue and simulation testing will be conducted. More components will be built, and the PRR T1 Trust will proceed with its fund-raising efforts. It will be through the support of volunteers, railfan donors, foundations, grant makers, corporate donations, and legacy giving that PRR T1 5550 will ultimately come to life.

As part of its 2015 Kickstarter campaign, the PRR T1 Trust offered bronze keystone number plates cast with the original T1 No. 5550 pattern made by Chuck Blardone. The keystones were offered as premiums for donations of \$5,000. The T1 Trust will continue this opportunity for interested supporters.

and was more than capable of pouring the large and intricate driver castings. The foundry selection process took nearly four months to complete.

The next step in the driver casting process involved the creation of a wooden pattern. Liberty Pattern in Youngstown, Ohio was selected by Beaver Valley Alloy to make the pattern. Liberty Pattern has been making wood patterns for the foundry industry since 1917.

The team at Liberty studied the CAD model of the No. 4 wheel set provided by the trust and began converting the trust's 3D CAD model into a casting pattern. It was decided to make the counter weight as a dry-fit so that three-quarters of the pattern could be used for all eight drivers. This will save a tremendous amount of money in the future. The first pattern being made can be used for four of the T1's wheels. Then, with a new section fit into place, the same pattern can be used again for the remaining four wheels.

Liberty Pattern was able to use the trust's CAD model to design core boxes which were used to form the sand cores that preserve the internal cavities of the cast wheel. This is a complicated and precise art. Once all the cope (outside surface of wheel), drag (inside surface of wheel) and core boxes (inside cavities) were complete, they were mounted on large 96"x96" boards and sent to the foundry to start the casting process. The steel wheel center casting weighs nearly 2,500 pounds and measures six feet in diameter. The application of the four-inch thick steel tire brings the total wheel diameter to 80 inches.

Fashioned using General Steel Castings' nickel steel, the Boxpok drivers were really the "magic carpet" of their day. Through old-fashioned detective work, the PRR T1 Trust team was able to identify the chemical and material properties for General Steel Castings' nickel steel. However, the exact annealing process remained a trade secret and a mystery, until now.

If you would like more information on how you can support the PRR T1 Trust and receive a full sized bronze 5550 keystone, send an email to <info@t1trust.com> or send a letter to the address below.

Additional giving opportunities can be found in the fund raising portion of the trust's website <<https://prrt1steamlocomotivetrust.org/store/driver.php>>. For further details, or to become a member of The 5550 Keystone Society, please send an email to the trust's legacy manager <legacy@t1trust.com> or write us at The PRR T1 Trust, P.O. Box 552, Pottstown, PA 19464.



THE FIRST DRIVER – *Fresh out of the sand mold, this is the first T1 Boxpok driver for 5550. Gary Bensman, who built the headlight for 5550, described the T1 driver as, "... the best looking locomotive driver casting I have ever seen."*

Western Maryland holds ‘Farewell to the 734’ photographers’ special weekends

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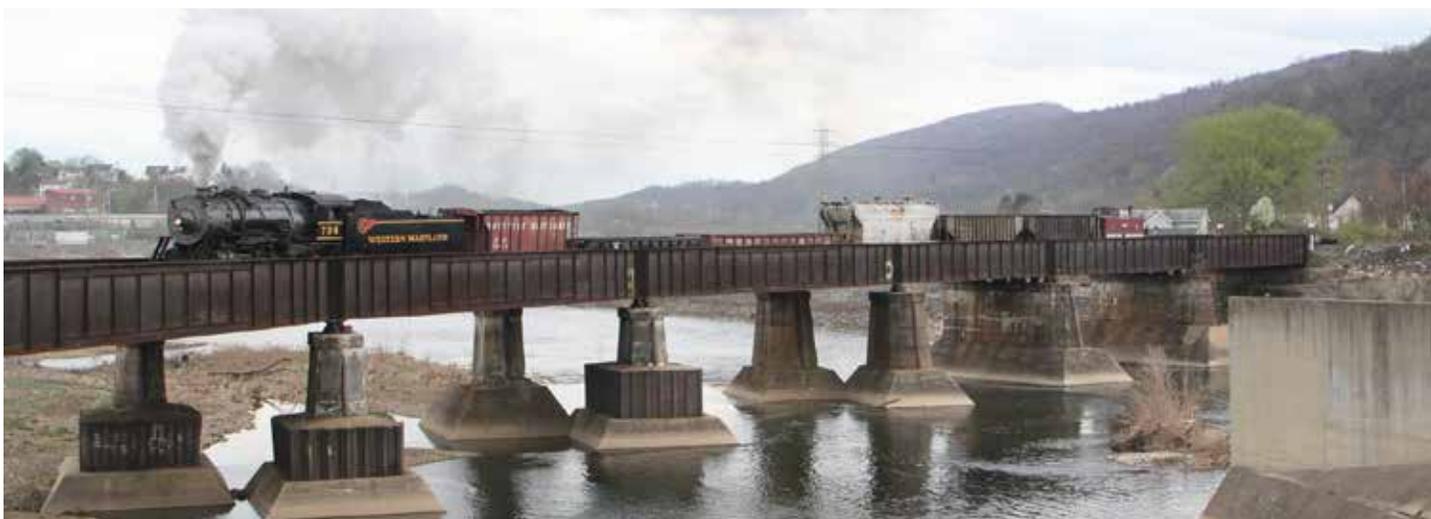
to Maryland Junction, where the train was wye'd. This move included some very “rare mileage” trackage which had not been used by passenger excursions since the 1970s.

Later that evening WMSR Superintendent John Garner an-

nounced that the leak was of a minor nature, and it was expected that it would be repaired this week, and the second “Farewell to the 734” scheduled for April 9 would be powered by the 734. Most of this year’s trips on the WMSR will be diesel powered as the restoration of its ex-Chesapeake & Ohio 2-6-6-2 No. 1309 is expected to be completed in early fall.



FINAL RUNBY – The 734 photo freight rolls around a bend just minutes before a tube inside the boiler ruptured at Sunnyside.



CROSSING POTOMAC – The “photo freight” is shown crossing the north branch of the Potomac River, moving from West Virginia into Maryland, approaching the ex-WM station to pick up the 55 participants.



HIGH ANGLE SHOT – *Approximately 20 photographers, shooting from the top of the east portal (with permission), got a high angle shot of WMSR 734 approaching the east portal of Brush Tunnel.*



STARTING THE SHOT – *The steamer makes its first runby for photographers at the west end of The Narrows, three miles west of Cumberland.*

WMSR's No. 734 was built by Baldwin in 1916. It was originally owned by the Lake Superior and Ishpeming Railroad, and was their No. 34. After retirement, the steam engine was acquired by the Illinois Railway Museum, and later sold to the WMSR in 1991. It was extensively rebuilt, and entered service on the WMSR in 1991, painted in the

Western Maryland scheme, with the fireball livery on its tender.

The long term plan is to eventually extensively rebuild the 734 and restore it to service in a few years, depending on funding and availability of shop forces.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

CROSSING SHERMAN'S CREEK – *Amtrak's Pennsylvanian crosses Sherman's Creek at Duncannon, Pa., as it heads east on the Pittsburgh Line on Nov. 14, 2014. Powering the four-car train is P32-8WH No. 513, one of 20 such diesels delivered to Amtrak from General Electric in 1991. This location is on the former Pennsylvania Railroad's Middle Division west of Harrisburg, Pa. This massive four track stone arch bridge is one of many such structures on this line built by the PRR in the late 1800s.*

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



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

PIEDMONT LIMITED – *Southern Railway FP7s No. 6143 and 6133 lead an excursion train north bound on the Southern main at Culpeper, Va., on June 20, 1981. This train, titled The Piedmont Limited, is on the return leg of an Alexandria-Charlottesville, Va. round trip. The excursion was sponsored by the Potomac and Washington D.C. Chapters NRHS, and the Chesapeake Division of the Railroad Enthusiasts.*