



Help preserve railway history with your donation to NRHS

As 2004 draws to a close, you still have time to make a tax-deductible donation to help the National Railway Historical Society preserve our railway heritage and history.

We know that you have recently received your annual dues renewal bill, and we appreciate your continued membership. As always, your dues fund the Bulletin, this newsletter, our websites and the operation of many NRHS services. But dues don't pay for everything, and we continue to rely on donations to support many vital programs. The continuing and generous support from our members allows us to achieve much more collectively than we ever could as indi-

viduals. The NRHS needs your donations both to support current preservation projects and to build a source of long-term funding for the future.

Among our current needs, the largest donation-funded project is the Railway Heritage Grants Program. In the thirteen years since this program started, the NRHS has provided over \$250,000 to numerous chapters, museums and preservation groups for a variety of important rail history preservation projects across the country. But every year, we have to turn away many important and worthwhile grant applications because the

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NRHS Approved for eligibility in Combined Federal Campaign

The National Railway Historical Society's application for eligibility has

been approved, and the NRHS will be included in the 2004 Combined Federal Campaign (CFC) National List. The CFC is a consolidated fund-raising campaign reaching U.S. Government employees worldwide.

Federal employees who are eligible to participate in the CFC may now choose to designate the NRHS as

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Mailing of latest *Bulletin* delayed

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By **GREG MOLLOY**

As you have undoubtedly noticed, this edition of the NRHS News arrived without its usual companion, the *Bulletin*. Don't worry, *Bulletin No. 1* will be in the mail soon, but it was running a bit later than we had expected. Since this edition of the *News* contains some time-value information, we decided to send it out ahead.

Obviously, we are still working on our *Bulletin* schedule problem. We made a lot of improvements last year, developing more reliable suppliers, increasing the page count and use of color, and significantly improving photo reproduction. But we didn't make a lot of progress on getting back on schedule.

Most of the delays with *Bulletin* come down to one problem: too few volunteers chasing too much work. While the *Bulletin* uses outside suppliers for most of the production functions (such as photo reproduction, printing and distribution), we still rely on a small staff of volunteers to handle the editorial functions. As in many other Society functions, we have just enough *Bulletin* volunteers to keep things running – barely. But when real life intervenes, such as family members with the flu or a busy period at somebody's paid employment, we don't have enough resources to adjust for the upset. As a result, work gets delayed.

The *Bulletin* staff is continuing to work on our systems and experiment with new ways to get the work done. But the key factor remains having enough people to keep the work on schedule. Elsewhere in this issue,

Jeff Smith has two different appeals for volunteers in areas where the NRHS needs additional help. We also have continuing needs in the public relations area and several others. As you will see, we don't need just bodies. As the society modernizes and expands, people with specific skills, experience and technical knowledge, as well as available time, are needed to help with various projects.

Please look at these appeals and consider if you can help. We have other needs, and we will continue to share them in the future. The alternatives to volunteer effort are not very attractive: fewer or scaled-back services to fit the staff available or higher costs (and dues) to purchase more from the outside. So please give some thought to what you can do to keep the NRHS moving forward.

NRHS approved

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one of the organizations to receive their CFC contribution. They will find the society listed in the "National/International Unaffiliated Organizations" section, which is published in each local campaign brochure. The NRHS number, for designating contributions, is 1379.

Qualification for the Combined Federal Campaign requires an organization to be active in at least 15 states, subject its finances to an external audit by a CPA firm and maintain a relatively low ratio of administrative expenses to total revenue.

The application process involves a substantial amount of information gathering and documentation.

The NRHS needs your help with volunteer staffing needs

Over the past few years, the NRHS has tried several different methods of staffing to support the Annual Activities Issue of the *Bulletin*. We have made significant production process changes to reduce the workload. Despite this, the total effort required to produce the AAI issue is still a few hundred hours.

For a variety of reasons, most of the production work has ultimately fallen on the shoulders of only one or two people. In order to assure the continued production of the Annual Activities Issue, we need to fill several positions for next year. If we are unable to increase staffing in this area, the Bulletin staff will be

forced to evaluate alternative formats for the Annual Activities Issue.

Annual Activities Issue production falls into three main tasks. First is the collection of the reports, photos, and data. Second is the organization and editing of the reports and other data. Last is the layout and proofing stage.

Below is a listing of our staffing needs in these areas:

1) Copy Editor – This person would collect the Chapter reports and organize them. The copy editor would compile all the reports for editing and ensure that the reports are complete.

The reports are collected via the NRHS website, and the copy editor would also be the primary interface for answering questions regarding the submission process. In addition to the chapter reports, the copy editor would receive chapter publication and collectible submissions and compile them for editing in a Word document. The copy editor work would mostly

Technology Help Requested

**By JEFFREY S. SMITH
NRHS Vice President**

Like many organizations, the NRHS has become increasingly dependent on technology in the last decade. We have several projects in the works that are heavily dependent on web technologies and databases and would like to solicit some help from people with skills in those areas.

Specifically we are looking for people with computer programming skills in any of the following technologies: HTML, php, Java, XML, .NET and/or SQL. Programmers with the ability to work on either Windows Servers and/or UNIX will fill our needs. Please keep in mind that we are not looking for people with all of these skills. If you have skills in only one area and are interested in helping, please contact Jeffrey Smith, Vice President. Jeff can be reached at bulletin@nrhs.com. Please allow a few weeks for a response.

occur from December through April each year, with the workload building steadily during that time and peaking around March 15th (the deadline for report submissions). The copy editor

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AT NRHS MEETING -- Distinguished visitors attend a Feb. 15, 1980 meeting. George Hartman and Brian Manwiller surround three guests (left to right): NRHS Vice President Allan Vaughn, Central Region Vice President Jerrold Hilton and Eastern Region Vice President George Springer. (Photo by Bill Dawson)

George Hartman, former NRHS officer, dies

George S. Hartman, 95, a former resident of Falls Church, Va., who held several leadership positions with the National Railway Historical Society, died Wednesday, July 7, at Annaburg Manor Nursing Center in Manassas, Va. He had dysphagia, a swallowing disorder.

Mr. Hartman was a native of Kansas City, Mo., and a graduate of Baker University in Kansas. He settled in the Washington area in 1942 and worked for the Maritime Administration and other agencies. He was employed by the Small Business Administration from 1952 to 1971. In his final job there, he helped small businesses understand the government's requirements to bid for military

projects. He was a member of First Presbyterian Church of Arlington, where he had been a deacon, elder and trustee, as well as a former secretary and acting superintendent of the church's school. Hartman was also a volunteer with the Boy Scouts of America and the Cub Scouts.

Mr. Hartman served the NRHS in various capacities during his 34-year membership. He held the office of vice president from 1976-1983 and was senior vice president from 1984-1986. He also served as director of membership awards (1982-1986), assistant to the president (1987) and director of chapter development (1987-1994). He was a member and

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Russell Wilcox dies on July 16; restored PRR's engine GG1 4935

Russell L. Wilcox, 87, of Lutherville, Md., a retired Penn Central Railroad draftsman and railroad enthusiast whose philanthropy resulted in the preservation of the historic GG1 4935 electric locomotive that is now on display at the Railroad Museum of Pennsylvania at Strasburg, died Saturday, July 17, at St. Joseph Medical Center as the result of a stroke.

Mr. Wilcox was a native of Baltimore, Md., and grew up near Carlin's Park. A 1934 graduate of Polytechnic Institute, Mr. Wilcox attended Drexel Institute in Philadelphia. During that time, he began building highly detailed O-scale model railroad equipment and became one of the founding members of the Baltimore Society of Model Engineers.

During World War II, he worked as a draftsman at the former Glenn L. Martin Company in Middle River, and after the war was employed for a time at Bethlehem Steel's Sparrows Point plant and at Pangborn Steel in Hagerstown. He returned to Bethlehem Steel briefly before joining the Western Maryland Railway in 1953 as a draftsman. In 1963, he joined the Pennsylvania Railroad's drafting department. Mr. Wilcox retired in 1969 from Penn Central, a year after it took over the Pennsy. During the 1970s, he worked as a consultant to several model railroad suppliers.

He was a 22-year member of the Lancaster chapter of the NRHS.

In 1977, Mr. Wilcox was asked by Howard Serig, a rail historian, to over-

see the exterior restoration of locomotive No. 4935 -- then still in service, pulling Amtrak passenger trains. The engine, restored to its original 1942 livery, returned to service later that year at Washington's Union Station. The dark-green, gold-striped 230-ton GG1 locomotive was eventually retired in the early 1980s after nearly 50 years of service.

Assisting in the restoration were members of the FOGG (Friends of the GG1) committee, which included NRHS members Larry Eastwood, Doug Watts, Nelson Bowers and Lee Dietrich. Mr. Wilcox, as part of the project, researched the drawings, cut the stencils by hand, worked on the paint matches, and oversaw the striping, lettering and painting. One of the volunteers who helped with the restoration said that Wilcox "was a walking encyclopedia when it came to GG1s and a stickler for detail."

After the engine was retired, Mr. Wilcox bought it from Amtrak for \$5,000 and donated it to the Railroad Museum of Pennsylvania. Acclaimed for his work on No. 4935, Mr. Wilcox was called to aid in the restoration of three other GG1s held in museums' collections.

A friend commented that "'in a world cluttered by the average, Russell's contributions will stand the test of time,"

Mr. Wilcox is survived by his wife of 50 years, the former Anna Mae Foulke.

Funeral services were held Monday, July 19.

Grants totaling \$32,000 awarded

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number of requests far exceeds our available funds.

The Society also depends on donations to support film preservation, which will be especially important this year. The supply of commercially produced railroad films is declining, and we need to preserve what remains. In addition, the Society recently received several valuable collections of high quality amateur film, both motion pictures and still photography. We don't want to simply lock this material in a vault. Your donations allow us to restore and preserve this film and to make it accessible for viewing.

We also need donations to expand the NRHS reference library, place additional historic plaques, and underwrite other preservation activities. Tuition and scholarships alone do not cover the full cost of RailCamp, our residential camp for high school-age young adults at the Steamtown National Historic Site. RailCamp helps to assure the future of rail history preservation, and your donations help us assure that this important program will continue.

In addition to our short-term needs, the NRHS is looking to the future with two funds intended to provide a secure source of long-term funding for rail history preservation.

Investment income from the NRHS Heritage Preservation Fund provides additional support for the grants program and expanding our reference library over and above what we raise annually. We have already raised over \$240,000 through a combination

of donations and bequests, and we need to keep building this fund to ensure adequate financial support for preservation in the future.

The Geoffrey W. Gerstung Railroad Education Fund provides long-term support to underwrite participation in rail-related education. This fund currently provides scholarships to our RailCamp program for young people who might otherwise be unable to attend.

The NRHS is a 501(c)(3) tax-exempt organization, so donations are tax-deductible.

Donating to the NRHS is easy. You can add a donation directly to your 2005 NRHS membership renewal bill. You can also use the attached coupon, which allows you to target your donation to a specific program and also offers the convenience of paying by credit card. Direct donations through our website at www.nrhs.com are available through PayPal, and we expect to have a new secure on-line payment feature up shortly. For more options, please contact the Society at (215) 557-6606 or at info@nrhs.com.

(Reproduce coupon from last year in NRHS News. Add RailCamp as a donation category if not there already)

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