



NRHS News

National Railway Bulletin Nos. 3 & 4

March 2003

Roof Collapses at B & O Museum



Roanoke Chapter Saves Station (below)

Former Virginian Railway Station To Be Preserved

The Roanoke Chapter, NRHS and Roanoke Valley Preservation Foundation have announced that Norfolk Southern Railway Company will donate the former Virginian Railway passenger station in Roanoke to the Chapter, in order to preserve the architectural landmark.

The one-story brick station, built in 1909, was the only significant public-use structure built by the Virginian. The Virginian, also completed in 1909, was built to haul coal from West Virginia to Tidewater Virginia. Along with the Clinchfield RR, it was the last major railroad east of Rockies built in the 20th Century, and was merged into the Norfolk & Western in 1959.

Coincidentally, on Jan 29, 1956 the last Virginian passenger train pulled out of the Roanoke station, and on January 29, 2001 fire destroyed most of the roof.

The Chapter's first priority will be to close and restore the roof, which was the most

See Roanoke, Page 2

Baltimore Convention Continues on Track

Editors' Note: We had hoped to use this space to highlight the visit of the Philadelphia and Lancaster Chapter F7s to the Fair of the Iron Horse. Sadly, a record breaking snowfall has caused massive damage to the B & O Museum's roof and contents, necessitating the cancellation of what was shaping up to be the biggest spectacle since the 1948-49 Chicago Rail Fair. As we went to press, the following was released by the Chapter Convention Committee:

The National Railway Historical Society, Washington, DC Chapter, Inc. and the Railway and Locomotive Historical Society, Inc. are pleased to announce the events for Star Spangled Rails, the joint NRHS/R&LHS convention to be held in Baltimore in July 2003. A variety of exciting events will be held featuring both vintage and current day equipment in a red, white and blue patriotic celebration of the Baltimore and Ohio Railroad's 175th Anniversary and our nation's 227th Independence Day!

Main line excursions will be offered over three routes associated with Baltimore's railroad history. The Baltimore and Ohio Railroad is featured on Wednesday, July 2nd, with Cumberland and Frostburg, Maryland as the destination of the *Potomac Valley* which will travel via Washington to the Western Maryland Station in Cumberland. There, passengers will make a rare train-to-train connection with a special steam-powered Western Maryland Scenic Railroad train to

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Annual Meeting Notice - Page 10

Railway Heritage Grant Applications Sought

The National Railway Historical Society is now accepting applications for grants for the year 2003. Although most grants have been awarded for preservation activities, NRHS also encourages projects in research, education and publications.

Should your Chapter or other organization wish to apply for a grant, please contact the NRHS National Office to request a Grant Application Package. Write, fax, phone or e-mail to NRHS Railway Heritage Grant Program, P. O. Box 58547, Philadelphia, PA, 19102-8547: telephone 215-557-6606, fax 215-557-6740, e-mail info@nrhs.com.

Grant Application Packages are being distributed from our Philadelphia Office. Completed applications must be received at the NRHS National Office, Philadelphia, PA, not later than 4:00 p.m. Wednesday, April 30, 2003. No exceptions.

Grants will be announced on Monday, July 1, at our Philadelphia National Office and on our NRHS website. Grant amounts may vary from \$500 to a maximum of \$5,000.

Roanoke

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severely damaged portion of the building. There apparently was little significant damage to the building walls. Interior restoration will follow. For over 40 years the building had been leased to a local feed and seed company.

Negotiations with Norfolk Southern for the donation began in 2001. President Ken Miller, and member Jeff Sanders, led the Chapter and worked a consortium of preservation interests in the area, led by the Roanoke Valley Preservation Society. The building had been on several lists of endangered

historical structures, including that of the Great American Stations Foundation. It will be nominated this year for the Virginia Landmark Register and National Register of Historic Places.

The Virginian Station is one of a number of historical items Norfolk Southern has donated to various organizations in the Roanoke area in recent years, including: the two original general office buildings (one now a college level learning center, the other converted and recently opened with upscale apartments); the former N&W passenger station (now under restoration for the O. Winston Link Gallery); the ex-N&W freight station (which now houses Virginia Museum of Transportation and later this year N&W steam locomotive Class A Number 1218); and Hotel Roanoke (fully renovated, expanded and operated as a Double Tree Hotel).

Iowa Chapter 50th Anniversary

The Iowa Chapter will celebrate its 50th Anniversary on May 3 at Boone, Iowa on the Boone & Scenic Valley Railroad, ending with a dinner train ride over the line, 5:30PM – 8:00PM. The B&SV represents the last operating segment of the former Ft. Dodge Des Moines & Southern (Fort Dodge Line) interurban. Iowa Chapter's first organized fan trip took place on the FDL, July 26, 1953, with a three car special covering all lines north of Boone to Fort Dodge, Webster City, Lehigh and Rockwell City. National Officers, including President Molloy, plan to attend.

Boone is an hour's drive from Des Moines. Several Iowa Chapter and Overland Chapter members plan to overnight near the Des Moines Airport. With proper notice, transfer from / to Amtrak at Osceola may be arranged. The UP mainline is only a short walk from the B&SV depot and a visit to the famous high bridge can be arranged. For further details, contact: Overland Chapter-NRHS, 1412 12th Street, Moline, IL 61265, (309) 764-1834, or fax (309) 764-4147.

The NRHS News is published six times a year by the National Railway Historical Society, as a supplement to the National Railway Bulletin – Lynn Burshtin & Robert Pinsky, Editors. Please send all items to:

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

Special Offers from Indiana University Press

We are pleased to again announce that our special arrangement with the Indiana University Press has been extended and expanded to include several new titles. By ordering these publications through the Society, our Members will receive a substantial discount from list prices. In addition, the Society receives a commission on every book sold.

New Titles

Uncle Sam's Locomotives

Eugene L. Huddleston

The United States Railroad Administration was created in World War I to operate the railroads on their intensified wartime footing. As a result, the USRA changed the face of railroads forever, and left America with twelve now-classic locomotive designs. This superbly illustrated book presents a study of the 30-year impact of the USRA on steam locomotives. 196 pages, 220 b&w photos, 20 figs. UNCSAC, list price \$49.95 (cloth)

NRHS Members Price: \$39.95

The Federal Role in Urban Mass Transportation

George M. Smerk

This important new book is the only available comprehensive survey and analysis of federal policies and programs for urban mass transit. *Railfan and Railroad Magazine* said of it: [This is] "a highly in-depth study of the impact of governmental policies on the mass transit industry over the last few decades and where it may soon be heading." 400 pages, FEDROC, list price \$34.95

NRHS Members Price: \$27.95

Invisible Giants: The Empires of Cleveland's Van Sweringen Brothers

Herbert H. Harwood, Jr.

Invisible Giants is the Horatio Alger-esque tale of a pair of reclusive Cleveland brothers, Oris Paxton and Mantis James Van Sweringen, who rose from poverty to become two of the most powerful men in America. They controlled the country's largest railroad system—a network of track reaching from the Atlantic to Salt Lake City and from Ontario

to the Gulf of Mexico. On the eve of the Great Depression they were close to controlling the country's first coast-to-coast rail system—a goal that still eludes us. They created the model upper-class suburb of Shaker Heights, Ohio, with its unique rapid transit access. They built Cleveland's landmark Terminal Tower and its innovative "city within a city" complex. Indisputably, they created modern Cleveland.

Yet beyond a small, closely knit circle, the bachelor Van Sweringen brothers were enigmas. Their actions were aggressive, creative, and bold, but their manner was modest, mild, and retiring. Dismissed by many as mere shoestring financial manipulators, they created enduring works, which remain strong today. The Van Sweringen story begins in early-20th-century Cleveland suburban real estate and reaches its zenith in the heady late 1920s, amid the turmoil of national transportation power politics and unprecedented empire-building. As the Great Depression destroyed many of their fellow financiers, the "Vans" survived through imaginative stubbornness—until tragedy ended their careers almost simultaneously. *Invisible Giants* is the first comprehensive biography of these two remarkable if mysterious men.

Herbert H. Harwood, Jr., has concurrently been a railroad historian, writer, photographer, and working railroader. A history graduate of Princeton University, he received his MBA from Columbia University and then spent 30 years in various management positions at the Chesapeake & Ohio and Baltimore & Ohio and their successor, CSX Transportation. He has written 11 books on railroad and electric

Books

From Page 3

railway history. 256 pages, 4 appends., index, 72 b&w photos, 15 maps, 1 table, 7" x 10", list price \$49.95

NRHS Members Price: \$39.95

Metropolitan Railways: Rapid Transit in America

William D. Middleton

Early in the 19th century, growing American cities began to experience transportation problems. One solution was the horse-drawn streetcar, developed in 1832, but it soon proved inadequate. The first elevated train was transporting passengers above the streets of Manhattan by 1871; the first subway opened 25 years later in Boston; and similar systems soon followed in Philadelphia and Chicago. Rapid transit was confined to these few cities until after World War II, when a new generation of systems began to appear. In the 1970s, light rail became an economical alternative to conventional rapid transit. By century's end, some three dozen cities in the U.S., Canada, and Mexico operated metropolitan rapid transit or light rail systems that transported five billion urban passengers annually, and still more were under construction or planned.

These diverse systems include elevated lines ranging from Chicago's "L" to the fully automatic Skytrain metro of Vancouver, B.C.; subways from New York City's thundering tunnels—the world's largest underground system—to the thoroughly modern metro of Guadalajara; and light rail from lovingly restored New Orleans streetcars to the sleek, articulated vehicles of Silicon Valley.

Metropolitan Railways is a large-scale, extensively illustrated volume that deals with the growth and development of urban rail transit systems in North America. It traces the history of rail transit technology from such impractical early schemes as a proposed steam-powered "arcade railway" under New York's Broadway through today's sophisticated systems. Rapid transit

enthusiasts as well as residents of cities that are potential candidates for rapid transit or light rail systems will find this book indispensable. 400 pages, approx. 360 b&w photos, 8 1/2" x 11", list price \$59.95 (cloth)
NRHS Members Price: \$47.95

Previously-Offered Titles Still Available!

Trains Across the Continent

North American Railroad History - Second Edition

Rudolph Daniels

"Quickly and concisely Dr. Daniels leads you through the maze of building, merging, and a myriad of other details necessary to understand modern railroading - steam, diesel, passenger and freight - are all carefully explained on a national scale rather than railroad specific, making this book even more of a useful tool for the student."

Donald D. Snoddy, Former Historian,
Union Pacific Railroad

Updated maps, new appendices, a greatly expanded bibliography, detailed discussions of the recent proposed mergers of the Canadian Pacific and the Burlington, of the diesel locomotive, and of railroad electrification make *Trains Across the Continent* the complete and concise introduction to North American railroads. 224 pages, 176 b&w photographs, 11 illustrations, 7 maps, 8 1/2" x 11", list price \$39.95 cloth, \$19.95 paper

**NRHS Members Price: \$31.95 cloth
\$15.95 paper**

Louisville & Nashville Steam Locomotives

Revised 1968 Edition

Richard E. Prince

A revised new edition of an encyclopedic study.

First published in 1959 and revised in 1968, this is a must-have book for the Louisville and Nashville Locomotive's many steam fans. With hundreds of vintage photographs, detailed rosters, and schematic drawings, it

is an invaluable resource for railroad buffs and historians. But even casual readers will be swept up in Prince's history of the growth and diversification of the L&N. 216 pages. 420 b&w photos, 8 1/4" x 10 3/4", list price \$49.95 (cloth)

NRHS Members Price: \$39.95

The Lake Shore Electric Railway Story

Herbert H. Harwood, Jr., & Robert S. Korach

From 1901 to 1938 the Lake Shore Electric claimed to be - and was considered by many - "The Greatest Electric Railway in the United States". It paralleled the shore of Lake Erie, connecting Cleveland and Toledo with a high-speed, limited-stop service and even pioneered a form of intermodal transportation three decades before the rest of the industry. It reached its peak in the early 1920s. The Lake Shore Electric suffered the fate of most of its sister lines, as it could not compete with automobiles, trucks, or buses in terms of convenience or economy. This book recounts a fascinating chapter in interurban transportation history. 288 pages, 250 b&w photos, 15 illustrations, 12 maps, 8 1/2" x 11", list price \$59.95

NRHS Members Price: \$47.35

In The Traces

Railroad Paintings of Ted Rose

Introduction by Thomas H. Garver

In the Traces presents 60 paintings by Ted Rose, with commentary by the artist. The works are an eloquent and absorbing view of industrial America, especially of railroads as an integral part of the man-made landscape.

Here is the rich narrative of a journey of discovery that began 50 years ago when Rose confronted changes everywhere during the time railroads and the country were in transition. His paintings are a record of his continuing fascination with railroad places, a visual anthology of past and present. These masterful watercolors well describe the atmosphere and life along the tracks during the last half of the 20th century.

Rose found beauty in the commonplace - the common places of our experience and in the back alleys of a reality we thought we knew so well. These expressive works are visual documents, informed by the rhythmic idiom of blues music and the poignant song of railroad operations in winter bleakness, blazing sun, or darkest night. The artist's empathy with his subjects, human and mechanical, is given through a brilliantly controlled technique which Rose deftly adjusted to match the nature of a scene, from the soft light of dawn on the prairie to the harsh glare of headlights and signal lights at midnight. Although his works evoke the look of earlier American realist paintings, Rose's knowledge of subject matter and his often unorthodox use of the watercolor medium supported his narrative purposes without reference to other artists.

The late Ted Rose, a signature member of the American Watercolor Society and the National Watercolor Society, lived and worked in Santa Fe, New Mexico. His paintings received consistent recognition in juried and invitational exhibitions, and appear often in books, magazines, and exhibition catalogues. 152 pages, 60 color plates, 12" x 9", list price \$49.95
NRHS Members Price: \$39.95

Civil War Railroads: A Pictorial Story of the War Between the States, 1861-1865

George B. Abdill

First published in 1961, this title is now back in print. The quality of the photographs is significantly improved in this edition. With 220 photographs, many of them available only in this volume, this book shows how railroads were instrumental in waging the first modern war of rapid transportation, and how the war was instrumental in modernizing the railroad system. Includes pictures of both northern and southern rolling stock, buildings, bridges, and railroad wrecks. Hardback, 192 pages, 220 b&w photographs, 10 3/8" x 8", list price \$37.50
NRHS Members Price: \$29.95

Books

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South Shore: The Last Interurban, revised second edition

William D. Middleton

First published in 1970 and out of print for some time, this revised edition has a new chapter, new photographs, and an excellent bibliography. Using photographs, maps, and schematic drawings, William Middleton chronicles the rising and sinking fortunes of the Chicago South Shore and South Bend Railroad, from the first decade of the 20th century to the present day. Hardback, 192 pages, 245 b&w photographs, 23 ills, bibl, index, 8 1/2" x 11", list price \$35.00

NRHS Members Price: \$27.95

Landmarks of the Iron Road: Two Centuries of North American Railroad Engineering

William D. Middleton

A new book from William D. Middleton. A lavishly illustrated guide to the great landmarks of American civil engineering - bridges, mountain passes, tunnels - from pioneer times to the present. It was these feats of engineering that enabled American railroad builders to construct the great network of steel rails, thus helping to settle and civilize the North American continent. Hardback, 216 pages, 240 b&w photographs, index, 8 1/2" x 11", list price \$39.95

NRHS Members Price: \$31.95

Cotton Belt Locomotives

Joseph A. Strapac

This is the first national publication of this title, which has been out of print since the early 1980s. This comprehensive history of the St. Louis Southwestern Railway (better known as the Cotton Belt) documents a full century of history, using photographs, schematic drawings, diagrams and maps. Included is a roster of every steam and diesel locomotive that was owned by the Cotton

Belt. Hardback, 256 pages, 329 b&w photos, 37 illustrations, 3 maps, 8 1/2" x 11", list price \$59.95

NRHS Members Price: \$47.95

Katy Northwest

Donovan L. Hofsommer

Originally published by Pruett Publishing Co. of Boulder, CO, this title has been out of print since the 1980s and is now back in print. With a new introduction by Fred Frailey, this remains one of the best in-depth studies of a branch line railroad. The book addresses the impact the railroad's demise had on the region and communities of Texas and Oklahoma. Hardback, 336 pages, 295 b&w photographs, 1 color photograph, 8 1/2" x 11", list price \$59.95

NRHS Members Price: \$47.95

Railroads of Indiana

Richard S. Simons and Francis Parker

Hardback, 312 pages, 91 b&w photographs, 10 figs., 28 maps, list price \$49.95

NRHS Members Price: \$39.95

Moonlight in Duneland

Edited by Ronald D. Cohen and Stephen G. MacShane, Foreword by Victor Margolin

Hardback, 160 pages, 65 color and 30 b&w reproductions, list price \$49.95

NRHS Members Price: \$39.95

Ghost Railroads of Indiana

Elmer G. Sulzer

Hardback, 264 pages, 75 illus., 6 color photographs, 372 b&w photographs, 25 maps, list price \$49.95

NRHS Members Price: \$39.95

Ghost Railroads of Kentucky

Elmer G. Sulzer

Hardback, 248 pages, 124 illus., 5 color photographs, 310 b&w photographs, 35 maps, list price \$49.95

NRHS Members Price: \$39.95

Ghost Railroads of Tennessee

Elmer G. Sulzer

Hardback, 320 pages, 97 illus., 8 color photographs, 352 b&w photographs, 27 maps, list price \$59.95

NRHS Members Price: \$47.95

Atlantic Coast Line Railroad: Steam Locomotives, Ships, and History

Richard E. Prince

This is a reissue of the book that Prince first published in 1966; it has been out of print for 20 years. Hardback, \$49.95.

NRHS Members Price: \$39.95

Seaboard Air Line Railway: Steam Boats, Locomotives, and History

Richard E. Prince

Another reissue. This one was published in 1969 and has also been out of print for 20 years. Hardback, \$49.95

NRHS Members Price: \$39.95

A Sampling of Penn Central: Southern Region on Display

Jerry Taylor

This was self published in 1973 and covers Penn Central operations at the Columbus, Cincinnati, and Indianapolis terminals in the early 1970s. Hardback, \$59.95

NRHS Members Price: \$47.95

The Pennsylvania Railroad in Indiana

William J. Watt

A brand new history of the Pennsylvania Railroad and its predecessor companies in Indiana. Few corporate institutions had such widespread impact upon Indiana's people or their way of life - the "Pennsy" once operated one-fourth of the state's rail mileage. Highlights of its story include coverage of its famous passenger trains, its impact upon the state's economy, the railroad's contributions to Allied victory in World War II, and the post-war decline which led to the creation of the Penn Central. Illustrations recreate images of its speedy passenger trains and heavy-tonnage freights, as well as advertising and other promotional materials dating back to the 1840s. Hardback, \$49.95

NRHS Members Price: \$39.95

"Yet there isn't a train I wouldn't take"

Railway Journeys by William D. Middleton

A half-century career as an engineer, Naval officer, and university administrator took

Middleton to almost every part of the globe. Everywhere he took with him an abiding interest in railways, and a notebook and camera to record his experiences. From polar bear country on Hudson Bay to Minnesota's Mesabi Range and from the coasts of Costa Rica to the Orient Express, Bill Middleton's journeys prove that, in Edna St. Vincent Millay's words, there truly isn't a train he wouldn't take. Hardback, \$39.95

NRHS Members Price: \$31.95

Nashville, Chattanooga & St. Louis Railway

History and Steam Locomotives

Richard E. Prince

Richard E. Prince's long out-of-print encyclopedic study of the Nashville, Chattanooga & St. Louis Railway, "The Dixie Line", with hundreds of vintage photographs, schematics, maps, and rosters.

The NC&StL Railway originated in 1845 as the Nashville and Chattanooga RR. Taken over by the Union Army during the Civil War, it suffered extensive damage from Confederate attack but was rebuilt and operated by the U.S. Military Railroad for over two years. Returned to its owners in September 1865, it became the Nashville, Chattanooga & St. Louis Ry. in 1873, after absorbing the Nashville & Northwestern RR.

During the next 25 years, it became known to the public first as the Tennessee Line, then as the Lookout Mountain Route. In 1890 it gained entrance into Atlanta as lessee of the state-owned Western & Atlantic RR. Paducah and Memphis were reached in 1896, when lines of the former Paducah, Tennessee & Alabama RR were leased from L&N. At its zenith in the 1920s, it operated approximately 1,259 miles of track, from the Mississippi and Ohio rivers through Kentucky, Tennessee, and Alabama, to Atlanta, Georgia.

In 1880, to eliminate the threat of competition that was developing between the two companies, the Louisville & Nashville RR acquired control of the NC&StL Ry., much to

Books

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the dismay of the citizens of Nashville, and for the next 77 years it operated as a prosperous subsidiary of the Old Reliable. It was actually absorbed by the L&N organization in 1957 to become part of the Nashville and W&A divisions.

Maps, schedules, rosters, diagrams, and hundreds of photographs supplement historical information on the company and technical information on the trains. 196 pages, 348 b&w photos, 8 1/4 x 10 3/4, index, list price \$59.95 (cloth)

NRHS Members Price: \$47.95

The Bridge at Quebec

William D. Middleton

The seven-decades-long struggle to build a bridge at Quebec over the St. Lawrence River. Completed in 1919, it still stands as the greatest of its kind.

In the middle of the 19th century the leaders of the City of Quebec dreamed of a great bridge across the St. Lawrence River. It would link their city to the new railway lines developing along the south shore, giving Quebec a competitive edge in its long struggle with Montreal for commercial dominance.

The width and depth of the St. Lawrence necessitated a bridge of unprecedented scale, and many of the best engineers of the time turned their attention to the problem. Three serious proposals for a bridge never materialized. A fourth plan finally moved ahead at the beginning of the 20th century, only to end in one of the greatest construction failures of all time. In 1907 the incomplete structure collapsed into the river with a loss of 75 lives. From the ruins of this first attempt emerged still another plan. In 1916, when the great bridge was nearing completion, tragedy struck again. As the huge center span was being lifted into place, it fell into the river, taking another 11 lives. It was not until a year later that a replacement was installed, and the great bridge was finally complete. 216 pages, 135 b&w photos, 8 1/2 x 11, index, appendix, list price \$39.95 (cloth)

NRHS Members Price: \$31.95

The Pennsylvania Railroad at Bay

Richard T. Wallis

The Pennsylvania Railroad at Bay is the story of an independent and creative 19th-century Indiana businessman, William Riley McKeen, and the railroad that he built based in Terre Haute - the Terre Haute & Indianapolis Railroad. Until now, the TH&I has been something of an enigma for historians of the Pennsylvania Railroad. They have often ignored or failed to understand the fact that the Terre Haute road remained independent for so long. Unlike similar relations with its other western lines - such as the Indiana Central and the Pittsburgh, Fort Wayne & Chicago - the Pennsy's early courtship of the TH&I did not lead to the usual "smothering embrace," as author Wallis puts it. Instead, what he calls an "arm's length partnership" endured between the two vastly different organizations. Wallis has made a fascinating contribution to the railroad history of Indiana, to the story of the Pennsylvania Railroad, and to the history of Terre Haute and one of its most interesting businessmen. 208 pages, 71 B&W photos, 11 figs., 7 x 10, bibl., index, list price \$39.95 (cloth)

NRHS Members Price: \$31.95

The Northern Railroads in the Civil War

Thomas Weber

"... [T]he premier account of the impact of the Northern railroads on the American Civil War and the corresponding impact of the war on railroad administration and construction." - NMRA Bulletin. 336 pages, list price \$35.00 (cloth), \$15.95 (paper)

**NRHS Members Price: \$27.95 cloth
\$12.75 paper**

Ordering

All book orders should be sent to the address below. Make checks out to "National Railway Historical Society." Please include \$5.00 shipping for the first book and \$1.00 for each additional book on the same order.

National Railway Historical Society
IUP Book Offer
Post Office Box 58547
Philadelphia, PA 19102-8547

Convention

From Page 1

Frostburg. On Sunday, July 6th, the Western Maryland's 'Dutch Line' is the featured route of the Blue Mountain Limited. This train will travel over a CSX freight-only line through the bucolic Maryland countryside to the railfan-friendly town of New Oxford, Pennsylvania. Former Pennsylvania Railroad rails provide the route for the Harrisburg Circle on Saturday, July 5th. This train, led by Juniata Terminal Company's restored PRR E-8s, will travel Amtrak's Northeast Corridor to Perryville, then north on the 'Port Road' along the scenic Susquehanna River to circle Harrisburg area sights including Three Mile Island, Enola Yard and the Century old Rockville Bridge.

Vintage equipment and photo opportunities abound in another series of convention trips to regional rail attractions. Convention-goers will have the chance to enjoy covered wagons on the Gettysburg Scenic on a run to Mt. Holly Springs, Pennsylvania; steam and a doodlebug on the Wilmington and Western in conjunction with a visit to Amtrak's Wilmington Maintenance Facility; and a two-day extravaganza of steam, diesel and an Edwards Motor Car on the Cass Scenic Railroad and the West Virginia Central in West Virginia. A fun ride on the railfan's favorite local railroad—the Ma and Pa—via track speeder, is also an option in combination with a ride on the Stewartstown Railroad.

Electric traction fans can take in the city's two modern day operations—the Metro Subway and the MTA Light Rail line, including a behind the scenes tour of shops on both lines, in combination with a visit to the Baltimore Street Car Museum to ride some of the city's historic street cars. A night photo session, led by *Railfan and Railroad's* Steve Barry, rounds out the convention rail activities.

The Star Spangled Rails Convention Banquet will be held on Thursday, July 3rd. Mr. Gilbert Mallery, Vice President Business Development, Amtrak, will be the keynote speaker. Earlier in the day, a bevy of fascinating seminars will be held including a panel discussion on Intercity Passenger Rail on the Baltimore & Ohio in the years prior to Amtrak; and, presentations on B&O railroad history,

modern and historic photography, and operating steam locomotives. A new seminar feature this year will be two 'Rolling Seminars' which will visit in-the-field sites in order to better illustrate the subject. These seminars will cover railroad historical resources in the Mid-Atlantic region, and 'The First 13 Miles'—a look back at the very beginnings of the B&O. The two-day, B&O 175th Anniversary Railroadiana show will be open to convention-goers, free of charge, as well.

Plans are also now being developed in conjunction with the B&O Railroad Museum to afford convention-goers a special opportunity to learn about the progress of the building and equipment restoration at the B&O Railroad Museum since the February 17, 2003 collapse of the roof of the 1884 Baldwin Roundhouse due to heavy snow. As a result of this tragic event, the B&O Railroad Museum's fete in honor of the 175th Anniversary of the Baltimore and Ohio Railroad, the *Fair of the Iron Horse*, has been cancelled by the museum. For more information regarding the B&O Railroad Museum and how to contribute to the roundhouse restoration, please see their web site at <http://borail.org/>.

Sightseeing tours to selected Baltimore area attractions are also planned, and include visits to Maryland's historic capital city, Annapolis; the Ladew Topiary Gardens and Boordy Vineyards Winery; and, a chance to shop the Mills—Arundel and Savage. The city skyline can be enjoyed as well from a harbor cruise aboard the *Bay Lady*. Fantastic fireworks will also light up Baltimore's Inner Harbor to celebrate the Fourth of July.

Registration packages with full details are scheduled to be mailed to preregistrants in mid-March for priority ticket ordering. For those NRHS and R&LHS members not registered, the registration fee is \$45. To obtain a registration form, send a self-addressed, stamped envelope to Star Spangled Rails, P.O. Box 441668, Ft. Washington, MD 20749-1668, or visit the Star Spangled Rails web site at www.starspangledrails.org. Updated convention information may be obtained at that web site as well, as it is announced.

Registration packages will be arriving soon in your mailbox; be sure to join the celebration in Baltimore!

Do Your Part to Preserve Railway History

The NRHS needs your continuing support to fund a variety of railway history preservation efforts. The generous support that you, our members, provide to these projects allows us to do so much more than we could individually. The NRHS has programs in place to restore and preserve railroad film, to evaluate and fund 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. Every year, the NRHS depends on general 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**. Since we started this program in 1991, we have provided over \$190,000 to over 70 recipients to support a great variety of important rail history preservation projects across the country. But every year, the number of solid, worthwhile grant applications far exceeds our available funds.

The **NRHS Heritage Preservation Fund** provides long-term support for the grants program and the libraries above what can be raised annually. We need to grow this fund even more to ensure adequate support for preservation in the future.

The **Geoffrey W. Gerstung Railroad Education Fund** provides long-term support to underwrite 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.

You can also support the **RailCamp Program** itself. This residential camp for high school-age young adults at the Steamtown National Historic Site is helping assure the future of rail history preservation. Tuition and scholarships alone do not cover the full cost of RailCamp, and your donations help us assure that this program will continue.

And remember, the NRHS is a 501(c)(3) tax-exempt organization, so donations are tax-deductible. So please, do your part to fund the future of railway history preservation. If you haven't sent in your 2003 dues yet, you can add a contribution to the dues payment. Or, if you use the coupon on the right, you have the convenience of donating by credit card as well as by check.

NATIONAL RAILWAY HISTORICAL SOCIETY, INC. NOTICE OF ANNUAL MEETING

18 Park Avenue
Oneonta, NY 13820-2213

Dear Member:

The Annual Meeting of the National Railway Historical Society, Incorporated will be held at the WYNDAM BALTIMORE INNER HARBOR, 101 W. FAYETTE STREET, BALTIMORE, MARYLAND 21201, AT 3:00 PM, EDT, Friday, July 4, 2003 for the purpose of electing a Board of Directors for the ensuing year and the transaction of such other business as may come before the meeting.

The attached proxy is solicited by the management. In order to guarantee that the wishes of each individual Chapter will be carried out, the management pledges that this proxy will be exercised to elect all duly chosen Chapter Directors.

A cordial invitation is extended to the membership to attend the annual meeting and to enjoy the convention activities planned by our host, the WASHINGTON DC CHAPTER.

By Order of the Board of Directors,
BRUCE J. HODGES - Secretary

February 21, 2003



Donation to be used for:

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

Name _____

Membership# *or* Address _____

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PROXY

KNOW ALL MEN BY THESE PRESENTS, that I, the undersigned member of the National Railway Historical Society, Inc., do hereby appoint Leroy S. Dietrich, Gregory P. Molloy and Bruce J. Hodges, or any one of them, my true and lawful attorney and agent, with the power of substitution, for me and in my name to vote at the Annual Meeting of the members of said Society, to be held in Baltimore, MD on Friday, July 4, 2003 or at any adjournment or adjournments thereof, for the election of all Chapter Directors, and in their direction, upon any other business that may properly come before said meeting, hereby revoking all previous proxies.

Name (print)

Signature

Date

Chapter

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 21st. 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 info@nrhs.com.

How to Read your Imprint



- ① Your Membership Number
- ② Your Chapter Number (299 = Associate)
- ③ The year through which you are renewed.



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BRUCE J HODGES SECRETARY
 NATIONAL RAILWAY HISTORICAL SOCIETY
 PO BOX 58547
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