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Oldest Railroad History Organization in North America

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R&LHS Honors Denny Anspach, M.D., with a Senior Achievement Award (pages 3-13) plus Altoona Members Meeting, Treasurer's Report, Fellowships Deadline, Trading Post, Membership Gifts and Development, From the Dispatcher's Office

Photo: Denny S. Anspach, MD, sharing stories of his 50+ years in railroad preservation after receiving the R&LHS Gerald M. Best Senior Achievement Award 7 March 2014. John Gruber photo

Railway & Locomotive Historical Society

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Quarterly Newsletter

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Mission Statement

The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve and disseminate information relating to railroad history. The Society's mission will be achieved by:

1. Publishing *Railroad History* and maintaining its status as the premier publication in the field.
2. Recognizing and encouraging scholarship in railroad history and other endeavors, such as the Society awards program.
3. Preserving historic documents, photographs and other materials, and providing access through national and chapter activities.
4. Maintaining communication among members of the Society through printed and/or electronic means.
5. Providing fellowship, education, and effective governance of the Society through the annual convention and membership meeting
6. Furthering knowledge of railroad history by publication of significant historical studies and reference works.
7. Encouraging appreciation of railroad history, and providing social enrichment opportunities through chapters and special interest groups.
8. Encouraging members to actively participate in the process of

Guess the Station

This feature will return in the next issue.
You still have time to identify Akron. So far, we have not received any correct answers.

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Message from the President

Living Under A Leaf

Robert Holzweiss, President

When you spend time visiting or perhaps volunteering at a railroad museum, you encounter many enthusiastic people who share a desire—some would call it a passion—to preserve railroad history for all to enjoy. These volunteers and professional staff bring to a museum a wide variety of talents and personal interests. Some prefer working on equipment restoration while others work in the archives and still others install exhibits. All of these activities (and many more) are essential for a railroad museum to properly care for its collection and interpret railroad history to the general public.

With so many talented volunteers engaged in so many different activities, it becomes difficult for the organization to remain focused on its long-term goals and the core mission, especially if financial and political setbacks or dissension among volunteers slow or even halt progress. Under those circumstances, encouraging volunteers to think about the museum collection ten and even twenty years in the future while remaining focused on short term projects is not easy. It is particularly difficult in the fractured world of railroad preservation where small groups or even individuals protect “their” preservation, restoration and exhibition projects. When dissension threatens progress, a special type of leader is needed to refocus the effort and explain how short term projects accomplish the long-term goals of the museum.

What kind of leader can focus so many talented, passionate and eager people? Leaders must have contagious enthusiasm with a broad deep knowledge of the subject that commands the respect of their peers. They must also be unassuming and yet be recognized experts in their field. They must also be modest but also have a history of personal achievement. Finally, they must be leaders yet always share credit with others. Add to those traits the patience and perseverance required to complete a long-term project, for example the creation of a major museum and archival repository, and you have Denny Anspach, the subject of this issue of the *Quarterly Newsletter* and the recipient of the 2013 Gerald M. Best Senior Achievement Award.

During my initial conversation with Denny about recognizing his lifetime achievement award in the pages of the *Quarterly*, he told me that he liked to “live under a leaf.” His words resonated with me because they describe Denny’s modest personality and deft touch when he stepped in to provide strategic direction and organizational guid-

ance during California State Railroad Museum’s formative years. Of course, Denny quickly credits others for the many accomplishments leading up to the opening of the museum in 1981 and the many milestones the museum achieved since then. Denny’s generous praise of his colleagues is well-deserved but now it is time to shine the spotlight on Denny and recognize his lifetime of service to the Pacific Coast Chapter of the R&LHS, the railroad preservation community and the people of the state of California for whom the CSRM was founded.

As you will read in the following pages, Denny was (and is) one of several people at the center of the California State Railroad Museum (CSRM) story. As he quickly reminded me, the story of the CSRM is not the story of Denny Anspach or one or two political, civic or business leaders. The California State Railroad Museum is the product of leaders who translated their vision into a workable plan that engaged the right people at the right time. There are many individuals, especially members of the Pacific Coast Chapter of the R&LHS, who in both large and small ways played critical roles in preserving the equipment that ultimately became the museum’s core collection. As you might expect, Denny is quick to name several later in this issue.

Although many individuals worked to build the California State Railroad Museum into the world-class institution it is today, very few remain from the earliest days of planning more than fifty years ago. That brings me back to Denny. Today, more than fifty years after joining the Pacific Coast Chapter and kicking around the idea of a railroad museum to house the PCC’s collection of rolling stock, Denny remains engaged with the CSRM Foundation and active in planning for the future expansion of the museum. I hope you enjoy this issue and join me in celebrating Denny’s lifetime achievement award.

The Gerald M. Best Senior Achievement Award recognizes a significant and long-standing contribution to the writing, preservation, and interpretation of rail-

Citation for Senior Achievement Award

The Railway & Locomotive Historical Society is proud to present the 2014 Gerald M. Best Senior Achievement Award to Dr. Denny S. Anspach. While some of us have the good fortune to know him personally, all of us have visited or look forward to seeing the institution he played so critical a role in establishing, the California State Railroad Museum in Sacramento. Today it is one of the premier railroad museums in the world, an extraordinary gift to tourists, railroad researchers, and its owners, the citizens of California. Dr. Anspach's early and enduring commitment to it—so influential to the Museum's founding and thriving—is more than worthy of this, the Society's highest honor.

Dr. Anspach, now retired after 46 years of medical practice, is a diagnostic radiologist with a specialty in breast care. He was born February 5, 1934, in Chicago, to William & Rachel Anspach. His father, also a radiologist, instilled in him an interest in railroading and to this day Midwestern railroads hold pride of place for him. His parents' apartment on the east side of the University of Chicago campus overlooked Illinois Central tracks and he has vivid memories of everything that passed beneath. "For a kid," he says, "with an interest in railroads, Chicago offered scenes that were beyond belief—I relish them all." These include: the Green Diamond, brand-new New York Central E7s, and visits with a family friend to the NYC Jackson Park roundhouse. His father inspired his interest in model railroading as well: "My Dad would often stop by the old American Flyer plant on South Halsted on his way home—there was an outlet store there and he would bring home many early American Flyer models, heavily discounted."

Dr. Anspach graduated from the Stanford University School of Medicine in 1960 and interned at the Mary Fletcher Hospital in Burlington, VT (now the University of Vermont Medical Center). After returning to Stanford for his residency at the Stanford Medical Center (1961-64), the opportunity to head-up the Radiology Department at Kirk Army Hospital in Aberdeen, MD, led him back east for two years.

Anspach's membership in the R&LHS Pacific Coast Chapter, dates back to 1957; his abiding interest was the chapter's locomotive and rolling stock collection. It was about that time that he began contemplating and discussing the collection's future. It was the collection that helped lure him back to California and he set up his practice in Sacramento. "The time was ripe," he observes, "as enthusiasm for the 1969 Golden Spike centennial was growing. But the spark of it all actually came from a serendipitous move by Sacramento interests to obtain the Central Pacific RR #1, Governor Stanford, for exhibition." In 1964 the famous locomotive was removed from the Leland Stanford Jr. Museum on the Stanford campus and taken for temporary storage to the Santa Fe shops in Richmond. "I was on site at the removal, and then functioned as its de facto custodian for years following."

After many fits and starts, eyes and hopes settled on a waterfront site filled with derelict Southern Pacific freight sheds on the Sacramento

river side of Old Sacramento. It was there—thanks to the combined efforts of the Pacific Coast Chapter of the Railway & Locomotive Historical Society, Sacramento community and business interests, railroads themselves, and soon the State of California under Governor Ronald Reagan—that ideas and reality began to merge.

As founding president of the Sacramento Trust for Historic Preservation (formed among historically-minded business people and Pacific Coast Chapter members to advance the cause of a railroad museum), Dr. Anspach's leadership was crucial and personal—it was on his kitchen table that the documents conveying the Pacific Coast Chapter's outstanding collection of equipment (totaling 30 locomotives and cars) to the state of California were jointly drafted. These gift deeds were signed ceremoniously later on Lucius Beebe's desk in the Gold Coast.

It wasn't just Anspach's organizational abilities and enthusiasm for the Museum that helped win the day, however. That success owed something as well to his personal charm: Anspach hosted a dinner on board the Gold Coast for Nancy and Ronald Reagan designed to win the governor's support. Reagan had already shown interest in preserving California's rich natural history, but, as the proponent of the "blue line veto" and anti-big government platform, his support was by no means assured. "That dinner," Anspach later observed, "went flawlessly. Governor Reagan was a gracious conversationalist and talk flowed easily. The Southern Pacific Railroad catered the dinner from the kitchen of the Sunset Limited Audubon dining car coupled adjacent, and cocktails were served aboard one of the Sunset's lounge cars, coupled just beyond the diner. Today, all of these cars are in the Museum's collection. Dinner was served not just by waiters, but by one of the railroad's elite crews of servers. It was an event, really, filled with showmanship—something which I think the Reagans appreciated." Showmanship and the perception that the forces behind the Museum were organized, capable and effective.

As essential as enthusiasm and support are to the success of any project, careful planning is even more so. Dr. Anspach's role in this aspect of the Museum can be seen in his role as editor and principal author of the Sacramento Trust for Historic Development's 197-page master plan, California State Railroad Museum: Recommendations for Planning & Development, published in 1972. It was a prescription that has continued to serve the Museum well.

Dr. Anspach remains very active on the Board of Directors of the Museum Foundation he also helped to create, and serves on its executive committee. His other interests are lifelong and include antique boat restoration and model railroading.

The field of railroad history is in Dr. Anspach's debt for his tireless and creative pursuit of the dream fulfilled that is the California Railroad Museum. He says it best: "I think everyone has in their mind's eye a gleam of something they aim at—even if we fall short there's happiness in working along toward a goal. The Museum exceeds anything I thought it would be!"

The California State Railroad Museum: A Brief Look Back

Denny S. Anspach, MD

Late in 2014 Bob Holzweiss asked me to share a few words about the specific events and historical trends that led to the creation of the California State Railroad Museum (CSRM) and the subsequent growth of this wonderful institution. In this regard, in response, and in humility, I offer below some observations and personal insights that might be of lasting value to others.



At the awards ceremony sponsored by the California State Railroad Museum Foundation, Denny Anspach stands next to Mark Entrop, R&LHS awards committee chairman (top) and shows his certificate to Mead Kibbey, a friend from Sacramento. John Gruber photos

The core of CSRM features an extraordinary collection of locomotives, rolling stock, artifacts and materials of preternatural historical, technological, and artistic value—particularly 19th century artifacts rescued, protected, stored, and maintained by the Pacific Coast Chapter (PCC) of the R&LHS from the later 1930s through the 1960s. As 19th century artifacts disappeared and later as steam locomotives gave way to diesels, then-Chairmen Gilbert Kneiss and later Fred Stindt wisely seized opportunities to preserve rare and often unique items for posterity. However, like so many other enthusiastic (and voluntary) endeavors, collecting was done with little thought beyond the immediate need to save a particular object or documentary collection. With the focus on the present, few thought about the financial, organizational and physical expense of preserving the collected items in perpetuity. I joined the Chapter in c. 1958, and formally assumed the responsibilities for “Museum Affairs” in about 1963 or 1964.

These chickens came home to roost when the decline of the railroads and changing technology in the 1950s and 1960s created ever more serious problems of safe locomotive and car storage. The first glimmer of salvation came in the late ‘50s when proposals were floated to convert a very large warehouse near San Francisco’s Aquatic Park into a railroad museum administered as a state park. The museum was to complement or perhaps amalgamate with the nearby California Maritime Museum. These proposals advanced to the level of conceptual layout drawings by the State Parks but were eventually deep-sixed by political wrangling and by the discovery that key parts of the collection could not clear the building. During this period, I moved from San Francisco to Sacramento.

By that time, Ronald Reagan had been elected governor, and he soon appointed Bill Mott, already a rising star in the Parks firmament, as his new California State Parks Director. As a previous Director of San Francisco East Bay Regional Parks, Bill Mott was already familiar with the Chapter’s collections, and had once advocated housing the collection under the sheds of the SP’s late lamented SP Oakland Mole!

When the May 1969 Gold Spike Centennial activities and ceremonies in Sacramento offered the opportunity to showcase the collection to the public, supporters, with Bill’s tacit support (and Sacramento City’s open support), arranged for selected locomotives and cars to journey to Sacramento for ceremonial display. After the celebration ended, the equipment remained stored in a serendipitously available facility with 1200 feet of covered track. The Gold Spike event was also the *cause célèbre* that cemented the Chapter’s continuing guardianship of Central Pacific RR #1 4-4-0 *Governor Stanford*; and new oversight of iconic CP #3 4-2-0 *C.P. Huntington* (subsequently SP #1 with the same name).

Later in 1969 the first of two gift documents were drawn up on my kitchen table. The documents transferred ownership of the Chapter’s collections *in toto* to the State of California for the purpose of a museum. In a February 1970 ceremony in Lucius Beebe’s notable Georgia Northern #100 (ne. GofG #97) *Gold Coast*, Director Mott



Nancy Reagan, Denny Anspach, MD, and California Governor Ronald Reagan next to Central of Georgia #97, Gold Coast, Sacramento, on 13 July 1970 for the dinner to discuss the governor's support for the Old Sacramento museum project. Geoffrey Fricker, MD, photo, Denny S. Anspach Collection

signed the first deed accepting the collection (the itemized contents of which constitutes the CSRM's current Core Collection).

Thus began the work by Chapter members; the City of Sacramento; state legislative and administrative personnel and members of the public to plan, build, and maintain a state-funded museum at Sacramento under the management of the California State Parks system. These efforts culminated in the opening of the California State Railroad History Museum in the Old Sacramento district in May 1981.

The inestimable historical importance of the Old Sacramento area added luster to the railroad theme and altogether made the area a destination for visitors. The riverbank adjacent to the museum once served as the jump-off point for the '49ers on their way to the gold fields. Later in the early 1860's the same riverbank became the focal point of Sacramento railroad activity when it served as the set-up location for the first locomotives of the Central Pacific, following their trips around Cape Horn. Directly adjacent were the storefront enterprises of the Big Four entrepreneurs who built the Central Pacific, not to mention the exact location of the first rails of the transcontinental railroad.

In the background, the Southern Pacific Railroad quietly backed the efforts to establish the museum. Central to their effort were several informal unwritten, unpublished, and unpublicized handshake agreements between the railroad and CSRM planners and advocates that were never knowingly broken. Among the most important were agreements to never request project underwriting nor contributions

of money; to not ask for, nor support actions that planners knew the Southern Pacific would not or could not do, e.g. restore for operations over Donner Pass Cab Forward 4-8-8-2 4294; and finally, to neither advocate, nor plan for museum expansion or operations north of the SP main line into the vast and historic 19th century Sacramento SP/CP Shops, Locomotive Works, and railroad yards.

These simple verbal political agreements were truly liberating. We knew where we stood; and in turn, these understandings allowed the SP to quietly give the museum access to a startling array of in-kind materials, services, and expertise. Enough cannot be said about this extraordinary corporate gift, both as it happened, and in retrospect. As I write this, my heart warms at the memories of what the toughest, gruffest of SP officials of all ranks would generously come up with—unasked and often unexpected—that either solved the problems of the moment, or created exponential value that lives on today.

The museum was deliberately built to embrace principles of professional exhibitry and museumship. In practice, this meant that locomotives, and cars, were to be displayed in a manner so that the bystander could visually embrace the entire object as an isolated individual entity. This broke with the then popular method of efficiently displaying locomotives and cars *en train* on parallel tracks.

By embracing this simple display principle—already very common for smaller artifacts in the wider museum world—CSRM stakeholders had to accept the very real penalty of displaying fewer pieces of rolling stock in the available space. Prudent space management also required creativity to ensure that all equipment, large or small, could enter the museum on its own wheels, and, if required, exit the same way.

But even now, *interpretation* was still essential to avoid the "Garden of Iron Dinosaurs" image that planners wished to avoid. By definition, interpretation embraces all the stories that fulfill the educational role of a true museum. The essential questions of *What is it? Why is it here?* and *Why is the observer being asked to devote time to it?* must be answered to provide context for the technological, social, cultural or artistic items on display.

A professional support staff carried out this educational requirement. As a notable by-product, their good work discouraged planners from creating "new" artifacts (more accurately termed replicas) when no original artifact existed. For example, the professional staff discouraged the exhibit of the venerable 1876 V&T RR 4-4-0 #12 *Genoa* as the long scrapped Gold Spike participant CPRR #60 *Jupiter*.

Two groups of people worked closely to establish the museum. The first and most formal was the *Sacramento Trust for Historic Preservation*, a small close-knit non-profit group established in late 1969. Members included several members of the PCC leadership including Fred Stindt, Brian Thompson, and myself; six history-minded and well-connected members of the Sacramento Community; and a public relations representative from the Southern Pacific Railroad. This small group assumed the daunting task of political advocacy to build



Southern Pacific Cab Forward 4294 is pulled by cable off the CSRM turntable prior to being pushed into its new home by an SP switcher during April 1981. Denny S. Anspacht, MD, photo



SP #1 the *C.P. Huntington* and CP #1 *Gov. Stanford* are moved to the Central California Traction Co. Railroad for secure storage during February 1970. Denny S. Anspach, M.D., photo.

the museum. I was honored to be the founding president of the Trust and subsequently served for eleven years.

The political advocacy efforts of the Trust included:

Informational “wine & cheese” receptions for legislators and supporters aboard one or several passenger cars from the collection spotted by the SP on picturesque but otherwise abandoned street trackage in Old Sacramento.

The commissioning of the Sacramento Model Railroad Club to construct a twenty-two foot long scenicked HO scale model of the proposed museum site including buildings and contents. This model, enclosed with Plexiglas, was strategically placed in a California State Capitol corridor just outside the governor’s office.

The creation of a bound museum planning document, the bones of which represent the organization and culture of the museum as it was built and as it is to this day. I served as editor and principal author.

With the connivance of Bill Mott, and the *soto voce* support of the SP, in July 1970 the Trust arranged for Governor Ronald Reagan and his wife Nancy to be entertained at an unannounced and un-publicized dinner for eight in Lucius Beebe & Charles Clegg’s wood PV *Gold Coast*, formerly CofG RR #97. The SP shopped the car (and air conditioned it!) and staffed it for the event with an elite business car crew. Mrs. Anspach and I hosted this memorable meal where great conversation, repartee, and traditional railroad food service—at its very best—trumped politics and any social awkwardness, i.e. “How *does* one make table talk with the Governor, much less a popular national icon?” Well...”piece of cake!”

The second group was a more informal and rambunctious collection of creative stakeholders, historians, state staff hangers-on, and an immensely creative SP manager who participated in the group on his own time. They met irregularly on Saturday mornings (“Saturday Morning Regulars”) to discuss “blue sky” plans and ideas. Some of the museum’s greatest exhibitry, most successful interpretations and displays arose from those lively and exhilarating sessions. Of note is the Phoenix Iron truss bridge “rescued” from the SP’s abandoned San Ramon branch and the ideas behind the famous moving sleeping car CN RR #1683 10-1-1 sleeper *St. Hyacinthe*.

The astonishing accomplishments of the second more amorphous *ad hoc* group are more difficult to list but are of no less importance. A few of their contributions include:

A constant barrage of ideas directed to receptive professional planners and architects, none of which had ever designed or worked at this level previously. This tide raised all boats.

Advocacy for the establishment of a core library and archive. This was surprisingly difficult to accomplish considering archives constitute the very warp and woof of any museum. As many readers will know,

this library and archive is now one of the largest, most important and accessible railroad-subject libraries anywhere.

Advocacy for professional museum leadership and culture.

Advocacy for a museum title of timeless dignity that properly described what the institution was to be while clearly stating the owner. *The California State Railroad Museum* was born.

Advocacy for a corps of volunteers that now number 536 women and men. This corps includes museum docents; the CSRM Restoration Shop staff; and the operating and MOW crews that operate the CSRM’s FRA-regulated railroad, the Sacramento Southern. These volunteer hours for 2014 augmented the paid staff to 92 full time equivalents.

All CSRM supporters and advocates were fortunate enough to function in a providential political and economic environment where all stakeholders, local and state politicians, the state legislative leadership, the railroads (SP and WP), and the governor grew quietly—and in a few cases not so quietly—supportive of our efforts. Luckily, California State Parks Director and visionary Bill Mott (who went on to become President Reagan’s Director of National Parks) skillfully channeled the growing support. The stars were aligned.

If I were to put my finger on the single most important principle at the core of the museum’s success, it would be that the museum was unerringly conceived, planned, built for, and managed on behalf of its most important stakeholder and owner, *the citizenry of the sovereign state of California*. This was the strongest of commitments, sometimes exercised with reluctance and angst in the face of other stakeholders reluctant to give up control and access to pet projects, locomotives, and cars. This dedication to public service was and is the most important founding principle that has allowed the museum to earn political credibility in the public arena. That the stories to be told were worthy and that a host of great people—asked and unasked—threw their all into the cause could be only additive.

Not unlike a lot of other publicly owned cultural institutions, the CSRM has undergone a roller-coaster of funding ups and downs which affect everything from keeping the restrooms clean (they are!) to funding needed curatorial staff and professional leadership (continuing works in progress). Over the years, the closely-allied, but fiscally independent *California State Railroad Museum Foundation* (a State Parks Cooperating Association) has gradually grown to support about 55% of the museum’s operating expenses and to fund opportunity and other purchases outside burdensome (read: “excruciating”) state budgetary and purchasing constrictions. I believe that it is inevitable that the funding of major museum leadership and staffing will transition to private funds in this same manner, but enabling legislation and political will will be required to get there. Without question, such public/private partnerships will become the pattern for museum survival.



CSRM Saturday morning “regulars” meet to discuss “blue sky” ideas for the museum in April 1969. This informal group of creative stakeholders, historians, state staff hangers-on, and even an SP manager met regularly to brainstorm ideas for what would become the California State Railroad Museum. Denny S. Anspach, MD, photo.

What about the future? Times have changed: a massive expansion into the former off-limits but now-closed historic SP/CP Locomotive Works Boiler and Erecting Shops is now on the table. Already, a new flange-bearing one-way low-speed diamond crosses the UP mainline to seamlessly connect the current museum tracks with those accessing these 19th century iron and red brick buildings. The Foundation has already committed to raising the estimated \$50-\$90M that will be needed to fund the expansion.

Today I continue as an 81-year-old fully engaged Foundation Board Member, member of the Foundation Executive Committee, and Chairman of a joint CSRM/CSRMF Collections committee (a spiritual descendent of the pre-museum “Saturday Morning Regulars.”) I retired from my day job as a practicing physician eight years ago, but in minor ways still keep my hand in medicine.

Just weeks previous to the time that I am writing this, California Governor Jerry Brown held his victorious fourth-term grand inaugural reception in the Great Hall of the museum. It was a tasteful, gracious occasion, and in its party finery, the museum absolutely shone.

When Dana Jones, our estimable State Parks Capitol District Superintendent, proudly looked out over the elegant crowd and asked me “When you were planning this place, would you have ever dreamed of such an event?”

No, I would not; and no, I did not.

Sacramento, 5 February 2015.

Please note that the views expressed are solely my own and do not represent those of the CSRM or the State of California

Anspach: A Man of All Seasons

Robert J. Church, DDS

I have had the pleasure of knowing Denny since I became a member of Pacific Coast Chapter (PCC) in the late 1970s. Soon after I joined, PCC Chairman Fred Stindt asked me to serve on the Board of Directors. It was an exciting time. The PCC Board was in negotiations with the State of California to develop what would become the California State Railroad Museum in Sacramento. The PCC offered thirty-two pieces of historic equipment to the state to serve as the core exhibit for the museum. Although the collection included many outstanding pieces, the crown jewel was Southern Pacific 4294, the last surviving cab-forward, which was saved from scrap in 1958 through the efforts of Fred Stindt and the PCC. Of course Denny was in the forefront of the negotiations while at the same time he negotiated with the Sacramento Trust for Historic Preservation to facilitate the construction of the railroad museum complex. Denny is a leader and organizer. With any project he takes on, he is thorough and meticulous in getting the task done.

After the museum opened, Denny and I remained engaged with CSRM matters. However, we also spent significant time enjoying many other “things railroad.” Around 1990, Denny showed me an old single-cylinder engine, belt drive and hand cranked A1 Fairmont speeder that he found in Iowa. He planned to restore the car to operation and seek suitable trackage to enjoy the railroad “up close.” The first run sparked my interest and I soon acquired my own late model Fairmont speeder. About the same time, Denny purchased a larger car with a two-cylinder electric start engine and donated his older A1 Fairmont to the CSRM. Having these motorcars led to many enjoyable adventures with our wives.

We soon found others who wanted to operate their speeders on abandoned lines or, if possible, active trackage. Together we set up “Motorcar Operators West” to negotiate permission for trips over active rail lines. Yet again, Denny assumed a leadership role; making contacts, arranging excursions, and fielding inquiries until Motorcar Operators West grew into a national organization.

We both arranged motorcar trips in Northern California, Nevada, Idaho and on many privately operated SP secondary or branch lines in Oregon. Denny’s trailer could haul two motorcars which allowed us to move our cars around the western part of the United States to ride many miles on remote lines. I am sure Denny would agree there is no better way to see a railroad! While the scenery is often spectacular, the history of the line is also of interest. Since Denny is an avid reader of history, he always put together a “Brief History” booklet describing the line we traveled in minute detail including sidings, tunnels, trestles and bridges. He even provided the history of on-line towns. Without a doubt, each trip was a learning experience.

Two notable trips occurred in 2001 and 2003 over BC Rail in British Columbia, Canada. Both trips spanned twelve days and covered more than 1000 miles. Ever the planner, Denny arranged for all meals and off-rail transportation to take us to our accommodations



each night. Both trips started from Squamish, just north of Vancouver, BC. The 2001 run headed north to above Prince George and then east over BC Rail’s electrified line to the coal fields at Tumbler Ridge. The 2003 run went northwest out of Prince George on the Takla Line to the end of track north of the tip of the Alaskan panhandle. As originally conceived, the Takla Line was to connect Alaska to the north American rail network in response to the Japanese occupation of the Aleutian Islands during World War II. However, before the line was completed U.S. troops recaptured the islands and the project was abandoned. While riding the Takla Line, Denny arranged to spend two overnights in a loggers’ bunkhouse at a huge logging operation near the end of track. That was a real experience!

In the summer of 2002, Denny invited my wife and I to go on a rail trip through each country around the Baltic Sea. Starting and ending in Copenhagen, Denny used his Europe Rail Guide to plan connections for each segment of the entire trip. When he was ready to make the final arrangements, my wife and I met Denny and his wife at their travel agent’s office. She was astonished when Denny handed her the complete itinerary which even included suggestions for lodging. In response, the agent said in all her years of booking trips on the Baltic, she had never booked a trip exclusively rail. Thanks to Denny’s detailed planning, we enjoyed almost a month of memorable experiences. Even when we travel by car, Denny prepares detailed guides to explain what we will see. While I drive, Denny reads his travel guide to enhance knowledge of what we are seeing.

Denny is also a master craftsman in two other hobbies. He restores classic wooden boats, sometimes with his brother William. Without question, his restoration skills are widely recognized through the hobby. He has even served as a national judge at Concourse d’ Elegance boat shows such as held at Lake Tahoe. When Denny is not restoring boats, he is building prize-winning HO scale locomotives and rolling stock to operate on his large, but continually “never finished” model railroad. Denny S. Anspach, MD, is truly a man for all seasons. He is a leader in the rail preservation movement and continues as a key driver of the California State Railroad Museum at Sacramento as a member of its supporting foundation. He is also a scholar, avid modeler and of course a close and dear friend. He is a worthy recipient of the R&LHS Gerald M. Best Senior Achievement Award.



Top: Denny organized two motorcar trips on BCRail, one in September 2001 and a second in September 2003. Here, Denny is talking to Track Maintenance Foreman Spud Torero at a “loo” and stretch your legs stop. Denny arranged to have a MOW tie car with a porta-potty on it, that one of us towed. Nothing but first class, appreciated by all, but especially the wives. Bob Church is talking to Track Inspector Foreman, Christa Thomas in her Hi-railer, who led our ten-car group. We were classified as a “work train” with no priority, and she kept in contact with Rail Traffic Control in Vancouver via radio and telephone to get our movement orders.

Left: Denny and his brother, Dr. William Anspach, at a stop in the siding on the steep climb out of the Frazier River Canyon from Lillooet, one of BCRail’s Division Points where we stayed overnight. Soon a heavy freight, made up mostly of lumber products from north of Prince George, came downgrade to go by us, dynamic brakes whining. We were in no way allowed to stop or slow any train movement.

Facing Page: End of trip finds Denny Anspach-right, with Foreman Christa Thomas-center, and Bob Church-left. Their motor cars, Bob’s on the back and Denny’s up front, are loaded at Squamish for the return trip to Sacramento. September 2003.

The California State Railroad Museum: Then and Now

Kyle Wyatt, Curator of History and Technology at California State Railroad Museum

The California State Railroad Museum (CSRM) traces its origins to the Pacific Coast Chapter of the Railway & Locomotive Historical Society (PCC-R&LHS). The R&LHS was founded in 1921 and is the premier academic railroad historical organization in the country. The PCC-R&LHS was formed in 1937 and collected its first piece of railroad equipment that same year; the Hobart Estate Company 2-4-0 No. 3, originally Virginia & Truckee No. 21 *J. W. Bowker*. Beginning with No. 3, the Chapter's collection grew to over forty locomotives and cars. For many years the Chapter pursued development of a railroad museum in San Francisco. By the late 1960s, after years of effort, there remained many obstacles between them and their goal of a permanent home to care for and display their collection.

Meanwhile, in the mid-1960s California State Parks started planning a new park to celebrate the Gold Rush. Old Sacramento State Historic Park would be located along the historic riverfront in Sacramento close to Southern Pacific Sacramento Shops. Not coincidentally, this was the same location where the Central Pacific started building the Transcontinental Railroad in 1863. With an obvious and important railroad tie-in, planners suggested that a railroad component be included in the park. Sensing an opportunity, the PCC-R&LHS shifted its museum development focus to Sacramento.

As the planning for Old Sacramento State Historic Park continued, PCC-R&LHS members diligently urged local and state political and civic leaders to support the project. One memorable event in this process was a July 13, 1970 dinner for Governor Ronald Reagan hosted by Denny Anspach and his wife aboard Lucius Beebe's and Charles Clegg's classic private car *The Gold Coast* parked on the private car spur at the Southern Pacific depot. How important this dinner was in solidifying political support is hard to say, but after the meal the museum received strong support from the Governor's Office.

Development preceded apace and in 1976 the first unit of the California State Railroad Museum opened. The reconstruction of the 1867 Central Pacific Passenger Station as it appeared in 1876 featured a display of eight locomotives and cars donated to the State by the PCC-R&LHS. An interpretive freight train of three cars and a caboose, also gifts of the Chapter, was parked outside.

The new Museum of Railroad History opened in grand fashion with the appropriately named Railfair, a week long series of events stretching from May 2-10, 1981. The new museum featured twenty-one newly restored pieces of railroad equipment including thirteen donated by the PCC-R&LHS and two pieces owned by others but cared for by PCC members for many years. In all, the Chapter donated twenty-nine locomotives and cars to the State and provided shelter and care to six more pieces that also came to the Museum. In addition, the Museum acquired nineteen additional pieces leading up to opening day bringing the total equipment collection to fifty-four locomotives and cars.

Now, nearly thirty-five years since that 1981 grand opening the California State Railroad Museum is widely recognized as one of the top railroad museums in the world. Nearly half a million people visit the various museum facilities each year. Many also ride the excursion train for a six mile round trip down the river and back. The long-planned Railroad Technology Museum, now in the early planning stages, will occupy two buildings of the historic Southern Pacific Sacramento Shops. One of the buildings dates back to 1869.

Today, the Museum's collection of equipment numbers ninety historical locomotives and cars; five historical wagons, busses and trucks; and seventeen non-historic locomotives and cars. In addition, Railtown 1897 State Historic Park—created in 1982 to compliment the California State railroad Museum—works closely with CSRM to market railroad history to the public. Railtown has fifty-seven historical locomotives and cars, two historical vehicles and fifteen non-historical pieces of equipment that operate at the museum.

Even with all of these accomplishments, there is still much to do. Happily, Denny Anspach, he of the 1970 Reagan dinner, remains active in the Museum's affairs serving as Chairman of the Museum's Collections Committee and as a member of the California State Railroad Museum Foundation Board of Directors.



Restoration activities on wooden coaches during August 1977, several years before the CSRM grand opening in May 1981. Denny S. Anspach MD, photo

CSRM Equipment at Opening in 1981

From the Pacific Coast Chapter, R&LHS and others

Gift of August 10, 1969, to State from PCC-R&LHS

Virginia & Truckee 4-4-0 #12 *Genoa*
Virginia & Truckee 2-6-0 #13 *Empire*
Virginia & Truckee 2-4-0 #21 *J. W. Bowker*
(SNW&L/Hobart Estate #3)
Northwestern Pacific 4-6-0 #112
Nevada Short Line ng 2-6-0 #1 (Utah & Northern #13)
Virginia & Truckee combine #16
Western Pacific combine #402 (D&RG #550)
Georgia Northern private car #100 *The Gold Coast*
Nevada Central ng coach #3 *Silver State*
Monterey & Salinas Valley ng combine #1 (Nevada Central #1)
Southern Pacific ng boxcar #331 (SP #46)
Southern Pacific ng tankcar 145 (SP #352)

Gift of June 22, 1978 to State from PCC-R&LHS

Union Pacific 0-6-0 #4466
Southern Pacific EMD E9 #6051
Southern Pacific Baldwin DRS66-1500 #5208
Southern Pacific EMD F7 #6402
Southern Pacific obs car #2902 *El Dorado* (UP #1536)
Southern Pacific coach #2170 (LW #832)
Southern Pacific chair car #2175 (GH&SA #837)
Northwestern Pacific coach #458 (SP #1012)
Southern Pacific sleeper #9053
Sierra Ry coach #3mPCC-R&LHS 1971 Bethlehem Shipyards
rebuild as "SP of Cal #71"
Atchison Topeka & Santa Fe caboose #1321
Western Pacific stockcar #75893
Fruit Growers Express reefer #35832
Sacramento Northern boxcar #2350
Sacramento Northern tool car MW #32
Sacramento Northern flatcar #1449

Gift of November 10, 1980 to State from PCC-R&LHS

Canadian National sleeper #1683 *St Hyacinthe*

Purchased December 1979 by State from PCC-R&LHS

Southern Pacific baggage-postal #6009
(T&NO #251, SP caboose #475)
Sierra Ry coach #6, moved to Railtown
Sierra Ry ex-GN ore hopper #163, moved to Railtown

PCC-R&LHS interests donated August 10, 1969 to State

Loco owned by Hiskey Family
North Pacific Coast ng 4-4-0 #12 *Sonoma*. Hiskey Family donated
to CSRM April 1978

Owned by San Francisco Maritime Museum, cared for by PCC-R&LHS

Western Pacific 4-6-0 #94, mto Western Railway Museum in 1978
Robert Dollar 2-6-2T #3, to Western Railway Museum in 1978

Robert Dollar 2-truck Shay #2978, to Western Railway Museum in
1978

Owned by State of California

Southern Pacific 4-2-4T #1 *C. P. Huntington*,
placed in PCC-R&LHS care 1969
Northwestern Pacific ng caboose #5591,
PCC-R&LHS 1969 Bethlehem Shipyards rebuild

Owned by Stanford University

Central Pacific 4-4-0 #1 *Gov. Stanford*,
placed in PCC-R&LHS care 1963

Acquired by CSRM prior to 1981 museum opening

Southern Pacific 4-8-8-2 #4294 cab-forward,
City of Sacramento gift 1977
Atchison Topeka & Santa Fe 2-6-2 #1010,
ATSF loaned 1981, gift 1986
Western Pacific F7A #913, WP gift 1981 at opening
CSRM Whitcomb gas-mechanical #1 *Dinky*, purchased 1978
Santa Cruz Portland Cement ng electric locomotive #1, gift 1976
Santa Cruz Portland Cement ng electric locomotive #2,
loaned 1976, gift 1989
Nevada Copper Belt Hall-Scott railcar #21 *Yerington*,
loaned 1981, gift 1990
Southern Pacific business car #109 *Shasta*, purchased 1977
Atchison Topeka & Santa Fe dining car #1474 *Cochiti*,
purchased 1978
Great Northern postal car #42, BN gift 1979
Pacific Coast ng caboose #2 purchased 1979
Leslie Salt ng side dump car #4, purchased 1978
Pacific Fruit Express ice refrigerator car #10591, PFE gift 1978
Pacific Fruit Express mechanical refrigerator car #300001,
PFE gift 1978
Southern Pacific tank car #60168, SP gift 1980
Southern Pacific dynamometer car #137, SP gift 1979
Southern Pacific scale test car #2510, SP gift 1979
San Diego & Arizona Eastern fire truck #1003, SP gift 1980
Joseph Silvey Drayage Company dray, transferred ca 1976
from SF Maritime SHP
Railway Express Agency Sheldon express truck, gift 1979

Loaned to CSRM prior to 1981 museum opening; later returned to owners

Dardanelle & Russellville 4-4-0 #8 (Short Line of Cal #8),
Loaned by Short Line Enterprises
Southern Pacific 0-6-0 #1269, Loaned by Pacific Locomotive Assn

Membership Gifts, Book Reviews

Not everyone has the time or opportunity to promote the R&LHS at train shows and similar events. Two other ways you can help us find new members are by suggesting it to friends who might be interested and through gifts. Most of our members know of others with an interest in the history of railroads who might be interested in the material found in *Railroad History*. You might show these folks a copy of the journal and gently suggest they look at our website, www.rlhs.org, where an on-line application is available, as well as the membership form they can print out and mail in. If you prefer using the printed form please write your name on the bottom line saying "recommended by (insert your name)" or something similar. Payment can be made with checks or credit cards, but not with cash please.

You may know some interested people well enough to give a gift membership for a birthday or other significant event. We have changed the on-line form to make this easy and secure. Just check the block for a gift next to the area where you enter the information on the new member. I cannot emphasize enough the importance of providing the correct mailing address of the gift recipient, as well as a telephone number and, if possible, an email address.

Then after entering the information for the recipient, insert your name and credit card information. Check the box at the bottom if you want a welcome letter to say who gave them this gift. If you would rather print out and use the paper membership form, just

mark it "GIFT" at the top and give us any additional information such as your contact information at the bottom or on the rear side.

Many of us are buyers of railroad books and I have found that the excellent book reviews in every issue *Railroad History* are a "selling point" that prospective members find very important. These go far beyond the publisher's new-product announcements and perhaps one or two actual reviews found in other publications. In our Book Division, recent titles are critically examined by knowledgeable reviewers to help readers shape purchasing decisions. And with many books costing \$50-60 or more these help us make our decisions. We do more reviews, with recent issues having three or four long ones and as many as 19 shorter ones. Electric traction titles are also covered in their own section with two or three reviews usually presented.

The reviewers give you the pros and cons of the book, discussing the author's research, photo reproduction quality, and general appeal of the book. Are there enough maps to understand the locations mentioned, for example. Are there factual errors, awkward uses of language, no index or sources listed, or repetition of "conventional wisdom" that just isn't correct. On rare occasions, a reviewed book receives the "Broken Rail Award," bestowed on publications that are perhaps, to be diplomatic, best avoided. No other railroad publication provides this service and pointing it out in a copy of *Railroad History* often will sell a membership.

Membership Development

Ron Goldfeder, Membership Secretary • rdgoldfede@aol.com • 314/432-5726

Location	Event	Recruiting Team	New Members Signed Up
Edison, NJ	Greenburg Train Show	A&K Miller, R. Wilson	4
Somerset, NJ	Greenburg Train Show	A&K Miller	1
St. Charles, MO	St. Charles Trainfair 2015	Goldfeder, Fry	3
W. Springfield, MA	Amherst Railway Society	Dreyer, Angier, Brown	24 +4 renewals
St. Charles, MO	GTE St. Charles Show	Goldfeder, Fry	3 + 2 renewals
Allentown, NJ	Allentown Train Show	A&K Miller	2
Madison, WI	MadCity Model Train Show	Lakatos	10
Edison, NJ	Greenburg Train Shows	A&K Miller, Brown	3

We signed up 113 new members at train shows and similar events in 2014 and 16 members renewed. Looking ahead, the following rail events are on the schedule for our participation. Others may be added to the list. If you go to one of these shows please stop by to say hello, or to buy some past issues of RR History. We have added 46 new members at train shows this year.

Date	Location	Event	Recruiting Team
March 14	Baldwin, MO	Boeing Employees RR club	Goldfeder
March 15	Clark, NJ	Jersey Central NRHS Train Show	A&K Miller
March 28-29	Edison, NJ	World's Greatest Hobby on Tour	A&K Miller
April 10-12	Lake Forest, IL	Conversations about Photography	Goldfeder
April 25	Edwardsville, IL	Illinois Traction Swap Meet	Goldfeder
May 23	Albuquerque, NM	Albuquerque Train Show	Warren Smith & the ABQ Crew
May 9	Martinsburg, WV	Amtrak Train Day	Pfeiffer

Treasurer's Report for 2014

R&LHS ACCOUNTS FINANCIAL STATEMENT

Fiscal Year January 1 - December 31, 2014

2014 Full Yr

REVENUES

National Dues for 2014	\$29,373
National Dues for 2015 and Future Yrs	\$50,441
National Donations for 2014	\$7,793
National Donations for 2015/Future Yrs	\$18,257
Chapter Dues/Donations for 2014	\$6,624
Chapter Dues/Donations 2015/Future Yrs	\$13,862
Friends of R&LHS	\$2,700
RRH Mag. Sales/Adv.	\$16,867
Revenue from Annual Meeting	\$19,175
Withdrawn from Investment Funds	\$4,500
Other Revenue	\$141
TOTAL REVENUES	\$169,733

EXPENSES

RRH Costs-Edit/Print/Mail	\$65,872
Newsletter Costs-Print/Mail	\$12,765
Return of Chapter Dues/Donations	\$13,126
Advertising Expenses	\$3,195
Archives Expenses	\$1,014
Membership Processing/Development	\$7,932
Membership Mgmt Fees	\$16,597
Awards Program	\$1,560
Banking Fees/Charges	\$1,149
Professional Fees	\$2,500
Meeting Expenses	\$13,011
Sponsorships/Special Events	\$1,500
Grants & Fellowships	\$4,500
Friends Campaign Paid out to Chapters	\$2,490
Misc. Expenses	\$1,494
TOTAL EXPENSES	\$148,393

EXCESS REVENUES OVER EXPENSES \$21,340

ACCOUNT BALANCES

(12/31/14)

ASSETS

Cash & Cash Equivalents	\$70,464
Prepaid Expenses and Credits	\$2,940
Reserve Fund (#2685)	\$472,505
Archives (Library) Fund (#2686)	\$358,587
TOTAL ASSETS	\$904,496

LIABILITIES

National Dues/Donations Future Yrs (2015 etc.)	\$68,698
Chapter Dues/Donations Future Yrs (2015 etc.)	\$13,862
Future Annual Meeting Fees Collected (2015)	\$1,575
Misc. Liabilities	\$356
TOTAL LIABILITIES	\$84,135

TOTAL NET ASSETS \$820,361

Notes to Financial Statements

Please find the 2014 full year R&LHS financial report attached.

Operating revenue ended the year significantly ahead of operating expenses. Some major factors that influenced this result were:

- The membership dues increase that was put in effect October 1.
- Higher level of donations to RRH in 2014.
- Stronger revenue from RRH back issues sales and advertising sales.
- Lower costs for producing RRH, primarily due to a change in printer.
- A financially successful annual meeting this year due to stronger attendance than expected and good expense management.

The balance sheet improved again this year with a net gain in assets of 6.7% over December 31, 2013. This was due primarily to a 7.6% gain in the market value of the securities in the investment accounts.

Paul Gibson, R&LHS Treasurer

Coming in Railroad History 212

This spring marks the 70th anniversary of V-E Day and the 150th anniversary of the end of the Civil War. We'll remember both with features that cover:

- Alexandria, Virginia, and the U.S. Military Railroads.
 - the mortuary trains of World War II.
 - the photography of Gordon Parks at Washington Union Station during World War II.
 - a wartime reprieve for struggling Midwestern shortlines.
-

Altoona Meeting Excursion: Everett Railroad Company

Alan W. Maples

alan.maples@everetrailroad.com

The Everett Railroad Company was incorporated in 1954 to acquire four miles of track in Everett, Pennsylvania, then being abandoned by the Huntingdon & Broad Top Mountain Railroad. Everett is located in Bedford County, PA, roughly halfway between Pittsburgh, to the west, and Harrisburg, to the east. The new company's freight customers included a sand quarry, a hardwood lumber producer, feed and fertilizer distributors, and a handful of other local businesses. For motive power the Everett elected to forego the H&BT's last operable steam locomotive, a modestly proportioned Baldwin 2-8-0, number 38, choosing instead to equip itself with a 65-ton Whitcomb centercab diesel acquired from Bethlehem Steel's Conemaugh & Black Lick Railroad.

Initially the Everett Railroad proved a wise investment and not only saved rail service for the town of Everett and its industries, but paid a comfortable dividend to its owners as well. But in 1961 the railroad lost its principal customer, the sand quarry, and in short order the Everett, a thrifty enterprise to begin with, was forced to adopt more austere methods. Train service, employment, and track maintenance were all curtailed.

Seeking new revenue, the railroad's owners seized upon the notion of a steam tourist railroad and set about doubling the company's capitalization and acquiring a suitable locomotive and cars. In 1965 the "Historic Everett Railroad" was launched and in that year more than 13,000 people rode back and forth over the Everett's four mile line behind a husky Baldwin 2-6-2 brought up from Kentucky's Moorhead & North Fork Railroad. But the excursion business never caught on and proved of no aid to the bottom line; indeed the results were just the opposite. At the end of the 1970 season the Everett sold its excursion equipment and reverted to a meager existence switching dwindling carloads of lumber and fertilizer.

The Everett Railroad's only connection to the rail network was the Pennsylvania Railroad interchange at Mt. Dallas, reached via a seven span deck girder bridge crossing the Raystown Branch of the Juniata River from Everett Borough. The PRR became the Penn Central, which became Conrail, and by 1980 the Mt. Dallas interchange was handling less than 200 cars a year. Conrail saw no value in such a marginal endeavor and soon filed for abandonment; the last train departed in October 1982. The Everett, which had always relied on secondhand centercab diesels, retreated with its sole locomotive, an 80-ton GE, back to the enginehouse and prayed that someone would buy Conrail's Bedford and Mt. Dallas branches and restore rail service to Bedford County. That day never came.

In 1983 your author purchased a controlling interest in the tiny Everett Railroad and soon thereafter the company set off in a new direction. The four miles of H&BT track were abandoned but eight miles of Conrail's Bedford Secondary track was purchased. Extending from a connection with Conrail's Cove Secondary at Brookes Mills,

PA, to Sproul, PA, this was the northern end of the Bedford Branch. The 80-ton locomotive was trucked to Sproul, set back on the rails, and in August 1984 the Everett Railroad was back in business, serving a refractory manufacturer and a mobile home plant. The remainder of the Bedford Branch, the connecting Mt. Dallas Branch, and the old Everett Railroad were all dismantled for scrap.

The "new" Everett Railroad had barely begun operations when it quickly expanded, leasing a nearby seven mile line, previously the south end of Conrail's Cove Secondary, from Roaring Spring to Curryville. A pair of EMD SW-9 locomotives were acquired, with one assigned to each branch. In 1995 an affiliate company was organized to buy the remaining ten miles of Conrail's Cove Secondary from Hollidaysburg to Roaring Spring. This linked together the two branches and unified operations. Bigger locomotives soon supplanted the SW-9's.

Today The Everett Railroad Company operates freight service from a connection with Norfolk Southern at Hollidaysburg, PA, to Martinsburg, PA, a distance of 14 miles, as well as the old Bedford Branch as far as Sproul, approximately 7.5 miles. Trains run Monday, Wednesday and Friday to Martinsburg and "as needed" to Sproul. The company's largest customer is Appvion Papers at Roaring Spring. Other major customers include Smith Transport (paper distribution); Cargill (dairy feed); Renaissance Nutrition (dairy feed) and Harbison-Walker Refractories. Traffic amounts to an average of a little over 2,000 cars a year, with approximately 60% related to paper manufacturing, distribution, and converting. Motive power consists of two GP-16 locomotives and one GP-10 locomotive. The elderly 80-ton centercab from Everett remains on hand but inoperative by the company's office.

The Everett Railroad operates occasional excursions and owns a modest assortment of relic equipment including coaches, a combine, an office car, and a caboosie; most of these cars are undergoing or awaiting restoration. The collection includes two steam locomotives—the Huntingdon & Broad Top #38, which passed through the hands of several excursion railroads after the demise of H&BT; and #11, a light 2-6-0 built by Alco (Cooke) for Cuban export, but sold instead to Rhode Island's Narragansett Pier Railroad and later to the Bath & Hammondsport Railroad in New York. At the time of this writing #11 is being reassembled for operation with hopes of being under steam sometime in 2015, while #38 is disassembled pending rebuild.

Current information about the railroad's freight service and passenger excursion trains can be found on the company's web page at www.everetrailroad.com or the Everett Railroad facebook page.

Please see photo on back cover

Altoona Rails, June 4-6, 2015

Highlights: Railroad mechanical and engineering feats will be on display as we tour the vast Norfolk Southern Juniata Locomotive Shop; visit world famous Horseshoe Curve; the Allegheny Portage Railroad National Historic Site; and enjoy a ride on The Everett Railroad and a visit to the Rockhill Trolley Museum.

Transportation: Altoona is easily accessible by car via Interstate 99 or US Route 22. Amtrak's Pennsylvanian calls on Altoona at 5:06 pm westbound and 10:01 am eastbound. The Altoona-Blair County Airport offers commuter air service to and from Pittsburgh.

Hotels: Headquarters hotel will be the Altoona Courtyard Marriott. The RLHS group rate is \$129 per night. To make reservations, call 1-800-MARRIOTT and specify the Railway & Locomotive Historical Society Annual Meeting Group Rate.

Due to limited capacity of the Courtyard Marriott, we have a group rate established at the Altoona Hampton Inn of \$139 per night. The Hampton is approximately 1 mile from the Marriott and the phone number is 814-941-3500. To make reservations, go online to hamptoninaltoona.com and use the group code "RRS."

Please make your reservations directly with each hotel. Room blocks are limited and are expected to book up early.

Registration: Registration for R&LHS members is \$225 per person; \$150 for ages 18 and under; and \$100 for spouse/guest who will be attending the evening programs only. Full registration includes all evening meals, lunch on Friday and Saturday, bus transportation, and admission to venues.

ALTOONA RAILS REGISTRATION FORM

Names of persons attending. Please indicate if full registration (F), youth (Y), or evening programs only (E):

Address, City, State, Zip: _____

Phone number: _____ -- _____ Email: _____

Number of full registrations _____ @ \$225.00 _____ total

Number of 18 and under registrations _____ @ \$150.00 _____ total

Number of evening only registrations _____ @ \$100.00 _____ total

Total amount enclosed (make check payable to "Railway & Locomotive Historical Society") _____

Please indicate where you will be staying: _____ Marriott _____ Hampton Inn _____ Other

Send completed registration form and payment to: Altoona Rails 2015, c/o John Atherton, 16 Coachlight Drive, Poughkeepsie, NY 12603-4241. Registration form and payment must be received no later than May 1, 2015.

For questions about registration, please contact John Atherton at 845-471-8152 or JJAAMAPOU@aol.com

Notes/comments/special instructions or requirements: _____

Schedule of Events:

Thursday June 4, 2015

3:00-5:00 pm: Registration at Courtyard Marriott

5:00-9:00 pm: Welcome reception, supper buffet and slide shows/ movies (off site, shuttle service available)

6:00-10:00 pm: R&LHS Board of Directors Meeting (off site, shuttle service available)

Friday June 5, 2015

8:00 am: Board buses for tour of Juniata Locomotive Shop

10:30 am: Tour of Curry Rail Services, Hollidaysburg, PA

11:30 am lunch: Hollidaysburg

1:00 pm: Tour Allegheny Portage Railroad National Historic Site

3:00 pm: Visit Horseshoe Curve

5:30 pm: Buses depart hotels for evening banquet at Lakemont Park.

6:00 pm: Reception at the Casino at Lakemont

7:00 pm: Dinner banquet and annual meeting

Saturday June 6, 2015

8:30 am: Buses depart for Everett Railroad

9:00 am: Everett Railroad excursion from Hollidaysburg to Martinsburg, PA.

12:00 lunch stop enroute to Rockhill Furnace

1:00 pm: Tour Rockhill Trolley Museum

5:00 pm: Evening reception and buffet supper at the Altoona Railroaders Memorial Museum

Also see notes on page 2.

The Railway & Locomotive Historical Society has long supported research through its journal, *Railroad History*, and other activities. To promote the further study of railroad history, the R&LHS has created two research fellowships in the amount of \$2,500 each. The fellowships, named for well known railroad scholars William D. Middleton and John H. White, Jr., are available for new and established scholars to support the research and publication of railroad history. Applicants need not be members of the R&LHS.

A committee to be named by the president of the R&LHS will review the applications. Recipients should note the support of the R&LHS grant in any publication resulting from the fellowship.

The deadline for applications is June 30, 2015. To be considered, all applications must be postmarked by this date. Awardees will be notified by August 31, 2015. Applications for the fellowships shall include the following:

1. A statement no longer than two pages that describes the project and its importance in the field of railroad history. Reference should be made to any existing scholarship.
2. A statement no longer than two pages describing the importance of the holdings of the archives or libraries to further the project. It would be helpful to the reviewers of the applications if it can be shown how specific collections relate to the research project.
3. A brief budget showing expenses by categories such as airfare, mileage, lodging, meals, photocopying, etc.
4. Applicants should include a vita or resume no longer than two pages to include educational experiences, employment history, publications, and other information relevant to the proposal.
5. Applicants who are graduate students should include a letter of support from their major professor.

For questions or to submit the completed application, please contact Robert F. Holzweiss
6500 Riverstone Dr., Bryan, TX 77808
(979) 575-8164

ASME Recognizes Locomotive Books

The History and Heritage Committee of the American Society of Mechanical Engineers (ASME) recognized two locomotive history books at its recent November 2014 Annual Meeting in Montreal. The world's largest ME group announced that the 2014 Engineer-Historian Award would go to J. Parker Lamb in recognition of his steam and diesel volumes published by Indiana University Press, entitled *Perfecting the American Steam Locomotive* (2004) and *Evolution of the American Diesel Locomotive* (2007).

Lamb was not able to attend the Montreal meeting, but received the citation at a later ceremony in Austin.

Trading Post listings are published at no charge for members in good standing. Please email desired copy to the editor. Include your complete address (USPS and email); telephone number if you wish. Listings are not automatically repeated. If you wish your listing to be repeated, please send the copy as above for each repetition. If the copy is unchanged from the previous listing, so note. Trading Post listings may be edited, and publication is subject to availability of space, but we make every effort to run them in the upcoming issue.

For sale: Eleven (11) bound volumes of Simmons-Boardman Carbuilders Dictionary, Carbuilders Cyclopaedia and Locomotive Cyclopaedia. Dates range from 1906 through 1966 and are predominantly carbuilders 1906, 1916, 1919, 1922, 1928, 1937, 1940. Contents perfect and complete. Books very heavy so recommend you pick up here but if not possible I will ship via your preferred method for extra cost of packing and shipping. Send sase for prices and further details. Bob Hess, 295 Hunters Road, Gore, VA 22637-3006, (540) 858-3539.

Wanted: Photos of PRR H10s 8304 and engs of the old SV&E, Millers Crk, and Long Fork RRs in KY. H. Buckley, 4801 Eaton PL, Alexandria, VA 22310

Wanted: R&LHS Bulletin Number 5. Will pay top dollar. Name your price. I do have an extra Issue No. 3 if interested. Dan Marnell, 1262 Kettner Blvd, #1804. San Diego, Ca 92101, kieudan@yahoo.com

Official Guide Reprints: I have duplicate copies of the following Official Guide reprints for sale: 1901 - \$60, 1916 - \$60, 1926 - \$80, and 1930 - \$60. Prices include postage. May have other reprints available - please ask. All are in used - good to excellent condition. Dan Allen, 147 Atsion Rd., Medford, NJ 08055, railroadantiques@outlook.com

Wanted: Original Steam, Diesel, and Electric builder's & number plates for my personal collection. I also have some plates for trade as well. Ron Muldowney, 52 Dunkard Church Road, Stockton, N.J. 08559-1405, 609-397-0293, rjmuldowney@comcast.net

For Sale: 300-volume collection of Western railroad books. Major authors including Abdill, Beebe, Best, Church, Dunscomb, Ferrell, Kratville, Signor, Steinheimer, etc.,... are well-represented. Some items signed by author. Condition generally good to like-new. Excel booklist available on request. For more information email Bill Reinheimer, billnila@sbcglobal.net, call 209 545 1244, or wrote 1401 Countryview Dr. Modesto, CA 95356.

T. T. Taber, ttaber1@comcast.net (Muncy, Pa. 80 miles north of Harrisburg,) with 70 years railroad researching knowledge offers to help anyone at no cost seeking any railroad information whether it takes ten minutes or ten hours (or more.) If I don't know the answer, I most likely know how to find it or least partially. I have I believe the largest privately owned research facility in the U.S. (and know how to use it) plus 7 room museum of wall hanging objects. All members are welcome to contact me including visiting and make use of my library and unsurpassed 1830-1960 historical knowledge. Less than 100 copies made on my copier are no charge and above that 10¢ a copy, which includes postage. I am the only second generation R&LHS life member and with my father first hand continuous experience since 1913, 102 years.

Will the person who contated me on the Daniel Nason please recon-tact me. I have the picture. ttaber1@comcast.net

From the Dispatcher's Office

Alden H. Dreyer

aldendreyer@gmail.com

INDICES: When doing railroad research for someone, I start off with the R&LHS website, and then usually go on to the Taber Index of 1984, and then the Jenks Index of 1996. Both books are available to members at \$7.50 and \$10 USA POSTPAID, respectively. It is helpful to know how to use them. Every few weeks, I receive a communication from someone who wants *Bulletin XX* because it has an article on the XX&X RR. I think not, and when I check it out, I find only four words regarding the XX&X RR: it purchased a used locomotive: "Sold to XX&X RR". On the other hand, if *Bulletin XX* lists pages 14-27 on the XX&X, then it would be a major, perhaps definitive, article.

A real case in point is when I received an order for *Railroad History* No. 133 because the potential buyer's father worked on the UP's City of Los Angeles and he wanted the article. Yes, No. 133 does mention the City, in fine print copied from the *NY Times* in 1937, when the train was to be on display at GCT. End of sale. And this happens fairly often. So if in doubt, contact me for a detailed description of what is of interest to you, preferably via email.

DAMAGED PUBLICATIONS: I recently spoke with a member from Chama NM who says his R&LHS pubs are damaged in the post, but other rail papers are not. We do not do USPS "Last Mile" mailings like Kalmbach, and probably White River do, so I can only suggest that this member talk with his postmaster. If you have a similar problem, I'd like to know about it. And remember that I am the "go to" person if you need a replacement of *Railroad History* or QNL.

Back Issues Store

The archival-quality journal of the R&LHS has been published twice a year since 1921. Known for many years as The R&LHS *Bulletin*, the publication is numbered, with occasional named extra editions. With *Bulletin* No. 127, dated October 1972, the name was changed to *Railroad History*, continuing the same size and general content as that of the *Bulletin*. The size was changed to a larger format in the spring of 2005, with issue No. 192.

R&LHS Bulletin

As of March 1, 2015, the following editions of the Bulletin are available (R = reprint):

Numbers 1R, 32, 44, 46, 49, 50, 52, 53, 55, 56, 58, 58A, 58ARSC, 59, 62, 63, 64, 66, 67A-74, 74-99, 101-126.

All of the above are out-of-print and individually priced. Prices for R&LHS members, range from \$10-\$60 each based upon scarcity, demand, and condition. An all-time index, together with a brief description of contents and prices for all out-of-print editions, may be found at www.rlhs.org A complete listing of all editions, Nos. 1-211 plus the extras, containing major subjects, availability, non-

member and member pricing is available by postal mail, or email, by request to the addresses below.

Members receive a 20% discount from the out-of-print edition prices on the website. Web prices are for the issue in best condition (when more than one copy is available). Inquire if interested in cosmetically damaged copies, which are further discounted when available.

Member pricing for the following Bulletins is \$10 each: Nos. 1R, 73, 78, 95, 105-109, 117, 118, 124 and 125.

For the following Bulletins the pricing is \$12 each: Nos. 70, 81, 85, 86R, 87, 90, 91, 96-104, 110-116, 119, 122 and 123. For a single order of five or more bulletins listed here, deduct 10%; for 10 or more, deduct 15%.

Railroad History

With the exception of Nos. 192, 197, 201 & 202, all editions of Railroad History are available. These are divided into two classes:

- In-print editions are usually those remaining in storage from the day of printing, unless purchased as part of collections.
- Out-of-print issues that have been purchased to maintain inventory. As of March 1, 2015, these are Numbers 127-138, 140, 143, 145-148, 150, 152, 153, 155, 159, 162, 164, 174, 180, 182.

Member pricing for the above varies, and is as follows: Nos. 128-130, 134, 135, 137, 138, 145, 146, 148, 150, 153, 155, 162, 164, 174, 180, 182 are \$10 each. All others are \$12 each. For a single order of 5 out-of-print issues, deduct 10%; for 10 or more, deduct 15%. Any 50 in or out-of-print, \$250, paid by check, while supplies last. Some restrictions apply.

All other issues of Railroad History (Numbers 139-211) are in-print and priced as follows for R&LHS members:

Order Size = Cost per Copy

1-6 = \$7.50 ea. • 7-12 = \$7.00 ea. • 13-24 = \$6.50 ea. • 25-48 = \$6.00 ea. • 49-72 = \$5.50 ea. • 73-99 = \$5.00 ea.

SHIPPING — We ship via USPS Priority Mail Flat Rare Envelope, at no additional charge, to addresses within the USA. Others pay the differential only. Depending on length, 3 to 7 issues can fit in a USPS Priority Mail flat rate envelop. Shipping is available for about \$20 to anywhere in the world that accepts Priority Mail.

PAYMENT — Check or money order payable to Alden Dreyer, in U.S. currency at sender's risk, or PayPal to email address below.

CONTACT — Email works best for placing an order. If using the postal service, please include a telephone number and email address if available.

Alden Dreyer

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The members meeting in Altoona includes an excursion on the Everett Railroad. Photo by Alan Maples