



NRHS News

National Railway Bulletin No. 3

November 2001

2002 CONVENTION PLANS



Working Together to Preserve Railway History

Usually, when somebody asks “What do you get for your membership in NRHS?” they are thinking in terms of value received for dues paid in. We believe that NRHS members get their money’s worth by that measure, but it is only part of the story.

Your dues money funds the Operations portion of the NRHS budget. That covers the Bulletin, newsletters, membership records, RailCamp, operation of the NRHS Libraries, support for chapters, support for the convention program, and the administration of numerous other functions.

Our long-term business plan is to run our Operations on a break-even basis. Because of that, our Operations don’t produce a surplus to fund direct support of railway history preservation. The NRHS relies on donations to provide for a variety of current

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Pre-Registration Available Until January 5th

Grand Canyon Chapter invites you to Canyon Rails 2002. This event will be held from Monday, August 19th to Monday, August 26th, 2002 in Williams, Arizona. Here is an outline of some of the events that we are planning at this time.

We will begin in Los Angeles, CA. with a two day inbound trip pulled by former AT&SF 4-8-4 #3751. This will be over BNSF’s busy transcontinental mainline over Cajon Pass and through Barstow. The train will stop overnight in Needles, CA, and we will stay in nearby Laughlin, NV. On Tuesday we will finish the trip to Williams, AZ.

On Wednesday we will bus to Cottonwood, AZ, to ride the scenic Verde Canyon Railroad. They have the FP-7s with the eagles painted on them, plus some amazing scenery and wildlife. Wednesday evening will feature a night photo session at the Grand Canyon Railway.

Thursday will have Grand Canyon Railway shop tours and a non-rail trip to museums in Flagstaff. The afternoon and evening will feature a vintage Alco diesel powered trip to the Grand Canyon for a beautiful breathtaking sunset!

Friday will feature seminars, the Board of Directors meeting, the Membership meeting

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Bulletin Staff Changes - Page 2

James C. Caldwell

It is with much sadness that we must report the passing of Jim Caldwell, a 37 year Member of the Society. Jim was a founder of Lake Shore Chapter where he served as President and Chief Mechanical Officer for many years, as well as the only Vice President in the history of our Great Lakes Region. We always looked forward to seeing Jim, and his wife Prudence, at our Conventions and Directors' Meetings. He will be missed!

Memorials may be made to the Wesley United Methodist Church, 3308 South St., Erie, PA 16510; or to the Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428.

New *Bulletin* Editor

At his request, Editor Frank Tatnall is stepping down from the Editor position after over 13 years heading the *Bulletin*. Frank intends to stay involved with the *Bulletin* as an active member of the staff. The Society owes Frank our deepest thanks and appreciation for his dedicated work to make the *Bulletin* the top quality publication it is today.

Because of Frank's semiretirement, President Gregory Molloy has made the following appointments:

Henry M. (Hank) Morris of Chicago, Illinois is appointed Editor. As per the terms of the NRHS Bylaws, this appointment was confirmed on October 21st by the Board of Directors at their Fall Meeting in Chambersburg, PA.

Frank G. Tatnall, Jr. is appointed Associate Editor.

Jeffrey S. (Jeff) Smith of Warwick, Pennsylvania is appointed Production Editor.

Short biographical sketches follow:

Hank Morris comes to us with over 20 years

experience as an editor on the staff of *Control Engineering* magazine. A lifelong railfan, Hank lives in Chicago with his wife of 37 years, Carol. They're parents of three sons and grandparents of five grandsons and two step-granddaughters. Hank hopes to convert several grandchildren into lifelong railfans, too. Hank began his love of trains early in life because his father was one of the largest Lionel dealers. Hank is actively seeking well-written, informative articles for consideration to publish in the *Bulletin*.

Jeff Smith, as the new Production Editor of the *Bulletin*, will be dealing with budgeting, scheduling, logistics and other production related issues. He will work closely with Hank and the rest of the *Bulletin* staff on editorial tasks as necessary. The Production Editor position is new to the *Bulletin*, although fairly common in the magazine publishing industry. His interest in railroading extends as far back as he can remember. He's particularly interested in the Reading Railroad and Pennsylvania Railroad; however, he finds something about every railroad interesting.

Experts & Railroadiana Sources Needed

The Editor of the *National Railway Bulletin* is seeking the names of experts in various facets of railroading. Likewise, collections of photographs that could be used for illustrations and other forms of railroadiana that could be used to illustrate articles - maybe even be featured on the cover - are needed. Have old timetables? Let us know. Old employee rule books? Steam, Diesel, Electric, passenger, freight, whatever. We're always on the lookout for things to use as illustrations.

Nothing is more useless than an article based on inaccuracies, innuendo, or fantasies in an historical society publication. You don't want to read them, and we don't want to publish them. If any our Members want to volunteer to serve as "experts" that we can contact, please write or call *Bulletin* Editor Hank Morris directly at 7231-A Campbell Ave., Chicago, IL 60645-1423, 773-973-2006, hankmorris@msn.com.

May We All Act Responsibly

Editors' Note: At the Society's Fall Directors' Meeting, much of the talk centered around the events of September 11th in general, and their impact on rail enthusiasts in particular. Some good ideas were put forth including organized Chapter visits to rail facilities, and offering our aid in reporting suspicious activities to our rail industry contacts.

Be aware, heightened security concerns have resulted in scattered reports of railfans being hassled by the authorities. We were going to do a piece on the subject, when the following article, from the Massachusetts Bay Railroad Enthusiasts' publication, The CALLBOY, was brought to our attention. We don't think one can say it any better than this, and we thank the MBRE for allowing us to reprint it.

Above Lower Manhattan, smoke from the collapsed World Trade Center towers still fouls the air, as the list of confirmed dead and missing grows longer each day. Close by Washington, salvage workers struggle to shore up the shattered walls of the Pentagon. New security tactics clog traffic in our airports. Hard-eyed officers patrol rail stations and rights-of-way.

Since Sept. 11, there has been much talk of "war." But what lies ahead differs from the cinema battles of "Saving Private Ryan" or "Band of Brothers." World War 11 was as much a struggle of mass production and distribution as of ships, planes and men. The American railroad network was so vital to that struggle that railfans voluntarily gave up their cherished hobby "for the duration."

Now we may face a "gray war" of stealth -one without blacked-out troop specials or hush-hush "main trains." At a time of widespread national tension and suspicion, the *Callboy* urges responsible

behavior by railfans, professional railroaders, law enforcement officers, and the public.

To railfans: For now, railroaders may see you as a threat, rather than a friend or even a mere nuisance. Stay off railroad property; do your train-watching well away from the right-of way. Should a police officer order you to "move on," even from public property to which you would normally have access, pack up your gear and leave politely. Taking that last picture, or being the first to make that 'Net posting, aren't worth the short-term hassle; your livelihood and your family's well-being don't depend on them. Leave time for the irrational fears of the moment to pass.

To professional railroaders: Be patient with us, and recognize that no other basic industry functions so much in public view, with such a group of amateur admirers. Know that we support the railroads' efforts to survive and prosper, even at a time of national upheaval and fear.

To operating crews: We realize that each day when you report for duty, you just want to get over the road safely and return home at the end of your run. We will not keep you from those goals; our hobby should never interfere with your job. But we still want to be out along the line, reporting and documenting the railroad experience. We ask that you not see us as enemies when we do that.

To railroad managers: We appreciate your past willingness to let us look "behind the scenes" and we hope to continue those educational experiences in a safe way. We understand your heightened concerns for the protection of your employees and your property,

Responsible

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and we ask your equal understanding of our genuine, and continuing, interest in your industry and its operations.

To law enforcement personnel: Where entering railroad property was illegal before Sept. 11. it still is. But where watching and photographing trains from public property (or private property, with permission) was legal before Sept. 11. it still is. How you treat railfans in these uncertain times will help define the precarious balance between "national security" and traditional American liberty. On Sept. 16, Linda Greenhouse, *The New York Times* Supreme Court reporter, quoted Amy Gutmann, a political philosopher and newly designated provost of Princeton University: "The time when people are living in fear is the time when we as a society have the most need to maintain civil liberties - which, as we've learned to our national disgrace, has not always happened."

[Even as we wrote this, a local TV news team was seeking help from Amtrak and MBTA police, after a "misunderstanding" in which the private security force at South Station had refused to let them film on the station concourse.]

To the public: Consider railfans whose skin color, appearance or accent may seem "foreign" as loyal Americans until proven otherwise. And beware the reckless hysteria that can follow war talk, such as the foolish, nearly forgotten anti-Japanese sentiment of 1942 that led to some railroads' renaming their 2-8-2s as "MacArthur" types in place of "Mikados".

And a final note to railfans: When you're out train-watching these days, WAVE! Let the railroaders know that you respect what they do - and that they still have friends at trackside

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We are in receipt of the following from our **United Kingdom Chapter**: "The Members of the UK Chapter send their deepest sympathy to our fellow railfans in the US. We live with terrorism ourselves and appreciate how you will be feeling at this time. Respectfully, Ron Keevil, President." *Editors' Note: On behalf of all our American Members, we would like to thank the Members of the UK Chapter for their touching thoughts.*

Bluewater Michigan Chapter has announced two excursions to ride the "Algoma Central Snow Train" the weekends of February 9th - 11th, and February 16th - 18th. The per person fares (depending upon occupancy) of \$305 to \$385 includes deluxe highway motorcoach transportation to the Soo, all meals, meal tips, and taxes. The destination hotel offers attractions such as bowling, miniature golf, swimming, waterslide, whirlpool, sauna, and a weight room. For more information, call 248-541-1000, or visit the Chapters' Website at: www.BluewaterNRHS.com.

Congratulations to **Topeka Chapter** on their 50th Anniversary! In attendance at their celebratory banquet this month were President Greg Molloy and Mountain Plains Regional Vice President Thomas Moss. Not only was the customary certificate given to the Chapter, but President Molloy also had the pleasure of presenting National Director William A. (Art) Gibson with his 50 year pin.

Blackhawk Chapter Member David Daruszka is doing research for a railroad history of the communities on Chicago's South Side (Beverly, Morgan Park, Blue Island, etc.). He is looking for written and photographic materials, with an eye to developing an exhibit and publish a booklet. If you'd like to be of assistance, he can be reached at: 773-233-8788, or morgpk@aol.com.

Preservation

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and long-term programs. And that is where another benefit of membership comes in.

Because of the size of the NRHS, we can accomplish things collectively that would be difficult for an individual. The NRHS has programs in place to restore and preserve railroad film, to solicit and evaluate grants proposals, and to operate a reference library. Because most of this work is done by NRHS volunteers, the administrative cost for these programs is very low.

By pooling our funds, we can also accomplish things that few of us can afford ourselves. Here's one example. Even with today's lower interest rates, increasing the NRHS Heritage Preservation Fund by just over \$80,000 will earn enough to provide an additional \$5,000 grant every year, permanently. \$80,000 may seem like a lot of money, but in an organization of over 17,000 members, that's less than five dollars each.

Current Year Programs

Every year, the NRHS depends on donations to support film preservation, library acquisitions, historic plaques, and other preservation activities.

Our largest single use of donated funds is the Railway Heritage Grants Program. We started this program in 1991 with a single grant of \$1,500. In the decade since, we have provided almost \$160,000 to over 60 recipients to support a great variety of important rail history preservation projects across the country. Many of these are smaller projects that would find it difficult to attract corporate sponsorship or conduct extensive fund drives, and NRHS grants have been important for their success. And every year, the number of solid, worthwhile grant applications far exceeds our available funds.

Providing for the Long Term

The NRHS, like most of the railway enthusiast and preservation movements, is facing some

adverse trends. The North American rail industry continues to grow less diverse and more remote. With less regional difference, fewer excursion programs, and lower industry employment, it will be more difficult to sustain interest in railroad history with a broad perspective. Much more preservation and educational activity will be community based and locally focused. Broadly focused organizations, such as the NRHS and many familiar publications, will have a challenge to maintain their current membership and subscription levels.

We believe it is important to maintain our support of railway history preservation in the future and to develop its future leaders. But we may have to do so from a smaller membership base. The NRHS is starting to develop some funding programs to provide long-term support of preservation activities in addition to the year-to-year programs.

The NRHS Heritage Preservation Fund provides long-term support for the grants program and the libraries above what can be raised annually. Thanks largely to generous bequests from two deceased members, this fund has already grown to over \$200,000. We need to grow this fund even more to ensure adequate support for preservation in the future.

Last year, the NRHS also established the Geoffrey W. Gerstung Railroad Education Fund to support participation in rail-related education. Initially, this fund is being used to provide scholarships to our RailCamp program to open participation to people who might otherwise be unable to attend. We believe that programs such as this are vital to developing future leadership for rail history preservation.

Supporting the Program

Although the NRHS has been a 501(c)(3) tax-exempt organization for decades, we didn't actually start asking our members for donations until a few years ago. At the time, donations to the NRHS averaged well under

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Preservation

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\$1.00 per member. This year, we are approaching the \$2.00 mark. That is a substantial improvement, but still well short of what we could accomplish.

Imagine for a moment what we could do if donations averaged \$10.00 per member. In one year, we could do all of the following:

- Fund all current programs at improved levels,
- More than double the one-year funding for Railway Heritage Grants,
- Increase the NRHS Heritage Preservation Fund to provide permanent funding for an additional \$5,000 annual grant, and
- Increase the Geoffrey W. Gerstung Railroad Education Fund to provide an additional annual full scholarship to RailCamp.

Donating to the NRHS is easy.

Associate members and members of most chapters can include a donation with their annual membership renewal.

The NRHS is able to accept direct donation of stocks and other securities.

Or you can employ the coupon to the right to make a direct contribution. Mailing in a donation now has several advantages. In addition to being assured of completing the transaction in the

current tax year, you have the convenience of paying by credit card as well as by check.

We urge all members of the NRHS to do your part to fund the future of railway history preservation.

Convention

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and a Banquet. Some seminar topics include a) Building the Atlantic & Pacific Ry., b) History of the Grand Canyon Ry., c) Logging Railroads of Northern Arizona and d) Harvey Girls.

Saturday will be a spectacular day with steam on the Grand Canyon Railway. There will be at least two steam-powered trains on the line that day. A non-rail trip will bus to Sedona for great scenery and shopping.

Sunday will start the two-day return trip to Los Angeles with #3751. From Wickenburg, AZ, to Cadiz, CA travel will be on the Arizona and California Railroad. Overnight is scheduled in Parker, AZ. Monday #3751 will return to Los Angeles Union Passenger Terminal.

The form to the right is included in this issue of *NRHS News*, so please pre-register to join us for CANYON RAILS 2002.

Visit the Convention Website

at

<http://www.canyonrails2002.com/>

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



Donation to be used for:

- Unrestricted
- Railway Heritage Grants Program
- NRHS Heritage Preservation Fund
- Geoffrey W. Gerstung Railroad Education Fund
- Other _____

Name _____

Membership# *or* Address _____

Amount _____ Make Check or Money Order Payable to: NRHS *or*

- American Express Discover MasterCard Visa

Card# _____ Expires _____

Signature _____

- Contact me about direct donation of stock or other securities
- Contact me about donation of documents, books, or film

Mail to: NRHS, P. O. Box 58547, Philadelphia, PA 19102

Detach Here



2002 Annual Convention

Monday, August 19th - Monday August 26th

Pre-registration: \$25 until January 5, 2002

Name _____

Street Address _____

City / State / Zip _____

E-Mail _____ Phone _____

Membership# _____ Date _____

Make Check or Money Order Payable to: Canyon Rails 2002 *or*

- MasterCard Visa

Card# _____ Expires _____

Signature _____

Mail to: Canyon Rails 2002, P. O. Box 391, Williams, AZ 86046



A Visit to the East Broad Top Railroad at the Fall Directors' Meeting - hosted by Cumberland Valley Chapter

