



NRHS News

National Railway Bulletin No. 6

February 2000

Grant Applications Sought



Union Pacific takes wing(s) - story on Page 7

Library Advisory Committee Forms

In recent years, our Society's Library has grown, both in physical size, and in the width and breadth of the collection. Until now, a group of dedicated, hard-working, volunteers has been in charge of cataloging and organizing this resource. However, as longtime stalwart Paul Kutta puts it: "we need direction".

For this reason, it has been decided to solicit the input of Society Members with a Library Science degree and/or practical library experience. While proximity to Center City Philadelphia, where the Library is located, is not essential, it might prove helpful for hands-on supervision and demonstrations.

Anyone interested in serving on this supervisory body is asked to drop a note to: Library Committee, P. O. Box 58547, Philadelphia, PA 19102-8547.

Program Director Announces Guidelines

Heritage Grants Director Jack B. Salt has announced that the National Railway Historical Society will be awarding, in 2000, a limited number of grants in the areas of railway history and the preservation of railway heritage, including publications, research, and educational projects.

The maximum individual award will be \$5,000. Applicants may be either individuals or organizations knowledgeable in railway history and operations.

Grant awards will be based upon the following criteria:

- The proposed project contributes to the preservation of, increases the general knowledge and understanding of, or promotes public interest in railway history.
- The proposed project does not duplicate work already underway or completed elsewhere.
- The applicant is able to complete the scope of the project as proposed within a reasonable time. Urgency of the project, if any, should be clearly stated.
- The applicant has a plan to provide matching contributions of at least 50 percent of the total cost of the project.

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Plans in Progress for RailCamp 2000

Since the Fall Directors' meeting in Scranton on November 14, Senior Vice President Larry Eastwood and Secretary Bruce Hodges have held three meetings with National Park Service staff at Steamtown in Scranton to develop the outline for RailCamp 2000.

Scheduling for RailCamp 2000 initially presented some logistical problems because the "New Haven Rails 2000" NRHS Convention at Stamford, CT occurs during July, running almost back-to-back with RailCamp's two weeks. After some interface with the University of Scranton, it was revealed that a non air conditioned dormitory could be made available to us during June, and the normal last week of July is also ours, as in the past two years.

The Society and the Park Service are finalizing the details on an Intermediate RailCamp, in which a more in-depth study of restoration techniques, railroad operations and other areas of coverage will be presented. This Intermediate RailCamp will also include a one-day field trip from Scranton to Milford and Cooperstown, New York, where Bruce Hodges has agreed to host the group for an in-depth visit to a working tourist railroad. Subjects to be covered will include railroad operations, depot restoration, financing of a tourist operation, as well as marketing techniques to attract ridership.

During December, each graduate of the 1998 and 1998 Basic RailCamps was surveyed to determine their interest in the Intermediate Camp. With half of the survey forms already returned, good feedback was received which will enable the Park Service and NRHS to develop the final course curriculum for Intermediate RailCamp 2000.

The Basic RailCamp 2000 will be limited to one session, to be held from June 25 - July 1, 2000 in Scranton. The program will be virtually unchanged from 1999, because of the success of last year's session, after receiving feedback from attendees and their parents. This session will be limited to 24 participants, and the list is filling up quickly as of early February. This sign-up is on a first-come, first-served basis for individuals and chapters, and a waiting list will be created starting with Slot 25 in case any of

the first 24 on the list cannot use their slot. Chapters need to confirm with the Philadelphia office that they have a slot at present.

The Intermediate RailCamp 2000, scheduled for the week of July 23 - 29, 2000, is limited to those who participated in the Basic RailCamp during 1998 or 1999. In the event of excess demand above the 24 slots available for the Intermediate Session, a lottery drawing will be conducted if necessary to determine who attends. However, it should be pointed out that early registrations and payment will ensure that a slot is obtained.

In addition to the subjects previously mentioned above at the Intermediate RailCamp, seminars will be held on photography techniques, some time will be spent at the Lackawanna Trolley Museum, newly opened, for those interested in seeing museums from the traction perspective, an overview of the proposed Education Center at Steamtown, now being developed, are expected to be included. It is also anticipated that someone from the Lackawanna County Rail Authority will appear to explain their function in preserving and developing rail freight service in the Lackawanna Valley.

As was the case with the initial RailCamp in 1998, the Intermediate RailCamp 2000 will be an experiment and a learning process for the Society, the Park Service, as well as the attendees. Evaluation of the Intermediate session will be of great assistance as we attempt to develop this process to benefit those who take part. Tuition for the intermediate RailCamp has been set at \$550.

Tuition for Basic RailCamp 2000 is the same \$495 that it has been for the past two years, with the Society subsidizing the cost above that level as an investment in the future of the rail preservation movement. From RailCamps 1998 and 1999, we have developed new volunteers from the attendees, who can be expected to develop into chapter leaders of the future.

As in past years, students will be housed and fed at the University of Scranton and most activities will take place at Steamtown, with some off site themes, too.

RailCamps 2000 (Basic and Intermediate) are both loading at the platform now for a trip into rail history preservation this summer. Don't miss the train. Purchase your ticket now!



Early Philadelphia Chapter Meeting - Aboard a Dining Car in the Reading Terminal

NRHS 65th Anniversary This Year

When the National Railway Historical Society was founded in the Depression year of 1935, its creators had some rose-colored visions about the growth potential of their infant organization.

By christening it a “national” society, the founders served notice that NRHS would expand far beyond its original seedbed in the New York-New Jersey-Eastern Pennsylvania area. Unfortunately, their inspiration appeared to be somewhat ill-timed. In an era of economic stringency, working people had few leisure hours at their disposal and those not working had little money to spend on nonessential activities.

Moreover, there seemed to be little popular interest in the railroads and traction companies of the day, other than as a means of moving people and goods about the nation,

and as targets for long-nurtured grievances. But, at precisely the same time, Joshua Lionel Cowen and his fellow toymakers were energetically merchandising a product which based its appeal on the unabashed love of trains. Every time the average citizen purchased a model railroad set for his son, daughter (or himself), he received a subliminal message: The real thing is fascinating too! The word “railfan” was about to be coined.

It is now apparent that the founders of our Society were on the right track at the right time. There’s an old adage about “an idea whose time has come,” and in retrospect it’s clear that by the late Thirties the time of the organized rail enthusiast had indeed arrived. NRHS and other groups devoted to the history

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Anniversary

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and technology of railroading were successful, for the most part, because they filled a need. As Americans gradually found more time and money for their avocations, clubs such as NRHS grew in size and influence.

Even in those early years, there was a recognition that the railfan groups were something of a phenomenon: they represented perhaps the first recorded example of people joining together to admire, study and chronicle a single industry, purely for the enjoyment of it. Initially, at least, few club members were employed by the railroads or realized any but intangible benefits from their vicarious association with the rail industry. They simply loved trains. To these enthusiasts, railroading was a pageant of perpetual motion, a drama in which machines and the people who operate them worked together to mobilize a nation.

Among the earliest of railfan organizations was the Lancaster (Pa.) Railway & Locomotive Historical Society, born at a meeting of five individuals held on

December 29, 1933 in a former Conestoga Transportation Company interurban car. To the east was the Interstate Trolley Club of Trenton, N.J., founded in 1934, with membership in the New York City and Philadelphia areas as well. As its name implied, the ITC focused on the traction side of the industry.

On Sunday, August 18, 1935, a number of enthusiasts gathered in Baltimore for a "farewell" excursion on the Washington, Baltimore & Annapolis Electric Railway. Among them were officers of both the Lancaster and Interstate clubs, who spent part of the day discussing a merger of the two organizations. During the course of their meeting, which was held onboard the chartered car, came the decision not only to consolidate the clubs but to create a larger, more influential organization to be known as the "National Railway Historical Society." Other rail clubs would be invited to join as local "chapters," together with an unlimited number of members-at-large (associate members) not affiliated with the chapters.

The official aims of the new society, as stated by Lancaster President Leon R. Franks, were



NRHS Special on the Fairmont Park Trolley - October 16, 1938

“to preserve steam and electric railway historical material; to encourage the building of model railways; to secure data on the history of transportation; and to encourage rail transportation. “

The last regular meeting of the LR&LHS was held in Pennsylvania Station, Lancaster, on October 2, 1935, after which President Franks read a resolution dissolving the club and establishing the Lancaster Chapter of NRHS. Eleven days later, a joint meeting was convened at the home of Interstate Member Charles A. Pittman, Jr., in Philadelphia, at which time the new Society was formally constituted. A seven member Executive Council was formed to govern the organization, with Leon Franks elected its first Chairman and William P. Hamilton III of Interstate as President. Following approval of the By-Laws, the first two chapters - Lancaster and New York - were admitted to NRHS.

National dues were set at \$1.25 per year, to be used mainly for a planned publication effort. Richard H. Steinmetz of the Lancaster Chapter was appointed as Editor and Vol. 1, No. 1 of the “Bulletin” appeared in January 1936. The 16-page magazine was reproduced on a duplicating machine.

With a founding membership of fewer than 40 persons, NRHS began a steady growth which has continued to the present day. In 1936 two more chapters were added — Baltimore on January 21 and Philadelphia on March 9. By the start of World War II there were 16 chapters spread from Boston to Pittsburgh, and at the 25-year mark the roster had increased to 41, with chapters as far away as Florida and the West Coast. By the end of 1985, the Society’s 50th year, a total of 146 chapters could be found from New England to Hawaii, and membership exceeded 13,000 for the first time.

Editor’s Note: The preceding story, by Bulletin Editor Frank Tatnall, first appeared in the 50th Anniversary Edition of that publication. As we write this, we have just over 20,000 (including Family) Members in 176 Chapters. Page 3 photo by Harry Albrect. Page 4 photo by David Cope.

Notable 2000 Anniversaries

65th	- Lancaster Chapter
50th	- Wisconsin Chapter
40th	- Memphis Chapter
	- Old Smoky Chapter
	- Ozarks Chapter
30th	- Central Florida Chapter
	- Central Oklahoma Chapter
	- Cincinnati Chapter
	- Hawaii Chapter
	- Delaware Valley Chapter
	- Potomac Chapter
	- Western Michigan Chapter
25th	- Bergen-Rockland Chapter
	- Central Sierra Chapter
	- Enid Chapter
	- Queen & Crescent Chapter
20th	- Jersey Central Chapter
	- Pocahontas Chapter
	- Southeast Texas Chapter
10th	- Delmarva Chapter

Editorial Help Wanted

The NRHS remains committed to producing a high-quality *Bulletin* for our members. Our national publication has been steadily improved over the years, the result of the dedication and effort of a small volunteer staff.

Some of our people have been involved with the *Bulletin* for decades, however, and recognize it is time to get some new people involved with the editorial functions of the magazine. We want to begin this process now to ensure a smooth transition.

Traditionally, the *Bulletin* staff has been centered in eastern Pennsylvania. With advances in publishing and communications technology, geography is no longer such a barrier to participation. We are also flexible on how work can be structured to meet the needs and abilities of individuals.

Do you have the skills and interest the Society needs to help us produce a superior *Bulletin*? We would like to talk with you about it. Please contact us (P. O. Box 58547, Philadelphia, PA 19102; 215-557-6606; 215-557-6740 (fax); or nrhs@compuserve.com) and let us know your interests and how best to contact you.

Convention Update

2000 Convention Chairman Joseph Williams has announced a change in the Headquarters Hotel. It is now to be the Stamford Marriott, the same property where the Society held a Board of Directors' Meeting in 1987.

Citing closer access to the downtown area, with its shopping and dining possibilities, Chairman Williams said, "We think this will be an extremely positive step for the Convention and its attendees". Another big plus is the direct limousine service between the Marriott and JFK, La Guardia, and Newark Airports.

While preregistration is now closed, it is expected that ample space will be available for Members still wishing to attend. For further information write: New Haven Rails 2000, P. O. Box 1188, Southport, CT 06490-1188; or visit the Convention website at www.nhrails2000.com.

In other news, two Chapters have announced Pre and Post Convention excursions.

Pre-Convention

Bluewater Michigan Chapter will be running an inbound trip, scheduled to originate in Windsor, ON, on July 4th. This segment, to Montreal on VIA, will feature a layover in Toronto, with an opportunity to sample the local traction.

The remainder of the trip, by chartered motorcoach, will cover a multitude of rail and non-rail attractions. Among the former are the Canadian Railway Association's Museum, the Mount Washington Cog Railway, a first class trip on the Conway Scenic Railway, the White Mountain Central, and the Green Mountain Flyer.

Other highlights include a wine and cheese cruise on Lake Champlain, a trip on the Cannon Mountain Aerial Tramway, and a mill and canal tour in Lowell, MA.

Prices are not yet set, but further information can be obtained by calling the Chapter at: 248-541-1000, weekdays 9:00 AM to 5:00 PM Eastern Time.

Post-Convention

Overland Chapter will be operating an outbound trip from July 17th through the 25th. Departing

Stamford on Amtrak's *Adirondack* for a scenic ride up the Hudson Valley, the group will overnight in Burlington, VT, before continuing on aboard the *Vermont* to White River Junction and a trip on the White Mountain Central.

The motorcoach portion of this itinerary features an extended stay in North Conway, NH, from which the Conway Scenic Railroad (Notch, Valley, and Dinner trains) and Mount Washington Cog Railway will be visited. Featured at the Conway will be an 1898 Observation Parlor car.

Further attractions include: the Maine Narrow Gauge Museum - with a ride along the shore of Casco Bay and an optional cruise on the bay; the Seashore Trolley Museum; and a visit to Lowell, MA, with its restored trolley system and canals.

Priced from \$1,595, further information can be obtained from the Chapter at: 1412 Twelfth Street, Moline, IL 61265, 309-764-1834.

Grants

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- Membership in the NRHS or endorsement by a NRHS chapter are not absolute requirements, but will be considered as a tie-breaker between two proposals of otherwise equal value.

- The award of a Railway Heritage Grant to the same applicant in a past year is not a consideration in evaluating priorities for the current year. However, an individual or organization which has received a Railway Heritage Grant in two (2) consecutive years is disqualified from applying for a period of one year following the second award.

- Routine maintenance of already-restored assets is not eligible for Railway Heritage Grant funding; however, Railway Heritage Grant funding will be considered for previously restored assets under some conditions.

Grant application forms are available now from the National Office at: P. O. Box 58547, Philadelphia, PA 19102; 215-557-6606; 215-557-6740 (fax); or nrhs@compuserve.com. Completed forms must be received, back in the office, by 4:00 PM, April 28, 2000.

UP Wings to Return

Editor's Note: The following is the text of a UP Press Release. Our thanks to Society Member Robert Krieger for bringing it to our attention, and the UP Public Relations Department for use of the photo on Page 1.

OMAHA, January 24 — One of the most famous icons in American railroading is returning to the rails, the Union Pacific Railroad “winged” shield.

The winged shield logo will be applied to 1,000 new SD70M locomotives scheduled to begin arriving at UP in April from the Electro-Motive Division of General Motors Corporation. It will be applied to older UP “wide nose” road units as they move through their overhaul and rebuild cycles. Union Pacific rosters more than 7,000 locomotives, the largest fleet in the nation.

Dennis Duffy, Union Pacific executive vice president operations, said the wings return was done to honor the rich heritage of Union Pacific and the contribution generations of UP employees have made to the company. “The image will reflect our pride in our people and our company,” Duffy said.

The idea originated with Mike Iden, UP's general director, locomotive engineering and quality. He was looking for a way to improve the visibility of the company's logo on locomotives.

The art deco design was started by Union Pacific in 1939 on its streamlined diesel passenger

locomotives. The blue wings swept back from the red, white and blue UP shield logo on the nose of the locomotives.

As UP replaced steam engines with diesels, the winged shield was applied to all passenger and freight road locomotives.

In later years rail buffs dubbed the passenger E-unit locomotives wearing the wings as “smiling E's” because of the look the wings gave to an approaching train. UP maintains three of the distinctive 1950's era streamlined locomotives for special passenger train trips.

As diesel locomotive design eventually changed during the 1960's to a more utilitarian design from the streamlined look, the wings were dropped.

The Union Pacific shield, modified over the years from its introduction as a company emblem in 1887, is one of the oldest corporate logos in the United States. Union Pacific's armour yellow color scheme is also the longest lived paint livery in railroading, introduced in 1934 on Union Pacific's first streamlined train.

The basic yellow has been applied to Union Pacific diesel locomotives ever since. The yellow was selected for safety reasons because of its high visibility. UP locomotives also have “harbor mist” gray rooflines and frames, along with a bright red safety reflective stripe separating the two colors.



Bulletin Collection Donated

John D. Denney, Jr., long time member in Columbia, PA, has graciously donated a collection of old NRHS *Bulletins* to the NRHS Library. The oldest is July - August 1939 and while not a complete collection, it is certainly most appreciated. By combining this donation with those already on hand, we are well on our way to having a complete, secondary backup set.

We do have a complete bound set for reference and research work, but making good copies is difficult or impossible without risking damage to the spine of the binding. We are, therefore, looking to acquire old NRHS *Bulletins*, particularly issues prior to 1955 when our membership was low.

We know of only one other complete set of NRHS *Bulletins*. It is at the Colorado Railroad Museum in Golden, although some of the earliest issues are photo copies. Several years ago NRHS member and CRM archivist Kenton Forrest and Lynn Burshtin worked together to complete the CRM collection with the photo copies to insure that there was another complete collection in addition to our bound set. For the record, we would be interested in knowing if any of our members are aware of other complete or nearly complete sets of NRHS *Bulletins* in existence.

Direct any correspondence regarding old *Bulletins* to the NRHS Treasurer, R. M. Billings, who is currently doing the research on this project. His address is 1412 Twelfth Street, Moline, IL 61265.

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Calendar of NRHS Events - Visit the New NRHS Events Calendar on the National Web Site (URL <http://www.nrhs.com>) on the Internet to see the NRHS' comprehensive (and free) directory of Events for both Chapters and the National Organization. The Calendar was launched in January, 2000 and is still growing. Check back often to see what's going on in the Chapters in your area and around the world. NRHS Members are also permitted to post Chapter Events to the calendar after registering for an account (also free).

The **Centerville Depot Historic Exhibit** at the Fremont-Centerville Amtrak station is very interested in obtaining a Southern Pacific train order semaphore signal for installation at the restored 1910 Southern Pacific Centerville Depot. Anyone with such an item to donate or sell (or parts for one), should contact William G. Wullenjohn, Sr. at: 38395 Alta Drive, Fremont, CA 94536-7130; 510-795-1040 (phone); 510-795-6497 (fax); or bwullenjohn@home.com.

Congratulations to **Atlanta Chapter** on the reopening of their Southeastern Railway Museum. More information can be found on their website (www.srmduluth.org), or by telephoning 770-476-2013.

The **NRHS Library** finds itself with a surplus of mailing containers, suitable for 16mm films. They are available, in a variety of sizes, to any organization, or individual, with an appropriate use, for the cost of shipping. Interested parties are directed to contact the Library at: P. O. Box 58547, Philadelphia, PA 19102; 215-557-6606; 215-557-6740 (fax); or nrhs@compuserve.com.

Dues are Due!

In October, Renewal Notices were sent out to all Chapters and Associate Members. According to our By-Laws, Members not renewed by January 1st are considered delinquent, and those not renewed by March 31st are dropped from our roster.

Please check the mailing imprint that came on this *Bulletin* issue (see below) to determine your status - as of February 8th. Chapter Members should direct any questions to their Chapter's Membership Officer, while Associate Members should contact the National Headquarters at: P. O. Box 58547, Philadelphia, PA 19102; 215-557-6606; 215-557-6740 (fax); or nrhs@compuserve.com.

How to Read your Imprint



- ① Your Membership Number
- ≠ Your Chapter Number (299 = Associate)
- ③ The year through which you are renewed.

A most welcome addition to the list of organizations offering discounts (10% - show your card first) to our Members is the **Baltimore Streetcar Museum**. Open Noon to 5:00 PM on Weekends, June through October, and Sundays the rest of the year, this operating collection has been a labor of love for many longtime NRHS Members. Information can be found on their website (www.baltimorenews.com/streetcar/) or by telephoning 410-547-0264.

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NRHS News, Post Office Box 6144, River Forest, IL 60305-6144.