

NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

MAY 2022



2022 CONVENTION
NATIONAL RAILWAY HISTORICAL SOCIETY
BUENA PARK, CALIFORNIA

NRHS National Convention, Buena Park CA. May 15-20, 2022

By JOHN GOODMAN, Convention Chair, 2022 NRHS Convention Committee

PROGRAM SUMMARY

Here is a quick look at the convention program highlights. The convention registration website is at <https://nrhs.regfox.com/2022-convention>. Seating is limited for some specific events and classes of service.

Sunday, May 15: Registration room open 3pm until 8pm.

Monday, May 16: Meeting day.

- Morning event. **NRHS Advisory Council Meeting.**
- Lunch on your own.
- **Afternoon event. NRHS Board of Directors Meeting.**

Tuesday, May 17: San Diego. All day event.

Travel by motor coach to visit the famous **San Diego Model Railroad Museum** at Balboa Park. Return trip by motor coach to the San Diego Amtrak station, ride a **Pacific Surfliner** train to the Fullerton station, then ride motor coaches back to the hotel. Lunch is included.

Wednesday, May 18: Museum event. All day event.

Travel by motor coach to the **Southern California Railway Museum** (formerly the Orange Empire Railway Museum). Barbecue lunch included. Diesel-powered train ride and streetcar/trolley rides throughout the park.

Thursday, May 19: Museum event. All day event.

Travel by motor coach to the **Nethercutt Museum and Collections** at Sylmar. Lunch is included.

Friday, May 20: Los Angeles. Morning event. Banquet.

- Morning event. Travel by motor coach to **Travel Town Museum** in Griffith Park in Los Angeles, including visiting *Walt Disney's Carolwood Barn*. Lunch is included.
- Afternoon event. **Annual Membership meeting.**
- Evening event. **Annual NRHS Banquet** at the Knott's Berry Farm Hotel.

IMPORTANT DETAILS

- Host hotel - **Knott's Berry Farm Hotel**, 7675 Crescent Ave., Buena Park, CA 90620. **1-866-752-2444.**
- **COVID Policy** - It is required so please read closely. : <https://nrhs.regfox.com/2022-convention#covid>
- Convention badge - You must **wear your Convention ID badge** to all events.

NRHS NEWS – MAY 2022

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Upcoming Conferences and Conventions

<p style="text-align: center;">May 15-20, 2022 2022 NRHS National Convention <i>Knott's Berry Farm Hotel. 1-866-752-2444.</i> <i>7675 Crescent Ave., Buena Park, CA 90620</i> Call: 866-752-2444</p> <p style="text-align: center;">September 22-25, 2022 2022 NRHS Fall Conference Springdale, Arkansas</p>
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Upcoming Deadlines for Submissions

June 2022
July 2022

Online issue
Online issue

May 20, 2022
June 10, 2022

Pullman Railroad Days, Chicago – May 14 -15, 2022

By *MIKE MATEJKA, At-Large Member, NRHS*

Private railroad cars, a stunning photography exhibit and more awaits visitors to the Pullman National Monument (PNM) and Historic Pullman Foundation for Pullman Railroad Days in Chicago, May 14-15.

Visit the Pullman National Monument Visitor Center and imagine the surrounding factory grounds busy with workers, as railcars, streetcars and commuter cars took shape, the transfer table pit once carrying each product to its next production stage.



Photo courtesy of Mike Matejka, At-Large Member

PULLMAN CLOCK TOWER & ADMINISTRATION BUILDING – Now serves as the National Park Service Visitor Center.



Photo courtesy of American Association of Private Railroad Car Owners

NYC #3 – Classic Pullman Observation car.

Already confirmed is New York Central #3, 1928 Pullman, a classic brass railed observation car. The car was originally built for Harold Sterling Vanderbilt, famed founder Commodore Cornelius Vanderbilt's third generation descendant and a NYC director. The car's solid, heavyweight construction echoes the inter-war Pullman era, when Pullman sleepers, diners and parlor cars roamed the nation's rails. The car possibly rode behind the NYC's premier trains, the 20th Century Limited, the Southwestern Limited, the Empire State Express and others.



*Photo courtesy of American Association of Private Railroad Car Owners
NEW YORK CENTRAL #3 – Observation car with Chicago landmarks glowing in the background.*



*Photo courtesy of American Association of Private Railroad Car Owners.
ELEGANT DINING ON BOARD – Complete dining room,
with shining settings worthy of a Presidential dinner.*

Stand close to the platform where Illinois's Adlai Stevenson II campaigned for President in 1956.

Inside the beautifully restored car the fine woodwork and elegant dining area recall an era when those with money traveled in imperial fashion. The only thing missing is the fireplace that originally graced the car.

NYC #3 is rolling testament to the Pullman craft. The designers, metal, wood, glass and paint shop workers combined their efforts to create an elegant and classic vehicle, a custom version like the Pullman heavyweights that signified fine travel.

At the Historic Pullman Foundation (HPF) exhibit hall, the Jack Delano Railroaders photography exhibit will open. This exhibit was originally designed in 2014 for the Chicago History Museum with the Center for Railroad Photography and Art (CRPA).

Assigned to the Office of War Information, Delano was sent to Chicago in the winter of 1942-43 to capture railroad workers, a vital link in the nation's defenses.



Photo courtesy of the Library of Congress.

**ILLINOIS CENTRAL WORKER – Mr. Frank Williams,
IC carman, Chicago.**



Photo courtesy of the Library of Congress.

**CHICAGO & NORTHWESTERN ENGINE WIPER –
Dorothy Lucke Leslie at Clinton, Iowa roundhouse.**

Delano roamed Chicago roundhouses, terminals, repair shops, steam locomotive cabs and cabooses to photograph diverse workers.

Delano's intimate portraits reveal begrimed yet dignified faces, transmitting the hard labor and pride this workforce represented, qualities easily found at Pullman's shops.



*Photo courtesy of Mike Matejka, At-Large Member
PULLMAN DISTRICT – Pullman built row houses for workers.*

Other events and activities are being planned for May 14-15, including tours and other railroad related history activities. Pullman National Monument is open daily 9 a.m. – 5 p.m. and is free. Visitors can walk the factory grounds and the planned Pullman community created as a model industrial town in 1881.

For updates, visit the Historical Pullman Foundation website (<https://www.pullmanil.org>).

The Pullman Exhibit Hall is open these hours:

- Through May 15, 11 a.m. – 3 p.m. Friday through Sunday
- After May 17, Tuesday-Saturday, 11 a.m. – 3 p.m.

The Pullman Exhibit Hall is located at 11141 S Cottage Grove Ave, Chicago, IL 60628, and may be contacted at (312) 785-8901.

The Pullman National Monument and the Historic Pullman Foundation are accessible via the Metra Electric line at the 111th Street station, or from the 111th Street exit from I-94.

2021 NRHS Convention - Milwaukee (IRM, Christopher Farms, Metra)

By ALEX MAYES, Potomac Chapter NRHS

This is the final segment of a photo-feature about the 2021 NRHS convention. This covers days 3, 4 and 5, including visits to the Illinois Railway Museum (day 3), Christopher Farms (day 4) and the NRHS special excursion on Metra (day 5).

The convention ran August 23-28 and was headquartered in Milwaukee, Wisconsin. The convention was a well-planned and run event, with no major problems.

Day 3 – Illinois Railway Museum

The third day's event was a trip to the Illinois Railway Museum (IRM) in Union, IL on August 26th. Our motorcoaches departed Milwaukee early for the 83-mile trip to the museum. The IRM is the largest railroad museum in the U.S., spanning 169 acres, with over 450 pieces of equipment in its collection, including a large variety of vintage steam, diesel and electric locomotives, streetcars, interurban equipment, vintage signals and historic structures. The IRM provided two trains for our visit: a two-car ex-Chicago Aurora & Elgin interurban trainset and ex-Chicago Transit Authority (formerly Chicago Surface Lines) streetcar No. 3142.

The first trip at IRM was aboard ex-Chicago Transit Authority double-end arch-roof car No. 3142. Chicago Transit Authority (formerly Chicago Surface Lines) 3142 was typical of several hundred arch-roof steel streetcars built for the Chicago streetcar system during the 1920s. It was one of 169 identical cars built to pull trailers, like car 9020 at IRM, but car 3142 was never actually fitted with couplers for trailer pulling. Cars of this type were often known as "Broadway-State cars" because of their regular use on that line. In the late 1940s car 3142 was converted for one-man operation. In 1951 it was involved in a traffic accident and was retired, being converted to a storage locker. This use saved it until it could be set aside for preservation in the late 1950s. IRM volunteers completely restored it to circa 1950 condition over the course of 15 years in the 1980s and 1990s.



*Photo by Alex Mayes, Potomac Chapter
FIRST RIDE OF THE DAY – Conventioneers
prepare to board the car for a trip around the
IRM's electrified loop track.*



*Photo by Teresa Renner, Potomac Chapter
CARS #409 AND #431 – The other train which ran at IRM
for convention attendees was an ex-Chicago Aurora &
Elgin two-car interurban train.*



Photo by Mike Yuhas, President, Wisconsin Chapter NRHS

BIRD'S EYE VIEW– This is one of many runs this train made during our visit, seen here on the IRM's electrified loop track. Both cars are double-end double-truck railroad roof steel coaches, built by Cincinnati Car Company in 1927. The overhead photo taken with a drone, the latest tool for rail photographers.



Photos by Teresa Renner, Potomac Chapter

RIDING THE RED AND GOLD – Ex-CTA car No. 3142 making another run at IRM.

BULLETIN OF INFORMATION FOR THE PUBLIC				
DATE				
ROCK ISLAND				
TRAIN NO	SOUTH BOUND	DUE TO ARRIVE DUE TO DEPART		REMARKS
64	MANLY- CEDAR RAPIDS LOCAL	9	A.M.	
53	CEDAR-RAPIDS - BURL MIXED LOCAL			LEAVES FROM YARDS
54	ESTHERVILLE- CEDAR-RAPIDS MIXED LOCAL			" " "
190	MINNEAPOLIS- St. LOUIS ROCKET	10:20 P.M.	10:50 P.M.	" " "
NOTICE: ADDITIONAL SERVICE PROVIDED BY E & B RAILWAY CONSULT AGENT FOR DETAILS				
NORTH BOUND				
933	BURL. CEDAR-RAPIDS MIXED LOCAL			LEAVES FROM YARDS
63	CEDAR-RAPIDS - MANLY LOCAL	9:55	A.M.	
201	St. LOUIS- MINNEAPOLIS ROCKET	1:00 A.M.	1:40 A.M.	
323	CEDAR-RAPIDS- ESTHERVILLE MIXED LOCAL			LEAVES FROM YARDS

ROCK ISLAND PASSENGER TRAIN BULLETIN BOARD – IRM has an extensive collection of historic signs on display.

The IRM has many vintage diesels in its collection, including ex-Chicago & North Western F7 No. 411. This EMD cab unit was built in November 1949 as CNW's No. 4082C and later renumbered to 411. Next, the Chicago RTA renumbered it to 305. In 1984, a government agency took over commuter rail service from several private railroad companies in the Chicago area.



Photo by Alex Mayes, Potomac Chapter
CN&W NO. 482C, THEN 411 – As ownership changed, this EMD changed to No. 305 with the RTA.



Photo by Alex Mayes, Potomac Chapter
EX-MILWAUKEE ROAD F7 NO. 118C – Stored in one of IRM's many locomotive barns, No. 118C was built by EMD in November 1951.

Many of IRM's historic interurban cars, streetcars and other equipment is stored in car barns out of the elements, fortunately. Dozens of vintage Chicago Northshore and Milwaukee Railroad cars and other equipment is seen in this car barn.



Photo by Teresa Renner, Potomac Chapter
VINTAGE CHICAGO NORTH SHORE AND MILWAUKEE CARS – Much of IRM's historic interurban cars, streetcars and other equipment is stored out of the elements, fortunately, in car barns like this one.



Photo by Alex Maye, Potomac Chapter
DOUBLE-END DOUBLE-TRUCK LINE CAR – One of the more intriguing artifacts in IRM's collection is this car, built in 1914 by Chicago & Milwaukee Electric.

Later that evening seminars were presented in the Wisconsin Room at the Milwaukee Double Tree Hotel. Andy Laurent presented a look back to the *Ahnapee & Western Railway*. It was a common carrier shortline which ran 34.5 miles between Casco Junction and Algoma in northeastern Wisconsin. It was founded in

1890, sold to the Green Bay & Western in 1906, and sold again in 1947 to a businessman whose shipbuilding and related industries relied on the railroad. Damage to a bridge pier over the Kewaunee River forced the shutdown of the railroad, and the last train ran on March 25, 1986. The right of way is now a hiking, biking, horse riding and snowmobile trail. Also, Mike Yuhas gave a seminar about Aerial Railroad Photography. Some of Mike's aerial pictures can be seen on page 21 and page 26.

Day 4 – NRHS Meetings and Seminar and Christopher Farm & Gardens

Meetings

The fourth day of the convention, August 27th, was a day packed with official National NRHS meetings which ran concurrently with a visit to Christopher Farm & Gardens in Sheboygan, Wisconsin. The NRHS meetings included the Advisory Council Meeting, Board of Directors Meeting, and the Annual NRHS Members Meeting. After these meetings the Silent Auction closed, and then the winners were announced. At 7:00 PM James Wades presented a seminar entitled "Canst Thou Send Lightning" which told the story of the telegraph and its significant role in dispatching trains and establishing the standardization of time. Contrary to widely held belief, telegraphing was used by some railroads into the 1970s, and even into the early 1980s. This was another well-prepared, interesting seminar.

Christopher Farm & Gardens

For those not attending the meetings, a chartered motor coach trip was made to Christopher Farm & Gardens in Sheboygan, Wisconsin. This facility is privately owned and stretches across five hundred acres of farm and botanical gardens along a mile of Lake Michigan shoreline. Christopher Farms has an amazing collection of transportation chinaware.



*Photos by Elizabeth Guenzler, At-Large Member
EXQUISITE CHINAWARE – Christopher
Farm & Gardens has a large, vintage
collection of chinaware from historical
railroads and other transportation companies.*



*Photo by Mike Yuhas, President, Wisconsin Chapter NRHS
WINDOW BROWSING - Steve Miller, a member of the
NRHS Convention Planning Committee browses
through the Christopher Farm & Gardens' collection,
during his visit on August 27, 2022.*



*Photos by Chris Guenzler, At-Large Member
GARDENS AND THE DAIRYLAND EXPRESS - NRHS guests explored the world-class botanical gardens and the wildlife that resides at the farm, and of course rode the "Dairyland Express".*

Day 5 – Metra Excursion

On the final day of the convention, August 28th, Chicago-area commuter authority Metra sponsored a chartered train for the NRHS convention over ex-Milwaukee Road and Soo Line trackage.

Metra's Heritage Colors

Editor's Note: At-Large members Elizabeth Guenzler and Chris Guenzler provided this Heritage Colors report.

Metra has painted MP36 locomotives in heritage colors of the predecessor railways that operated passenger service in the Chicago area. The Milwaukee Road-liveried 405 led the NRHS special train and MP36 402, State of Illinois locomotive, with emblems honoring the six counties in which the agency provides commuter rail, was the second locomotive of this charter train.



MP36PH-3S NO. 405 IN MILWAUKEE ROAD LIVERY - Led the NRHS excursion train.



***Photo courtesy of Teresa Renner, Potomac Chapter, NRHS
MP36PH-3C NO. 402 - Painted in a blue and white scheme and named "State of Illinois".***

Route of the Metra Special

NRHS special originated at the Fox Lake, Illinois Metra station and headed southeast on Metra's Fox Lake Sub, which was previously a Milwaukee Road line, crossed the Elgin, Joliet and Eastern Railway at Rondout and then transferred to the former Milwaukee Road Chicago to Milwaukee main line and proceeded south. At tower A5 the train stopped and reversed direction for about five miles to tower A12 and transferred to the former Soo Line main, now owned by Canadian National. The train then headed north to Metra's Antioch coach yard where passengers detrained for a photo stop.



Photo courtesy of Mike Yuhas, President, Wisconsin Chapter NRHS
SPECIAL EXCURSION TRAIN DEPARTED THE FOX LAKE COACH YARD TO LOAD PASSENGERS AT THE FOX LAKE METRA STATION - The six-car train was powered by two Motive Power Industries engines, MP36PH-3S No. 405 painted in a striking Milwaukee Road orange and black heritage scheme, and MP36PH-3C No. 402 painted in a blue and white scheme and named "State of Illinois".



Photo courtesy of Alex Mayes, Potomac Chapter
ONE PHOTO RUNBY AT DEERFIELD METRA STATION – Lined up for photo stop.



Photo courtesy of Teresa Renner, Potomac Chapter
BRIEF PHOTO STOP AT ANTIOCH COACH YARD - Following this stop the train proceeded to Prairie Junction where it got back onto the line to Fox Lake and headed northwest to Fox Lake.



Photo courtesy of Teresa Renner, Potomac Chapter
ONE LAST LOOK, ONE LAST PHOTO - NRHS riders disembarked from the special METRA chartered train at Antioch coach yard to take photos before the train reversed direction back to the Fox Lake station, which was the conclusion of the trip.

Many thanks to Bob Dalrymple, At-Large NRHS member, who provided helpful details about the Metra excursion. With the arrival of the Metra train back at the Fox Lake station this year's convention officially concluded.

2021 Convention Wrap-up

There were approximately 180 registrants at this year's convention (2021), which was a little lower than recent conventions due to ongoing concerns of the COVID pandemic. This year's convention was planned by the National NRHS Convention Planning Committee and conducted by National NRHS officials and volunteers of the Northstar, St. Louis and Wisconsin chapters of the NRHS. The convention was well planned and run, with no major issues. There was no NRHS convention in 2020 due to the covid-19 pandemic.

The 2022 Convention will be held in California in May. For further details visit the NRHS website at <https://nrhs.com>.



NRHS Historic Plaque Program

Recognizing Railroad Landmarks, education, railroad history, and railway preservation efforts intersect in the National Railway Historical Society Historic Plaque Program. This program formally recognizes landmarks in Railroad History by placing a bronze plaque at/on the site. Several notable, formally recognized rail preservation sites have included:

- Chicago Union Station
- Baltimore & Ohio Railroad Roundhouse & Museum
- Rockville Bridge
- Baltimore & Ohio Railroad Museum

How to Apply

Applications are typically sponsored by or pursued in partnership with a local NRHS Chapter and are frequently done in conjunction with a historic milestone event for that rail landmark, such as a rededication, restoration, or a "birthday" (e.g., 75 or 100 years old). The presentation of the historic plaque may also be accompanied by a press release from the NRHS, providing additional railway history education and public relations opportunities.

For additional information on working with the NRHS to recognize a railroad history landmark in your area, please contact the National Office at <https://nrhs.com/contact>

Winchester Chapter 55th Anniversary Banquet

By *CARL STEPHANUS, Winchester Chapter, NRHS*

The George Room was ornate and spacious, the food was good, the speaker was humorous, insightful, and a wonderful character! These are some of the comments heard about our Banquet on March 12, 2022 at the Hotel George Washington in Winchester, Virginia. More than once, our speaker Paul Reistrup said he had fun, too!



*All photos courtesy of Alex Mayes, Potomac Chapter
DINNER IN STYLE – Finishing dinner in the George Room of the
George Washington Hotel.*



YEARS OF WORKING WITH RAILROADS –
*Speaker Paul Reistrup beginning his
presentation.*



THE HAT OF A RAILROAD MANAGER –
*While listening to a question about his work as
Trainmaster in Pittsburgh, Paul Reistrup has on
his old hat. All railroad managers were expected
to wear a hat when out on the railroad.*

Paul Reistrup's program was originally titled "Untold Stories of the B&O and Early Amtrak" but was later expanded to cover his whole railroad career. After his 1954 graduation from the U.S. Military Academy at West Point, and required military service, his railroad career started in the B&O Operating Dept. and from 1964 had him in charge of passenger services for B&O, and later C&O/B&O.

In 1967 the Illinois Central RR hired him to head their Passenger Dept. and later work as SVP-Traffic. From 1975 to 1978, he was the second President of Amtrak. Later, his work included President of the Monongahela Railway, some consultant companies, and as CSX VP-Passenger Integration. We all would agree with Don Phillips, who wrote in Trains magazine in June 1991 that "Paul Reistrup was everything that Lewis (Roger Lewis, first President of Amtrak) was not. He was a man with a strong passenger background. He loved trains, and he knew what it took to operate them."

We had limited the total attendance to fifty people, but non-Covid-19 medical problems and an intense storm with snow, high winds and freezing temperatures reduced attendance to 41 people that Saturday night. However, all of Mr. & Mrs. Reistrup's immediate family (one daughter, three sons, and spouses of 2 sons) came to sit with Paul Reistrup and his wife "Tat".

Some of our "distinguished" attendees introduced were Bob Bitzer (National NRHS Treasurer), Ken Briers (Chairman of the National Railroad Passenger Assn.), Alex Mayes (who has his photographs in the Gallery of the April, 2020 Trains magazine), and George Hamlin (a Trains magazine internet writer). We also introduced the Winchester Chapter's youngest member, Noah Collins, who was 14 years old when he joined last year.



RABO MEMBERS – *The five attending RABO members: Paul Reistrup holding his "Gold Watch Society certificate, and standing (left to right) Carl Stephanus, Bob Fetter, Ray Lichty, and Bill Collins.*

Ray Lichty (RABO member and former RABO quarterly magazine editor) made a surprise certificate presentation to RABO member Paul Reistrup as he will become a member of the "Gold Watch Society" by being 90 years old on May 24, 2022. Three other RABO members were present, including Bill Collins (from NRHS-Mohawk & Hudson Chapter) who came the longest distance to this banquet (with his wife) from north of Albany, N.Y. (RABO stands for "Retired Administrators of the B&O Railroad Company, its affiliates and successors")

I thank my banquet helpers: John Foote for providing and operating the PA system (which avoided a hotel fee using their system), Doug Russell for providing the name tags, the speaker's son John for putting together and showing the visuals on the hotel provided screen, and the hotel employees who served us. We are glad for all the attendees who braved the weather and the chapter members who also brought their friends.

Nevada Northern Railway and Trains Magazine Celebration “81 For 81” (part 3)

By ALEX MAYES, Potomac Chapter NRHS (All article and photo credit, unless shown differently.)

This is the final segment of a three-part series covering the celebration of the 81st anniversary of *Trains Magazine* and the restoration back to service of Nevada Northern Railway's 2-8-0 No. 81. This event was named “81 For 81”. Trains Magazine, in conjunction with the Nevada Northern Railway, ran a three-day charter on the Nevada Northern October 8-10, 2021 for the celebration. Nevada Northern Railway 2-8-0 No. 81 was purchased new by the railway from Baldwin Locomotive Works in 1917. In 1952, when diesels begin entering service, No. 81 and No. 93 were kept as backup engines until 1961 when they were donated to the White Pine Public Museum and placed on outdoor display. In 1990, after 29 years on outdoors static display, both engines were traded back to the Nevada Northern. No. 93 was restored and returned to active service in 1993, but No. 81 remained in the engine house. In 2020, major restoration work began on No. 81, and it returned to active service in 2021.

Day 3 – Sunday, October 10.

On Sunday morning the Nevada Northern fired up 2-8-0 No. 81 and 2-8-0 No. 93 for full day of photography on the Hi Line to about six miles north of Ely. Engine No. 81 pulled two vintage copper ore cars, four wooden Nevada Northern boxcars and caboose No. 3. Engine 93 pulled coaches “Ely” and “Ruth”, which were used to transport photographers to the runby locations. There were 60 railfans who participated in this event. Lots of photo runbys were held at scenic locations and the skies were mostly clear all three days. Details about each of the runbys are in the photo captions.

The “81 For 81” charter went very smoothly and was a most enjoyable event. Jim Wrinn, editor of Trains Magazine, Trains Magazine videographer Kevin Gilliam, and Mark Bassett, Executive Director of the Nevada Northern Railway did a superb job in planning and running this three-day charter.



Photos courtesy of Alex Mayes, Potomac Chapter

ENGINE NO. 93 - Photographers were transported to the photo locations in a separate train, pulled by engine No. 93, which is seen in the distance. No. 81 pulled a string of vintage freight cars, seen on the left. This photo was taken at the second runby of the morning at Moser Cut.



MOSER CUT - No. 81 pulls a string of vintage freight cars during the second runby of the morning north of Moser Cut.



RIDING ALONG WITH "ELY" AND "RUTH"– Close up view of the passenger train pulled by engine 93. This train was comprised of vintage coaches "Ely" and "Ruth".



STAR FLATS - This runby was held at Star Flats.



BIG CUT - Several runbys were held at Big Cut since there were numerous scenic photo locations here. This is engine No. 93 with the passenger consist backing through the cut.



***THIRD RUNBY** - Another great angle at Big Cut was an overlook above the track, with the wide expanse of the Great Basin in the distance. This shot was taken as the No. 81 and its freight consist was about to enter Big Cut during the third runby here.*



***LAVON SIDING** - After the runby at Big Cut both trains headed south to Lavon Siding, about four miles north of Ely so a photo of the two steam trains side by side could be taken. This is the passenger special arriving at Lavon Siding.*



PHOTO FREIGHT AT LAVON SIDING - The “photo freight” entering Lavon Siding a few moments later.



FACING FRONT AND CENTER - The front ends of both trains were posed for photos at Lavon Siding for photos.



“81” ALL THE WAY - Trains Magazine editor Jim Wrinn (left) and Mark Bassett, Executive Director of the Nevada Northern Railway pose in front of the two engines at Lavon Siding. To commemorate this “81 For 81” event, Jim made a figure 8 with his hands, Mark made a 1.



Photo courtesy of Cate Kratville-Wrinn

SIXTY AT THE “81ST” - At the end of the ceremonies at Lavon Siding, a group photo was taken with the 60 participants.



WIG-WAGS WAGGING G'BYE - *The last photo runby of the three-day charter was at a pair of wigwags at a crossing in the East Ely yard about 100 yard north of the depot.*

While we are in the neighborhood, let us have a look around ...



NEVADA NORTHERN LINES TOWARDS COBRE, NEVADA - *This is the historic passenger depot in McGill, 16 miles north of Ely, built in the early 1900s. The railroad already owns the McGill depot and has spent hundreds of thousands of dollars restoring it to its former glory. The Nevada Northern Railway Museum has recently been awarded a \$10 million grant to rebuild 16 miles of railroad from Ely to McGill and install a turntable here.*



COBRE, NEVADA - These two structures are all that remain at Cobre, where the Nevada Northern connected with the Southern Pacific Railroad. The interchange tracks are in the foreground. There was also a wye here to turn Nevada Northern's locomotives. The building on the right is a one stall concrete engine house. The town was established in 1905 when construction of the Nevada Northern began. In 1910 Cobre reached its peak population with a total of 60 residents. A post office was established at Cobre in 1906 and discontinued in 1956.



TRAIN PASSING BY COBRE - Westbound Union Pacific manifest train is seen on the former Southern Pacific main passing by Cobre on October 11, 2021.

Port Jervis Transportation History Center – Opening on Memorial Day Weekend

By RUDY GARBELY, Chairman of the Board, PJTHC

The Port Jervis Transportation History Center is a 501(c)(3) non-profit organization dedicated to preserving the transportation heritage of Port Jervis, New York and the surrounding region. Located on a historic site encompassing an operable Erie Railroad turntable and the Delaware & Hudson Canal, the Center houses a collection of local transportation artifacts and vehicles owned by the museum and several partner non-profit organizations. In addition to interpretive exhibit space, the 10-acre facility also serves as a venue for concerts, lectures, and other public events. To learn more, visit the Center's website at www.pjthc.org.

After over two years of planning and development, the Port Jervis Transportation History Center will celebrate its grand opening on Memorial Day weekend of 2022 with the first-ever Port Jervis Transportation Festival.



This outdoor rain-or-shine event will be held on May 28, 29, and 30 from 10:00 AM to 5:00 PM each day. Visitors to the former Erie Railroad turntable facility in Port Jervis, New York, located behind the Save-A-Lot shopping center, will enjoy the Port Jervis Transportation History Center's own growing collection of artifacts and railroad equipment. The collection includes historic railcars owned by both the Port Jervis Transportation History Center and Operation Toy Train that are permanently exhibited in Port Jervis. The newest addition to the history center's collection, the first Comet I commuter coach built, will be delivered in time for the event. Vehicle demonstrations and additional events are planned over the three-day weekend.

The Port Jervis Transportation History Center is also pleased to announce that the collection of on-site railroad equipment is being joined by the equipment of the Dining Car Society, which is making Port Jervis its new home. Seven historic passenger cars, including two Erie Lackawanna dining cars that ran through Port Jervis from the 1920s through 1970s, will be arriving at the turntable site in the coming weeks. The Dining Car Society's volunteers will serve lunch to visiting patrons aboard one of the dining cars during the festival for an added fee, and special reservation-only dinner events aboard the cars will also be available on the nights of the festival.

Additional visiting exhibits, vehicles and trains are being donated by local companies and partnering non-profit organizations for the weekend event. Among the visiting exhibits will be an operational Bethlehem Steel TUG railcar mover and a functioning steam calliope, both contributed by the National Museum of Industrial History in Bethlehem, Pennsylvania. Several non-profit organizations will be providing smaller exhibits and tables related to regional transportation history. Additional visiting exhibits will be announced as they are confirmed in the coming weeks.

PORT JERVIS TRANSPORTATION HISTORY CENTER
TRANSPORTATION
MEMORIAL DAY WEEKEND FESTIVAL

THREE DAYS OF FAMILY FUN!

MAY 28-29-30, 2022

10AM - 5PM SAT-SUN-MON



VINTAGE TRAINS - BIG TRUCKS - CLASSIC CARS
VISITING EQUIPMENT & EXHIBITS - HISTORICAL SOCIETY DISPLAYS
LOCAL HISTORY - RAILROAD DEMONSTRATIONS - GREAT FOOD

ALL AT THE HISTORIC ERIE TURNTABLE, PORT JERVIS, NEW YORK

\$5.00 ADULT ADMISSION - CHILDREN UNDER 12 ENTER FREE!

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Mount Hood Railroad – Saved For a Second Time

By ARLEN L. SHELDRAKE, Pacific Northwest Chapter NRHS

Editor's note: This article first appeared in the Pacific Northwest Chapter's official publication *The Trainmaster*, February 2022 issue. Many thanks to them for graciously sharing this historical news.



The Hood River 1911 Depot. Originally built by the Oregon Railway and Navigation Company Railroad. Photo by Arlen Sheldrake

Most of us know about Union Pacific's desire back in 1986 to get rid of many of their branch lines, including their Mount Hood Railway from Hood River to Parkdale. Investors led by Jack Mills purchased the line in November 1987 to preserve freight service instead of allowing UP to potentially pull it up. The line was later purchased by Chicago-based Iowa Pacific Holdings in 2008.

Now here we are in 2021 with the Iowa Pacific Holdings implosion that brought the Mount Hood Railroad (MHRR, with AAR official reporting "MH") again at risk of closure. The Iowa Pacific Holdings model of leveraging acquisitions finally came to an end with bankruptcy filings in 2020 and lots and lots of legal actions.

Stepping forward to save this line for a second time is a local fellow by the name of L. Scott Webster. Yes, the same Webster who owns Webster Orchards and The Fruit Company based in Hood River. Scott is the grandson of Roy Webster, founder of Hood River's Webster Orchards back in 1942. Roy, well known in Hood River history, was also famous for organizing the Hood River cross Columbia swims.

On January 9, 2022, Webster's Mount Hood Capital Investments LLC announced their purchase of the Mt. Hood Railroad, thus returning the railroad to local ownership. A news release noted that the railroad will continue in the freight and passenger excursion business and that long time General Manager Ron Kaufman will continue in that job.

While there are some minor issues still to be resolved, expect some exciting new announcements soon.

The Fruit Company is based in the Pine Grove community of the Hood River Valley. The Mount Hood Railroad Christmas trains have been running to this point and then back to Hood River. While the general public knows the Hood River Valley for its great fruit, beautiful views of both Mt. Hood and Mt. Adams, wind surfing and some great beers, we rail historians also know MHRR as one of the very few railroads to be still using a switchback to gain elevation getting out of the Hood River gorge. The Mt. Hood Lumber Company reload facility in the community of Odell is going gang-busters and currently is the farthest south the railroad operates. Scott indicated that he hopes to eventually return train operations to the end of track in Parkdale, 21.1 miles from Hood River.

This article began with an *Altamont Press* January 7th posting noting that the MHRR had acquired a new to them locomotive No. 1639 with markings from the BG&CM Railroad, based in Lewiston, Idaho. This sounded to me like something positive was happening with MHRR and my investigation started. Sure enough, something VERY positive was happening as reported here.



Another MHRR related item that occurred at the same time was a question from a Hood River High School classmate's brother asking about the Mount Hood Railroad depot. Seems David Jubitz, whose father Gilbert and uncle George owned Franz Hardware in downtown Hood River, wanted information to caption a picture his father acquired that hangs in the Hood River Depot. This inquiry was answered, and I also learned that the Hood River Depot is owned by the Mount Hood Railroad.

The Mount Hood Railroad including the depot is on the National Register of Historic Places. The depot was placed on the register in 1988 and the Mt. Hood Railroad Linear Historic District in 1994. So, in addition to saving the railroad, Scott is also saving the former Union Pacific Railroad Hood River depot.

Sources: Mount Hood Capital Investment LLC - 1/10/2022 news release and conversation with L. Scott Webster.



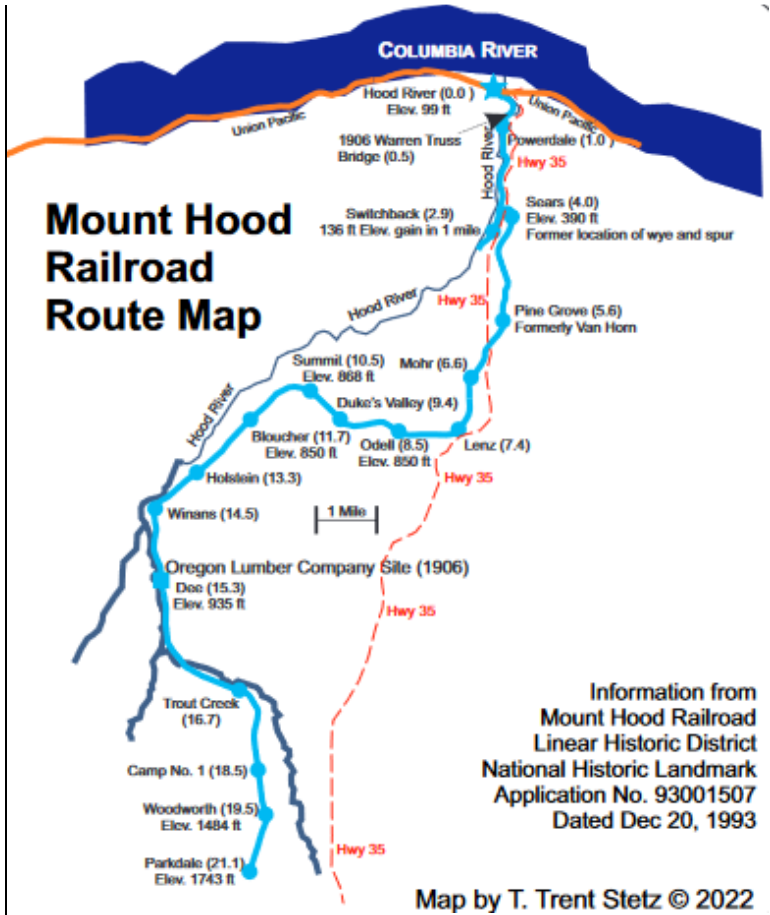
Mount Hood Locomotives at Hood River (Photo by T. Trent Stetz)



Buildings at Pine Grove (Photo by T. Trent Stetz)



Lumber Reload and Siding at Odell (Photo by Arlen Sheldrake)



The relocated 1906 Warren Truss Bridge at Powerdale, which replaced a wooden Howe truss bridge in 1964. (Photo by T. Trent Stetz)

President's Column – Friends, Memories and Rail Preservation Petitions

By AL WEBER, President, NRHS

We all lost not only a long time NRHS member but a particularly good friend of mine on March 30th, 2022 - Jim Wrinn. Jim and I first got together when he was a volunteer at the North Carolina Transportation Museum quite some years ago.

The museum that I volunteer at, now named "The National Museum of Transportation" needed some drawings and he was my contact. From that time onward Jim became a "goto" friend for railroad history information and help with many rail-related projects all over the world.

I will miss him greatly. The family has asked that donations in his name should be sent to the North Carolina Transportation Museum.

The Southern California convention is fast approaching so get your orders for the events in. Many of the events have limited capacity so order now. The convention committee has worked very hard on getting everything setup so please support them.

With Covid-19 making the last two years challenging for all, I see many chapters and rail activities getting together in person again. Here,

the museum is experiencing record attendance for a spring quarter.

Many NRHS members and chapters work on, or have or partner in passenger cars that you run either behind Amtrak or on a tourist line. If you or your group fall into this area of railway preservation, please take time to go to the <http://www.RPCA.com> website. Follow the procedure to post a comment on Part 232 – HeritageRail & RPCA Petition for Modification of Standards and Alternate Compliance with the FRA, "FRA-2022-0017".

On March 7, 2022, a petition to replace 49 CFR 232.717(d) with our Recommended Practice RP-001-21 was published in the Federal Register. The link to read the petition is also available on www.regulations.gov. This opens the comment period and it is most important for all our operating passenger car groups to submit a positive comment on this petition.

All stay safe and keep helping to preserve railroad history for future generations.

Al Weber (aweber@nrhs.com)

Editor's Notes – California Dreaming?

By VALLI HOSKI, Editor, NRHS News

The 2022 NRHS Convention for 2022 is almost here. California in May, what a lovely place to be, away from late snow, tornadoes, and hurricanes. I wish everyone the very best time out there in LA-Land. Family circumstances keep me from joining all my friends on the West Coast. I will be here in Pennsylvania, pouting and puttering on my new projects and the May issue.

What is your favorite travel story – out west and back? What is / are your favorite program and

trips taken at the convention? What sights and scenes do you recall best or most fun? Banquet – tasty or mom cooks better?

Tell us about your favorites and not-so favorite places, excursions, tours and rides from your exciting West Coast convention. Please share your CA adventures, scenes and views with all of us. Submit articles and photos to the NRHS News at News@NRHS.com.

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