



NRHS News

NEWS FOR ALL NRHS MEMBERS

NOVEMBER 2014

PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

NIGHT PHOTOS -- During the 2014 National Railway Historical Society convention, a night photo session was held at Winslow Tunnel. Two scenes were illuminated, one at the south portal of the tunnel, and the other 100 yards north of the north portal (shown here).

Al Weber elected as new president of NRHS

Al Weber has been elected as the new president of the National Railway Historical Society by the Society membership. Weber defeated the incumbent candidate for the position, Greg Molloy, by a vote of 1,869-1,321.

The results of the election were announced by the Society on Aug. 25, 2014.

Weber, a member of the St. Louis Chapter NRHS, was the District 6 NRHS director at the time of

his election. He is a systems engineer, working on various computer systems, having supported various computer installations and their software. Weber is an FAA certified flight instructor and commercial pilot with various ratings, and

has run several companies over his years in the business world.

Weber took office during an NRHS board meeting held Saturday, Sept. 20 in Mount Laurel, N.J.

The results of the voting for the other offices on the NRHS ballot are included below.

Vice president – Joe Maloney, 2963 votes.

Global directors (two positions open) – Steve Barry, 2647 votes, and David Flinn, 2042 votes.

District 1 Director – Mia Mather, 353 votes.

District 2 director – Harold Shaak, 426 votes.

District 3 director – Frank Fowler, 423 votes.

District 4 director – Sam Williamson, 294 votes.

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A message from the new president of the NRHS

By Al Weber, NRHS President

First of all, I want to thank all the members who took part in the 2014 election and all the new board members. I need to thank all the board members who are leaving the board, and especially Greg Molloy, our past president.

I also hope that you will welcome the new and newly re-elected board members. They have a difficult task before them in the next few months.

We are in a very difficult period in our 80-year history. Our financial situation is very bad. In the next few weeks we will be sending out the 2015 national dues bills along with a plea for donations.

We now have the 2015 NRHS convention in Rutland Vt. up and running. The convention ticketing is open on the <http://www.nrhs.com> web page. Please check it out and order your tickets.

Your board is committed to running RailCamp

in 2015 but we need new volunteers on both coasts. Please consider volunteering for this important part of the NRHS.

The *NRHS News* will now be coming to you in an electronic format. This means much more current information for the members of the Society. This also means that we will need to get everyone's email address. However, I know that 8 percent of our membership does not have access to email, and a committee is working on that problem. We hope to have a solution soon.



AL WEBER

Again thanks for your support.

NRHS News switching to electronic (.pdf) distribution

With this issue, the *NRHS News* is switching to an electronic format. Issues will be available as .pdf files.

The electronic format will allow the staff to produce issues with more pages and expanded coverage of national and chapter news. In a paper format, the *News* was limited to 20 pages before moving into a postal class which required higher costs. The .pdf version can be distributed with neither printing nor postage expense.

The production of the October issue of the *News* was suspended because of the Society's financial shortfall. The newly elected NRHS leadership and board decided to move ahead with an electronic version that would be available not only to NRHS members but also to non-members via the NRHS website to show that the Society is moving ahead with plans for the future. Activities include not only

the 2015 national convention in Vermont and both RailCamp programs but also preservation projects.

The NRHS plans to continue publishing the *News* at least six times each year. Additional "special editions," such as the issue with the NRHS member discount list, may also be published.

The electronic format will allow for the *NRHS News* to be distributed in a much more timely fashion. In the past, it took three to six weeks, and sometimes longer, from the time the *News* was completed before it reached members' homes because of the time required to print, proof and mail the issue.

The NRHS board is discussing the possibility of printing and distributing a limited number of printed copies of the *News* to NRHS members who do not have access to the Internet.

New officers, directors elected by NRHS membership

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District 5 director – Jim Pahriss, 247 votes.

District 6 director – John Goodman, 381 votes.

District 7 director – Steven Sigerist, 308

votes.

District A Director – Jeff Smith, 275 votes.

District B Director – Jack Hilborn - 286 votes.

Over 9,700 ballots were mailed to the membership.

Vermont Rails will be focus of 2015 NRHS convention

By Elrond Lawrence, NRHS Public Relations

Vermont Rail System, the Saratoga & North Creek Railroad and timeless New England scenery will headline the 2015 NRHS convention in Rutland, Vt. Plans have been finalized for the June 14-20 convention, where members can choose from seven days of rare excursion trains and historic tours.

Convention trains currently include the following:

- A Vermont Rail System “photo freight” from Rutland to Ludlow and return, powered by a classic Alco RS-1 engine, through the scenery of the Green Mountains (June 14);
- A Saratoga & North Creek passenger trip in northern New York, following the scenic Hudson River and led by rare BL2 diesels (June 15). Passengers will have the option of riding Amtrak’s *Ethan Allen Express* between Rutland and Saratoga Springs;
- A VRS passenger trip from Rutland to Bellows Falls and return over the Green Mountain Railroad and the former route of the original Steamtown excursions (June 16);
- A VRS passenger trip from Rutland to Burling-

ton and return, including a two-hour layover at the Burlington waterfront or a three-hour tour of the famous Shelburne Museum (June 18);

- A rare mileage trip from Rutland to the Omya processing plant on the remains of the original Clarendon & Pittsford Railroad near Florence, Vt. (June 19); and
- A VRS passenger excursion between Rutland and North Bennington/Hoosic Junction and return, passing the one-time home of Norman Rockwell and the summer home of Robert Todd Lincoln, son of Abraham Lincoln and the president of Pullman Palace Car Company (June 20).

Tickets for the convention are now on sale through the RegOnline system, accessed via the <<http://www.nrhs.com>> website. Premium tickets (lounge, dome, and business car) are selling quickly, as is normal for the initial sales.

Public tickets will also be sold for an afternoon “Father’s Day” excursion (June 21) on the Green Mountain Railroad between Rutland and Ludlow,

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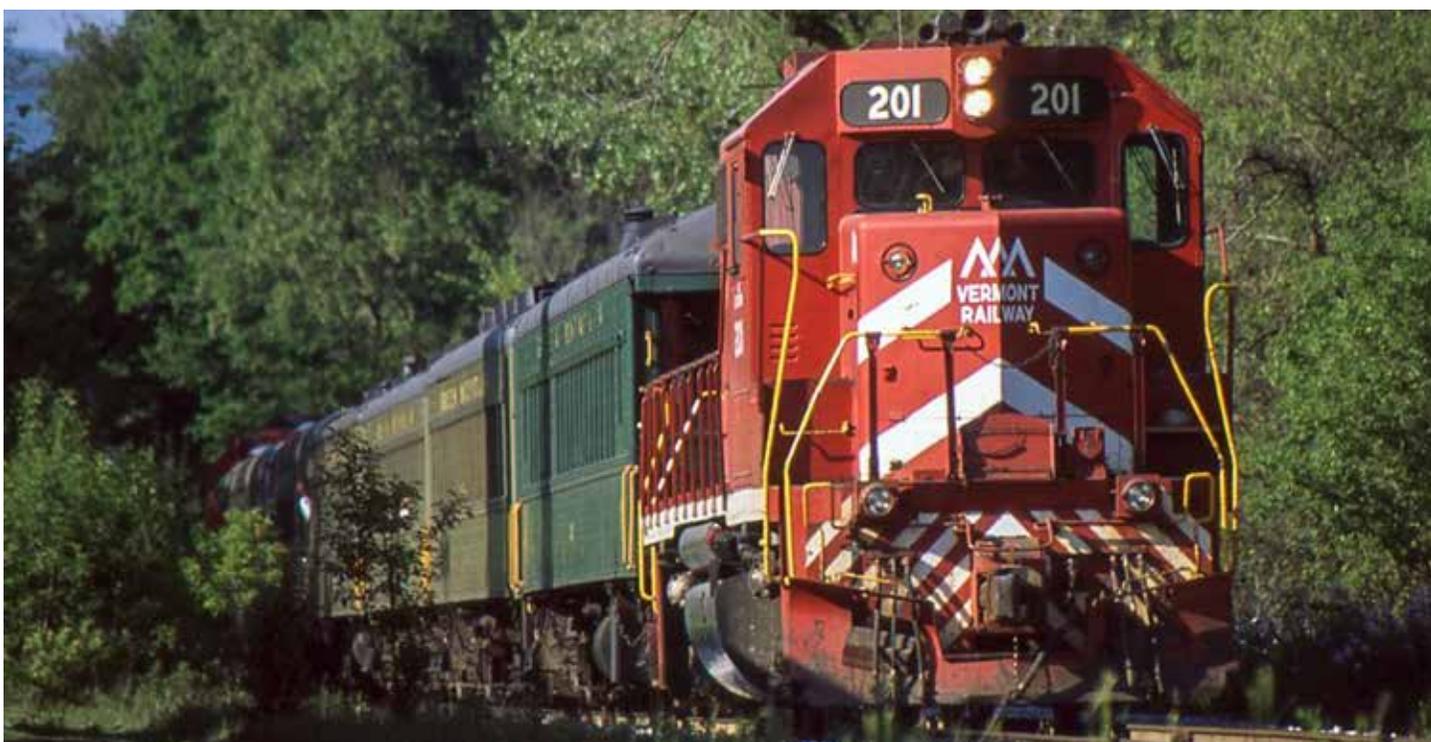


PHOTO BY BARTON JENNINGS

FOR CONVENTION -- Vermont Rail System will provide motive power for many of the 2015 convention trips.



PHOTO BY CODY MARTIN

INSIDE LOOK -- RailCampers got a chance not only to ride on Amtrak trains but also had the rare opportunity to see inside an Amtrak engine.

Teens go behind the scenes of railroading at RailCamp

By Cody Martin, NRHS RailCamper, Class of 2014

During the week of July 6-11, 24 teenage boys and girls had a once-in-a-lifetime opportunity to go behind the scenes of railroading – to get a glimpse of what it would be like to work on a railroad in the past, present and future – as participants in the NRHS RailCamp East program, based at the University of Delaware in Newark. I am thankful that I was one of the group. The NRHS also offers the RailCamp Northwest, based in Tacoma, Wash.

I have had an interest in trains and a railroad career since I was a toddler. I saw an advertisement in *Trains Magazine* about RailCamp when I was 7. Since then, I couldn't wait to attend.

My family couldn't afford my tuition when I ap-

plied for RailCamp, so I also applied for a scholarship. A few weeks later, I received a letter stating I had been accepted to the program, with a full scholarship. At last, my childhood dream had become a reality.

I would like to share my experiences from the week with the NRHS membership.

On Sunday, July 6, the first day of camp, the group was to meet at the university's dining hall for supper. Pat Morrison, representing the Railroad Museum of Pennsylvania, gave a presentation following dinner introducing us to the history of railroading in general, but more specifically in the state of Pennsylvania. Campers were able to ask several questions regarding the presentation and the museum.

Monday morning, the vans traveled to nearby Wilmington, Del., for a variety of activities at Amtrak's National Training Center.

The Amtrak staff members challenged each of us to be safe and stay focused anytime that we are around a railroad. Campers then viewed a presentation on conductor and engineer training, as well as an overview of railroad careers with Amtrak. As a side-note, Amtrak mentioned they had recently begun a class with 24 students training to become a conductor or engineer. In the end, only six students succeeded.

For lunch, we enjoyed a buffet meal from the Amtrak test kitchen, which is where all Amtrak kitchen personnel are trained. We sampled vegetarian lasagna, a dish which had not yet been added to the menu of Amtrak's trains.

Later we were able to try our hands at the throttle of electric, diesel, and Acela locomotives, on simulators, under the guidance of Amtrak engineers. In addition to the normal simulators, there was a "motion" simulator valued at \$6 million that rocks back and forth to simulate the motion of an engine. We were told that only 14 exist worldwide, and that this is the only one in North America.

We then had the opportunity to use the dispatching simulators before taking a guided tour of the Amtrak exhibit train. We also received some valuable hands-on lessons on the braking and electrical systems aboard the train.

We returned to the training center Tuesday, opening the day with a safety briefing. We then toured one of the newest locomotives on Amtrak's fleet: the Siemens ACS-64.

One of the main features of this locomotive is the "regenerative" braking. Instead of normal dynamic braking, this braking is made so that the energy produced is sent back into the catenary systems. The power will then be used by other trains. Any power that is left is sold back to the power company. The regenerative braking is so good that it will bring the train to a full stop without even touching the air brakes, leading to less wear and tear on brake shoes and wheels.

We then returned to the classroom for a presentation regarding the technological advancements on Amtrak trains.

We had a close-up look at the computer systems when we traveled to Amtrak's Consolidated National Operations Center (CNOC), located across from the Wilmington train station. This is the hub

from which all Amtrak's train crews are called to active duty. Amtrak officials also deal with various problems nationwide, as well as all billing, etc., for moving privately owned railcars.

In the basement is the Centralized Electrification and Traffic Control Center (CTEC). This is the main dispatch unit for the entire Northeast Corridor, as well as the electrical distribution for all the catenary systems on the corridor.

Afterwards, we went to the Wilmington station for a tour of station operations and to learn about the Amtrak Police Department (APD). We learned that the Wilmington station is home to a bomb-sniffing dog, and that the Amtrak police have jurisdiction, almost like the FBI, in 46 states.

That evening, we rode the geometry car aboard the Northeast Regional train leaving Wilmington, Del., station for Washington, D.C. In Washington's Union Station, we boarded the Acela to travel back to Wilmington. Minutes before the train departed, I was one of six campers who got a rare chance to see inside the Acela locomotive cab.

We spent Wednesday at the Railroad Museum of Pennsylvania in Strasburg, Pa. A guided tour of the museum included going inside pieces of equipment that are not open to the public, including a look at the restoration shop and yard. We were also tasked with preparing for an interpretive presentation to be given at the museum on Friday. Later, we were split into small groups and sent on a scavenger hunt on the museum grounds.

On the way back to the university, the campers in the van I was in "bribed" our counselor to stop by a grade crossing to watch Strasburg Railroad's steam Locomotive No. 90 bring the passenger train home for the day. From then on, our van was considered to be the "cool" van, and it made it hard to find a seat in the van for the remainder of the week.

We spent Thursday working with the Strasburg Rail Road to become familiar with freight operations and restoration. Everyone had a chance to operate the 15-inch gauge steam locomotive. Afterwards, campers toured the wooden car shops and learned about what it takes to restore a wooden passenger car.

While in the car shops, we made a camp souvenir to take home with us. In a separate activity, we learned how to perform a pre-trip train inspection. This included looking over a set of hopper cars for defects such as worn wheels,

broken welds, bad wheel bearings, bulged side walls, etc.

The group also had hands-on experience with yard operations. Using Strasburg's single diesel-electric Locomotive No. 8618, we learned basic hand signals to couple and uncouple cars. As part of the assignment, we had to signal the engineer to approach the car and stop a few feet short to make sure the couplers were aligned with each other.

After lunchtime, everyone worked as a gandy dancer with the maintenance of way department crew, replacing ties on a yard track adjacent to the mainline. We were shown how to work safely around the mainline with Strasburg's passenger trains running by all day.

On the final day of camp, we returned to the museum in Strasburg. We arrived 15 minutes early and couldn't get in. We saw smoke coming from the engine house, so once again the driver was "bribed" and the van ventured over to see which locomotive was warming up.

The Strasburg Railroad crew members were more than happy to allow us to look around, and they even told us to take a look inside the cab of No. 475, the steam locomotive that was being prepared for a day on the rails.

When the museum opened, we had to give our interpretive presentations about the pieces of equipment that we had reviewed on Wednesday. The museum staff members seemed to be intrigued with the diversity of the presentations.

After lunch, we got to ride the railroad from Strasburg to the Leaman Place Junction interchange and back. We were told to not stick anything out the window in case of Indian attacks.

Back at the university that evening, we were each presented with a graduation gift. A book by John H. Armstrong, "The Railroad: What It Is; What It Does" was gratefully received by all of the RailCampers. We also each received a Polo shirt embroidered with "NRHS RailCamp." It was a great way to end an exciting week of camp.



PHOTO BY CODY MARTIN

AT PENNSYLVANIA MUSEUM -- During their visit to the Railroad Museum of Pennsylvania, RailCampers got an "up close" look at PRR steam engine No. 5741.

Overall, it was a great week, and there is nothing else like it. I would advise high school students with an interest in trains and/or a railroad career to apply to the camp. You will do things at camp that most teenagers have yet to dream about. It is an opportunity you will never get to experience again. You will definitely have fun. The camp staff members go out of their way to be sure of that.

If you are too old to attend, consider volunteering to help with the program. If you are an NRHS member, please maintain your membership as your dues are made available to make the scholarships possible.

As far as I am concerned, it was an excellent pro-

gram and I could tell that there was a trainload of time and effort put into making it happen.

I would like to thank all of those individuals involved with the program for opening their doors to host the RailCampers: all the camp counselors and managers, Amtrak, the Strasburg Railroad, the Railroad Museum of Pennsylvania, and the University of Delaware. I would also like to thank my parents (especially my mom!) and my family for supporting me as I follow the path of railroading. Thank you, all.

Now I might consider applying to the RailCamp Northwest program in 2015. I am looking forward to next year. Who knows what next year will bring?

RailCamper thanks Bluewater NRHS for 'greatest summer of my life'

(Editor's note: The article below was written by Logan Schupp, who received a scholarship from the Bluewater Michigan Chapter NRHS to attend RailCamp Northwest this past summer. The chapter plans to sponsor another camper in 2015. Interested teens are invited to contact the chapter, or the NRHS, for more information on RailCamp).

I would like to thank the Bluewater Michigan Chapter of the National Railway Historical Society and the National Railway Historical Society for sponsoring my trip to RailCamp Northwest. The trip was the single greatest adventure of my life so far and I cannot thank you enough.

RailCamp encompassed so many different things that it's hard to list them all without writing a novel.

Some of the highlights were visiting the Tacoma Rail facilities in Tacoma, Wash., where we did everything from kicking cars with a yard crew to operating some Union Pacific locomotives that were in the Tacoma Rail shops for maintenance.

After touring Tacoma Rail, we were able to operate an HO scale railroad based on Tacoma in the 1950s, that was operated just like the prototype.

Another day was spent at the Northwest Scenic Railroad where we repacked a tank car's journal bearings and learned all about restoration, rehabilitation, and preservation.

Two of our days were spent at the Mount Rainier Scenic Railroad. One of those days was spent learning about steam locomotives, replacing track, and operating the railroad's 2-8-2 tank locomotive No. 17. The other day was spent working on two of their excursions, doing everything from riding in the cab of No. 17 or punching pas-

sengers' tickets, to connecting air hoses and throwing switches. We were also able to tour all of the Sounder and Amtrak facilities in Seattle and ride all the light rail and heavy rail transit in the Seattle/Tacoma area.

I was worried when I was offered a trip to RailCamp that the people we would be working with would assume we didn't know much and that they would "dumb down" everything for us. I was proven wrong the first day. All the volunteers and railroad employees we worked with told us or showed us how to do various tasks and then let us jump right in and get hands-on with the equipment. If we had trouble, they had no problem answering any questions or helping us out.

Everything about RailCamp was interesting. I enjoyed every minute of it.

If I had to pick out one of the best things about RailCamp, it would have to be all of the friends I made. By the time RailCamp was over, the campers had all become best friends. It was great meeting other people I could relate to, and with whom I could "talk trains." All of the counselors, friends, and people who were at RailCamp made it as great.

Again, thank you so much to the chapter and the NRHS for sponsoring my trip to RailCamp. If it wasn't for the NRHS, I wouldn't have been able to make all the new friends I did or experience the things I mentioned above. I can now say I have operated both a steam locomotive and a diesel locomotive, and so much more. You sponsored the greatest summer and the greatest trip of my life. I have since signed up as a counselor and hope that I can attend RailCamp next year to help new RailCampers have just as great a time as I did.

Former New Haven NE class caboose being restored

By Gary Reimbolt, NRHS staff

When an organization owns a car, locomotive, or other piece of rolling stock, the desire is always to restore it for the public to enjoy.

Often this process can take a very long time. But when you add the words “We believe it's the last one of its kind,” it introduces a sense of urgency about stopping any further damage and rectifying what damage has already occurred. And, oh yes, then there's the small issue of money.

The Bellefonte Historical Railroad Society (BHRS), with headquarters in an 1889 Pennsylvania Railroad passenger depot at Bellefonte, Pa., had just such a situation.

The members came into possession of an office car (caboose) that had run on the Bellefonte Central Rail (BFC) system until 1984. They had also acquired a snowplow used on the same road that needed restoration, and the original plan was to restore them both.

“Of the two BFC cars, caboose No. 103 has the most extensive roof leakage,” said Gary Hoover, who has been working on the restoration for the

BHRS. “The seriousness of the roof leaks accorded the caboose first priority for repair and restoration.”

Additional research determined that the NE class caboose may well be the last surviving example of that type, one of 269 NE class cabooses built by New York, New Haven and Hartford Railroad between 1914 and 1925.

Officials of the New Haven Railroad Historical Society believe caboose No. 103 to be New Haven No. 264, which was the last NE class caboose on the New Haven Railroad roster. It was acquired by Bellefonte Central in 1960 from the Rail Industrial Equipment Company of Landisville, Pa., and remained in service until 1974. The caboose was removed from service soon after the abandonment of the Bellefonte Central line to State College.

Gary Hoover added this interesting footnote regarding the cars pedigree: “NYNH&H No. 264 was made available to Columbia Pictures in 1958 for use in the filming of the movie ‘It Happened to Jane’ starring Doris Day, Jack Lemmon, and Ernie Kovacs.”

The overwhelming weight of these factors made clear the need to the NRHS Heritage Grants review committee. The members authorized a grant to help the folks in Bellefonte with the restoration.

Restoration of No. 103 is actively underway and will continue as additional funding becomes available.

Hoover said, “The leaks in the roof have been covered with tarps, and a portion of the roof has been removed so that examples of the deteriorated roof sheeting and curved roof supports can be used



PHOTO BY ANDY RICHARDS

UPON ARRIVAL -- Caboose No. 103 is shown upon its arrival in Bellefonte, Pa.

as examples to mill the authentic replacements needed to restore the roof.”

Like many restoration projects in the Northeast, progress is weather-dependent. The BHRS work is done under the open sky.

Hoover said, “We have no shop of our own. When we need one, we ask for assistance from the Nittany & Bald Eagle Railroad, which owns and operates shops.”

Long-term plans call for the replacement of other deteriorated wood as needed, painting, and restoration of the interior to its appearance when in active use by the Bellefonte Central Railroad.

The restored exterior will be painted in Bellefonte Central Railroad colors – gray and green – originally used to match its two locomotives. In recognition of the cabooses’ New Haven origin, the interior will be painted in the color used by that railroad.

Like NRHS, the Bellefonte Historical Railroad Society’s mission is to promote, preserve and foster a public appreciation of the railroading. As for the final destination of the car, Hoover said, “Modern regulations make it unfeasible to put this on the rails as rolling stock. We do run two excursions a year, but the cabooses will be put on a siding at the society’s home as an exhibit. And after we’ve put all this effort and finances and restoration, our next order of business is to build an enclosure for it.”

Not only does this project fit into NRHS’s traditional role, it also helps realize one of the Society’s strongest future goals for the grant program: to draw down additional support and funds for restoration.

Hoover noted, “We have leveraged your financial support of this project to secure a \$250 donation from a local bank. Additionally, proceeds from a local event known as the Bellefonte Cruise are divided among non-profits in the area. We requested and were granted \$1,000 of those proceeds for our project. Noting NRHS



PHOTO BY ANDY RICHARDS

INSPECTING CUPOLA -- Members of the Bellefonte Historical Railroad Society inspect the cupola structure.

support for the project in our request gave the cruise committee assurance that their money will be used for a project that will reach completion.”

You can visit the Bellefonte Historical Railroad Society’s website at <<http://www.bellefontetrain.org>> to view the cabooses and its other rolling stock including the aforementioned snowplow and two rail diesel cars, which themselves recently received a restoration grant from the Pennsylvania Department of Transportation.

As you can see in the article above, good things happen when NRHS members pledge their support to the NRHS Railway Heritage Grant Program.

You will soon be receiving your membership renewal in the mail, and enclosed you will find an opportunity to support the Heritage Grant Program. If you have done so in the past, I’m certain you will accept the thanks of the Bellefonte Historical Railroad Society. If you haven’t come forward in the interest of preserving our rapidly disappearing rail heritage, what’s stopping you? You can wait for your dues renewal, or you can go directly online to <<http://www.nrhs.org>> and click on “Support.” There will be options for using a credit card, putting a monthly installment on your credit card, or the usual traditional methods. As you can see, we have a chance to make a difference with this program, so add your support today.



PHOTO BY JEFF LISOWSKI, COURTESY OF BALTIMORE CHAPTER NRHS

ON 'MA AND PA' LINE -- Members of the Baltimore Chapter NRHS had the chance to ride on vintage coach No. 20, built in 1913, during an outing earlier this year.

55th anniversary of 'Ma and Pa' line celebrated

By Alexander D. Mitchell IV, Baltimore Chapter NRHS

The Baltimore Chapter NRHS and the Strasburg Rail Road marked the 55th anniversary of the inauguration of the second career of perhaps the railroad's most historic piece of rolling stock: former Maryland & Pennsylvania passenger coach 20.

Maryland & Pennsylvania coach No. 20 was built for the "Ma & Pa" Railroad by American Car & Foundry at its former Jackson & Sharp car works in Wilmington, Del. in April 1913. The car was one of only nine coaches the railroad acquired new, for a cost at the time of \$5,210.50. It operated in revenue service until the cessation of its passenger service in August 1954.

Having failed in an earlier quest to rescue iconic Ma & Pa passenger 4-4-0 No. 6 from scrap after its retirement in November 1951, members of the Baltimore Chapter NRHS were determined to save at least some pieces of Ma & Pa rolling stock before the railroad disappeared completely from Maryland.

In March 1956, the chapter purchased baggage-mail car No. 35 and coach No. 20 from the railroad, and shortly thereafter leased the coach to Metro-Goldwyn-Mayer for use in filming the movie "Raintree County," which was at the time reputed to have been the most expensive movie filmed at a price of \$5 million. After the filming, the coach was returned to Baltimore, where it was stored along with the mail car on the Canton Railroad on the east side of town. The baggage-mail car would end up in the Baltimore & Ohio Railroad Museum in Baltimore as one of its prized displays, one of its few non-B&O pieces of rolling stock.

In 1958, the fledgling Strasburg Rail Road, having just been purchased by a group of enthusiasts that included Ma & Pa historian William M. Moedinger, approached the chapter about purchasing the 20. The car was sold in late 1958 for \$5,000 F.O.B. Baltimore to the Strasburg. It was renamed Willow Brook and inaugurated into service as their third coach on June 28, 1959

with many Baltimore Chapter members in attendance.

The car has continued in revenue service ever since, except for a period in 1988-89 when it was put into the railroad's car shop for a complete rebuild and restoration and repainted into Maryland & Pennsylvania Tuscan red with silver lettering. More recently, the car has been repainted once again, this time into a scheme more closely matching other Strasburg cars, but with Maryland & Pennsylvania lettering and the name William M. Moedinger to honor the line's former president after his passing in April 2010.

Car No. 20 remains unusual in several ways in the Strasburg fleet. For one thing, it is now the only car in the fleet with wooden-framed trucks. It is also the only coach in the fleet which does not follow the railroad's usual pattern of numbering the car with the last two numbers of the year it entered service, in part because two cars entered service in 1959. (Another car that bucks the trend is Philadelphia & Reading business car No. 10, now used as a first-class car on runs after years as a display piece in a siding next to the station).

In researching the chapter's history, member Mel Ginsburg discovered two conditions of the car's sale: Chapter members were permitted to ride No. 20 at any time upon showing a valid chapter membership; and the chapter retained right of first refusal to repurchase the car at the original sale price if the railroad ever wished to relinquish the car.

"I wonder how long it's been since anyone has tried to ride it for free with a chapter card," he pondered aloud during a library work session. Chapter Second Vice President Alexander Mitchell noticed that the 55th anniversary of the car's debut was coming up and fell on a Saturday, and thus decided to contact the railroad on a whim, asking to mark the anniversary with a group ride. Railroad president Linn Moedinger, son of William, did not hesitate to offer to honor the contract clause for a group visit on that date. (And, no, the railroad had no interest in selling the car back.)

On June 28, 2014, 25 members of the chapter, plus two guests who bought regular tickets, boarded the Ma & Pa 20 for its 1:30 departure behind former Norfolk & Western 4-8-0 475. Most of the members had also taken the railroad's shop tour at noon, seeing the railroad's ex-CN No. 7312 and the Colorado Railroad Museum's narrow-gauge Rio Grande Southern 4-6-0 20 under heavy rebuild for operation. One member also availed himself of the railroad's new "Hostling Tour," which lets the visitor accompany the crews firing and making up the day's trains

beginning at 8 a.m., with cab rides in both of the day's locomotives, No. 475 and 2-10-0 No. 90.

Unfortunately, the one surviving chapter member who rode the 1959 trip was committed to another event that day.

Chapter members noted many changes in the railroad since the 1959 outing and even more recent visits, including the railroad's recent addition of a historic Cagney live-steam miniature railroad; a substantial freight transloading yard east of the station and shops (and stacks of off-loaded lumber in a few parking spaces); an SW8 diesel (former NYC 8613, later Lewisburg & Buffalo Creek in Union County, Pa.) for freight duty, replacing the line's former ex-PRR 44-tonner 9331 (sold to the Walkersville Southern Railroad in Maryland, not long after the Baltimore Chapter chartered a mixed train with it in 2007); a concrete culvert replacing the line's one bridge (an old steel girder overpass on a farm), and a new picnic grove at Leaman Place Junction for train-watchers.

While at Leaman Place, passengers were treated to not one, but two Amtrak trains rocketing past at high speed: eastbound No. 42, the *Pennsylvanian*, behind one of three cab-signal-equipped Amtrak P32-8WHs, and what was believed to be a late-running westbound Train No. 663 behind an AEM7.

The Strasburg also owns four other pieces of Ma & Pa rolling stock: wooden boxcars No. 713 (originally MPA 530, built 1903 by Baltimore Steel Car & Foundry) and No. 723 (originally 569, built by BSC&F in 1906), both acquired by the railroad in 1960; flat car No. 122 (originally Philadelphia & Reading boxcar 14856, built 1906, converted by the Ma & Pa to a flat car in 1920, acquired by the Strasburg 1964), and side-dump car 302 (built Kilburn and Jacobs, 1914, to Strasburg 1971).

Chicago Terminal map offered

Official maps of the Chicago Terminal District that were issued under the supervision of the Chicago Switching Committee of the Illinois Freight Association are now available from Blackhawk Chapter NRHS for \$8 each.

These 36"x40" reproduction maps show all of the railroads, junctions, terminals, yards and stations in the Chicago Terminal District as they were in 1961.

To purchase a copy of this map, make your check or money order for \$8, payable to Blackhawk Chapter NRHS, and mail it to Blackhawk Chapter NRHS, 2009 Boehme Street, Lockport, IL 60441-4611



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

PHOTO FREIGHT -- On the afternoon of June 10, a photo freight was operated for serious photographers between Springdale and Mountainburg, Ark.. The goal of the trip was to provide photo ops for the riders to obtain shots of an Alco-powered Arkansas & Missouri (A&M) freight train in remote locations. The train was comprised of an A&M boxcar, three A&M sand cars, and A&M gondola No. 625. Three 1920s era coaches and diner-lounge No. 8322 (ex-Southern Pacific's Pride of Texas coffee shop-lounge car, No. 10409) were coupled to the rear and were not visible at the photo locations. The power for this special train was provided by Alco C420s Nos. 44 and 68. The train made stops at five locations accessible only by rail for runbys, all of which were outstanding, with superb lighting. The fifth and final location was at Howard Fork of Frog Bayou, milepost 387.1.

Vintage Alcos in the spotlight at 2014 convention

By Alex Mayes, Potomac Chapter NRHS

The 2014 NRHS convention was based in Springdale, Ark., a vibrant city located in the northwest corner of the state.

Located deep in the spectacular Ozark Mountains, Springdale is home to Tyson Foods, several trucking companies and other prominent industries, and the Arkansas & Missouri Railroad, (A&M) which played a major role in the convention.

This was the first NRHS convention to be held in Arkansas, and it was a well planned and well run event. Most of the rail and heritage tour trip planning was conducted by Dr. Barton Jennings and his wife, Sarah, who spent a significant amount of time working with the various railroads, hotels, local officials, and other groups. Additional planning was carried out by senior NRHS officials, and

the evening seminars were arranged by the local Arkansas-Boston Mountains Chapter of the NRHS.

The convention officially got underway on the evening of June 9 with a seminar about the history of northwest Arkansas by Susan Young, outreach coordinator of the Shiloh Museum of Ozark History. The program was presented at the Springdale Holiday Inn, which was the convention headquarters.

The first two trips of the convention ran the following day, June 10, with a "rare mileage" excursion on A&M's Bentonville Branch in the morning, and a "photo freight" that afternoon.

The Bentonville excursion was the first passenger train on the branch in many years. The train was comprised of two 1920s era commuter coaches,

and powered by Alco C420s No. 44 and 68, one on each end.

After leaving the A&M main at Rogers, Ark., the passenger special traveled about four miles on the branch to the campus of Northwest Arkansas Community College, and then reversed direction back to Springdale. Two photo runbys were conducted on the return trip.

At 1 p.m., the “photo freight” was operated for serious photographers between Springdale and Mountainburg. Later that evening a night photo session was held at Winslow Tunnel, with the photo freight as the subject. Two scenes were illuminated, one at the south portal of the tunnel, and the other 100 yards north of the north portal. Lighting was provided by Steve Barry, Bruce Barry, and Michael T. Burkhart, using Alien Bee remotely fired strobe units.

Also on Tuesday evening a seminar was presented at the Holiday Inn by Mike Dougherty,

senior vice president-finance, of J.B. Hunt Intermodal, about the history of rail intermodal and J.B. Hunt.

The first activity the following day was a visit to Silver Dollar City theme park in Branson, Mo., which included a ride with runbys on the park’s 2-foot gauge steam train, and a behind-the-scenes tour of their shops conducted by their steam mechanical crew. Shortly afterwards, buses took a group of conventioners from Springdale to Branson for a lunch cruise aboard the Showboat Branson Belle paddle-wheeler on Table Rock Lake.

Another event, which ran concurrently, was a heritage tour to the Botanical Garden of the Ozarks, Terra Studios, and Shiloh Museum of Ozark History.

Later that afternoon a charter trip for convention attendees was operated on the Eureka Springs & North Arkansas Railway in Eureka Springs, Ark. This tourist line runs 2.5 miles on a branch which connected Eureka Springs with the Missouri &



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

EUREKA SPRINGS TOURIST LINE -- A charter trip was operated on the Eureka Springs & North Arkansas Railway in Eureka Springs, Ark., for convention attendees on the afternoon of June 11. This tourist line runs 2.5 miles on a branch which connected Eureka Springs with the Missouri & North Arkansas Railroad main line. The Missouri & North Arkansas had several other names during its career, and at its height ran 360 miles between Helena, Ark., and Joplin, Mo. The railroad was abandoned in 1961, and this 2.5-mile segment is all that remains. The ES&NA Railway provided one of its 1920s former Rock Island commuter coach and SW1 No. 4742, built by EMD in 1942 as Chicago & Eastern Illinois No. 98, for the NRHS chartered excursion, seen here arriving back in Eureka Springs.

North Arkansas Railroad main line. The Missouri & North Arkansas had several other names during its career, and at its height ran 365 miles between Helena, Arkansas and Joplin, Missouri. The last part of the railroad – the Arkansas & Ozarks – was abandoned in 1961. This 2.5 -mile segment is all that remains.

The ES&NA Railway provided a 1920s former Rock Island commuter coach and SW1 No. 4742, built by EMD in 1942 as Chicago & Eastern Illinois No. 98, for the NRHS chartered excursion. Later that afternoon the ES&NA ran a dinner train for NRHS members.

Another seminar was held at the Holiday Inn that evening featuring a talk entitled “Bridges, Track and History of the A&M” by Larry Rouse, track supervisor of the Arkansas & Missouri Railroad Company.

On Thursday, June 12, the main event offered was an all-day excursion on the A&M main between Springdale and the south end of the line at Fort Smith, Ark. The equipment and power for this trip was the same it was for the trip on the previous day.

During the layover in Fort Smith, NRHS members visited the Fort Smith Trolley Museum and took rides on their former Fort Smith Light & Traction Company Birney-design car No. 224, built by American Car Company in 1926.

The Fort Smith Railway Company began service in 1883, providing public transportation with three cars pulled by mules on unpaved streets. Electric-powered trolleys were later phased in, and by 1899 all the lines in Fort Smith were electrified.

Also included during the layover were tours of the former Frisco passenger station, built in 1903, and tours of Miss Laura’s Bordello, today’s Fort Smith Visitors Center.

Upon return to Springdale, tours of the A&M’s new locomotive and car shops were provided. Running concurrently on this day was a drive through the Ozark Mountains to War Eagle Mill, founded in 1832, which still produces slow stone-ground flour, and then a tour of Eureka Springs which featured a stop at Thorncrown Chapel and lunch at the historic Crescent Hotel.



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS
TRAVELING ON A TROLLEY -- During the layover in Fort Smith on June 12, NRHS members visited the Fort Smith Trolley Museum and took rides on their former Fort Smith Light & Traction Company Birney-design car No. 224, built by American Car Company in 1926. The Fort Smith Railway Company began service in 1883. The company provided public transportation with three cars pulled by mules on unpaved streets. Electric-powered trolleys were later phased in, and by 1899 all the lines in Fort Smith were electrified.



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS
FROM THE RAIL TO THE WATER -- At Branson, 140 conventioners enjoyed a lunch cruise aboard the Showboat Branson Belle paddle-wheeler on Table Rock Lake June 11.

Later that evening the annual NRHS advisory council meeting and another interesting seminar, entitled “Frisco to A&M – A History of the A&M Route” and presented by Mike Condren, author of the “Frisco Pages” website, were held at the Holiday Inn.

On Friday the 13th, two tours took place concurrently. One tour focused on the historic town of Fort Smith and the A&M facilities, the Fort Smith Trolley Museum, and the Fort Smith National Historic Site, which included the site of the first fort, the Trail of Tears overlook, and the reconstructed gallows. The other tour headed north to Bentonville, the home of Walmart founder Sam Walton and the world headquarters of Walmart, and a stop in downtown Bentonville to tour the Walmart visitor’s center and see buildings constructed in the late 1800s.

The primary focus of the tour was a visit to the Crystal Bridges Museum of American Art, the largest museum in the world dedicated to American art.

Also on this day were the meetings of the NRHS board of directors, and the NRHS annual meeting of the membership.

Later that evening the annual NRHS banquet was held at the Holiday Inn. Preliminary banquet speakers were Greg Molloy, NRHS president, and

Dr. Bart Jennings, convention chair, both of whom thanked the many individuals who worked hard to plan and run the convention’s event.

Al Weber, NRHS District 6 director, and a member of the RailCamp committee, took the podium to talk about the RailCamp program and emphasized the need for more RailCamp participants.

Following his presentation a collection was taken for donations to the RailCamp program. A total of \$1,253 was collected.

The keynote speaker was Reilly McCarren, A&M CEO, who provided interesting commentary about his railroading career and described the current operations of the A&M.

The fifth day of the convention, June 14, featured another “rare mileage” excursion over the A&M main. The trip departed Springdale and headed north to Exeter, Mo., where the passenger special took the siding to meet a south bound grain train. Passengers were permitted to detrain to take photos of the meet. The grain train was powered by two A&M Alco C420s and a BNSF unit.

After the meet at Exeter, the passenger extra proceeded north to Monett, and went onto BNSF yard

See NRHS CONVENTION, Page 22



PHOTO BY ELROND LAWRENCE

MEET AT EXETER -- During a rare mileage excursion on A&M main line on the fifth day of the convention, the NRHS special had to pull into a siding to give way to a south bound grain train. The meet provided a unique photo op for members.



PHOTO BY BOB LEWIS, DELMARVA CHAPTER NRHS

SANTA TRAIN -- *Helping with the first Santa Train were, left to right (on the ground) Bob Lewis, William Kerns, Barry Laws, Jack Lewis, Diana Lamphere, James Hancock, Shelly Messick, John Bates (Santa), Charles Russell (Mrs. Claus), Susan Russell, Bob Peters, Abby Ray, Katie Fleming and Ryder Ray. The members of the engine crew, left to right, were Oliver Battle (track foreman), Will Parks (freight conductor), Jerry Lewis (supervisor of locomotive engineers) and Larry LaMond (vice president of operations).*

Delmarva Chapter, Santa deliver Christmas joy...by train

By Ryder Ray, President, Delmarva Chapter NRHS

When a small group of 10 people met in 1990 to form the Delmarva Chapter NRHS, little did they know that the most rewarding adventure of their lives was about to begin.

In 1992, members Bert Killian and John Bates collaborated to start the Delmarva Chapter's first Santa Train. From its inception the goal was to travel from Cape Charles with eight stops at villages along the way, ending in Parksley, Va., with

Santa and his helpers stopping at each location to visit the children who gathered. The original train consisted of an engine and crew donated by the Eastern Shore Railroad and three cars from the Delmarva and Tidewater chapters.

In the early years Santa would stop and visit about 300 children, taking their lists and giving

See SANTA TRAVELS, Page 24

Owensboro Chapter celebrates 50th anniversary



PHOTO BY FRED PEGNATO, CAPE COD CHAPTER NRHS

50-YEAR CERTIFICATE -- Dr. Wesley Ross, left, the NRHS regional vice president for the Ohio Valley, recently presented a certificate recognizing 50 years of membership in the NRHS for the Owensboro Chapter NRHS. The chapter received its charter in 1964 with eight members. Receiving the certificate are Eddie James, center, chapter secretary/treasurer for 47 years and the only living charter member, and Wes Eakin, chapter president. The Owensboro Chapter meets on the second Friday of each month at the Elizabeth Munday Senior Citizen Center..



PHOTO FROM LEE ROGERS COLLECTION, WASHINGTON DC CHAPTER NRHS

CHARTER MEMBER -- Wes Eakin, left, president of the Owensboro Chapter NRHS, presents chapter charter member Eddie James with his 50-year NRHS membership certificate and pin.

Historic C&O 2-6-6-2 engine to be restored to service

By Alex Mayes, Potomac Chapter NRHS

Former Chesapeake & Ohio 2-6-6-2 No. 1309 has been transferred from the B&O Museum in Baltimore, Md., to the Western Maryland Scenic Railroad in Cumberland, Md. for restoration to service.

The 1309 was loaded onto a depressed center flatcar at the museum's restoration facility on July 10, 2014 by Hulcher Professional Services, Inc. Four Caterpillar model 583 side boom pipe

layers were needed to lift the 217-ton locomotive onto the flatcar.

The huge Mallet type locomotive will undergo a major restoration at the WMSR's shop in Ridgely, WV and is expected to be placed in service by the beginning of the 2016 season. Before

See MALLET, Page 26



PHOTOS BY ALEX MAYES, POTOMAC CHAPTER NRHS

TEDIOUS PROCESS -- After the front set of drivers were removed, the depressed center flatcar was slowly shoved under the 1309 (top photo). Note how high the drivers are. In the lower photo, the center flatcar continues its journey slowly backing under for loading as Hulcher crew members keep a close watch.



PHOTO BY DON VAUGHN

PLENTY OF ACTION -- Iowa Chapter NRHS members were treated to a steady stream of trains during their visit to Mills Tower in Iowa Falls, Iowa this past summer.

Iowa chapter members see parade of trains at Mills Tower

The Iowa Chapter NRHS had a day event at Mills Tower, Iowa Falls, Iowa on May 3. Eighteen people, along with chapter members, attended and enjoyed the parade of trains on the CN and UP railroads.

This tower, the last standing in Iowa, has been preserved by the Iowa Falls Historical Society. Iowa Chapter Secretary/Treasurer Donald E.

Vaughn is a docent for this complex.

The tower, now open on holidays and some weekends, once controlled traffic over the Illinois Central and Rock Island Railroads and was closed in the early 1990s. With local interest, the tower and outbuildings were saved and now form the

See IOWA MEMBERS, Page 26



PHOTO BY DON VAUGHN

IN THE TOWER -- Iowa Chapter members who attended are: Larry Stirler, chapter president; Dana Grefe; Jerry Lehtola, newsletter editor; Dennis Holmes, chapter secretary/treasurer; Don Vaughn; Dave Kroeger; and Chapter Vice President T. J. VanHorn.

Thousands attend National Train Day event in Toledo



PHOTOS BY MOLLY GILL

BIG CROWD IN TOLEDO -- One of the largest National Train Day events in the nation was held on Toledo, Ohio with a crowd estimated at 7,500-8,000 people attending the seventh annual event. The event was sponsored by the Toledo regional 'metropolitan planning organization' (TMACOG), the Toledo Lucas County Port Authority and Amtrak. At-large NRHS members from the Toledo area and southeast Michigan helped set up and man an exhibit. The top photo was taken from the balcony of the Train Day site, the former NYC Central Union Terminal. The lower photo shows the Norfolk Southern New York Central Heritage unit as well as the kiddie train from Romick Railroad.

George L. Carter NRHS members explore Knoxville

By Fred J. Alsop III, President, George L. Carter Chapter NRHS

The George L. Carter Chapter NRHS, co-hosted by the George L. Carter Railroad Museum at East Tennessee State University (ETSU) in Johnson City, Tenn., organized and conducted a rail excursion and river boat trip to Knoxville, Tenn., more than 100 highway miles in total distance traveled, on May 24, 2014.

The chapter members filled three 55-passenger coaches with 160 guests for the event.

In Knoxville the group was given guided tours of the Knoxville Locomotive Works that rebuilds and repowers locomotives for railroads from short lines to Class 1 rail corporations. There they still work on steam locomotives and transition all the way to EPA emission compliant "green locomotives."

Following the shop tours, the group was transported to the Three Rivers Rambler Railroad station on the banks of the Tennessee River in downtown Knoxville for a 1.5 hour train ride be-

hind steam locomotive No. 154, a former Southern Railway 2-8-0 built by the Schenectady Locomotive Works in 1890. Our rail consist was two 80-seat metal passenger coaches, a concession car, an open gondola with seating, and a caboose.

The trip ran eastward 3.5 miles on tracks along the Tennessee River to the river's origin at the junction of the French Broad and Holston Rivers.

Upon the group's return to the station, members walked a short distance to the dock of the Tennessee Riverboat Company for a leisurely two-hour cruise and luncheon on the river in an authentic wooden paddle wheeler, the *Star of Knoxville*.

The *Star* is approved for 235 passengers by the Coast Guard and is equipped with two bars, a dance floor, band stage and two large screen TVs, and is exquisitely decorated for the most elegant dinner and entertainment available. The weather for the trip was sunny and warm, just the kind of



PHOTO BY FRED ALSOP, GEORGE L. CARTER CHAPTER NRHS

PERFECT DAY IN KNOXVILLE -- Members of the George L. Carter Chapter NRHS enjoyed "chamber of commerce" weather while riding in an open gondola car on the Three Rivers Rambler.



PHOTO BY FRED ALSOP, GEORGE L. CARTER CHAPTER NRHS

PERFECT DAY IN KNOXVILLE -- Officials of the Knoxville Locomotive Works opened their doors to members of the George C. Carter Chapter NRHS.

weather the chamber of commerce would promise for such an outing. By 5 p.m., we had our entire group back on the campus of ETSU with plans already in the works for a fall excursion trip.

Our chapter is small (approximately 35 members) and we were chartered by the NRHS less than five years ago. We have found, however, that even a small chapter can work to bring railroading adventure to the citizens in the area it serves by creat-

ing these educational outreach events. The trips serve as terrific publicity for our chapter and the NRHS, and we are able to recruit new members into the chapter with these activities. Besides, we have a lot of fun on these trips ourselves.

If there is a rail excursion opportunity near you, within a 150 mile radius, examine the possibilities for your chapter. You and the guests who join you for the venture will have a great experience.

NRHS convention in Arkansas featured rail trips and much more

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trackage for a couple of miles. Most previous excursions on the A&M have stopped at Hudson/Butterfield at MP 293.5, about 10 miles south of Monett. The NRHS special was the first public passenger train in recent memory to go into the BNSF yard at Monett. Mileage collectors on board were elated. At Monett the two C420s were run around the consist and coupled onto the rear of the train for the trip back to Springdale.

Upon return to Springdale another tour of the A&M's new locomotive and car shops was conducted. On display in the A&M yard when this excursion returned was Amtrak's exhibit train, which is comprised of four Heritage Fleet baggage cars filled with artifacts, memorabilia and interactive exhibits which tell the story of Amtrak's early be-

ginnings up to the introduction of the *Acela Express* trains.

Also on this day, a reception was held for NRHS "Roundhouse" donors, and another seminar was held.

On the last day of the convention, June 15, a special excursion was operated mainly for the general public though a limited number of tickets were provided for NRHS members. This trip departed A&M's passenger station in Springdale and went north to Butterfield, Ark., where it turned and headed back to Springdale. With the arrival of this train back in Springdale, the 2014 NRHS convention officially came to a close.

The 2015 convention will be held in Rutland, Vt. June 15-20. To find out more about event, visit the NRHS website at <<http://www.nrhs.com>>.

Work on J611 continuing at N.C. Transportation Museum



PHOTOS BY PRESTON CLAYTOR

BRINGING 611 BACK TO LIFE -- Restoration work on Norfolk and Western J611 is over 50 percent complete at the N.C. Transportation Museum in Spencer, N.C. These photos were taken during the early stages of the work. The flues have arrived at the work site and will soon be installed.



PHOTO BY MICHAEL T. BURKHART, WILMINGTON CHAPTER NRHS

AFTER EVENING RIDE -- An annual Wilmington Chapter NRHS tradition is an August outing in lieu of a regular meeting. In 2014, the group traveled to West Chester, Pa., for an evening ride on the West Chester Railroad, a tourist carrier that runs on a SEPTA branch between its namesake town and Glen Mills. Power for the excursion was MLW M424 number 4230, built in 1965 for Canadian Pacific. At several night photo stops, the train was met by a 1963 Avanti owned by Bill Henderson and a 1960 Edsel owned by Doug Harley to recreate the feel of a branchline local in the late 1960s. The charter was possible through the generosity of longtime member and past president Phil Snyder, who dedicated the trip to chapter members who have passed away in recent years. Lighting was provided by Michael T. Burkhardt and Steve and Bruce Barry.

Santa travels by train thanks to Delmarva Chapter NRHS members

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out candy canes. Through the years there have been four Santas: Bert Killian, Donald Hattier, Bob Peters, and Charles Russell. The latter two Santas have been accompanied by Mrs. Claus, portrayed by Mary Peters and Susan Russell.

As the years passed, the Santa Train has become a local tradition. Everyone circled the first Saturday in December on their calendars, and the crowds grew without any formal announcement. With the larger number of children came the need to have elves to help Mr. and Mrs. Claus. Year after year its success has continued to grow.

This December, aboard the *Fairfax River*, a Pullman sleeper owned and restored by member

John Bates, with the engine and crew donated by the Bay Coast Railroad, the Santa Train will again set off for its 10-hour journey. Chapter President Ryder Ray, with the help of local businesses and individuals, will make sure the children each receive a bag of goodies that includes a stuffed animal, crayons, coloring books, Christmas Pez dispenser, caramel corn and a Tootsie Roll pop.

For some of these children, this is their only Christmas, and the smiles that we see last a whole year. It now requires a crew of six elves, three conductors and many volunteers to assist Santa's visit to as many as 1,000 smiling faces. It is ironic but fitting that for a railroad group, it's not about the train – it's about the destination, and arriving late only means we've made a lot of children happy.

It's almost time to gather 'round the stove and make plans for the new year



PHOTOS BY ROBERT A. LAMAY,
CONNECTICUT EASTERN CHAPTER
NRHS

DURING HARSH WINTER

-- Plenty of snow and below normal temperatures kept activity to a minimum last winter at the Connecticut Eastern Railroad Museum, operated by the Connecticut Eastern Chapter NRHS. The top photo shows the chapter's EMD SW8 and former New Haven Railroad FL9 covered with snow. In weather like this, members usually gather around the pot-belly stove in the New Haven Railroad section house for a "strategic planning session" to discuss upcoming issues. Pictured, left to right, are chapter members Steve Melady, Rolf Johnson, Art Hall, Jr., Duke York, Bill Voorvaart, and Jim Poor.



Roof on 123-year-old Keokuk Union Depot to be restored

KEOKUK, IOWA – The Jeffris Family Foundation of Janesville, Wis., has awarded a grant of \$333,000 toward restoration of the roof of the architecturally noteworthy 123-year-old Keokuk Union Depot.

The Jeffris Family Foundation focuses on the preservation and restoration of structures of significant historic and architectural value in small towns in the Midwest.

This grant is a challenge grant. The Keokuk Union Depot Foundation will first have to raise a two-for-one match of \$667,000 by Sept. 30, 2017. The web addresses for the foundation are: <<http://www.keokukuniondepot.org>> and <<http://www.depott125.org>>.

The Keokuk Union Depot Foundation and Keokuk Union Depot Commission are planning to restore the depot to its original design, modernize the heating, plumbing and wiring, and improve the currently unused space. They jointly commissioned an extensive professional evaluation of the building and the costs involved in its restoration. The first step is the restoration of the depot roof.

2015 convention set for Vermont

CONTINUED FROM PAGE 3

passing Summit station, the site of the driving of the final spike on the Bellows Falls-to-Burlington route. These tickets will be sold by both NRHS and VRS. The train's 4 p.m. return to Rutland will allow passengers to easily transfer to Amtrak's *Ethan Allen Express* bound for New York City.

Non-rail events will include heritage tours covering the New England Maple Museum, Cabot Cheese, Quechee Gorge State Park, the Calvin Coolidge State Historic Site, the Vermont Marble Museum and more. Also to take place are the NRHS annual membership meeting and banquet, and history seminars about regional railroading.

The convention will be based at the Rutland Holiday Inn, which will host all convention meetings, seminars and the annual banquet. The hotel is offering a special room rate of \$99 for one person, \$119 for two, \$139 for three and \$159 for four, which includes a free hot buffet breakfast offered in advance of event departures. Those who will not have a car at Rutland should seriously consider making reservations now to ensure that they have a room, according to NRHS officials.

The estimated cost of the roof restoration project is just under \$1 million, including chimney and eave reconstruction that must be completed during this phase. The roof will be restored to its original red clay tiles, including all of the ornamental details of the flowing roofline.

The Keokuk Union Depot is one of the few remaining examples of John Wellborn Root's celebrated Romanesque Revival style of public architecture. The depot is recognized as architecturally significant by state and national historians. The depot is listed on the National Register of Historic Places.

Through the roof restoration phase, the depot will be used solely as an event center. This use began in 2013 after volunteers completed cleaning and repairs to make the building usable, following the City's acquisition of the depot in 2011. Restoring the roof will make it possible to confidently continue and expand the event center usage without concern for structural problems caused by water leaks.

Mallet engine to be restored

CONTINUED FROM PAGE 18

arranging for its movement, the WMSR had a thorough evaluation conducted of the 1309, including an ultrasound check of the boiler. Most of the engine was found to be in good condition. The 1309 was built in 1949 by Baldwin, and was the last domestic steam engine built by Baldwin. It spent most of its career in coal service out of C&O's Peach Creek terminal in Logan, WV until it was retired in 1956. The 1309 was then stored until 1972, when it was transferred to the B&O Railroad Museum. These photos were taken of the 1309 being loaded for the trip to Cumberland at the B&O Museum's restoration facility on July 10.

Iowa members visit Mills Tower

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nucleus for people to learn and see what an interlocking tower was.

The Iowa Chapter was able to provide this opportunity for railfans and local people to see the Tower, associated buildings and a restored ICRR Veranda-style caboose that are part of this mini-museum. Many records remain from the tower being in operation that will be documented over time. There is also a M19 Fairmont motor car sitting in the Signalman's shed that, while non-operational, is a hit with the kids.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

VERMONT RAILS -- *Saratoga & North Creek's North Creek Express is shown arriving at North Creek, N.Y. July 1, 2013. Leading the train is BL2 No. 52 (ex-Bangor and Aroostook). Trailing is E8A No. 518 (ex-Chicago North Western). The Saratoga and North Creek Railway provides regularly scheduled passenger service between North Creek and Saratoga Springs, N.Y. over the former Delaware & Hudson's Adirondack Line. An excursion between Saratoga Springs and North Creek, N.Y., powered by vintage diesels, is one of the events offered at the 2015 NRHS convention. North Creek station is where Theodore Roosevelt learned he was to become president after President William McKinley was assassinated in 1901.*

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PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

GETTING THE SHOT -- *On June 12, during the NRHS convention, a 146.4-mile excursion was operated over the Arkansas & Missouri Railroad's former Frisco line between Springdale and Fort Smith, Ark. The train was comprised of three 1920s era commuter coaches, diner-lounge No. 8322 (ex-Southern Pacific's Pride of Texas coffee shop-lounge car, No. 10409), dome No. 108, Silver Feather (ex-Western Pacific dome coach No. 812), and open platform parlor car No. 107, Explorer (ex-Long Island RR P72 coach No. 2927). The passenger special was powered by Alco C420s Nos. 44 and 68. Three photo runbys were made en route to Fort Smith.*