



PHOTO BY TONY WHITE, WESTERN CONNECTICUT CHAPTER NRHS AND RAILCAMP EAST COUNSELOR

**AT STRASBURG** – *Participants in RailCamp East pose with engine No. 475 and crew at the Strasburg Rail Road. Standing, left to right, are: Leo Blackwelder, Matthew Bettendorf, Joseph Zimmerman, Brody George, Aaron Fried, Samuel Aufmuth, Robert Gwiazda, Tia Wheeler, Ryan Trombly, Zachariah Hubl, Derek Fought, Justin Seigel, Darren Pitts, Thomas Petersen, Kyle Flynn, and Steven Flanagan. Kneeling are: Cody McElroy, John Ritter, Duncan Mara, Brady Gallagher, and William Liebke.*

# NRHS News

NEWS FOR ALL NRHS MEMBERS

OCTOBER 2015

## Teens see railroading up close during RailCamp

*By Tony White, RailCamp East counselor; and Bill Chapman, RailCamp Northwest director*

RailCamp is the most prestigious program within the NRHS. Some will question this, but when you consider the average age within the NRHS, or look at teenagers inside malls and watch their behaviors, or think about your own attempts at getting

younger people interested in railroad history, transportation, and preservation history, what thoughts do you have? Most likely if you go railfanning you still see guys using film. Some in their 40s and 50s made the switch to digital, and the digital vs. film debate starts but provides entertainment until the next train.

Due to the efforts of a small committee consisting of Bud Thompson, Bill Chapman, Carl Jensen, Becky Gerstung and Tony White, the process for the 2015 east and west RailCamps was planned and set-up, and young people were

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## The president's corner

# Finances improving; Society expects to finish year 'in the black'

*By Al Weber, NRHS President*

I want to extend a welcome to all our new members and a big thank you to all our long time members. We are now getting the new on-line membership database going. Skip Waters and Hugh Harris have been working on it, and it is finally ready.

Here at national, we have completed most of the main activities for the 2015 year and are planning for next year. Our 2016 convention will be held from Tuesday, July 19 through Sunday, July 24 in Denver, Colo. The convention committee is now finalizing all the details. Please plan to attend.

The RailCamp committee is having conference calls and planning for 2016. We need campers to fill the camps. If you have any prospects, please contact that committee.

The Heritage Grant committee is now working on fulfilling the 2015 grants and getting ready to start the 2016 process. If you have a project, please apply for a grant. We get very few grant requests from NRHS members and chapters, and I know that many of you are doing restoration and preservation work.

I also want to let you all know that I receive and follow up upon many requests for supporting letters for railroad pres-

ervation projects. If you have a need like this, please contact me and I will see what the NRHS can do.

Our finances are getting better, and I expect to present a budget for 2016 at the conference in Utica, N.Y. We still need to watch our expenses, and I promise to do just that. Your treasurer, Bob Bitzer, and your comptroller, Bob Heavenrich, have done an outstanding job making this happen. As our policy of not spending more than we take in is in effect, we will finish the year in the black.

The "Wednesday NRHS volunteers" in our shared Philadelphia office are still looking for more help. They are responding to research requests and are filing all of the newsletters we receive. I read all the newsletters that I receive. Some of you know that since I reply to the authors. Keep them coming, please.

The NRHS also has a large following on Facebook. If you have an event, please send it to <nrhsnews@charter.net> for posting. Free publicity is very good for all of us.

I hope to see many of you at the Utica conference.

Al

## Plans coming together for 2016 'Rails to the Rockies' convention

The scenic and historic railroads of Colorado will be in the spotlight during the 2016 NRHS national convention, scheduled for Tuesday, July 19 through Sunday, July 24. Registration for the convention is expected to open by mid-December.

The host hotel for the event will be the Holiday Inn on Quebec Street in Stapleton, Colo. The rate for NRHS members is \$110 per night, single or double (breakfast not included). The hotel will provide vouchers for a 20 percent discount at their in-house restaurant. The phone number for the hotel is (303) 321-3500.

The Tuesday schedule includes a visit to Canyon City, Colo., for a lunch trip on the Royal Gorge Route train along the Arkansas River, where 1,000-foot granite cliffs tower above your train.

According to NRHS Convention Chairman John Goodman, officials at the Colorado Railroad Museum (CRRM) in Golden will "steam up" two narrow gauge engines for NRHS during the visit to the museum on Thursday afternoon, July 21. Lunch will be served in the museum's new pavilion while

a double headed train operates around on the facility's loop track. Continuous rides on this train will be available, and cab rides (at an extra cost) will be available.

On Thursday, convention guests will travel to the famous Georgetown Loop to ride behind steam.



The NRHS will offer its annual convention night photo shoot at the CRRM. This extra-cost event will be open to only 50 members, and will take place at dusk.

The schedule for Saturday includes a visit to the historic Leadville, Colorado & Southern Railroad. The line ascends to 11,000 feet in elevation on its climb out of Leadville. Officials will take the train the additional miles to Climax, Colo., if there is sufficient participation.

The Friday schedule is reserved for the NRHS board meeting, the membership meeting, and the banquet that night.

Additional trips are being planned and will be announced in the December issue of the *NRHS News*.

# Why being a member of the NRHS is important for chapters

*By NRHS members Stephen L. Wasby and William Chapman*

We all gripe from time to time about organizations to which we belong. Sometimes we even think of leaving because we think “national” doesn’t deliver enough.

Some chapters are thinking of severing their NRHS ties. That would be most unfortunate. It leads us to tell you that NRHS has much for its chapters and that a national connection is important for our chapters. We speak to all NRHS members, but those who believe that because their chapter has been relatively successful, they can do as well — or better — on their own should pay particular heed. Before heading toward, or out, the door, have a second “think.”

In many chapters, a small core of members attends meetings and works on projects. Many other chapter members don’t actively participate and are rarely seen. If you were no longer affiliated with NRHS, perhaps the core group and your repeat volunteers would continue, but would the others? Would they continue to pay your dues without receiving *NRHS News*, with information about what others in railroad preservation are doing? Some do want to learn about what happens elsewhere.

Being an NRHS member also provides access to answers about railroad history and to the substantial NRHS library holdings and movie/DVD collection. That access goes away when you break your affiliation.

Perhaps not many chapter members attend NRHS conventions, but members have “first call” on tickets for the marvelous excursions and other activities such as seminars on rail preservation.

Some members actually like being attached to a national body, just for its own sake, so they can have a common bond with people with similar interests outside their local area.

NRHS affiliation provides strength that numbers bring; there is national impact. A single chapter may be able to operate short excursions, but the power of many is necessary to bring about otherwise unavailable special tours of working railroad facilities or to obtain speakers of more than local interest. An organization with representation from 50 states and some foreign countries can get the attention of operators of Class 1 and large regional railroads, but small local organizations lack the clout to do so, limiting their opportunities.

As a member of NRHS, you can feel satisfaction at the success of RailCamp, as NRHS is the only organization to offer such a program on a national basis. Some of you may have had the opportunity to send a camper to RailCamp, which is crucial in reaching young people who can be part of the railroad preservation movement.

The NRHS Railway Heritage Grants Program, also the only program of its type on a national basis, is also of great value to you. Indeed, projects in which some of you engage have benefitted from grant awards. Although limited funds make it impossible to support all worthy applications, preparing a grant proposal helps give a chapter a better focus on its projects and facilitates their completion. And chapters have an advantage in the grants competition. Groups that had once been chapters but then left NRHS would be less likely to receive grants.

And, while we’re at it, don’t forget the rewards of service in a national organization. NRHS seeks (and requires) people willing to give time and expertise to achieve national goals.

Nothing provides satisfaction like being part of a group that has “made a difference” in some way in the national railroad historical preservation movement. This kind of personal accomplishment can’t be duplicated in any other way: what you accomplish will make you proud for the rest of your life.

If you have stopped your march toward the door long enough to read this, you should know of some serious negatives to consider if you cease being a chapter of NRHS.

Your chapter may seek funds from local groups to support your projects. While some of those donors may continue to contribute, would they be as willing to give funds to a “free-standing” organization as they would to one with national affiliation and reputation?

And your status as a 501(c)(3) organization, for which you qualified, helps you raise money as it is important in seeking tax-deductible contributions. If you cut loose from NRHS, your organization would have to change its name, which would require reapplying in order to retain your status. Do you really love doing that paperwork?

Some of you undoubtedly have griped at membership renewal time about dealing with spreadsheets. But, particularly if you have more than 10 or 20 members, have you thought about what would be necessary to keep an adequate, accurate database of members, overdue members, members there one year and gone the next? ‘Tain’t fun, but it has to be done. And it requires software, folks skilled in its use, and management skills to provide this service.

Most important: Is the decision to sever your ties one that has been made after full and open discussion with all your members about the pros and cons, or is this idea held only

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# Teens get inside look at rail operations during NRHS RailCamp

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## RailCamp East activities

The most important part of RailCamp after the teens are the partners. For RailCamp East this year, Amtrak, the largest partner, opened its training offices in Wilmington, Del. Officials allowed access into their operations building where we saw the Consolidated National Operations Center and Centralized Electrification & Traffic Control operations for the entire Northeast Corridor. But it didn't stop there with Amtrak. Equipment was brought in for RailCamp. The Exhibit Train, an ACS-64 locomotive and café car, to name a few, were there for inspection and educational purposes.

The next most important part of RailCamp is the counselors. The experienced Erica and Melissa Bauer were tremendous with their knowledge and ability to supervise the campers. Tim O'Malley and Tony White were new to RailCamp, but they brought lots of varied work experience to the group. Finally, Bud Thompson provided the necessary leadership.

Everyone worked well with one another and with the campers. This would be a great group for the next camps. Rail-

Camp was successful because of the great kids, partners, counselors, leadership and committee.

The campers had access to operate on the dispatch simulators and several locomotive simulators, including the unit for the *Acela*. We rode Amtrak No. 125 from Wilmington to Washington, D.C. However, the campers just didn't ride the train...they rode in the catenary and the track geometry cars. Here crews showed all of the equipment and computers and happily explained everything.

In Washington, campers toured the station in groups and received a history lesson. Members of the Amtrak police force gave a briefing on security and even had one of their K-9s demonstrate how they look for explosives. The dog located two pounds of C4. The group also visited the REA building, K Tower and Amtrak Business Car 10001. Returning to Wilmington, the campers and staff had a RailCamp-only car on the *Acela*.

None of this would have been possible or successful if it wasn't for Amtrak personnel. Amtrak provided people in charge of operations, locomotive engineers and conductors. They were personable and willingly shared their experiences, what it takes to do the different jobs and were very much



PHOTO BY TONY WHITE, WESTERN CONNECTICUT CHAPTER NRHS AND RAILCAMP EAST COUNSELOR

***MAKING PRESENTATIONS — Tommy, Derek, Bobby, Joe, Justin and Daren are shown making their presentations at the Railroad Museum of Pennsylvania during RailCamp East.***



PHOTO BY BUD THOMPSON, TACOMA CHAPTER NRHS AND RAILCAMP COUNSELOR

***WEST COAST CAMPERS – Participants in RailCamp Northwest at shown at the Mount Rainier Scenic Railroad shops in Mineral, Wash. In the front, left to right, are: Cody Martin, Tony White (RailCamp counselor), Henry Bordeaux, Nathan Bryant, Jack Shrive, Kenny Shaffer and Sterling Nash; On the second row are: Aaron Miller, Jackson Magee, Benjamin Dennis, Benjamin Vig, Cole Johnsen and Nicholas Mainguy.***

in tune with the campers, and they showed a tremendous amount of appreciation for the program.

The campers also visited the Railroad Museum of Pennsylvania, truly a classy place. The amount and types of equipment they have were amazing. The volunteers there truly love railroading and preservation. This was evident throughout the day-and-a-half that we spent there as Pat Morrison, our main contact, guided us through the various programs.

Broken into groups, campers learned about steam locomotive preservation and had a scavenger hunt that focused on specific educational information throughout the museum. The answer sheets were tallied, and a winning group was announced. This exercise promoted working together as a group and was invaluable.

Finally, each group did a presentation on the piece of equipment that was assigned to it. The museum uses any unique ideas from the presentations in their interpretations, so everyone wins. The groups did really well.

The Strasburg Railroad is an historic gem, and anyone who wants to see how it was once done will love this place. Restoration operation of vintage equipment is the goal of the railroad. Officials “have moved into this century” and ran a RailCamp-only passenger special to pick up freight from NS at Lehman Place Junction on the NEC and brought it back to Strasburg.

In groups, campers learned about restoration on a wood-sided passenger car, operated the Cagney (a 15-inch scale locomotive) and cars, shadowed a train crew while it did a pre-trip train inspection, did maintenance-of-way work (remov-

ing and replacing ties) and performed yard operations of switching and coupling cars using hand signals to the engineer. They also got a cab ride in the Strasburg No. 475.

So remember your thoughts about today's youth? The members of this group of campers had the time of their lives. They got to hang out with other teens who liked trains. They went rail-fanning and saw trains running at 125 mph in Newark, Del. They had access to people, places and equipment that most of us can only dream about. The campers bonded and shared experiences.

During our last meeting as a group, the campers read their journals. Then all of us spoke about our likes and dislikes as an exercise to keep the future camps interesting and fresh.



PHOTO BY DAVID HONAN

***AT RAILCAMP NORTHWEST – Two of the campers at RailCamp Northwest are shown cleaning and inspecting friction bearings Northwest Railway Museum in Snoqualmie, Wash.***

### **RailCamp Northwest accomplishes goal**

RailCamp Northwest enjoyed a special year, accomplishing at last a goal set for the first camp and not achieved until 2015.

With a backdrop of Ed Berntsen's colorful tale Sunday evening of how Tacoma came to be a railroad town, Monday began with a trip to Seattle on Sounder train No. 1514. A friendly and cooperative engineer seated himself in the bi-level cab car and latched the door in open position so the campers could watch his every move. As usual, Sound Transit officials knew the campers and staff members would be there, and we took over the front seats of the lead car.

The engineer called most of the signals all the way to Seattle, so those youngsters now know what "approach medium" looks like out a cab window, and how to know when the Fort Worth dispatcher is going to cross the train over from Main 1 to Main 2 to clear an opposing oil train. Our engineer (a one-time Intermountain Chapter NRHS member) did a good job of explaining how the controls worked too.

At King Street, the RailCampers and counselors remained with our train and rode it back down to the Amtrak coach yard and maintenance facility at Holgate Street. There, we toured a just-rebuilt F59Phi with all the new bells and whistles, including full LED lighting.

We toured the specially-built Talgo service shop, including the on-the-car wheel turning and truing machines. We watched "up close and personal" as a road locomotive was coupled to its train. If you ever wondered what all those hoses and cables were for, the members of our group can tell you.

Kurt Laird, our host at Amtrak, had planned every year to have the campers ride the incoming *Builder* trainset through the car wash and around the wye as it was readied for the return trip to Chicago. Delays had prevented this from working out, but this time we did it. We watched the car washer clean a Talgo set (it has two sizes – one for the tall Superliners and another for the low-set Talgos) and then boarded the now-empty No. 7 and rode it out into the yard and around the wye before it emerged as No. 8.

It's quite a ride. Campers rode with the brakeman on the rear car as he guided the train down to Second Avenue and Diagonal Street, which actually is an interchange between the King Street passenger facilities and UP's big Seattle yard, but which makes a handy wye for such occasions.

Following a late lunch (nobody cared), we walked to Union Station and took a light rail train to Westlake. A ride on the Monorail to Seattle Center and the Space Needle and back, and then a round trip on the Lake Union Trolley cars, gave a taste of a different kind of railroading. Finally, the group went back to King Street and took an Amtrak *Cascades* Talgo back to Tacoma, in a reserved car.

Tuesday was Tacoma Rail Day. Tacoma Municipal Belt Line (TMBL) is the product of Tacoma's one-time streetcar network, but now runs the train makeup and classification at the Port of Tacoma which, together with Seattle, constitutes the second largest intermodal port on the West Coast. The line also has a large locomotive maintenance facility that services not only its own extensive fleet but the inbound locos of Union Pacific, BNSF and any run-through power that shows up.

Campers, in three small groups, each experienced the yardmaster's job, which includes integration with the two major railroads and the complicated "dance" of incoming and departing trains and toured the maintenance facility, where locomotives are fueled, brake shoes are changed and minor repairs are effected. Campers then worked with a crew in the intermodal yard with switch list in hand. Most campers had a chance to take the throttle of a big C44-9W too.

TMBL always concludes RailCamp Day with a barbecue cooked right in the locomotive service facility. We were hungry by 5 p.m., and it was good.

Wednesday, campers visited Northwest Railway Museum at Snoqualmie, Wash. Curator Stathi Pappas taught campers how to remove, clean, inspect and replace a friction bearing brass all by themselves, including safety precautions. Every camper did it. This skill will serve well for anyone who joins a museum operation with operating cars.

Also discussed were how decisions are made with historic equipment, when to just cosmetically restore, and when to go for operational restoration. Campers also each constructed a book/CD holder made of wood with a half-inch slab of rail, which they took home with them.

Thursday was spent at Mount Rainier Scenic Railroad (MRSR), Metalcraft, Track work and Steam. In smaller groups, everyone got to cut steel plate with a torch and a plasma cutter, replace ties on the railroad (under the watchful eyes of a TMBL section crew and MRSR's own section foreman) and steam up a locomotive. And of course once you steam up the engine, you've got to run it, right? Every camper did. They also had to learn how to blow a crossing while accelerating the locomotive at the same time. It's all timing.

Friday we experienced a time warp. At Sound Transit's light

rail maintenance facility, campers had the chance to watch maintenance on the cars, walk under, over and through them, take a trip through the washer and around the yard facility in a train set, and work with the section crew and signal people to see how different track and switches are in this kind of service. Campers got a good look at one of the fastest growing kinds of railroad activity in the world and got to see its differences and similarities in heavy rail.

We all became tourist train crew members on Saturday. At Mount Rainier, we actually operated the first two excursions of the day. Campers inspected the train, moved it to loading position, and helped folks (including the infirmed) aboard. They punched tickets, answered questions, and solved any minor disputes...all part of the task. And – oh yes – they got to ride in the cab of a locomotive working in revenue service. Every camper did all of that.

Evening programs included a visit to the Washington History Museum's fantastic model train layout, which they got to operate. They had an opportunity to share why they wanted to attend and what their personal goals are. There were movies and a visit to a pizza parlor, where the gates at a high speed BNSF railroad crossing practically come down into the dining room when a train passes...really.

It was a week to remember.

### Support needed for RailCamp

When you see the word "RailCamp" in the coming months, remember the great experiences that the teens who attend this camp had. Remember that they are our future in the NRHS, and don't be jealous because they got to do some great things.

However, plan to support RailCamp, because even though our partners do not charge, there are many costs to cover. Among the costs are the dorms to house the campers and staff, the three meals per day and snacks, the vans used to transport them, insurance costs, gasoline, hydration to enable working in the heat or doing strenuous activities, etc. So make a tax deductible donation or get your chapter to sponsor a camper. As you see, it's an invaluable experience and, with your help, you end up with good kids who do not fit the stereotype and are more like us.

## NRHS membership renewal letters for 2016 will be sent in October

A membership renewal letter will be sent by regular mail to everyone in October to renew their national membership in the National Railway Historical Society for 2016.

In addition, a direct email from Amilia, the service now used by NRHS to manage membership, will be sent to those whose email addresses are on file with NRHS.

via a link to Amilia. All others will be encouraged to use the membership page at <[www.nrhs.com](http://www.nrhs.com)> to renew.



Finally, members without e-mail addresses can mail in a payment via the payment coupon included with the renewal letter.

Individual chapters will again have to bill and collect chapter dues for 2016 separately from payment of

Members with email addresses will be able to renew directly national dues.

# Steam 'speeder' turns heads at Walkersville Southern Railroad

By Charles S. Williams, Alexander Chapter NRHS, and editor of NRHS News

Matthew Brandley and his wife, Tina, both members of the Baltimore Chapter NRHS, are no strangers to the Walkersville Southern Railroad, a 6.72-mile heritage railroad located in Walkersville, Md. Two years ago, they were married on the rear of a caboose, and they had the reception in the railroad's dining car.

But when they returned this year on Saturday, Sept. 5, to celebrate their anniversary with a trip on the railroad's dinner train, they saw something they had never seen before.

"As we looked over into the yard, we happened to see steam and smoke coming up from the main track north of the station in the yard area," Brandley said. "That should not have been since steam excursions were long gone."

Brandley took a photo of the machine, spoke briefly to the owner and operator, and got a few details. But — let's remember — he was on an anniversary trip, and the Brandleys had a dinner train to catch. So, upon returning home, he emailed the photo to the NRHS News...and the investigative work began.

I contacted officials at the Walkersville Southern Railroad and, in a quick response, they put me in touch with the owner of the machine, Jimmy Baird of Bealeton, Va. (about 15 miles west of Fredericksburg).



PHOTO BY MATTHEW BRANDLEY, WASHINGTON, D.C. CHAPTER NRHS  
**'STEAM CRITTER'** — *Matthew Brandley spotted this unique machine, which he called the "steam critter," on a Labor Day weekend trip to the Walkersville Southern Railroad. The builder and owner of the steam-powered speeder is Jimmy Baird, left. Also pictured are David Dutton (who helped with the rebuilding of the speeder), in the engineer's seat, and Aaron Divel, a crew member at the railroad, in the (empty) wood bin.*



PHOTOS COURTESY OF JIMMY BAIRD  
**SECOND VEHICLE** — *Since the steam speeder is a two-seater, Baird built a companion speeder for family trips. With Baird is Matt Mundis, who now works for Strasburg Rail Road in the car rebuilding shops.*

Baird was a member of the Rappahannock Chapter NRHS and recently received his 25-year membership pin.

Baird, now 79, built the steam rail speeder with his three sons — Ronnie, Stephen, and David Christopher — 30 years ago. He explained, "The speeder was built as a representative style car that could/would have been built in the 1880s as an inspector's car. It's powered by a single-cylinder steam

## CHECK OUT THE VIDEO!

Do you want to see the speeder in action? All you have to do is click on the link below:

<https://www.youtube.com/watch?v=u7zVuB4m2nM>  
(Video produced and edited by Simon Miller)

engine with a 4x4 bore and stroke, and a slip eccentric reverse, fixed cutoff."

The machine has a 40-gallon main water tank and a 30-gallon auxiliary tank. The hand-crafted panels on the car came from

an oak tree that grew in Baird's yard and was then custom cut at a sawmill 30 years ago. Baird regularly runs the vehicle at a gathering of speeder owners in New Hampshire each year.

"The car will run quite nicely on wood, although the boiler is fitted with grates for coal firing also," Baird said. "The boiler is National Board approved, and it has also passed state inspection (and sports the 'S' stamp proving that it meets regulations). The range is about 40 miles for wood and water, before needing re-fueling and watering."

Since he has three sons, and the speeder is only a two-seater, Baird built a gas-powered speeder so that everyone could go along for the ride for trips with other speeder owners. He has a trailer in which he can haul both vehicles.

Baird recently rebuilt the two-seater with a new boiler and plumbing, and they had taken it for a shakedown ride at Walkersville Southern when it was spotted by Brandley.

Baird is still busy, both with his speeder and other projects. While providing information for this article, he had to run out to work on another project...rebuilding a pipe organ.

*(Editor's note: My sincere thanks to Jimmy Baird for his help with photos and information; to the Walkersville Southern Railroad officials for quickly putting me in touch with Baird; and to Simon Miller, a 14-year-old who not only "shot and chopped" (edited) the video of the steam speeder but also quickly produced a "teaser" trailer for the NRHS Facebook page.)*



PHOTO COURTESY OF JIMMY BAIRD  
**WATER TANK** – Jimmy Baird and his son, David, set the rebuilt water tank back in the steam speeder during the recent rebuilding project.



PHOTO COURTESY OF MARIANNE HARTIC, CURATOR OF WALKERSVILLE SOUTHERN RAILROAD MUSEUM  
**MAKING STEAM** – Jimmy Baird (background) and his son, David, have their speeder steamed up and ready for a test run.

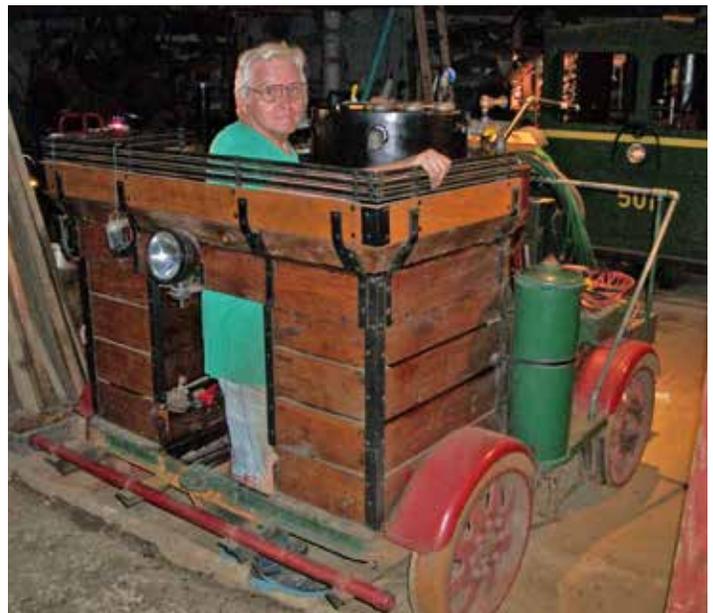


PHOTO COURTESY OF JIMMY BAIRD  
**TAKING A BREAK** – During the recent rebuilding project, Jimmy Baird takes a break in the speeder. The hand-crafted wood framing was made from an oak that grew in his yard.



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

***B&O Railroad Museum Executive Director Courtney Wilson addresses ceremony attendees from the museum's turntable. Behind him is the recently restored historic 2-6-0 No. 600, the "J.C. Davis."***

## Museum unveils restored steam engine damaged in roof collapse

*By Alex Mayes, Potomac Chapter NRHS*

Twelve years after the disastrous roof collapse at the B&O Railroad Museum in Baltimore, Md., the last of the 22 pieces of equipment that included locomotives and rolling stock damaged in the collapse has been restored.

Former Baltimore & Ohio Class K odd No. 600, a 2-6-0 Mogul, was the last steam engine to be restored and is now back on display at the museum's roundhouse.

The 600 was built at the B&O's Mount Clare shops in Baltimore in 1875 and was named *J.C. Davis* for the B&O's master of machinery, who designed her. The *J.C. Davis* was designed for passenger service, mail and express on the steep grades west of Cumberland, Md., including 2 percent Seventeen Mile Grade between Altamont and Piedmont, W.Va.

The *J.C. Davis* was one of eight historically significant engines damaged, and it suffered the most damage. Costs to restore it exceeded \$300,000.

In a special ceremony held at the museum on Sept. 4, 2015, senior museum officials presented the newly restored *J.C. Davis* to its members and the general public.

The ceremony began with a description of the catastrophic

collapse of the roof over the museum's roundhouse on Feb. 17, 2003, given by the museum's executive director, Courtney B. Wilson.

The collapse was caused by a record-breaking 27-inch snowfall onto the 1884-built structure. The collapse caused \$15 million in damage to the roundhouse, and \$6 million in damage to locomotives and other equipment.

The major damage to the *J.C. Davis* was to its wooden cab, which was destroyed by a metal beam and other debris which landed on its roof. Restoration experts evaluated the damage and determined a new cab would have to be built. That was a formidable challenge since there were no design plans or drawings in existence.

Other damage included broken handrails, stanchions and running boards, and buckled boiler jacketing, which required new jacketing to be fabricated.

At the conclusion of Wilson's comments, the museum's chief curator, Dave Shackelford, spoke to attendees and provided an in-depth discussion of the intensive efforts that were required to restore the *J.C. Davis* to its original 1875 appearance. This work was done by a team of talented craftsmen

who specialized in metalworking, carpentry, painting and other highly skilled trades, which was comprised of six museum staff members and seven volunteers.

Also presented during the ceremony was newly painted ex-B&O GP30 No. 6944, which has been repainted into its as-delivered sunburst paint scheme.

The 6944 was built for the B&O by EMD in 1962, and was one of 77 such diesels owned by the B&O. The GP30 was

the only class of diesels delivered in the sunburst scheme.

The museum uses the 6944 and other diesels to power their excursion trains between the museum and Mount Clare Junction.

*(Some details in this summary were obtained from a comprehensive report on the restoration compiled by Dave Shackelford, George Harwood, Zell Olson and, Justin Simmons. Used with permission)*



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

***SUN ON THE SUNBURST*** –*Freshly repainted ex-B&O GP30 No. 6944 basks in the sun in its new sunburst scheme at the passenger boarding area waiting for the 11:30 departure to Mt. Clare Junction.*

## ‘Sentimental Journey’ slide show set Nov. 7 by L&WV chapter

The Lackawanna & Wyoming Valley Chapter NRHS will host the sixth annual “Sentimental Journey Slideshow” Saturday, Nov. 7, at the Mountain Top Hose Company in Mountain Top, Pa.

The slideshow will focus on the area’s rich railroading history. Doors will open at 9 a.m. for a social hour with coffee and doughnuts. The slide show will be 10 a.m.- 5 p.m.

This year’s presenters include Olev Taremae, who will speak on “Amtrak, Past to Present”; Bill Ellis, local variety; David Pauer, “Lehigh Line in the 1970s and 1980s”; Jim Kilculen, “Action on ‘The Action Road’”; Mike “Breezy” Bischak, NEPA and Southern Tier variety; and Joe White and Ed Philbin, “West Pittston & Exeter” and other “West Side” Rails.

The ticket price is \$25 and includes all-day refreshments (coffee, water, soda), doughnuts, lunch (pizza, wings, stromboli and salad), cake-dessert and door prize entries. Food will be provided by Tony’s Pizza of Pittston.

Door prize donations are being solicited. Suggested donations include unused DVDs, books, or other items.

All proceeds will benefit L&WV chapter activities. Payments may be forward to Ginny Albany, 74 East 5th Avenue, Apt. B304, Collegeville, Pa. 19426. Make checks payable to: L&WV Chapter NRHS.

For more information, contact Ed Philbin, phone (570) 954-7981, or email <edlvrr@gmail.com>; or Tony Verbyla Jr., phone (570) 760-4344, email <crjeep9@yahoo.com>.

To get to the show, take I-81 south to exit 165 and turn left onto 309 South, or I-81 north to exit 165A and merge onto 309 south towards Mountain Top. Follow 309 South four miles and turn left onto Woodlawn Avenue (Route 437). Mountain Top Hose Company is on the left. Visitors may park behind the fire house by turning left on Lehigh Street immediately past the fire house.



PHOTO BY ED POST, CENTRAL NEW YORK CHAPTER NRHS AND REPRINTED COURTESY OF *THE GREEN BLOCK* CHAPTER NEWSLETTER

**765 IN NEW YORK** – *Nickel Plate Road No. 765 stayed busy in New York recently. In the top photo, 765 is shown speeding through Addison, N.Y., on Saturday, Aug. 1, pulling the Buffalo to Corning excursion train that included 19 passenger cars. The lower photo shows No. 765 taking on coal in Corning, N.Y. The locomotive, built in 1944 by Lima Locomotive Works for the Nickel Plate Road, is owned, maintained, and operated by the Fort Wayne Railroad Historical Society.*

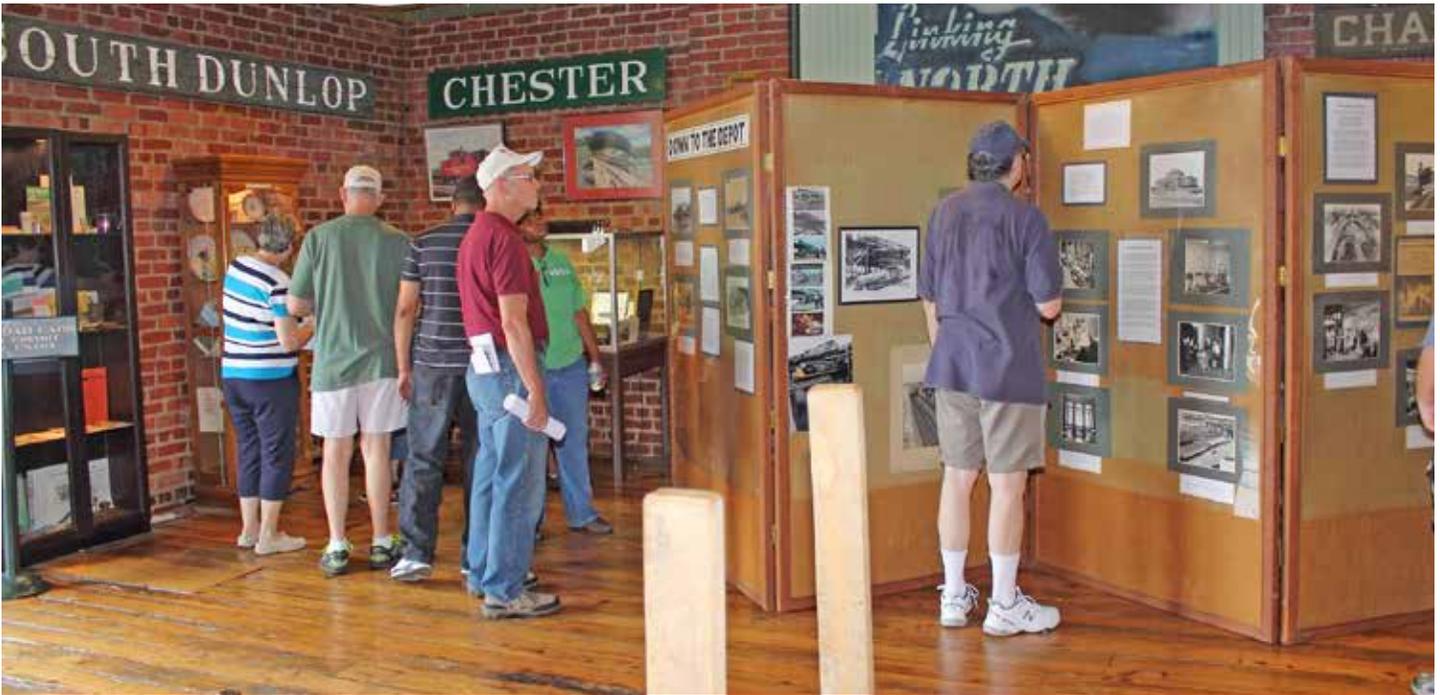


PHOTO BY KIM YOUNG, OLD DOMINION CHAPTER NRHS

**AT CELEBRATION** — Visitors to the 100th anniversary celebration of the former Hull Street Station in Richmond examine some of the exhibits prepared by the Old Dominion Chapter NRHS.

## Centennial celebration held for Richmond's Hull Street Station

By Anne Thom, Publicity Chairman, and Ray Potter, Publicity Assistant, Old Dominion Chapter NRHS

The celebration of the 100th anniversary of the opening of the Hull Street Station — now the Richmond (Va.) Railroad Museum — was held Saturday, July 18. The doors opened at 11 a.m., and the members of the public quickly started finding their way into the museum. Visitation was estimated at 1,000 or more.

The event was sponsored by the Old Dominion Chapter NRHS.

Several months of hard work by the members culminated in a six-hour festival of all things railroading. New photos and displays were added to the museum, and members in Southern Railroad uniforms greeted guests and gave tours. Souvenir tickets to various Virginia locations were given out at the ticket window and then punched by the conductor.

Visitors were able to send telegrams from the station master's office to the baggage room at the opposite end of the building. The telegraph demonstration was staffed by members of

the Richmond Amateur Radio Club. That was only one activity celebrating the centennial of the station, which served the Southern Railway's Richmond passengers from 1915 to 1957.



PHOTO BY KIM YOUNG, OLD DOMINION CHAPTER NRHS

**OPERATING TELEGRAPH** — Old Dominion Chapter NRHS members Tom Flippin (left) and John DeMajo operate the "receive" end of a telegraph which was set up between the exhibit room and the station master's office during the 100th anniversary celebration. Guests could send a message across the station and pick it up at the other end. The demonstration was conducted by the Richmond Amateur Radio Club.

During the day, historic interpreters portrayed Southern Railway personnel of the period. Tours and demonstrations were given throughout the museum. Martin's Grocery Stores helped defray costs of the free refreshments that were served. A large sheet cake displaying a color photo of the station was cut and consumed eagerly by members and visitors.

In the front room of the museum, a large, complex HO gauge model train layout was operating to the delight of children of all ages. Visitors watched as members of the Old Dominion Modelers, Central Virginia Railway, moved multiple trains around the extensive trackage. A modern-day gift shop with a wide selection of railroad books, toys, hats and tee shirts did a booming business.

Entertainment was provided during the afternoon. Singer/songwriter Markiss Blowfish performed, as well as Triple Crossing Jazz Project. Pat Downey, representing Richmond Mayor Dwight Jones, and Councilwoman and Council Vice President Ellen Robertson gave celebratory remarks.

The museum is open from 11 a.m. to 4 p.m., on Saturdays, and 1-4 p.m. on Sundays. Weekend admission to the museum is always free. Donations are gratefully accepted. Check our website at: <<http://odcnrhs.org>>.



PHOTO BY KIM YOUNG, OLD DOMINION CHAPTER NRHS  
***AT TICKET WINDOW – ODC member Randy Ridgely, portraying a Southern Railway station master, gives a guest a souvenir ticket to one of the destinations that could be reached from Hull St. Station when it opened in 1915.***



PHOTO BY RAY POTTER, OLD DOMINION CHAPTER NRHS  
***ANNIVERSARY CAKE – Visitors to the open house enjoyed a cake decorated with a photo of the depot.***



PHOTO COURTESY OF KEOKUK UNION DEPOT FOUNDATION

**WORK UNDERWAY** — *Crews have started work restoring the roof of the Keokuk Union Depot.*

## Keokuk Union Depot Foundation receives grant for repairs to roof

*By Keokuk Union Depot Foundation*

Archer Daniels Midland Company (ADM) recently donated \$5,000.00 to Keokuk (Iowa) Union Depot Foundation (KUDF) to be used for the restoration of the depot roof, including the installation of red clay roof tiles and the rebuilding of the original central tower.

"We are excited to have the support of ADM for this project," said Sandy Seabold, treasurer of the KUDF. "The support from the entire community has been amazing."

The mission of the foundation officials is to develop funding to support the preservation of the Keokuk Union Depot. The depot, erected in 1891, is architecturally significant as one of the final projects of John Root, of the eminent Chicago firm of Burnham and Root. The building is also historically significant as the center of regional rail transportation during the late 19th and early 20th centuries, and as a hub of community life.

Preservation activities the foundation will support include the rehabilitation and restoration of the building's exterior and interior, and the adaptive re-use of the structure as a community resource in a manner consistent with its architectural and historical value.

The donation was given through ADM Cares, a social investment program that directs funds to initiatives and organizations that drive meaningful social, economic and environmental progress. This grant will go toward the two-for-one match that will earn the Jeffris Family Foundation grant for the roof project.

This project is supported in part by the State Historical Society of Iowa, Historical Resource Development Program.

Restoric LLC, the Chicago-based historic preservation consulting firm, is project manager for the current chimney, gutter and eave project on the 125-year-old depot. Deconstruction of the eaves around the waiting room area began on Aug. 3. The restoration of the chimney and the eaves, soffits, decorative brackets and copper gutters on the upriver end of the depot is expected to be completed this fall. The depot is in use today as a community event center and will continue in this role during and after the restoration.

The deconstruction of the eaves project was made possible because of the recent award of a \$56,600 Historical Resource Development Program (HRDP) grant by the State Historical Society of Iowa for fiscal year 2016 and is ear-

marked for restoring the chimney and the eaves, soffits, decorative brackets and gutters around the waiting room.

The HRDP project constitutes a portion of the larger \$1 million roof restoration project for which the KUDF has received a Jeffris Family Foundation two-for-one challenge grant of \$333,000. The Jeffris Family Foundation, based in Janesville, Wis., is dedicated to the historic preservation of significant architectural structures in small towns in the Midwest.

The \$113,200 cost of the chimney, eave and gutter project will be funded by the \$56,600 HRDP grant, \$52,600 from matching funds contributed to KUDF for the roof restoration project during the Depot 125 Capital Campaign, and earlier grants of \$1,500 from the Tom E. Dailey Foundation and \$2,500 from BNSF Foundation. Through July 31, 2015, KUDF has received \$425,505 from approximately 200 donors toward the \$667,000 Jeffris match.

Contributions to the roof project may be made to the Keokuk

Union Depot Foundation, P. O. Box 463, Keokuk, IA 52632. The depot, built in 1891, was originally graced with a soaring red clay tile roof of decorative ridge and hip tiles, dormers and hip pinnacles, and a tall, corbelled chimney. The nationally renowned architectural firm of Burnham & Root of Chicago designed the roof line to rise above the limestone bluff and be viewed from afar. Substantially altered circa 1960, the entire roof must be replaced now, both to preserve the building and to restore it to its original design.

The chimney was partially deconstructed and lowered, probably at the same time the red clay tiles and upper hip roof were removed. Historic photo documentation proves that the original stack was still standing in 1947 but was lowered by 1962. The HRDP project will increase the height of the chimney by approximately 25 feet and restore the upriver eaves, soffits and gutters that surround the original waiting room.

For further information, visit the depot's web sites: <[www.keokukuniondepot.org](http://www.keokukuniondepot.org)> and <[www.depot125.org](http://www.depot125.org)>.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***SPECTACULAR VIEW - The Rocky Mountaineer is a privately-owned Canadian company that operates rail tours in British Columbia and Alberta. It is the busiest privately owned passenger rail service in North America, having transported over one million passengers since 1990. Rocky Mountaineer has over 75 railcars in its fleet, including 32 RedLeaf Service coaches built in 1954 by Canadian Car and Foundry which have been refurbished and upgraded and 16 GoldLeaf dome coaches which were custom-built for the Rocky Mountaineer by Colorado Railcar Manufacturing LLC in Fort Lupton, Colo. The trains are pulled by a fleet of 17 diesels, all of which are over 30 years old and extensively renovated. This photo was taken on May 15, 2015 as an east bound Rocky Mountaineer train was on the Canadian Pacific main high above the Thompson River at Spences Bridge, B.C. Leading the 12-car train is GP40-2LW No. 8014, originally Canadian National No. 9633.***



PHOTO COURTESY OF GREAT STONE VIADUCT HISTORICAL EDUCATION SOCIETY

***VIADUCT*** — CSX has agreed to sell a five-acre tract, which includes 20 arches on an abandoned viaduct, to the Great Stone Viaduct Historical Education Society for preservation.

## ‘Great Stone Viaduct’ in Bellaire, Ohio to be preserved

The Great Stone Viaduct (GSV) Historical Education Society has signed an agreement with CSX Transportation, Inc. for the purchase of abandoned railroad property in Bellaire, Ohio, where 20 arches of the Stone Viaduct stand.

The contract, which has been in the process of negotiation with CSX officials over the past 20 months, includes 5-1/2 acres of real estate, including an approximately 1/4-mile approach to the 20 arches of the abandoned portion of the bridge, which was idled in 1996 when coal shipments from the Lamira coal preparation plant ended.

The arches, which the society hopes will be acquired, will stretch from the west side of Guernsey Street to the bridge abutment at Rose Hill. The price agreed upon between the parties is \$83,000.

The Great Stone Viaduct, for which the society has taken its name, was placed upon the National Register of Historic Structures in June 1976, and was recognized by the Ohio Historical Society in 2008 with an historical marker.

The viaduct is a sandstone structure consisting of 43 separate arches which traverse the downtown business district of Bellaire along 31st Street. It serves as the Ohio land approach to the railroad bridge constructed in 1868-1871 to cross the Ohio River, and its appearance is reminiscent of a Roman aqueduct.

The most beautiful portion of this viaduct still appearing in the original sandstone construction without refacing, according to society officials, is the portion that the society has

contracted to purchase. The remaining 23 arches of the viaduct continue in active railroad operation, under control of the Wheeling & Lake Erie Railroad.

Support from the community of donors to this project, including the Belmont County Tourism Council, has assisted the society to move this project forward since discussions about preserving this portion of the bridge began. Local, county, and state officials have offered their support to this project, and have assisted the GSV board in its efforts. Symbolic sales of keystones and ringstones to the public has netted over \$53,000.00 in categories designated for each of the arches to be acquired, including a “business arch,” a “memorial arch,” a “coal mining arch,” an “alumni arch,” a “veterans arch,” a “friends of the viaduct arch,” and an “Italian-American arch.”

Through the efforts of the GSV board and these donors, plans for development of the site, once acquired by GSV, will help to highlight the historical significance of this bridge, and make it a historic site for visitors to Belmont County. The website maintained by the society, <[www.greatstoneviaduct.org](http://www.greatstoneviaduct.org)>, provides much information about the project for preservation as well as a list of those individuals and businesses who have donated to this cause of preservation.

The GSV Society is in the process of completing its due diligence regarding the site and the title to be conveyed under the contract with CSX. The members of the society’s board of trustees hope to have this completed within the next two months, with a closing on the contract before the end of the year.



PHOTO COURTESY OF OLD DOMINION CHAPTER NRHS

***AT RAILROAD MUSEUM – Boy Scouts from the Richmond, Va. area worked on their railroading merit badge recently at the Richmond Railroad Museum. Here, Old Dominion Chapter NRHS member Calvin Boles talks to the Scouts while they enjoy pizza for lunch.***

## Old Dominion NRHS members help Scouts earn rail merit badges

*By Ray Potter, Publicity Director, Old Dominion Chapter NRHS*

Boy Scouts from all over central Virginia who were working on their railroading merit badge descended on the Richmond Railroad Museum on Friday, Aug. 14.

The Scouts, who came from places as diverse as Virginia Beach, Smithfield, Mechanicsville, Colonial Heights and others Virginia towns, were interested in learning about all aspects of railroading. Some of the Scouts arrived by Amtrak at the Main Street station and were brought by car to the Hull Street Station, where the museum is located.

Members of the Old Dominion Chapter (ODC) NRHS hosted the event and endeavored to impart their knowledge and experience.

After watching a short video on the history of the Hull Street

Station (the Southern Railway station was the precursor of the Richmond Railroad Museum), the Scouts moved on to the HO model railroad layout, which occupies a large room at the end of the building. Chapter President Charles Curley gave a talk on the different types of railroad cars and the functions of each, showing the Scouts HO models of each.

The boys and their leaders then adjourned to the baggage room of the station for pizza and soft drinks. ODC member Calvin Boles then addressed the group with information on other aspects of railroading. Other ODC members assisting were Linda Nelon, Charles Breeden, Robin Shavers, Fred Terry and John DeMajo.

Later the Scouts were shown the rolling stock on exhibit outside the museum. Finer points of operating a steam engine were



PHOTO COURTESY OF OLD DOMINION CHAPTER NRHS

***EXPLAINING RAIL CARS*** — Charles Curley, a member of the Old Dominion Chapter NRHS, explains the different types of railroad freight cars next to the chapter's HO scale model layout.

explained using the small, coal-fired locomotive on display.

Chapter members showed Scouts the restored Seaboard Railway caboose, and the boys were able to climb into the cupola and look out up and down the train, much like a conductor or flagman of old.

The ODC encourages individuals and groups to come to the Richmond Railroad Museum on weekends or during the week by making special arrangements. Contact Ned Krack at (804) 239-4067, or email <nedrdgfan@msn.com> for group scheduling.

The museum is open 11 a.m.-4 p.m., on Saturdays, and 1- 4 p.m., on Sundays. Weekend admission to the museum is always free, but donations are accepted. Visit the chapter website at <odcnrhs.org>. The website contains a live webcam view of the model room, plus photos of the station.



PHOTO COURTESY OF OLD DOMINION CHAPTER NRHS

***WHILE WORKING ON MERIT BADGE*** — Boy Scouts watch a video on the history of Hull Street Station.



**ROOSTERS AND RAILS** – *This vintage photo from the Martin L. Hansen collection shows a logging train, equipped with “roosters,” in action in the Pacific Northwest. The photo is reprinted, with permission, from The Trainmaster, the newsletter of the Pacific Northwest Chapter NRHS.*

## ‘Roosters’ played a key role in Pacific Northwest logging trains

*By Martin E. Hansen and Arlen Sheldrake, Pacific Northwest Chapter NRHS*

In the days of early logging in the Pacific Northwest, the trees were huge and the rolling stock was still small in size. This would change over the years but not for a while.

The photo above is a rare view of the J. C. Trullinger logging operation in Centerville, Ore. There are several items of interest in this fine photo.

First we see the early O-6-OT Porter logging locomotive that is the pride of the small roster of J.C. Trullinger. Her small size is demonstrated by the slant cylinders she sports.

The crew wants to protect the little engine and thus has employed “roosters” to keep space between the locomotive and the log loads. This was a common practice in the early days of logging railroads. The disconnect cars also have roosters tying them together at specified lengths for the large logs being carried.

The long neck of roosters is where the term for these spacers was derived. These wood or steel beams were also called goosenecks by some loggers.

The Porter O-6-OT, C/N 812, was built February 1887 for T. C. Trellinger at Astoria, Ore., and later went to Saldern Logging as their No. 1 at Grays River, Wash.

Perhaps the most fascinating aspect of this fine photo is the trestle itself. Notice that in addition to the heavy construction of the trestle, they have cut a fine old growth fir tree at the trestle height and used that tree as the center support of the whole span. I can guarantee the center span of this trestle will never fail.

Again, there is a lot to see in fine old cabinet photos like this one.

From the Oregon Maritime Museum, some information about J.C. Trullinger: Minnehaha 92664: Sternwheeler, built 1867 at Sucker Lake (Lake Oswego), Ore., by J.C. Trullinger, 45 ton, 104x16.0 x 3.0, 12X12 engine from the Skedaddle.

He ran her from the landing above the Willamette River to a portage railroad that ran from Colfax landing on the Tualatin River to the Lake under Capt. Robert Copely.

# Commemorative speeder restoration honors classic rail line

By Cody Martin, Central Pennsylvania Chapter NRHS

(Editor's note: Cody Martin attended NRHS RailCamp East in the summer of 2014, and RailCamp Northwest in the summer of 2015).

In December 1979, a "speeder," or track maintenance vehicle, rolled out of the Fairmont Railway Motors, Inc. production line in Fairmont, Minn., most likely as part of an order of such equipment for the Canadian National (CN) Railroad.

Little is known about my speeder's history, but the above is certain. After the use of "hi-railers" became more practical, the railroads found the speeders to be an unnecessary asset. CN sold some of their motorcars in a lot of so-called scrap to a rail surplus company in Red Lion, Pa. Most others were either scrapped or sold for parts for the Onan industrial engine that powered them.

In the early 1990s, a group of rail enthusiasts from the central Pennsylvania town of Bellefonte made a trip to Red Lion, Pa., to see what might be involved to buy a few speeders that were in operational condition. One of those cars was a Fairmont MT14, numbered 15262 for the CN.

CN No. 15262 found a home in central Pennsylvania for nearly 20 years with Paul and Janet Oesterling. In 1994, the Oesterlings and their fellow rail enthusiasts took their "new" rail cars to their first North American Rail Car Operators Association (NARCOA) excursion.

The rail car found itself useful again when the Oesterlings participated in NARCOA excursions and when they volunteered with the Bellefonte Historical Railroad Society. In recent years, however, they thought about selling their rail car.

Meanwhile, in July 2013, I had purchased my first speeder from a rail car operator located not far from where I live in central Pennsylvania. It was an ex-NYC M19, and we ran it on NARCOA excursions until November 2013. We also became acquainted with a group of speeder owners in the Bellefonte area, coincidentally, the same group that bought their motorcars in Red Lion.

There were two owners that had ex-CN fiberglass cab MT14s that they professionally restored and decorated with paint schemes that made them look like they had just rolled off the Fairmont assembly line.

Seeing what they accomplished with their motorcars, I was inspired, and I inquired about where I could purchase an MT14 that had the same cab design. I was directed to contact the Oesterlings about their Fairmont MT14 that they had not operated in a few years. They took great care of the car, and it was kept in their garage for as long as they owned it.

I met with the Oesterlings and bought the car in November 2013 and, on Dec. 7, 2013, took it on its first NARCOA excursion.



PHOTOS BY CODY MARTIN, CENTRAL PENNSYLVANIA CHAPTER NRHS

***AFTER WORK***—Major changes to the appearance of the motorcar are evident after a complete overhaul.

sion in 10 years. Less than a day after the excursion, my dad (Troy) and I began disassembly for a complete restoration.

First, I tore out all of the wiring so the fiberglass cab could be removed from the frame for painting. The cab was in need of moderate fiberglass work, so we decided to restore the frame first.

We did not pull the engine but instead masked around it. I was not sure what paint scheme to go with, but I knew for sure that I wanted the frame and wheels to be black and the engine tunnel sides to be yellow.

In preparing the frame for paint, there was a lot of cleaning needed. There was a drive chain oiler that was original to Fairmont located inside the engine tunnel. Instead of using conventional chain lube, the crew would fill a glass container with conventional engine oil. When a toggle on the top of the container was moved, oil would flow down through a small plastic hose and onto the chain.

From all the years of this type of lubrication, the entire underbody of the car was covered in a 1/4-inch thick coating of grease, dirt, and grime. We used razor blades to scrape most of it off down to the orange CN paint. It was a mess, but I have to say that it kept the underbody well preserved. The frame was painted and reassembled in less than four weeks.

Next, we began work on the fiberglass cab.

The MT14 speeders do not have any means of suspension.



PHOTO BY CODY MARTIN, CENTRAL PENNSYLVANIA CHAPTER NRHS  
**CAB WORK** — *Shortly after disassembly began in December 2013, the cab was removed so both pieces could be restored and repainted separately.*



PHOTOS BY CODY MARTIN, CENTRAL PENNSYLVANIA CHAPTER NRHS  
**NEWLOOK** — *The speeder's interior also received a "makeover"*

Because of this, the doors would bounce up and down so much that the corners of the door openings would crack up and break out. Besides that, you could find hairline cracks all through the cab. Worst of all, the roof had sagged down in the center nearly three-quarters of an inch, allowing water to collect on the roof.

We first solved this problem by forming a grid pattern on the inside and outside of the roof. We did so by placing wood slats on the inside of the roof perpendicular with two-inch aluminum angle on the outside. We drilled holes through both pieces and used carriage bolts to tighten everything up so that there were no more sags in the roof. We sealed everything off before bolting to make sure we would not have any leaks in the future. We started the bodywork on the cab as soon as we could, and it was ready for painting in less than a month.

I was not sure what paint scheme to choose. Having always lived in central Pennsylvania, I wanted to do something that resembled a railroad from the area, specifically the one I grew up alongside in Milesburg, Pa. Milesburg is the connecting link of all operations over the Nittany & Bald Eagle Railroad (NBER) mainline between Lock Haven and Tyrone, Pa. In order for trains coming from Bellefonte (via the Bellefonte Branch) to connect with the Norfolk Southern mainlines at Lock Haven and Tyrone, they have to come to Milesburg and travel east or west approximately 30 miles, respectively.

The NBER is a 70-mile short line that is known for having a blue and white paint scheme on their locomotives in honor of the renowned Penn State University in State College, Pa. I always loved their paint scheme as it is a true classic. This had to be the scheme I used on the railcar.

We recruited my grandfather, Steve, to spray the navy blue on the cab because he used to do bodywork. After

allowing the blue to cure for a couple of days, we masked off an area and my dad sprayed the white stripe. Once the paint had cured the second time, we set the cab back onto the frame.

Major re-assembly began with the re-wiring of the car. I opted to put in a newer automotive fuse block rather than the older glass fuse type and started everything from scratch. Later, we hired an auto glass company to re-install the windows.

I was still unsure of what to number the car for identification, but then I realized that on Aug. 1, 2014, the NBER would celebrate its 30th anniversary. For that reason, I thought, "Why not number the car for Aug. 1, 1984 — 8/1/1984 — when the railroad first began operation?" So, that's why the car is numbered 8184.

In 2004, the NBER had a special logo placed on their locomotive fleet to celebrate their 20th anniversary. I wanted to include this lettering on the speeder so I had a logo designed after the original, but to say "30th anniversary" instead.

We had the car finished in March 2014 in what seemed like a very fast restoration from December to March. We would not have been able to do it without the continual support of our friends and family. A special thanks goes to Barry Wunz for helping us figure things out when we couldn't due to our lack of experience.

On April 6, 2014, we ran it on one mile of track owned by the Bellefonte Historical Railroad Society (BHRS) in Lemont, Pa., for the inaugural test run and as a celebration for my 16th birthday on April 1. It had been nearly 10 years since the car had been on BHRS tracks.



PHOTOS BY CODY MARTIN, CENTRAL PA. CHAPTER NRHS  
**BODY WORK** — *This photo shows how much body work would be needed to restore the cab of the speeder.*



PHOTO BY CODY MARTIN, CENTRAL PENNSYLVANIA CHAPTER NRHS  
**ON FIRST EXCURSION** — *The speeder is shown at its first NARCOA excursion on the NBER in May 2014. The lettering above the rear window was inspired by NBER locomotive No. 2427, an EMD CF7 with similar lettering.*

On May 4, 2014, a NARCOA excursion was held on the NBER that travelled from State College to the Norfolk Southern interchange in Tyrone, Pa. It was the first time in more than 10 years that the car traversed NBER tracks.

Today, we use the car for NARCOA trips and for giving rides to the public on the Bellefonte Historical Railroad Society's track in Lemont, Pa. I have gotten numerous compliments at NARCOA excursions, and even at gas stations in other states. We have even received compliments from officials at the NBER corporate offices. This was especially a surprise considering we were unsure of how they would react when they found out their name was floating around on a privately-owned piece of machinery.

If one were to witness the CN and other railroads selling their speeders for scrap, who would have ever thought that the speeders would have such a prosperous future in preserving a vital part of railroad history for future generations to experience?

Almost lost to history, the speeder was revitalized and returned to life again. The tables are now turned. What can you do to turn the tables and help preserve a piece of railroad history where you live?

For more info on the speeder hobby, visit <[www.NARCOA.org](http://www.NARCOA.org)>. If you are ever in the Central Pennsylvania area and want to check out some cool stuff, visit the Bellefonte Historical Railroad Society. BHRS has a growing membership of speeder owners who offer rides to the public in Lemont, Pa., during popular local events in the summer and winter. We also offer train rides for fall foliage and Christmas, and we hope to be back in operation with our ex-New Haven Budd RDC-1 by the end of 2015. Visit the BHRS website at <[www.BellefonteTrain.org](http://www.BellefonteTrain.org)> for more info.

## Scenes from the 2015 NRHS convention, based in Rutland, Vt.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***106-MILE EXCURSION*** — *An all-day, 106 mile roundtrip excursion was run between Rutland and Bellows Falls, Vermont on June 16th. The trip ran over the Green Mountain Railroad, an all-freight line now part of the Vermont Rail System. The passenger special was comprised of 12 historic cars and was powered by Green Mountain Railroad GP40 No. 304 and Vermont Rail System GP40 No. 301. This photo was taken at the Rutland Amtrak station shortly after arrival back in Rutland.*



PHOTO BY DOUG SCOTT, CAPE COD CHAPTER NRHS

***IN RUTLAND*** — *The photo freight, which was the opening event of the 2015 NRHS convention in Vermont, passes the Howe Center in Rutland, pulled by former Rutland Railroad ALCO RS1 No. 405, now owned and operated by Green Mountain/Vermont Rail System.*

## Another scene from the 2015 NRHS convention in Rutland, Vt.



PHOTO BY DOUG SCOTT,, CAPE COD CHAPTER NRHS

***MONDAY TRIP — The Saratoga & North Creek train poses at the Saratoga Springs Depot after returning from the NRHS charter excursion to North Creek, 57 miles away. At this point, Amtrak's Ethan Allen picked up most of the excursion participants and returned them to Rutland.***

## Carter Chapter members ride on Three Rivers Rambler, riverboat

On Saturday, June 13, the George L. Carter Chapter NRHS and the George L. Carter Railroad Museum at East Tennessee State University (ETSU) sponsored a spring excursion on the Three Rivers Rambler Railroad and the Tennessee Riverboat Company in Knoxville.

The group started from ETSU in Johnson City aboard three motor coaches at 7 a.m. The arrival time was around 8:30 a.m., at which time passengers walked through a tour of the back shops of the *Three Rivers Rambler*. At 9:30 a.m., passengers started boarding the steam train for a 10 a.m. departure for a 90-minute ride starting in downtown Knox-

ville and making its way to the "Three Rivers Trestle," where the French Broad and Holston Rivers join to form the Tennessee River.

Upon return to the depot, the passengers off-loaded directly to the *Star of Knoxville* riverboat for the luncheon cruise. Participants cruised on the Tennessee River while enjoying a buffet lunch and scenery before returning to dock at approximately 2:30 p.m. Departure for the return trip to Johnson City was at 3:30 p.m.

The 162 guests had a great time, and the weather was perfect.

## Members can be catalyst for positive changes in the NRHS

CONTINUED FROM PAGE 3

by a few people? Even if those few people are the officers, they need to consider the views of the entire chapter membership which they are supposed to represent.

The NRHS, like any organization, does have its difficulties. But it is a highly worthwhile organization, and, in the view of those committed to NRHS, its values and rewards far outweigh the negatives. That is why we maintain our memberships and have devoted considerable time to NRHS, and why we would urge any chapter to continue its affiliation with NRHS.

If you believe changes and new directions will help NRHS

succeed, you can be a catalyst in making it happen — but only if you are a member. NRHS needs many things: a younger member profile, more diversified interest groupings, new volunteers to serve as chairs and help direct programs. You might be just the person to help move the organization forward by filling one of those important roles. But you get out of any endeavor only what you put into it.

So, think long and hard before you "abandon ship." NRHS needs your help. And we would add: We think you need the help of the NRHS.

*(Editor's note: This statement represents only the views of its authors. It does not necessarily represent the views of the NRHS.)*



PHOTO BY ALEX BRUCHAC

*UP, UP AND AWAY – Former Nickel Plate Road steam engine No. 765 is shown on a ferry move crossing the Cuyahoga River trestle at West Third and Canal Road in Cleveland, Ohio, amid the new Inner Belt Bridge construction.*



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***AWAITING RESTORATION - Former Canadian Pacific Royal Hudson No. 2860 is currently on static display at the West Coast Railway Association (WCRA) museum in Squamish, British Columbia. The 2860 is a class H1e 4-6-4 passenger locomotive and was built for the CPR by Montreal Locomotive Works in June 1940. The class H1e (Nos. 2860 through 2864) Royal Hudsons were all built as oil-burners and were built for service between Vancouver and Revelstoke where they worked until they were displaced by diesels in the 1950s. Currently No. 2860 is owned by the British Columbia government, but is on permanent loan to the WCRA. The 2860 needs major boiler, firebox and other work before it can be fired up and returned to excursion service. This photo, taken on May 18, 2015, shows the 2860 on display at the WCRA in Squamish.***

## Deadlines set, guidelines explained for submissions to NRHS News

The deadline for the December issue of the NRHS News is Sunday, Nov. 15. Photos and articles should be submitted as early as possible as the layout of the newsletter is an ongoing process. Information on chapter events should be submitted no later than two weeks following the date of the event.

The NRHS News is published in “even” months: February, April, June, August, October and December. The deadline is always the 15th of the preceding month, or Nov. 15 for the next issue.

Please submit articles as a text file or in the body of an email. Photos should be submitted as separate, high resolution files attached to an email. Please do not include photos intended for publication in the body of text files. Photos included in the body of emails cannot be used. All submissions should in-

clude the name and chapter affiliation of the author and/or photographer(s). Flyers on upcoming events cannot be printed.

Submissions are welcome from both chapters and members. If you have an interesting railfan photo, feel free to submit it for consideration. Send submissions to <nrhsnews@charter.net> or Charles S. Williams, Editor, NRHS News, 4712 Brushy Mountain Road, Moravian Falls, NC 28654.

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

# College student's project complements town's tourism effort

Article provided by Davis & Elkins College

Elkins, W.Va. – Davis & Elkins College student Justin Guy divided his time this summer between conducting research and climbing a ladder to complete a practicum project that spotlights the heritage of Randolph County, W. Va., and adds another element to local tourism. Now, an overhead large-scale model railroad makes its rounds high above the service area at the historic Delmonte Market in downtown Elkins, W. Va.

A former resident of Franklin, W.Va., Guy began his junior year at Davis & Elkins this fall majoring in adventure recreation. His practicum experience for the summer, however, was conducted for his minor: railway heritage tourism.

Guy's passion for trains was initiated by his grandfather, who worked as a brakeman for Penn Central Railroad, and he hopes the display will provide enjoyment for all who visit the Delmonte.

"I thought it would be a neat experience and it gives back to the community," Guy said of the project. "This is something both kids and adults will enjoy."

Guy, along with his professor, James Porterfield, director of the Center for Railway Tourism at Davis & Elkins College, recently completed the installation. Both agree the project involved much more than securing wire fixtures and making sure the train could travel its path on a level track. As part of his work for the railway heritage tourism practicum, Guy researched various periodicals to acquire information on overhead G-scale model railroads, and interviewed other business owners who have similar displays.

"Justin had to design a technique for suspending the track from a ceiling composed of exposed joists," said Porterfield. "Other challenges he faced included preventing the train

from falling to the floor if it comes off the track, and enabling an easy way to start and stop the train that is out of reach to curious customers."

Porterfield notes that help also came from various members of the National Model Railroaders Association, headquartered near Chattanooga, Tenn.

The equipment used was donated to the West Virginia Railroad Museum by a companion of the late Benjamin Franklin Brighton of Clarksburg, W.Va.

Ironically, a working model train was one of the first things Delmonte Market owner Tammy Dolly hoped to have in her store. The project had been planned for more than a year by Porterfield and his brother, the late Bob Porterfield. Installation work began in May.

In decades past, Ms. Dolly's shop was the site of a hotel and restaurant frequented by railroad workers and people who traveled by rail. The model train exemplifies this piece of Elkins history, Dolly says, and serves as another attraction for locals and heritage tourism visitors.



PHOTO COURTESY OF DAVIS AND ELKINS COLLEGE

**FOR COLLEGE DEGREE** – *Davis & Elkins College rising junior Justin Guy displays the large-scale model railroad he and James Porterfield, director of the Center for Railway Tourism at Davis & Elkins College, installed at Delmonte Market in downtown Elkins, W. Va.. The project was a part of Guy's practicum experience for his minor in railway heritage tourism. Guy is the son of Tracey Guy of Franklin, W.Va., and the late Jonah Guy.*

# Florida volunteers honored for cosmetic restoration of engine

The members of the Jacksonville, Fla. city council, in an Aug. 25 ceremony, honored volunteers who recently completed a cosmetic restoration of former Atlantic Coast Line steam engine 1504 and its tender. The light Pacific 4-6-2 locomotive is located adjacent to the Prime Osborn Convention Center at the site of the city's early 21st century railroad terminal.

In 1985, CSX donated the 1919 steam locomotive and tender car from the ACL to the city. According to the city's proclamation, the engine "had been exposed to the harsh Florida elements for many years, and the 1986 refurbished paint job was suffering the effects of constant sun and rain exposure."

Volunteers from the North Florida Chapter NRHS, the North Florida Railroad Museum, the Atlantic Coast Line & Seaboard Air Line Railroads Historical Society and the Southeast Chapter of the Railway and Locomotive Historical Society spent three years of grant writing and fund-raising, planning, engineering and preparatory work to prepare the engine and tender for a complete repainting, receiving major \$10,000 donations from *Trains Maga-*

*zine* and CSX Corporation and another \$5,000 in donations from the general public, in addition to another \$30,000 of in-kind donations and volunteer work on the project.

Beginning in February 2015, "23 individuals scraped, sanded and primed the locomotive and tender, followed by a professionally applied exterior paint job and several months of subsequent volunteer work on detailed trim work, windows and interior restoration. ACL 1504 is now restored to its original beauty and will stand proudly as a symbol of Jacksonville's great railroading heritage."



**FORMER ACL STEAMER** — *The cosmetic restoration of former ACL engine No. 1504 was completed recently.*



PHOTO BY DANA FELTS,, COURTESY OF CITY OF JACKSONVILLE

**FOR COSMETIC RESTORATION** — *Members of the North Florida Chapter of the National Railway Historical Society, the North Florida Railroad Museum, the Atlantic Coast Line & Seaboard Air Line Railroads Historical Society and the Southeast Chapter of the Railway and Locomotive Historical Society were honored recently by the Jacksonville (Fla.) city council for the cosmetic restoration of former Atlantic Coast Line steam engine No. 1504 and its tender. A framed proclamation was presented by City Councilmen Garrett Dennis (in suit) to volunteers (left to right) George Bollinger, Gary Coulliette, Joe Biancke, David Belvin, Paul McComas, Joey Gannon, Charles Downey, Tim Mack, John Holmgren, Steve Arrington and Bill Shartzter.*



PHOTO BY MIKE BUSCHER, BLUE RIDGE CHAPTER NRHS

***HERITAGE UNIT – Norfolk Southern’s northbound GE ES44AC No. 8114, the Norfolk Southern Railway heritage unit, is shown passing the historic Boyce, Va. depot on Saturday morning, Sept. 5, bound for Hagerstown, Md. The depot houses the Railway Mail Service Library Inc. Norfolk Southern Railroad (not to be confused with today’s Norfolk Southern) was a line serving southeast Virginia and northeast North Carolina. It was chartered in 1883 and acquired by Southern Railway in 1974.***

## Two programs scheduled by Railway Mail Service Library officials

Representatives of the Railway Mail Service Library Inc. (RMSL) will be making two presentations at NRHS chapters during autumn months:

On Tuesday, Oct. 13, officials will speak at the Harrisburg Chapter meeting, spotlighting the Harrisburg & Winchester Railway Post Office.

On Friday, Nov. 20, RMSL officials will speak to members of the Washington, D.C. Chapter on railway post offices.

Dr. Frank R. Scheer, a member of the Winchester Chapter NRHS, is the curator of the RMSL. The library is located in the 1913 former N&W Railway depot along Clarke County Route 723 in Bryce, Va. (pictured above).

The RMSL is an archival collection of primary and secondary sources pertaining to en route distribution history. It also features many obsolete postal artifacts associated with this activity. These items are used to assist researchers interested in route agent, seapost, railway, and highway post office (RPO and HPO) operations, known as the Railway Mail Service/Postal Transportation Service (RMS/PTS).

The RMS Library coverage focuses on the period between 1862 and 1978 for the United States, as well as the late 19th and early 20th centuries for other postal administrations.

Literature and artifacts related to the RMS/PTS are always sought, to improve the scope and depth of the collection. Auctions of duplicate items raise funds for these new acquisitions. A DVD with two movies about RPOs is also available for \$17 postpaid.

For more information, contact Dr. Frank R. Scheer, Railway Mail Service Library, Inc., 117 East Main Street, Boyce, VA 22620-9369; email <f\_scheer@yahoo.com>; phone (202) 268-4996 (weekday office) or (540) 837-9090 (Saturday afternoon).

For the latest information on the Harrisburg Chapter meeting schedule, visit the chapter website at <<http://harrisburgnrhs.org/>>.

The website for the Washington Chapter NRHS is <<http://www.dcnrhs.org/>>.

# Nicholson, Pa. residents observe 100th anniversary of viaduct

*By Alex Mayes, Potomac Chapter NRHS*

The town of Nicholson, Pa., held a three-day celebration September 11-13 to commemorate the 100th anniversary of the opening of Tunkhannock Viaduct, which towers above the town. The celebration included historical walking tours of Nicholson, live music, parades, model railroad layouts, fireworks and other activities.

Work began on the viaduct in 1912 and was completed on Nov. 6, 1915. The Delaware, Lackawanna & Western Railroad built the huge concrete deck bridge to span Tunkhannock Creek as part of its Nicholson Cutoff between Scranton, Pa., and Binghamton, N Y.

Measuring 2,374 feet in length and 34 feet in width, and rising 240 above the creek bed, Tunkhannock Viaduct was the largest reinforced concrete structure in the world when completed.

Ownership of the historic structure has passed through several hands over the years, starting with the Erie Lackawanna Railway, then Conrail, Delaware and Hudson Railway, Canadian Pacific Railway, and currently Norfolk Southern.

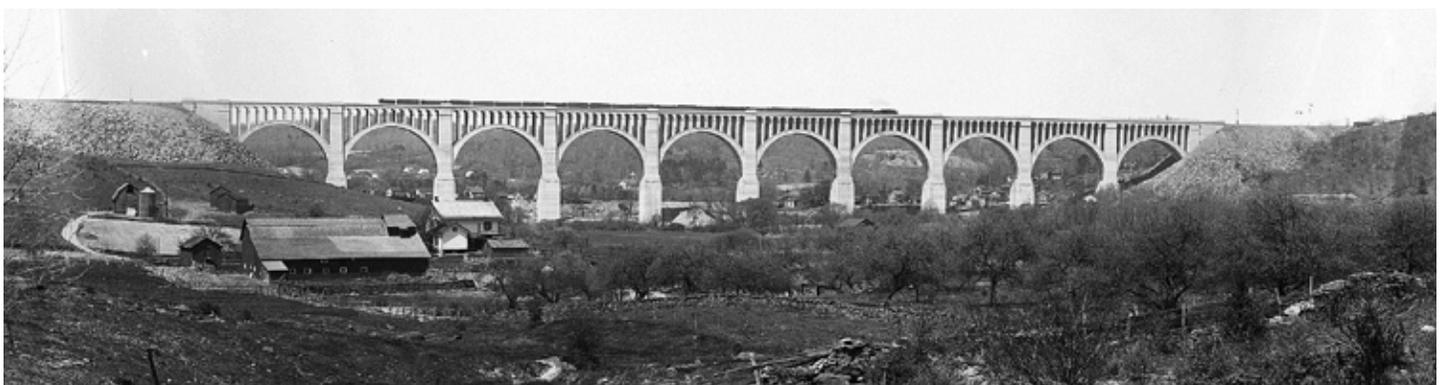
An official program honoring the completion of the viaduct was conducted Saturday, Sept. 12 on a stage on Main Street.

Steamtown Superintendent Debbie Conway addressed attendees at the ceremony on Sept. 12. She described the partnership between Steamtown and the town of Nicholson, then spoke about the newly formed Iron Horse Society of Steamtown, a group designed to promote and raise funds for Steamtown. She concluded her discussion by announcing the formation of a new program, "Railroads, Rivers and You," for fourth graders.



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***AT BRIDGE CEREMONY — Debbie Conway, the superintendent of the Steamtown National Historic Site, speaks at the ceremony commemorating the 100th anniversary of the Tunkhannock Viaduct.***



***SOON AFTER COMPLETION — This photo, from the archives of the Steamtown National Historic Site, shows the Nicholson Bridge soon after it was put into service.***

PHOTO BY LOU SCHULTHEIS,  
LACKAWANNA AND WYOMING  
VALLEY CHAPTER NRHS

**AT PARADISE CURVE**  
— Former Nickel Plate engine No 765 is shown just past the Devil's Hole crossing and the Paradise Curve Rock cut, pulling the grade toward Mount Pocono, Pa. and then on to Scranton on Labor Day afternoon, Monday, Sept. 7. The excursion that day, sponsored by the Lackawanna and Wyoming Valley Chapter NRHS, was from Scranton to East Stroudsburg, Pa., and back.



PHOTO BY KEN SANDOCK, OLD PUEBLO CHAPTER NRHS

**TUCSON TRAIN DAY** — Representatives of The Old Pueblo Chapter participated in the Amtrak Train Day activity in Tucson, Ariz., on May 9, 2015, held at Tucson's Historic Depot. The depot was built in 1907, renovated in 1941 and recently restored. It is host to Amtrak's Sunset Limited three days each week. Train Day activities included tours of the Southern Arizona Transportation Museum (SATM), which was open for visitation, including ex-Southern Pacific steam locomotive No. 1673. There were free events for children. Other organizations present were the National Association of Railroad Passengers, the Arizona Association of Railroad Passengers, Operation Life Saver, Union Pacific and Amtrak. The photo shows the interior of the Amtrak Depot and the traveling N-gauge exhibit of the Arizona & Southwest Model Railroad Society from Green Valley, Ariz.

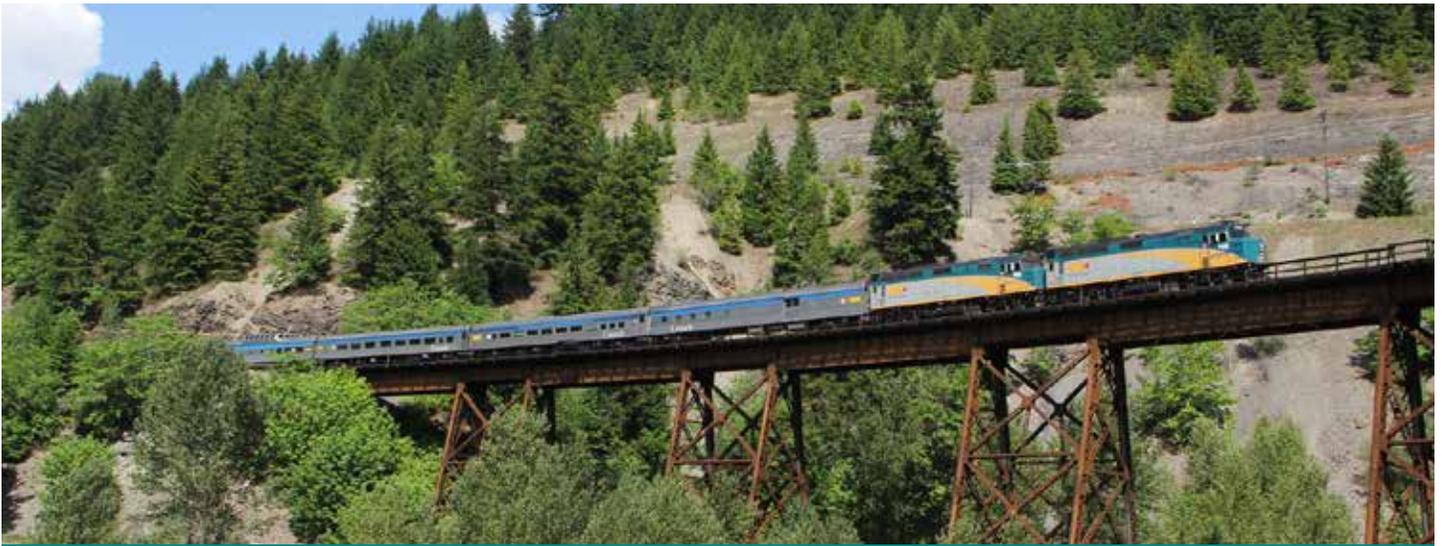


PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***LAST STREAMLINER IN NORTH AMERICA – VIA Rail’s Canadian operates between Toronto and Vancouver and is the last regularly scheduled long distance passenger train operating in North America with stainless steel streamlined passenger cars built by the Budd Company in the 1950s. The vintage passenger cars have been extensively renovated by VIA over the years, including conversion from steam to electric heat and air conditioning. Typical consists in the Canadian include sleepers, coaches, diners and 3-4 dome cars for viewing the outstanding scenery along the route. This photo was taken of the westbound Canadian as it crossed the Anderson River two miles west of Boston Bar, British Columbia on May 20, 2015.***

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



PHOTO BY ALEX MAYES, POTOMAC CHAPTER NRHS

***IN VIRGINIA — The Shenandoah Valley Railroad’s Staunton to Pleasant Valley, Va. train heads north in a driving rainstorm a mile from Staunton, Va., on July 6, 2015. GP9 No. 40 has a dozen cars in tow, destined for customers at Pleasant Valley and elsewhere. The Shenandoah Valley Railroad is a short line which operates between Staunton and Pleasant Valley over a 20.2 mile segment of track built by the Baltimore and Ohio Railroad in the 1870s. The current owner is the Durbin and Greenbrier Valley Railroad, which also operates Cass Scenic Railroad, the West Virginia Central Railroad, and the Durbin Rocket in West Virginia.***