

# NRHS News

THE NEWSLETTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY

OCTOBER 2017

## 2018 convention to be headquartered in Cumberland, Md.

By JOHN GOODMAN, NRHS Convention Chairman

The 2018 NRHS convention will be held Tuesday-Sunday, Aug. 7-12, with headquarters in Cumberland, Md. The tentative schedule includes scenic rail trips through the countryside of West Virginia, Maryland and Pennsylvania, plus the annual meetings of the Society.

The registration room for the convention will open in mid-afternoon on Tuesday, Aug. 7. The board meeting for the NRHS Fund Inc., will be held that evening.

The first trip is scheduled for Wednesday with an all-day outing to Cass, W.Va. to ride the Cass Scenic Railroad up to Spruce, W.Va. At that point, there will be a "cross platform transfer" from the Cass steam train to the *Salamander* diesel

train to Elkins, W.Va. Lunch will be served on the *Salamander*. Once in Elkins, NRHS members will re-board the buses for the return trip to the hotel in Cumberland.

The tentative schedule for Thursday includes a charter train ride on the Western Maryland Scenic Railroad from the depot on Cumberland (three blocks from the hotel) to Frostburg, Md., behind the newly rebuilt steam engine No. 1309. Photo run-bys are scheduled for this trip. Cab rides will be offered in both directions with proceeds benefitting the NRHS.

If No. 1309 is not ready for service at the time of the con-

**See TICKET SALES, Page 4**



PHOTO BY TERESA RENNER, POTOMAC CHAPTER NRHS

**PHOTO RUNBY AT NASHVILLE CONVENTION** – *The Wednesday, June 21 double-headed steam excursion at the recent NRHS convention to Summerville, Ga., included one photo runby, which was held at Rock Springs, Ga. Riders disembarked from the train and formed a line parallel to the track, the train backed up out of sight, and then came forward with plumes of smoke spewing from both engines.*

# NRHS switching to new supplier for membership renewals

By HUGH HARRIS, NRHS national membership system director

As you will have heard from various reports in the *NRHS News* and *Telegraph*, the Society will be moving to a new supplier for our membership database. The new company is called NeonCRM and is based in Chicago, Ill.

The system needs to be based on a thorough knowledge of our rules and regulations, and, unfortunately, those rules have never been fully developed and written. There have been several issues that have come up during the time that Amilia was our database supplier that we have still not fully answered.

We'll be working hard on this project over the next several weeks. We expect to be live by October, for the start of the 2018 renewal period.

Once we have the basic system developed, I'll start to write the instructions for you, the members, to be able to access your own accounts. That was supposed to be a feature of

Amilia too, but with that system, it never worked as well as they said it would.

Having talked to several Neon users, this system appears to be easier to use and more user friendly, particularly to people who don't use computers very much.

It is certainly our intention to offer the option for you to renew by check, and we'll process those renewals in a similar manner to this year. For those choosing to renew on-line we expect it to be easier and to allow payment by either credit card or PayPal.

As always, I will try to respond to queries or concerns as quickly as I can. You may contact me at <hughrharris@aol.com>. I prefer e-mail rather than phone since I am very hard of hearing, and understanding phone conversations is not always easy for me.

## What sparked your interest in railroading? We want to know

Tell us your story.

In 100 words or less, we'd like to know how your interest in/love of trains came about...how did it begin and at what age?

From the very beginning, did you have a favorite railroad?

Here's the story from an NRHS member:

*"I was born across the street from the South Paterson, N.J. Station of the Erie Railroad at St. Joseph's Hospital, in 1950. However, I didn't become hooked on trains until age 14, when I began taking the train from that station, commuting to high school at Seton Hall Prep in South Orange.*

*"I still remember the first time I waited for the train. It was 1964, and by now the railroad was Erie-Lackawanna. The ALCO RS 3 seemed to dwarf me on the platform, and I was impressed by this relatively small diesel and a couple of Stillwell coaches."*

This story is from John Fiorilla, a member of the Tri-State Chapter in New Jersey and general counsel for the NRHS.

If I counted right, that totals 99 words. How about if you do the same and share your story with me?

Send your story to <marlin@nrhs.com>. Then, as soon as the new NRHS website comes on line this fall, we'll begin posting them under the heading "Your Story".

Will your story be chosen to be shared with the entire NRHS membership? Let's hope so.

To be eligible, you must provide your full name, the town and state in which you live, and the chapter of which you are a member. Thanks much. We'll be waiting to read your story.

### What's inside...

**Inland Empire celebrates 50th ..... Page 5**

**Wisconsin Chapter celebrates 75th .....Page 10**

**Central Oklahoma restores caboose..... Page 12**

**Atlanta Chapter completes building ..... Page 23**

**Niagara Chapter schedules excursion ... Page 20**

The *NRHS News* is published nine times a year by the National Railway Historical Society. Charles S. Williams, Samuel Spencer and Tidewater Chapters NRHS, Editor. Lynn Burshtin, West Jersey Chapter NRHS; Ellen Pinsky, Iowa Chapter NRHS; and Sami Williams, editorial assistants. Alex Mayes, Potomac Chapter NRHS, special contributor. Send items to: *NRHS News*, c/o Charles S. Williams, 4712 Brushy Mountain Road, Moravian Falls, NC 28654. E-mail: <nrhsnews@charter.net>. Phone 336-838-2754. The address for the Society is: NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard P.A., P. O. Box 5016, Mt. Laurel, NJ 08054.

# NRHS needs to ‘fill the tender’ for grants program funds

Filling the tender...

Isn't that what it's about...providing the fuel the NRHS needs to fulfill its commitment to support the preservation of the history of this great industry which has played such a role in this nation — even the world — over what is now approaching two centuries?

We know...every issue of the *NRHS News* seems to carry one of these messages “pleading” for your dollars. Yet, each time this need is addressed, more members step up and send a donation...some large, others small. The amount is not as important as it is to have every NRHS member take part in helping the Society live up to its reason for existing: preservation.

If you've already made a significant contribution to the NRHS this year, we say a sincere “thank you.” Hopefully, you'll be able to send a little more before the end of the year.

In an effort to get the NRHS back on track here in 2017, there are two proposals on the table where you are being asked to search your heart and become an active supporter:

- Earlier this year, the NRHS Fund trustees presented the membership with this challenge: “Just think...if you and 2,000 other caring NRHS members — just a small percentage of the total NRHS membership — each would/could donate \$100 in the next year, the NRHS Fund would have \$200,000.00 to use exclusively for preserving rail history”.
- Then, at the convention in Nashville in June, the Roanoke Chapter stepped up with a precedent-setting donation of \$3,000.00 in support of the 2018 Heritage Grants program.

## Roanoke Chapter challenges others to raise grant funds

The Roanoke Chapter NRHS wants to help the national organization raise the available funds for the 2018 NRHS Grants Program awards.

Roanoke Chapter members noted with disappointment the relatively low amount of funds — \$20,000 total — available for the 2017 grants. Their initial goal is to match this year's total, and then increase the amount available to at least \$25,000.

Funds are allocated each year based on designated or earmarked donations from all sources to provide the basis for awarding of grants from applicants. These available funds are used up annually, and a new accumulation is begun for the following year's awards. Dues income is not used for this purpose.

At the 2017 NRHS national convention in Nashville this past June, members in attendance at the annual banquet made “pass the hat” donations totaling more than \$3,000 to help support the 2018 program. In keeping with the challenge the Roanoke Chapter has made, the chapter is matching that

Furthermore, chapter members are urging other chapters, as well as individual members to join with them, and are even offering to go a step further and match a percentage of the funds donated for the Grants program, with a goal of amassing a minimum of \$25,000.00 for next year's awards. (For highlights of the Roanoke Chapter matching challenge, see below.)

If you are willing and able to take part in fulfilling these mutual goals, the 2018 Heritage Grants awarded could be more in the \$50,000 range, an amount that still only scratches the surface of what's needed in the realm of rail history preservation.

As you likely read, in this year of 2017, the NRHS received 36 applications for grants but was only able to make eight awards, and most of those had to be for less than requested or needed.

Time is rolling on, and 2018 is not far away. Likely, you'll soon be planning your extra year-end giving. Please include your Society on your giving list, now or before Dec. 31.

Thank you. The NRHS and NRHS Fund are 501(c) (3) tax exempt entities, and donations may be tax deductible in the U.S.A.

To make a donation to the NRHS, this link <<http://www.nrhs.com/giving>> will take you directly to the “Giving” page of our website: Donate now to the NRHS. The NRHS uses PayPal to safely process all online donations. You do not need a PayPal account to make your donation online.

If you prefer to send a check, the address is: NRHS Fund, Inc. c/o John K Fiorilla, Esq., Capehart & Scatchard PA, P.O. Box 5016, Mt. Laurel, NJ 08054.

\$3,000 with another 10 percent, or \$300, raising the total contributed to \$3,300.

Adding this to their already pledged donation of \$3,000, grant program officials have now raised \$6,300 toward next year's awards totals.

Note the examples of the amounts that can be raised if others can join in this effort. Many chapters have funds they could use for this purpose, which goes hand in hand with the goals of the NRHS to preserve and educate people about railroads and their history.

A simplified form is to accompany all donations, which are to be sent to the NRHS fund (or as may be determined by NRHS management and Roanoke Chapter), with a copy of the form that must be sent to the chapter for accounting and matching in order to be counted.

For complete Challenge details, see the August issue of the *NRHS News*.

## The president's corner

# Recruit new members by spreading word of NRHS projects

By AL WEBER, NRHS President

Well, Fall is here and the NRHS membership renewal cycle is beginning.

I would like to challenge you to go out and get new members to help the NRHS preserve railroad history. I gained one new member just recently by telling him about what a NRHS grant did to help restore a streetcar. He liked what we did and I handed him one of the new NRHS brochures. He filled it out and now we have a new member.

We are now working on a new website for the NRHS. It is still being worked on, but progress is being made. I hope to have more member content and an area where chapters can list events and meetings.

Several of the emails and letters that I have received over the last few weeks are along the line of what can be done to increase membership. We have volunteers working on some of your ideas, like the new membership brochure. We also have distributed most of our old copies of the *NRHS Bulletin*

to new prospective members at shows and events.

It has been suggested that when a local chapter has an event, the National should have a press kit that the chapter can give to the local media. This is a good idea, and I need volunteers to compile what we need to put into that kit. If you would like to help, email me at <aweber@NRHS.com> please.

If your chapter is working on a preservation project, send in a short article to the *NRHS News* and your local newspaper. We will print it, and many times the local newspaper will also.

We are also looking into national advertising for the Society, but it costs a fair amount per issue and the return is a big unknown.

Write or email if you have any questions or comments.

Al

## Deadlines set for November, December issues of *NRHS News*

The next edition of the *NRHS News* will be the eight-page November print edition, which should arrive at members' homes on or around Nov. 1. The deadline for the submission of items for that issue will be Tuesday, Oct. 10.

The final issue of the *News* for 2017 will be the December .pdf issue. The deadline for that issue will be Friday, Nov. 10.

When possible, please don't wait until the deadline to submit photos and items for the *NRHS News*. Early submissions make the layout process easier. Items submitted after the deadline will be held until the next issue.

Send submissions to <nrhsnews@charter.net> or Charles S. Williams, Editor, NRHS News, 4712 Brushy Mountain Road,

Moravian Falls, NC 28654. For questions or further information, phone (336) 838-2754.

Please submit articles as a text file or in the body of an email. Photos should be submitted as separate, high resolution files (300 DPI at eight-inch width) attached to an email. Please do not include photos intended for publication in the body of text files or emails as they cannot be used. Caption information should be included with the article or in a separate text file and NOT used as name of the photo file.

If your chapter has an upcoming activity — from a chapter meeting to special events — submit it to Charles Williams at the addresses listed above to have it posted on the NRHS Facebook page.

## Tentative plans announced for 2018 convention in Cumberland, Md.

CONTINUED FROM PAGE 1

vention, ticket holders will ride the regular Western Maryland train out and back to Frostburg. Lunch will be included.

The NRHS Advisory Council and National Board meetings will be held Thursday after the Western Maryland trip returns.

On Friday, members can take a bus to Romney, W.Va., to ride the *Potomac Eagle* chartered train from Romney to Petersburg, W.Va. Both parlor and coach will be pulled behind diesels. Again, photo run-bys and cab rides will be available.

The Saturday option includes a bus to the Everett Railroad in

Hollidaysburg, Pa., for a trip pulled by 2-6-0 steam engine No 11 to Petersburg, PA. This train will have both photo run-bys and cab rides. Box lunches will be served on the train.

The annual NRHS membership meeting will be held Saturday afternoon, with the annual banquet that night.

The host hotel will probably be the Ramada Hotel (formerly the Holiday Inn). NRHS officials are asking members not to contact the hotel for reservations at this point until a contract can be signed.

More details on the convention, including trip prices and times, will be included in future editions of the *NRHS News*.



PHOTO BY PATTY MALONEY

**AT 50TH ANNIVERSARY** — Officers and charter members of the Inland Empire Chapter NRHS gathered with NRHS Vice President Joe Maloney for a group photo at the chapter's 50th anniversary picnic. Pictured are: Seated — Eugene (Gene) Hawk, chapter historian and charter member. Standing (left to right) — John Simanton, national representative; Paul Roberts, chapter secretary; Maloney; Jerry Fey, chapter librarian; David Snyder, charter member; and Dale Swant, chapter president.

## Inland Empire Chapter NRHS celebrates 50th anniversary

By JOE MALONEY, NRHS VicePresident

The members of the Inland Empire Chapter NRHS celebrated the 50th anniversary of the chapter charter by holding a picnic on the evening of Sept. 5, 2017, at the community center in Reardan, Wash.

About 30 chapter members and guests enjoyed a great variety of picnic food before the program.

Chapter President Dale Swant outlined the progress that chapter has made in 2016-2017 by getting all the equip-

ment and collections owned by the chapter moved from the fairgrounds in Spokane, Wash., to the new museum site and facility in Reardan. That move was significant in that all the equipment was moved on its own wheels by rail on a special move arranged by NRHS member Ed Berntsen.

Following some brief remarks from NRHS Vice President Joe Maloney, Joe officially presented the anniversary certificate to the chapter.

## Film preservation committee in search of historic rail-related footage

By NRHS FILM ARCHIVAL COMMITTEE

We here at the Society know that as each year goes by, with the passing of another longtime railfan, there's a distinct possibility that some great historic rail-related film footage may be lost, as it may be forgotten or simply thrown out by someone not recognizing what they have in hand.

If you possibly have any original film footage — 16 or 8 mm, color or black and white — which you recorded or was recorded by someone you know/knew, or if you know of someone possessing such footage, the NRHS Film Archival Digitaliza-

tion Committee would like to hear from you.

Our first desire is to see this footage donated to the NRHS for permanent preservation. If this is not acceptable to the owner, then we'd like to be given access to the film and authorized to make a digital copy.

To contact the committee, email <marlin@nrhs.com>, or write to Film Archival Committee, NRHS, c/o John K. Fiorilla, Esq., Capehart & Scatchard PA, P.O. Box 5016, Mount Laurel, NJ 08054

# 15th annual Ashland Train Day scheduled for Saturday, Nov. 4

*Submitted by OLD DOMINION CHAPTER NRHS*

The 15th annual Ashland Train Day, a railroad-themed event for the whole family, is scheduled for Saturday, Nov. 4, 10 a.m.-5 p.m. at the Ashland Train Station, located at 112 North Railroad Avenue in Ashland, Va. The event is sponsored by the Ashland Main Street Association and is free of charge.

According to organizers, there will be railroad music, songs and story telling, children's miniature train rides, children's games and activities, and lots of model trains (Lego, wooden and electric) in over five locations, along with model train racing, memorabilia displays, a locomotive moon bounce, real antique railroad equipment, a real caboose, plus a camper caboose, and displays from area railroad organizations.

The Train Day mascots – the Engineer Bears, Cinder and Tender – will be there.

Entertainment will be on the CSX Stage, sponsored by CSX Transportation, our premiere sponsor. You can see the Metro Richmond Tourism Van, and there will be plenty of food vendors and much more.

Visitors can also watch the “real” collection of Amtrak and freight trains right out front, passing by all day. Make sure you wave to the engineers as they love the attention.

You can come dressed in your bib overalls, bandanas and engineer hats. We'll be in our best train attire as well.

There will be photo opportunities all day long, and our mascots just love having their picture taken with the kids. The Old Dominion Chapter NRHS will be taking part in the event.

Free trolley shuttles are available from the Ashland-Junction Shopping Center and Saint Ann's Catholic Church all day. Parking is limited near the train station as North and South Railroad Avenue is closed for the day.

Visit us on our website at <[www.AshlandTrainDay.com](http://www.AshlandTrainDay.com)>, on Facebook at <[www.Facebook.com/AshlandTrainDay](https://www.facebook.com/AshlandTrainDay)> and on Twitter at <[www.twitter.com/AshlandTrainDay](https://www.twitter.com/AshlandTrainDay)>.

For more info, call the Ashland Train Day Hotline at 804-412-7288.



***GOING TO KANSAS CITY? – If you're going to Kansas City, Mo., for the NRHS fall conference Oct. 19-21, you might want to check out the site shown above and recommended by Frank and Carol Ann Cornelius. According to Cornelius, "In 2012, we took Amtrak to Kansas City, Mo., and there discovered the most entertaining train-watching spot we have ever visited: Santa Fe Junction Interlocking, at the intersection of West 25th Street & State Line Road in Kansas City. The action takes place on three levels, all the while a yard is operating in the background. We fully intend to repeat the experience in conjunction with the fall conference. For the interest of those who may attend the Kansas City Conference, we offer a link to some of our 2012 photographs:***

***<https://kansascityseptember172012partii.shutterfly.com/pictures>***



*A LONG WAY DOWN – Locomotive No 630 crosses High Bridge on the Norfolk Southern main line on May 17, 2014, on the return trip from Danville, Ky., to Cincinnati, Ohio.*

## Kentucky Central Chapter participates in High Bridge homecoming

*Article and photos by WES ROSS, Kentucky Central Chapter NRHS*

Members of the Kentucky Central Chapter NRHS participated in the 11th annual High Bridge Homecoming Festival, at High Bridge, Ky., on Aug. 19-20. This annual event is held at High Bridge Park, overlooking the Kentucky River and the Kentucky High Bridge.

The park was opened soon after the dedication of High Bridge in 1879. This picturesque site quickly became a meeting place for both cultural and religious activities. The grounds included picnic tables, shelters and a general pavilion.

During the late 18th and early 19th Century, railroad excursions were operated to the park. The park was closed in the mid-1960s but reopened jointly by the state and Jessamine County. It includes a restored open-air dance pavilion, a new playground, picnic areas, and viewing platforms that overlook the bridge and the Kentucky River.

In 2013, the Kentucky Central Chapter NRHS donated a bay window caboose to High Bridge Park. The caboose stands guard in the park across from the railroad High Bridge. The caboose is completely restored to original condition and provides an opportunity for the public to see and experience what the interior of a caboose looked like in the 1980s.

Chapter members, knowledgeable of the history of that caboose, served as docents both days. They answered numerous questions relating to the functions of former crew members who staffed the caboose when it was working on the railroad. Several hundred visitors toured the caboose.

High Bridge is a Norfolk Southern Railroad bridge crossing the Kentucky River Palisades, connecting Jessamine and Mercer Counties. The bridge is located on the Cincinnati, New Orleans and Texas Pacific line between Chattanooga, Tenn., and Cincinnati, Ohio.

Construction on the bridge began in the 1850s for the Lexington and Danville Railroad. The bridge was designed by John A. Roebling (of Brooklyn Bridge fame) as a suspension bridge, supported by stone towers. It was not then completed. The towers were built for the suspension cables and por-

tions remained until 1929.

The bridge was redesigned as a cantilever bridge and opened in 1877 on the Cincinnati Southern Railway. It was 275 feet tall and 1,125 feet long, making it the tallest bridge above a navigable waterway in North America and the tallest railroad bridge in the world until the early 20th century.

Charles Shaler Smith designed the three-span continuous under-deck truss. It was the first cantilever bridge in the United States. President Rutherford Hayes and General William Tecumseh Sherman attended the dedication in 1879.

The current bridge was designed by Gustav Lindenthal, and was built around the existing structure in 1911 and expanded to two tracks in 1929. The bridge has been designated as a National Civil Engineering Landmark.



***AT HIGH BRIDGE PARK – This completely restored Norfolk Southern bay window caboose, donated by the Kentucky Central Chapter, is on display at High Bridge Park.***

## Federal government's annual CFC giving program includes NRHS

If you are an employee of, or retiree from, the U. S. federal government, note that the Combined Federal Campaign for 2017 is now under way. If you are not already taking part, please consider joining in and designating the National Railway Historical Society as a recipient.

CFC is the world's largest and most successful annual workplace giving campaign, with pledges coming from federal civilian, postal and military donors during the campaign season, which continues through Jan. 12, 2018.

The mission of the CFC is to promote and support philanthropy through a program that is employee focused, cost-efficient,

and effective in providing all federal employees the opportunity to support organizations and causes they believe in.

Monies received by the NRHS from these donations goes to support the Society's three major preservation and educational programs: Heritage Grants, the Film Archival Digitalization Project and RailCamp.

As we say "thank you" to Wes Ross for his extensive work in preparing this year's application and to Pat Molloy for his efforts in past years, may we urge you who are or have been part of the federal workforce to sign on to the CFC program and designate the NRHS for inclusion in your giving? Thanks.

# Grand opening of West River Railroad Museum set Saturday, Oct. 14

By LAURA WALLINGFORD-BACON, *President, Historical Society of Windham County*

The Historical Society of Windham County in Newfane, Vt., will host the grand opening of the West River Railroad Museum on Saturday, Oct. 14. The museum is located on Cemetery Hill Road in Newfane

Three years ago, the Historical Society of Windham County purchased the Newfane Railroad Station in Newfane to save an historic landmark and to preserve a piece of railroad history that would otherwise be lost forever. Since that time, the society has been restoring the station, which includes the old depot building and its associated water tank house. Both were built in 1880 under the auspices of the Brattleboro-Whitehall Railroad, later called the West River Railroad.

The historical society is fortunate to have an extensive collection of West River Railroad artifacts, manuscripts, photographs and documents which will be housed in the new museum. The museum will offer an interdisciplinary learning experience that examines the railroad's influence on economic and community development from the late 19th century leading up to World War II. The restored railroad station will provide a visual and accessible presentation for a broad audience, as well as an engaging teaching tool for educators and parents.

Since the historical society's purchase of station, a vigorous fund raising campaign for its restoration was launched to satisfy both the purchase commitment as well as the restoration costs of both the depot building and the water tank house. The society has raised \$150,000 toward its project goal of \$170,000 thanks to the financial support received, including \$1,000 in Heritage Grant funding from the NRHS.

During its operation from 1880 to 1936, the West River Railroad played a critical role, both economically and socially. In 1905, the narrow gauge was replaced with standard gauge tracks. Around the same time, the depot was expanded to accommodate the increase in freight traffic. However, due to frequent accidents and weather related disasters (including the Flood of '27), the West River Railroad became infamously known as "36 Miles of Trouble".

The last train rolled down the West River Railroad in 1936. Since that time, the station was in private hands until it was purchased by the Historical Society of Windham County in 2014. The station is a contributing resource in the Newfane Village Historic District, which is listed in the National Register of Historic Places.

Newfane is the county seat and a popular tourist attraction and stopping point for travelers. The station property also preserves a section of the proposed West River Rail Trail, along the railroad bed that extended 36 miles from Brattleboro to South Londonderry.

The grand opening of the West River Railroad Museum on Oct. 14 will begin with a ribbon cutting at noon, followed by tours of the restored depot and water tank house, exhibits of the West River Railroad, telegraph demonstrations, and food and music.

The event will honor all those who have helped in the restoration of the Newfane Railroad Station and the establishment of the West River Railroad Museum. All are welcome.

See the historical society's website for updated information: [www.historicalsocietyofwindhamcounty.org](http://www.historicalsocietyofwindhamcounty.org).



***THEN AND NOW – The former Newfane (Vt.) depot is shown in the upper photo (by Harry Chapman) soon after opening, and today (in the photo by Laura Wallingford-Bacon) as the West River Railroad Museum.***

# Wisconsin Chapter NRHS celebrates 65th anniversary in July

Article by DAVID NELSON, Wisconsin Chapter NRHS President

On a beautiful July 29 summer evening, 35 members and guests of the Wisconsin Chapter NRHS celebrated the chapter's 65-plus year history of electric traction excursions by riding on two Insull-era 1920s cars from the Chicago, South Shore & South Bend. The cars ran on the last active track of the historic the Milwaukee Electric Railway & Light Company (TMER&L), via the East Troy Trolley Museum, from East Troy, Wisc. to Mukwonago and back.

The evening celebration commenced with a pizza buffet in East Troy. Then members enjoyed rides on South Shore cars 30 and 33, and concluded with an ice cream sundae treat at an authentic old ice cream parlor, Lauber's, located trackside in East Troy.



PHOTO BY MIKE YUHAS

**CHAPTER CELEBRATION** – *Members of the Wisconsin Chapter recently the chapter's anniversary with a visit to the East Troy Trolley Museum.*

Chapter officials noted that the car brakes were set and the trolley poles were down when the top photo (showing members on the track) was taken.

The East Troy Railroad Museum operates on the last 7.5 mile stretch of the original interurban system in the state of Wis-

consin. In East Troy you can experience fun for all ages with pizza, ice cream, barbecue, and the famous baked-in-the-bag apple pies at the Elegant Farmer. The museum, in East Troy, Wisc., features a variety of special trains including dinner trains, and those for Oktoberfest, birthdays, Christmas, and other events.



PHOTO BY MIKE YUHAS

**RECREATION** – *Two of the museum crewmen are shown holding the markers and headlight from the cars. The engineer, Chuck Richards (right), wanted to re-create a William D. Middleton shot taken at the end of North Shore service. At left is his brother, Evan Richards.*



PHOTO BY MIKE YUHAS

**MOVING THE FLAGS** – *As members of the chapter watch, crew members moved the white flags to the other end of the two-car train for the return trip at the end of the line in Mukwanago.*

# Milwaukee Transit Day at Illinois Railway Museum set for Oct. 7

The Illinois Railway Museum in Union, Ill., will welcome fans and guests to a special day of operations and displays Saturday, Oct. 7, 10 a.m.-5 p.m. The event will feature transit equipment that operated to and in Milwaukee (subject to change based on availability of equipment and operators).

A special commemorative pass will be issued at the gate to all who identify themselves as "Milwaukee Transit Fans." This pass will be good on all trains, streetcars and buses and will authorize admittance to restricted access storage barns where many Milwaukee items are stored. A list of Milwaukee transit equipment locations by barn and track will be provided along with a map of the campus.

The "fare" for the day will be \$10. IRM members will be admitted free of charge by showing their 2017 membership card.

As you visit various pieces of equipment, you will see a number of Milwaukee transit pieces that have been restored to operating condition, and some that are being restored. You will also see many that need restoration. Some will be identified as "seeking adoption." These pieces are ones that IRM either has on a priority list for restoration and/or sees the potential for restoration and are in need of funds, and more importantly volunteers, to help with that restoration. This is an open invitation for you as an individual or group of individuals to "adopt" a piece of equipment and commit yourself to volunteering your time to work on it.

Fund raising for such pieces can be accomplished once a sponsor or sponsors have been identified. Be aware that these often are long-term projects taking several years to complete. If you are interested, see one of the guides or equipment operators for details. There will be donation cans at several such pieces of equipment. All money donated in one of those cans will go into restricted fund status and will be used only for that piece of equipment.

The diner will be open. The used book store and gift shop will also be open. You can shop in Liner car No. 801A for special North Shore items and some "neat surprises."

If you are coming as a group or organization, please let organizers know in advance how many visitors will be in your group for planning purposes. Contact Tom Sharratt at <tssharratt@mwt.net> or 608-634 2118.

## Tentative Schedule of Events and Operations

Milwaukee and Suburban Transportation (M&ST) trolley bus No. 441 will operate most of the day on Central Avenue from the loop at Electric Park to the loop near the gate. Multiple opportunities will exist to photograph it and Milwaukee Electric and Light (or Transport, after 1930) Company (TM) streetcar No. 972, either at the Electric Park stop or the Central Avenue Pavilion. Ask the trolley bus operator to schedule such a "meet."

TM streetcar No. 972 will operate on the trolley loop during the day, but will take three trips on the main line departing from the Central Avenue Pavilion stop at noon, 2 p.m. and 4 p.m. There may also be a second streetcar operating on the trolley loop.

A two- or three-car Chicago North Shore and Milwaukee Railroad (CNS&M) train will be operating on the mainline during the day, departing from the depot. There may also be a second electric train operating on the main line.

## Displays/special operations:

A motor bus will take visitors to the two large restricted access barns (11 and 13) and will depart from the Electric Park stop (Anderson Garage) at 11 a.m., 1 p.m. and 3 p.m., with stops at Depot Street and Springfield Avenue car stop on the trolley loop. The bus will return visitors to Central Pavilion in time to catch the noon, 2 p.m. and 4 p.m. mainline runs of TM 972. Visitors may spend more time at barns 11 and 13 if they wish, and return by walking to Springfield Avenue.

A "Lakeside Coal Train" will be on depot track two for inspection between trips. Several trips on the mainline will be made.

CNS&M streetcar 354 will be in barn 7, track 71 and will be open for viewing and internal photography. This car is a high priority project for return to service, and donations are needed to pay for installing the eight new "tires" that were purchased with funds raised during the "Two Milwaukee Streetcar" fund raiser several years ago.

CNS&M Electroliner car 801A, currently undergoing complete interior restoration, will be open for inspection in Barn 4. Ed Oslowski is in charge of this project and will be in the car. The three other Electroliner cars are on shop trucks in barn 7.

Car No. 802A (in unrestored condition) will be open for inspection. The trucks and motors for this train are being reinstalled this fall and the train may operate for photo specials starting in 2018 as fund raisers to complete the restoration of this famous train. The total restoration cost will be approximately \$1,500,000. Through the generosity of members and fans, we already have raised over \$950,000 in four years. You can donate now to help get the Electroliner running again.

The following equipment will be on display in yard 6: CNS&M line car No. 604; TM No. D13, TM No. M15 and TM No. M37. M37 has been restored externally. M37, pulled by either M15 or D13, will make several runs around the trolley loop with times to be announced and will be available at yard 6.

Although not a special event for this weekend, be sure and visit the dining car china/silverware display cars located on Depot Street in yard 5 next to the UP "Big Blow" turbine locomotive. There is a sandwich board calling attention to the display.

# Oklahoma Railway Museum restores wood-sheathed caboose

Article By STEVE KAMM, photos courtesy of Oklahoma Railway Museum Ltd. (Operated by the Central Oklahoma Chapter NRHS)

Members of the Central Oklahoma Chapter NRHS and Oklahoma Railway Museum (ORM) have restored a rare wood-sheathed Chicago Rock Island & Pacific caboose No. 17834.

The restoration was funded, in part, by a grant from the NRHS.

This unique caboose, horizontally wood-sheathed with steel frames and outside bracing, started life as a 40-ton Class

boxcars. Twenty boxcars were converted to an unusual passenger/baggage/crew configuration with three sections: passenger seating, baggage room with sliding external doors, and a cupola-topped crew compartment. CRI&P No. 17772 was modified in this way, and is located at the Mid-Continent Railway Museum in Wisconsin.

However, our caboose, CRI&P No. 17834, was modified differently — exclusively for train crew use. It is believed this

conversion was accomplished in 1943. The car was shortened by removing the section where the sliding doors were located. (Should you visit our museum, look carefully: you can see where the frame sections were spliced.) Platforms were added to each end; a steel cupola was mounted on the roof; windows were cut into the sides; and the interior was outfitted with crew bunks, a toilet, conductor's desk, benches, a stove, and an ice box.

The CRI&P probably used this car until the late 1970s when cabooses were taken off active service by all railroads. Around this time, No. 17834 was acquired by John Kirkpatrick Jr. of Oklahoma City.



PHOTO BY JEFFREY LENTZ, CENTRAL OKLAHOMA CHAPTER NRHS

**EARLY SHOT** — *Officials of the Chicago, Rock Island, & Pacific Railroad converted old boxcars into cars with three sections: Passenger seating, baggage room with sliding external doors, and a cupola-topped crew compartment.*

B-2 boxcar. It was probably built in 1915 by the Bettendorf Company of Iowa. Indications include wheelsets marked with the Bettendorf name and a casting date 1914 on the steel underframes. The boxcar served on the Chicago, Rock Island, & Pacific (CRI&P) Railroad for about 30 years.

When the CRI&P railroad needed more cabooses in the early 1940s, about 200 B-2 boxcars were converted in their shops, either in Chicago or Silvis, Ill. During this time, the United States was preparing to engage in World War II, and rail transport became critically important.

Due to the war effort, steel was not available to build new cabooses: hence, the CRI&P opted to modify old



**AFTER CONVERSION** — *The car is shown in Rock Island colors after its conversion from a three-compartment car to a caboose.*



When the Oklahoma Science Museum needed the land on which it was displayed, No. 17834 went into storage. While in storage, No. 17834 slowly began to deteriorate. Interestingly, No. 17834 became a “movie star” in 2010. While stored on the Owanda siding at the ORM, it was used as a set for the movie, “Bringing Up Bobby.” (See a short video on YouTube and the article in “Remember the Rock,” Vol. 6, No. 3.)

### Restoration

ORM members began restoration around 2010. Restoration was partly funded by a grant from the NRHS. Caboose No. 17834 was moved into ORM’s indoor maintenance shop where most of the work was conducted.

Two-thirds of the floor had rotted away, so the first task was to replace the sub-floor which was then covered with new interior floor boards in the forward compartment. In addition, the decayed end platforms were replaced. Most of the exterior wall boards were replaced, followed by new interior wall boards in the forward section. Walls and flooring in the rear compartment were in good enough condition that cosmetic repairs were all that was needed. New side windows and frames, including those in the cupola, were fabricated and installed.



***A BIG TASK — Members of the ORM faced a huge task when they began their restoration efforts around 2010.***

He parked the car next to his lumber yard and supposedly used it for meetings and parties.

In 1978, the caboose was donated to the Central Oklahoma Railfan Club (CORC), predecessor of ORM, by the Kirkpatrick family. CORC displayed No. 17834 at the Oklahoma Science Museum, along with several other pieces of their collection.

The caboose roof was so decayed that the exterior smoke jack had fallen inside. Because of that, the roof was completely remade except for the metal cupola roof. Weather-proof roofing material was applied and sealed. Most of the interior fixtures were either missing or totally dilapidated. Consequently, new bunk beds and benches, as well as the conductor’s chair and desk, were crafted in our wood shop. The original ice box was cos-



***REFURBISHED INTERIOR*** – The “new” interior of the caboose includes a pot-belly stove and electric light fixtures in vintage style

stalled with an interior chimney. Meanwhile, the smoke jack was remounted on the new roof.

While these items are not originally Rock Island, they are representative of the time period. Electric lights in the shape of oil lanterns were installed to give the feel of originality with the ease of modern lights. One of the final projects was the fabrication, painting and installation of new roof walks. The dilapidated under-frame tool box was remade with a transparent door so that tools inside could be viewed. Finally, new seat cushions and bunk mattresses were fabricated and placed in the caboose.

Newly-completed CRI&P No. 17834 looks like a pretty comfortable residence for train crews away from home. Once we find a decent set of wheels, No. 17834 will be back on the rails again.

metically restored and installed. Side windows, including those in the cupola, were fabricated and installed.

The interior and exterior walls of the caboose were repainted in their original colors. Appropriate stencils were cut, and lettering was applied to the interior and exterior. The toilet compartment was too deteriorated to repair and was therefore eliminated. It was replaced with a sink from a newly-acquired St. Louis–San Francisco Railway (Frisco) caboose. A coal-fired pot-belly stove, which also came from the Frisco caboose, was refurbished and in-



***THE (RE)FINISHED PRODUCT*** – The freshly refurbished caboose looks as though it’s ready to hit the rails.



*MEMBER SUBMISSIONS – We at the NRHS News welcome photo and article submissions from NRHS members. The two photos above were submitted by Mark W. Hoffman of Leola, Pa., who is a member of the Lancaster Chapter NRHS. Whistling through the Fridy Street grade crossing at Mountville, Pa., in the upper photo, Norfolk Southern H19 heads westward and downgrade on the NS Columbia Secondary at 12:56 p.m. on Wednesday, April 5, 2017. NS SD60I 6739 and ES40DC 7651 lead the 62-car train consisting of a fascinating “high and wide load” (in lower photo) and 61 empties. H19, also referred to as the “Lancaster turn-around,” is a train originating from the H. Craig Lewis Yard at Lancaster, Pa., to Enola Yard, near Harrisburg, PA, and return. The lower photo shows the “high and wide load” which consists of a damaged covered hopper FURX (First Union Rail) No. 851097 tied down to a specialized flat car QUAX (Quality Rail Service) 290105. Deemed unfit to run in a train consist at Lewis Yard, the car was loaded aboard the flat car after its contents were unloaded. Note the hopper’s trucks loaded and secured to the rear of the flat.*

# Whippany restores DL&W PV from “Millionaire’s Express”

By *TERENCE MULLIGAN, Washington D.C. Chapter NRHS*

In 1912, the Lackawanna ordered five steel subscription (parlor) cars with elaborate mahogany interiors from Barney & Smith for deluxe New Jersey commuter service. They were “top of the pile”.

As built, the cars had open platforms, gents and ladies lavatories, a coat closet including shelves for parcels and briefcases, a miniscule kitchen for the porter from which he could serve tea, coffee and light snacks to commuters on the way to their New York offices, a liquor locker for the trip home, and mahogany card tables and spittoons. There were electric ceiling sconces and patterned Wilton carpet. Each passenger had his own large rattan arm chair with cushions, and an electric button to summon the porter. There was seating for 38. The mahogany panelling had colorful art nouveau marquetry.

Commuter clubs along DL&W lines radiating from Hoboken Terminal leased these cars from the railroad. New members, by rule, were nominated and seconded. Each car had two rooms, separated by a mahogany wall, with the larger room for members and the smaller room for guests and non-smokers, with a swinging door between. It was a whole exclusive world: smoking, drinking, deal-making, reading of stock reports and racing sheets, bridge games, and Christmas parties.

Four years ago, the Whippany Railway Museum in New Jersey began restoration of one of these Barney & Smith parlors, DL&W No. 2454, to add to our excursion trains. When we got it, the body shell was a sieve...too many decades sitting outdoors since retirement in 1984. You could stab a finger through the bottom of any side sheet. Roof edges



PHOTO BY STEVE HEPLER

**FIRST TEST** – After overhaul and reinstallation of both trucks at Startrak, Inc, Lackawanna commuter subscription car is test moved through the shop, Aug. 29, 2017. This luxury car had three numbers assigned through its service life; it is being restored to its principal identity as Lackawanna m.u. electric trailer No. 2454.

reminded me of a colander. There were small moss gardens growing here and there.

In 1930, ACF closed in the open platforms with vestibules. At one end, a motorman's seat and controls were installed, as most DL&W commuter lines were converted to 3,000 v. DC m.u. (multiple unit) that year. No. 2454's clubby interior was not disturbed. Some time around 1940, ice-actuated air conditioning was installed by the railroad. No. 2454 was the only m.u. in the 400 car fleet to be so equipped.

This car ran daily, 1912-1984, from Gladstone, N.J., to Hoboken and back, on a train nicknamed the *Millionaire's Express*. Malcolm Forbes was a regular, as were Chubb, of Chubb Insurance, Carter's Secretary of the Treasury, previous N.J. Governor Whitman's dad, and Whitman herself, as a guest. These were high rollers.

Thomas Edison may have chatted with DL&W's president John Davis in this car on the first day of m.u. service to South Orange in 1930. We know Edison was on the inaugural train since he posed for photos hanging out a motorman's window (right). A news report relates at some point he sat in an m.u. lounge car with Davis and his entou-



PHOTOS COURTESY NATIONAL PARK SERVICE

***ON FIRST RUN*** — Thomas Edison (center) in his next-to-last public appearance, Sept. 22, 1930, poses before inaugural Lackawanna m.u. electric commuter train's first official run to new end of catenary, South Orange, New Jersey, from Hoboken Terminal. On the far right is an Edison employee, Elizabeth Andily, portraying DL&W advertising icon Phoebe Snow. In the upper photo, Edison gestures with good luck horseshoe from motorman's window at South Orange station.



PHOTO BY STEVE HEPLER

***UNDERWAY - The interior restoration was well underway in September 2016. Faux stained glass transoms re-stencilled or replaced; peeling ceiling sanded out and repainted; and the first of repro rattan armchairs (identical to 1912 Heywood-Wakefield original)s were on display for annual railroad show.***

rage. We have four of the original chairs and could bronze one of them, with a plaque designating it as *The Edison*.

In the past, our museum has overhauled six cabooses, a mahogany-interior CNJ subscription car from 1927, a rail bus and some wooden cars, so we knew how to bring No. 2454 back to her glory.

At the start, contractor Startrak, Inc. replaced 10 percent of the roof and 15 percent of the sidewalls. Skilled Whippany volunteers have installed 560 steel, aluminum and rubber window pieces, made new mahogany frames for the original stained glass above the sash sets, applied and sanded body putty, and done dozens of shop tasks. Startrak also installed new steps, platforms (as all of the old ones were "shot"), and traps (including all springs). they also overhauled vestibule doors, replaced massive doors to under-car AC ice bunkers; remounted heaved thresholds, overhauled both trucks; installed HEP; and performed COT&S.

By October, we hope to have the exterior paint-



TERENCE MULLIGAN PHOTO  
***REPLACING GLASS — Bob Hayden, left, and Vic Ferretti, skilled Whippany museum volunteers, prepare to install ripple glass in the window of the car's gents' room. A mahogany frame was made to hold the ripple glass, same as Barney & Smith did in 1912. At this point, they were weather stripping the outer steel frame to accept Vic's mahogany frame with the glass in it. The original windows leaked. The new ones will not.***

ed Pullman green, and lettered in gold. The correct headlight has been installed. Four interurban horns, made in 1930 by Westinghouse, will soon be squawking.

Next up is the interior.

The mahogany is dirty but in great condition. Most brass fixtures were carefully unscrewed (stolen) from No. 2454 many years ago, as were even the squeezers for the window shades. The same was true for 60 inch steel luggage racks. These we have replaced exactly.

Door knobs of all kinds will mostly be replaced. Historically correct railroad light fixtures have been found to replace those stolen. The eight fans surprisingly remained. Those are being overhauled by a retired scientist from Bell Labs.

The big rattan arm chairs have been reproduced by the company that makes all chairs for Starbucks in India. They are stronger than the originals, but otherwise identical. Brass match strikers, also looted, have been cast. Carpet has still to be woven. Lots of square yards of mahogany

is yet to be re-finished, and the overhead AC duct will get new Homosote sheets. New wiring will be installed. Estimated restoration to completion, by all parties, is 10,000 hours.

No. 2454 should be attached to Whippany's excursion trains within two years. The car will be posh. Come and ride. Be a millionaire for 45 minutes.



Photo by ALAN BIRD

***IN PLACE** — Startrak crew prepares to lower 2454 onto repaired trucks.*



PHOTO BY STEVE HEPLER

***TRUCKS REPLACED** — Crew rolls motorman-end truck into position, Aug, 29, 2017, after repairs, needle scaling, priming.*

# Eighth annual 'Sentimental Journey Slideshow' set Nov. 4

By ANTHONY VERBYLA, Lackawanna & Wyoming Valley Chapter NRHS

The Lackawanna & Wyoming Valley chapter of the NRHS will host the eighth annual "Sentimental Journey Slideshow" Saturday, Nov. 4. Railfans and others are invited to "join us for a day of food, fun, and camaraderie as we take a look back at our favorite railroads and railfan adventures", according to organizers.

The slideshow will be held at a new location, the Dupont Hose Company. Doors open at 9 a.m., for a social hour with coffee and donuts. Slides start promptly at 10 a.m. and go to 5 p.m.

This presenters this year include: Dave Augsburg, Western Rail Variety; Mike Bednar, Adventures in Conrail; Jeremy Plant, Virginia in the 60s & 70s; Rodney Miller, Iron Ore Roads of the Upper Peninsula; Bob Lilly, CNJ in Pennsylvania; and Don Young, Bethlehem Steel.

The ticket price of \$26 includes all-day coffee, soda, water, donuts, buffet "NEPA" lunch, cake-dessert, and door prize entry. Your name tag is your ticket and will be received at the door. The food will be catered in-house by the Dupont Hose Company and will include kielbasa, stuffed cabbage, chicken, potato, vegetable, ziti with meat sauce, rolls and butter.

Door prize donations are being solicited. Patrons may donate that unused book, DVD, or other item.

If you have an old lantern or model engine to sell, you can drop it off at our "white elephant" table. A 15 percent commission will be added to the selling price.

To purchase tickets in advance, forward payment to: L&WV Chapter Slideshow, P.O. Box 702, Dallas, PA 18612-0702. Make checks payable to L&WV Chapter NRHS,

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

Directions to Dupont Hose Company: Take either 81 North to exit 175, 81 South to exit 175B, 476 to exit 115. Follow Route 315 north about a mile then turn left at an angle onto Bear Creek Road. Follow Bear Creek Road approximately 200 feet, and the Dupont Hose Company will be on the left after the next intersection. There is a lot across the street next to the Brick House Café if the one alongside the hose company is full. The address is: Dupont Hose Company, 308 Main Street, Dupont, PA 18641.



***AT SLIDESHOW – Rodney Miller will present a program on the Iron Ore Roads of the Upper Peninsula at the "Sentimental Journey Slideshow". The photo shows LS&I Hill Job at Eagle Mills, Mich., on Sept. 8, 1988.***

## Niagara Frontier Chapter sets excursion on Falls River excursion

The Niagara Frontier Chapter NRHS will sponsor an excursion on the Falls Road Railroad, from Lockport to Brockport and return, on Saturday, Nov. 4. The trip will "traverse the beautiful countryside of Niagara and Orleans counties."

After departing Lockport, the train will travel through towns such as Middleport, Medina, and Albion before reaching the end of the line at Brockport. This will be the first public excursion to Brockport in several years.

Power for the train is anticipated to be former New York Central ALCO RS-32 No. 2035.

Plan to arrive at Michigan and Park Avenues in Lockport by 8 a.m. to park and check in, and on the train by 8:20 a.m. Departure for Brockport will be at 8:30 a.m. There will be a photo run-by en route.

Once at Brockport, the engine will run around the train before departing for Medina. The train will arrive at Medina at 1 p.m. Passengers will be served a box lunch (choice of ham or turkey sandwich) there, and have time to visit the Medina Railroad Museum. The lunch and admission to the museum is included in the ticket price. The train will leave Medina at 2 p.m., with arrival in Lockport by 4 p.m.

Tickets are \$45 for adults, and \$35 for children 12 and under. For Niagara Frontier Chapter members, tickets will be \$40 for adults.

Full remittance and forms <[http://www.nfcnrhs.com/lockport\\_to\\_brockport\\_excursion.htm](http://www.nfcnrhs.com/lockport_to_brockport_excursion.htm)> must be received no later than Saturday, Oct. 21, 2017. For information call Bob or Nancy Andrycha at 716-822-5111. Tickets will be mailed. Mail reservations to Nancy Andrycha, 49 Seward Street, Buffalo, NY 14206-3552.



PHOTO BY ANTHONY VERBYLA, LACKAWANNA & WYOMING VALLEY CHAPTER NRHS

***DURING RAILFEST*** — Nick Hovey poses on the pilot of Grand Trunk Western No. 6039 with a lantern in hand during a night photo shoot that was a part of Railfest weekend at Steamtown National Historic Site in Scranton, Pa., on Saturday, Sept. 2. The engine is on the Steamtown turntable. In the background are Canadian Pacific No. 2317 and Canadian National No. 3254. Second photo from shoot on page 22.

## L&WV Chapter, Steamtown sponsor night photo shoot for RailFest

By ANTHONY VERBYLA, Lackawanna & Wyoming Valley Chapter NRHS

On the night of Saturday, Sept. 2, 2017, the Lackawanna & Wyoming Valley Chapter NRHS partnered with Steamtown National Historic Site to host a night photo shoot in Scranton, Pa. The event was part of Steamtown National Historic Site's Railfest event held annually over the Labor Day Weekend.

Three scenes were staged with various pieces of equipment, allowing many interesting photo opportunities. Despite off-and-on rain, over 60 people attended the event and were broken into two groups that rotated between two scenes in Steamtown's yard. A second photo is on the following page.

The two groups were brought together for the third scene, which featured the Grand Trunk Western 6039 on Steamtown's turntable with several other steam engines staged in the roundhouse.

At each scene photographers were given many opportunities to try different angles and different settings on their cameras to get the perfect image.

Lighting and photographic guidance were provided by Steve Barry of *Railfan & Railroad* magazine and his team, which included Tom Nemeth, Michael Burkhart, Rich Jahn, John Gabriel, and Nick Hovey.

Many thanks go out to the employees and volunteers of Steamtown who worked late into the night to ensure an enjoyable evening for all in attendance.

All proceeds from this event will benefit the restoration of Boston & Maine 3713, which is part of a partnership between Steamtown and the Lackawanna & Wyoming Valley Chapter.



PHOTO BY ANTHONY VERBYLA, LACKAWANNA & WYOMING VALLEY CHAPTER NRHS

***AT RAILFEST – Steamtown National Historic Site’s Baldwin Locomotive Works No. 26 is “working” with early DL&W diesel switcher 426, with the old sand tower in the background during a night photo shoot at Steamtown on Sept. 2. The park’s annual Railfest is always held on Labor Day weekend. A complete article on the event, plus another photo, may be found on the preceding page.***

## Buckingham County is setting for Autumn Leaf Rambler

By RAY POTTER, Publicity Director, Old Dominion Chapter NRHS

Passengers can enjoy the fall foliage of Central Virginia on the *Autumn Leaf Rambler* train, sponsored by the Richmond Railroad Museum, which is owned and operated by the Old Dominion Chapter NRHS.

On each of three days, you can choose from either the morning or afternoon 3-1/2 hour round-trip for a nostalgic journey through the rolling hills and deep forests of unspoiled autumn landscape in rural Buckingham County. You can enjoy the sights and sounds of the bygone days of passenger travel from your seat in either the vintage reclining seat coaches or the open air sightseeing cars. Each trip also features a spectacular view of the James River from a unique perspective.

Picnic lunches are welcome, and sandwiches, snacks and beverages will also be available on the train.

All trips depart from the Buckingham Branch Railroad Station, 1043 Main Street, Dillwyn (Highway U.S. 15), VA. Fares for the

3-1/2 hour trips are \$30 for adults and \$18 for children 2-12. Children under 2 not occupying a seat can ride for free.

The trips are scheduled for Saturday, Oct. 14, 21 and 28. On each day, the morning train will leave at 9:30 a.m. and return at 1 p.m. The afternoon will leave at 1:30 p.m. and return at 5 p.m.

On each of these trips, there will be a special appearance by the cowboys and outlaws of the Tom Mix Rangers. They will entertain you for a bit as we leave Dillwyn then stage a gunfight beside the train later.

As seating for all of these trips is limited, advance ticket purchase is strongly recommended. Tickets may be purchased online at: <[www.odcnrhs.org/excursions.htm](http://www.odcnrhs.org/excursions.htm)> or by mail at Richmond Railroad Museum, P. O. Box 3131, Chester, VA 23831. For questions: phone 804-231-4324 and leave a message.



## Rail transit exhibit building completed by Atlanta Chapter NRHS

*Article and photos by John Pollock, President & Project Manager, Atlanta Chapter NRHS*

The Atlanta Chapter NRHS recently completed construction on a new Rail Transit Exhibit (RTE) building at their South-eastern Railway Museum in Duluth, Ga.

This project was partially funded through a federal Transportation Enhancement (TE) Grant with the rest of the funding from the chapter, museum and donations.

Due to delays in federal funding, the project went over budget and required deletion of some elements to get the project

budget down to a manageable level. The chapter and museum are in a drive to fund raise \$200,000 to complete track work in the building and to provide electrical services for ground power and lighting.

The building is an open-sided shelter that is 175 feet long and 120 feet wide. It will have four tracks under shelter which will provide cover for up to eight full size 85-foot rail-cars. There is also a 48-foot wide concrete area in the center which will be used to display transit and other equipment, as well as being used for other functions.



The Southeastern Railway Museum occupies a 34-acre site and has approximately 90 full size rail vehicles in its collection, along with many smaller objects, such as artifacts from Terminal Station in Atlanta, model trains, fire engines, steam tractors, the MARTA historic bus collection, trackless trolleys, taxis and other transportation related items such as lanterns, tools, uniforms and china. Further information is available at <[www.train-museum.org](http://www.train-museum.org)>.

# Volunteer motorman on *Galloping Goose* shares experience

By JOE BERINGER

(Editor's note: Joe Beringer is a volunteer motorman with the Galloping Goose Historical Society of Dolores and can be reached at <jber@cox.net>. The Galloping Goose Historical Society's website is <www.GallopingGoose5.org>.

Is it more fun working on and operating the Rio Grande Southern (RGS) *Galloping Goose* Number 5, or is it more fun meeting the people who cherish Goose 5 and come to its rescue in its time of need?

The *Galloping Goose* Historical Society (GGHS) of Dolores, Colo. maintains and operates the RGS Goose No. 5 in Dolores and, during a few weeks of the year, on the Cumbres and Toltec Scenic Railway (C&TS). Each and every excursion has its own events, occurrences and personality, but what most entertains me are the stories about rescues of, or by, "the Goose".

Larry Spencer, a past president of GGHS and a motorman trainer, taught past trainees like myself, how to take care of and operate "the Goose". He illustrated many of his points with stories that often ended with the quote: "God loves the Goose."

Here's the latest "God loves the Goose" story, as told by Spencer:

On July 27, 2017, during one of our excursions on the C&TS, just after leaving Chama, N.M., the motorman noticed that the generator wasn't charging the battery normally. It was working but a little erratically.

At the mid-trip lunch stop at Osier, the generator looked acceptable. At Sublette, the prognosis was not as promising. After arrival at Antonito and many conversations later, it was decided to order new brushes from the NAPA auto parts store in Alamosa, Colo., 30 miles away.

The following day was filled with pictures and fun, but the weakening generator was never far from the crew's mind. Upon returning to Antonito, the brushes were installed in the generator, but the generator output had not improved sufficiently.

After several phone calls, motorman John Randall tracked down the only shop in the area that might be able to help us rebuild the generator at 5 p.m. on a Friday. John and I sped off to past Alamosa, five miles this way and another 10 miles that way, with our generator and regulator, looking to see if Mike Rasmussen could save the day.

Mike is a very impressive figure, towering over me and impressing John, who is no miniature guy himself. Mike was gracious and welcomed us into one of his outbuildings on his 160-acre spread. A bank of test equipment along the wall caught my eye as I adjusted to the light but, in the middle of the room stood a work bench that had seen its share of broken generators and starters. Many of the victims' "remains" were still there.



**WITH THE GOOSE** — *Joseph Beringer stands in the doorway of the Galloping Goose.*

Some bleak thoughts crossed my mind as I again realized that everything on his work bench was of recent vintage, but the generator in my arms was old...even older than I.

He quizzed us about the lineage of our generator, eyeing it suspiciously and began to test it. It failed each test but just barely. I could see why the symptoms were confusing. One minute the generator might pass, then the next minute fail. It was not a healthy specimen.

The doctor finally stopped his analysis and declared the patient ill and near death. He looked around his shop for a replacement, found one, only to find that our double pulleys would not fit. He looked around for another similar transplant, but none was found. The atmosphere in the shop was getting tense.

Mike is not a quitter. He stared off into space for a minute, shifting from one foot to another. He finally said that he thought he had a suitable replacement, if only he can think

of where he put it. It seems he warehoused a generator that would fit one of his older trucks, but where... After another few foot shifts, his eyes brightened and he instructed us to follow him.

Now it was dark, and I had a feeble flashlight. I was barely keeping up with him as he weaved around a few cars and trucks and threw open the roll up door of a semi-trailer that

was being used for a warehouse. Three minutes later he had the item in hand as he examined the details. “Yes, this will work.”

After exchanging the bearings and brushes for new parts, testing and passing, comparing the mounting brackets, the generator was declared suitable.



***ROLLING ALONG – The Goose rolls along the rails at the Cumbres and Toltec Scenic Railway.***

“Now, where is your regulator?” Having anticipated his question we handed over the part we had taken off the Goose, and its backup replacement. Mike mounted them on the test stand and groused about how the first one was shot and the replacement was no better.

“Do you have a replacement regulator?” asked John. Mike answered “yes” as he disappeared into an adjacent room and then deposited an ancient cardboard box with a brand new shiny 1950s era regulator on the workbench and began the testing procedure. It passed, and we were thrilled.

“I want my generator back after your run in September and I’ll have yours rebuilt by then,” Mike reassured us. With no more than a handshake and an exchange of our names and phone numbers, we thanked Mike and invited him to ride the Goose on Sunday afternoon. As we headed back to Antonito, I thought, “God really does love the Goose.”



***APPROACHING TUNNEL – The Galloping Goose approaches the east portal of Rock Tunnel on Cumbres and Toltec Scenic Railway.***

# T1 Trust acquires Pennsylvania Railroad's long haul tender

*Submitted by PENNSYLVANIA T1 STEAM LOCOMOTIVE TRUST*

The Pennsylvania Railroad T1 Steam Locomotive Trust is a step closer to its goal of recreating a famous but long lost engine.

The T1 Trust has purchased a 200,000-pound Pennsylvania Railroad long haul tender No. 6659 from the Western New York Railway Historical Society (WNYRHS), that had been used behind an M1 locomotive.

Essentially a T1 tender minus the streamlining, this acquisition negates the need to build a new tender for the planned T1 locomotive. Design, construction, and fabrication of a new tender was estimated at \$3 million out of the project's total \$10 million budget.

The tender holds 31 tons of coal and 21,000 gallons of water. The tank is the last of its kind. No other coast-to-coast tenders with 16-wheels are known to exist.

It is in excellent condition, according to T1 officials, with sealed hatches, minor surface rust, and well-preserved trucks, thanks to the tender's low side walls that sheltered the trucks and bearings from weather. Jason Johnson, the T1 Trust's general manager, remarked after having visited the tender for a thorough inspection, "I just can't get over what great shape it's in".

The long haul tender was originally acquired by the WNYRHS to replace the gutted short tender for their PRR 2-10-0 I1sa locomotive. As part of the purchase agreement, the T1 Trust has agreed to fully restore the I1's tender tank to its original

specifications as part of the WNYRHS's planned cosmetic restoration of the I1 locomotive. The cost of the tender restoration is estimated to be approximately \$75,000.

The T1 Trust has also made arrangements to store the tender at the WNYRHS's museum site, the Heritage Discovery Center, in Buffalo, N.Y., for up to 30 years at a cost of \$1 per year. At the center, it will be displayed alongside the PRR I1.

WNYRHS President Joseph Kocsis Jr. expressed much enthusiasm for the agreement.

"We're grateful to partner with the T1 Trust to make 5550 a reality," he said. "They bring a great deal of expertise to the table and we look forward to working with them in the restoration of our I1 tender and seeing the long haul tender return to its intended use".

T1 Trust members will travel to New York to complete a renovation of the brake system and replace the oil in the roller bearings. In addition, the Trust plans to sandblast, prime and paint the tender in the appropriate Brunswick green paint scheme. The overall cost of the tender preservation effort is at least \$45,000. About half of the work will be donated, and the T1 Trust is seeking donations to cover the remaining cost.

To help, visit the T1 Trust's website and make a tax-deductible contribution today. All donors who direct \$500 or more to the 5550 Tender Preservation Fund will have their name engraved on a plaque which will be affixed to the tender.



**READY FOR SOME WORK** — *This Pennsylvania Railroad long-haul tender has been acquired by The Pennsylvania Railroad T1 Steam Locomotive Trust to use with the steam locomotive the group is building.*

## At-Large member Guenzler passes 1.5 million miles of rail travel

Chris Guenzler of Santa Ana, Calif., an At-Large member of the NRHS, reports that he has ridden over 1.5 million miles on trains. That's equal to over 62.5 times around the world.

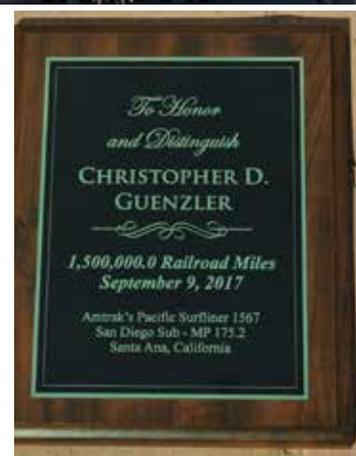
Guenzler has ridden trains in all 50 states and has traveled on every Amtrak route at least twice, plus all of the trains of Canada's Via Rail, as well as every intercity route in Canada. In Mexico he has ridden on the Copper Canyon route many times and has traveled to some other special places.

Listed below are a few of the milestones that Chris has met.

- He hit his 100,000th mile on the Ferrocarril Pacifico at Lujan, in the Mexican state of Sonora.
- He reached 250,000 miles on Amtrak train 580 near Irvine, Calif.
- He got to 500,000 miles when he was on Amtrak Train 11 at milepost 256.8 on the Union Pacific's Coast Line in California on Dec. 30, 1999.
- On Aug. 28, 2002, he passed 700,000 miles, 14.1 miles west of Albuquerque, N.M.
- On May 26, 2003, at MP 178 east of Santa Ana, he passed 750,000 rail miles.
- On April 25, 2004, he was on the *Southwest Chief* and passed 800,000 miles just west of the Metrolink West Corona Station.
- On Feb. 20, 2005, he passed 850,000 miles at MP 215.6 on *Surfliner* 785 on the San Diego Sub.
- He passed the 900,000 mile mark aboard the *Southwest Chief* on the BNSF Seligman Sub at MP 369.9 on Nov. 26, 2005.
- His 950,000 miles was passed at MP 200.9 on the Metrolink San Diego Sub on Aug. 29, 2006.
- On April 27, 2007, at MP 425.5 on the BNSF Marcelline Sub at the Missouri River Bridge at Sibley Missouri aboard the *Southwest Chief*, Chris passed his "One Millionth Rail Mile Ridden" mark.
- On April 7, 2008, as Chris stepped off the *Southwest Chief* at the La Plata, Missouri Amtrak Station, he reached his "One Millionth Amtrak Mile Ridden".
- On Sept. 7, 2008, Chris passed his 1,100,000 mile on *Surfliner* 571 passing under Interstate 5 west of Irvine at MP 183.2 on the Metrolink San Diego Sub.
- On Dec. 16, 2009 he reached his 2,000,000 kilometer as well as his 1,200,000 rail mile at Milepost 166.2 on the Metrolink San Diego Sub at the Orangethrope Grade Crossing in Anaheim.



**PLAQUE** – Chris Guenzler displays a plaque commemorating the completion of 1.5 million miles of rail travel. Also shown is Amtrak Conductor C.J. Harderman.



- On July 1, 2010, Chris passed his 1,250,000 rail mile 2.7 miles west of WB Junction at Milepost 391.4 of the BNSF Marcelline Sub in Missouri.
- On May 19, 2011, on the *Lakeshore Limited*, he passed his 1,300,000 rail mile 2.5 miles west of Kirksville, N.Y.
- On July 1, 2012, on the *Southwest Chief* at the crossing of Magnolia Avenue in the City of Riverside, he passed his 1,350,000 rail mile.
- He passed his 1,400,000 rail mile at MP 222.7 at Oceanside Boulevard in Oceanside, Calif., on Nov. 3, 2014.
- On July 1, 2015, he completed riding the entire Amtrak System aboard train 174 from Norfolk to Washington, D.C. At the NS/CSX connection, when Chris reached the mainline switch onto the CSX mainline, that was the moment of completion.
- Now on Sept. 9, 2017, Chris got his 1,500,000 rail mile as he stepped off of *Pacific Surfliner* 1567 at his home station of Santa Ana, Calif.

Chris has also been to 19 NRHS conventions and 17 straight.