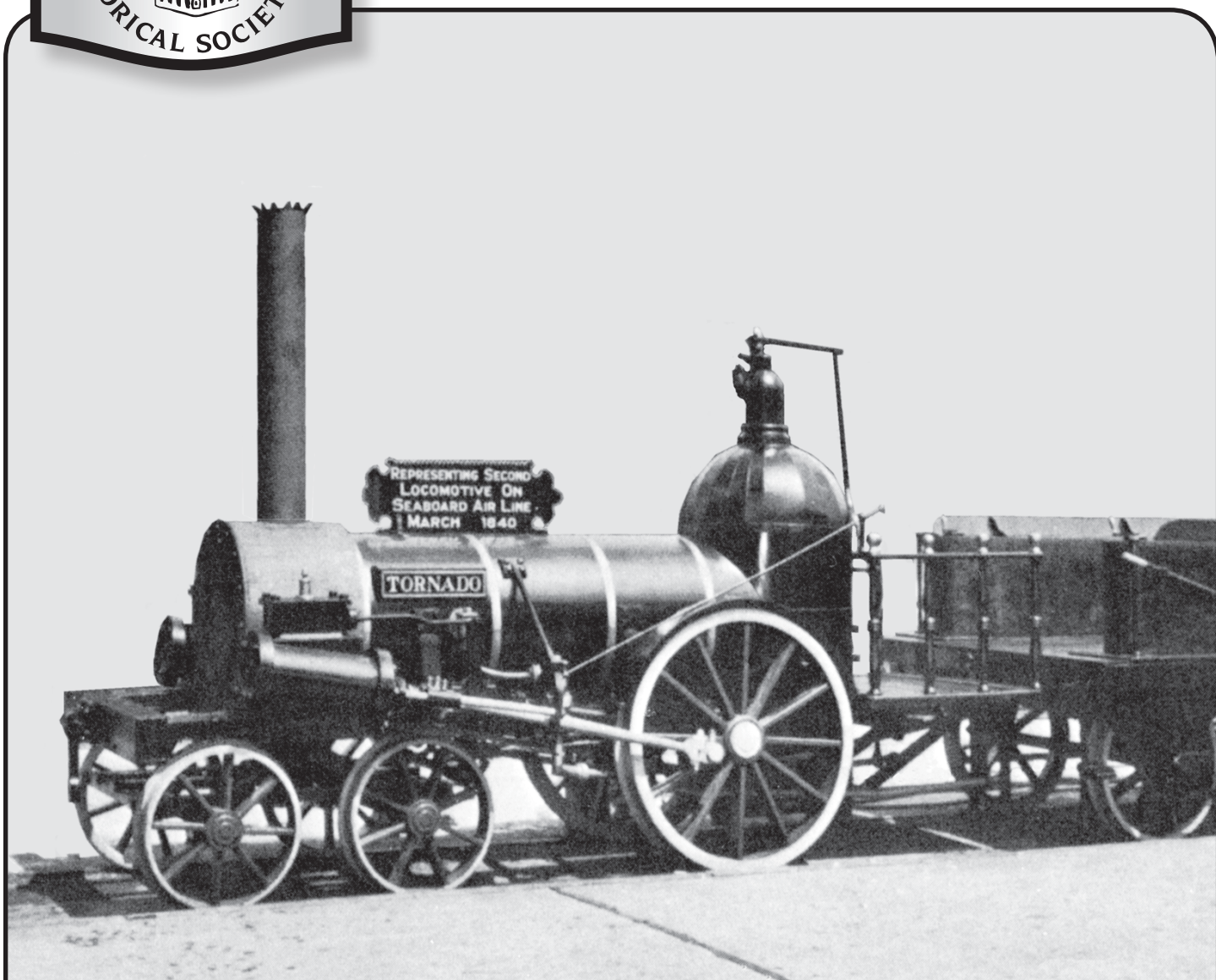




The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

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*Tornado 4-2-0 on display at Portsmouth, Virginia in 1952.
~ J. P. Lamb Collection*

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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 researching, recording, and disseminating railroad history by providing research guidance.
9. Promoting the significance of railroad history in schools and related organizations such as historical societies.

Quarterly Newsletter of the The Railway and Locomotive Historical Society
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Publisher: Robert Holzweiss

President's Message

Robert Holzwiess

As we close the books on 2010, I am pleased to report that R&LHS ended 2010 with a small budget surplus. Thank you to all society benefactors and to everyone who renewed their dues at the contributing, sustaining or patron level or made donations through the Friends of program.

As mentioned in the last issue of the Quarterly, John Fike will replace Parker Lamb as editor of with the next issue which should go in the mail in mid- to late February. I will remain as publisher for the time being and will work with John to continually improve the quality and timeliness of this publication. Although Parker will reduce his involvement with the R&LHS to focus on his writing, he will remain on the Executive Committee.

Under John's leadership, the Quarterly will remain the primary vehicle for the R&LHS officers and directors to communicate with the membership. It is also available for members to communicate with each other especially through trading post ads and updates on member activities.

John and I are also interested in short (500-800 word) stories that describe an unknown or little known aspect of railroad history that would interest the membership. The story of Owney the RPO dog in this issue is a good example of interesting railroad history with broad appeal. Stories that display a "bridge" between multiple historical pursuits (in this case railroads and philately) are especially appealing because they often provide an outside perspective on railroad history. Because railroads are so intertwined in the historical fabric, the possibilities for working with political, military, legal, technological and even archeological history organizations are endless. During the next five years, the U.S. will celebrate the sesquicentennial of key Civil War events. Thus we invite both society members and Civil War history organizations to share their research on the role of railroads during the coming years.

Submissions to the Quarterly do not require maps and photos but we can include them if images are available. If you cannot create a digital image please contact John or me, and we will have your images scanned. Submissions to the Quarterly are accepted on a rolling basis and are published as space is available.

Later in 2011, the society will unveil our redesigned web site featuring "two-click" browsing, allowing you to access our web site content with no more than two clicks of the mouse. At first, the new site will feature content from the existing site in an easier to navigate format. However, we plan to add new content including (a) brief biographies of well-known authors and photographers, (b) an on-line store featuring R&LHS gear, (c) articles from rare issues of Railroad History and the Bulletin, (d) a revamped membership section and (d) a list of affiliated organizations that

offer R&LHS members a discount on purchases. In deference to our members without high speed Internet connections, the main pages will not include complicated graphics and sound/video.

Also during 2011 the Publications Committee and Archives Committee will complete their work on the R&LHS research fellowship program and archival intern programs. While I am excited about launching both of these programs, I am particularly interested in announcing the archives internship. The intern's duties will include arranging and describing the R&LHS holdings at the California State Railroad Museum so members can request items from the archives without traveling to Sacramento.

Also expect to see information on future annual meetings posted two and perhaps three years in advance of the meeting date. Finally, if 2011 revenue projections are accurate, we hope to expand Railroad History to 128 pages giving you sixteen more pages of history in each issue. Updates on these programs will appear in future issues of the Quarterly.



Membership Development

<u>Location</u>	<u>Event</u>	<u>Staff</u>	<u>New Members</u>
Sacramento, CA	SPH&TS Annual Convention	Bob Church & PCC team	3
Houston, TX	Big Texas Show/Gulf Coast NRHS	Bob Holzweiss	10
Hays, KS	3rd Annual Western Kansas Train Show	Mike and Sigi Walker	7
Colorado Springs, CO	PPD/NMRA Swap meet	Mike and Sigi Walker	2
Denver, CO	GTE Show-National Western Complex	Mike and Sigi Walker	8
Gaithersburg, MD	Gaithersburg Railroadiana Show	Dave Pfeiffer & Team	17
Roseville, CA	International Railfair	PCC Team	5
Denver, CO	Rocky Mtn. Toy Train Show/TCA	Mike and Sigi Walker	3
Oklahoma City, OK	OKC Train Show	Bob Holzweiss & Cary Poole	13
Boulder, CO	33rd Boulder Model Railroad Club Show	Mike and Sigi Walker	9
Castle Rock, CO	TECO 7 Show	Mike and Sigi Walker	3

This year has been a good one for the R&LHS new member program. As Membership Secretary Sigi Walker reported in the last Newsletter, more than 300 new members joined R&LHS in the membership year. And that momentum continued into the last quarter as well. Our efforts at train shows from California to Texas, and Colorado to Maryland produced another 80 newcomers!

How about You?

There are several opportunities during the winter (below) for you to jump in and give us a hand.

Your help would be particularly appreciated at the World's Greatest Hobby shows coming up in February and March. I'll personally be heading up the effort at the Edison, NJ show in late Feb., and I'd like to hear from you if you can help out there or at any of these others shows.

Thanks again to all the folks who worked so hard to obtain these results.

Nothing scheduled in your area?

Give me a call or send an email and we can talk about a solution.

One last item. R&LHS has expanded our recruiting efforts to university, research and larger public libraries. If you're familiar with a major library in your area, and you think it would be a good place for the public to learn about our publication Railroad History, stop by and talk to your librarian. You can also contact me with the particulars, and we'll be glad to send them a sample copy.

Thanks for taking a look and best wishes for the New Year to all of you.

Paul Gibson
Membership Development
Email: paul@railpub.com
508-397-1828

Get Involved with Your Organization at these Winter Events!

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Staff</u>
Jan. 29-30	West Springfield, MA	Amherst Ry. Soc. Show – Big E Grounds	Alden Dreyer
Feb. 12-13	Cobb Galleria, Atlanta, GA	World's Greatest Hobby On Tour	Mid-South Chapter
Feb. 12	Jacksonville, FL	Golden Spike – Prime Osborn Center	Southeast Chapter
Feb. 19-20	Estes Park, CO	Estes Valley/NMRA Rails in the Rockies	Mike & Sigi Walker
Feb. 26-27	Edison NJ Expo Center	World's Greatest Hobby On Tour	Paul Gibson
Feb. 26-27	Nat'l Western Complex, Denver	Great Train Expo	Mike & Sigi Walker
Mar. 19-20	Tampa Conv. Center	World's Greatest Hobby On Tour	Southeast Chapter
Mar. 19-20	Merchandise Mart, Denver	TCA "Spring Training"	Mike & Sigi Walker

History Topics

Historic Locomotive Tornado On display in North Carolina Museum

by Jeffrey Cheatham

The village of Hamlet, North Carolina, situated in Richmond County some 65 miles southeast of Charlotte, is home to the Hamlet Passenger Depot, which was constructed in 1900 by the Seaboard Air Line Railroad. Hamlet is also home to the National Railroad Museum and Hall of Fame, where numerous exhibits and physical artifacts showcase the region's rich rail history--which include examples of why SAL chose to make the town a junction for five routes. The Museum's annual calendar is highlighted in late October by the Seaboard Festival, which began in 1982 and has grown steadily to over 20,000 attendees and hundreds of vendors.

The striking station, listed since 1971 on the National Register of Historic Places, features an L-shaped floor plan and a Victorian-era Queen Anne design with wide porch overhangs and a Witch's Hat peaked roof. These bold features have made it one of the most photographed stations along the eastern seaboard. In the mid-1990s CSX Transportation ceded the station to Hamlet and the state's Department of Transportation began a major restoration program. A critical part of this effort was a carefully planned movement in 2003 of the 400-ton structure over a distance of 200 feet to the southwest and across an active CSX main line. Full restoration was completed in the fall of 2004.

Adjacent to the station is a new exhibit building that includes the addition of an SAL-built replica of one of the South's oldest locomotives, a 4-2-0 named Tornado. The Tornado was constructed by D. J. Burr & Co. of Richmond, which delivered four engines

to the Raleigh & Gaston Railroad, an SAL predecessor, in 1839-40. Considered to be powerful machines when built, their names suggested some of nature's most kinetic events: Tornado, Tempest, Volcano and Whirlwind. The first of these antique locomotives pulled Raleigh & Gaston's initial train into the state capital in 1840, but was later captured by Federal forces in 1865 on the line between Goldsborough and Raleigh.

It was salvaged after the war and rebuilt in the road's shops for the 1892 Raleigh Centennial Exposition, where it appeared in the grand parade in October. Brought to Hamlet in 1950, the Tornado was again renovated under the state's museum development program mentioned earlier. Its continued existence serves to symbolize a number of important aspects of the nation's early rail history, including the destructive aftermath of the Civil War in the South, and that region's determination to redevelop itself.

Do You Know the Story of Owney?

by Tom Fortunato

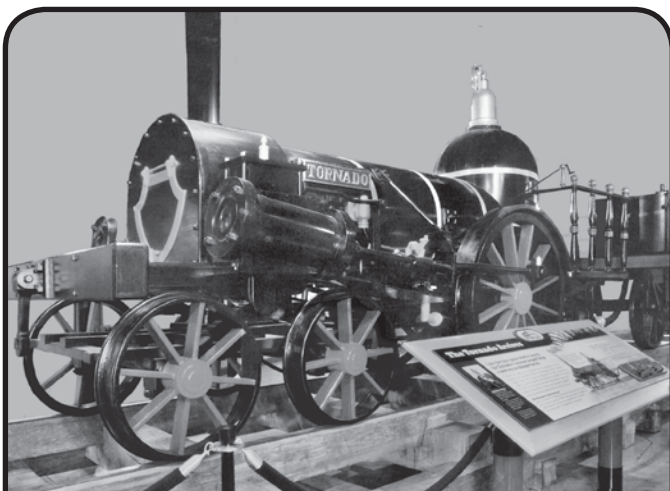
Chapter Chairman of the American Philatelic Society

This article is for those society members who may have interests beyond the usual railroad history, in this case stamp collecting and a fondness for dogs. At first glance, these topics would seem to have almost no connection, certainly not any that merit national recognition. However, most will agree the Railway Post Office (RPO) cars played an important role in the nation's early development. Recently these topics became interrelated, after the editors were notified by the American Philatelic Society (APS), that the U. S. Postal Service will issue a special stamp on July 27, 2011 to honor a famous Nineteenth-century dog who rode RPO cars throughout the nation for eight years.

This "wags-to-riches" tale began in 1888 when a mixed-breed puppy entered the main post office in Albany, New York and made himself at home among mail sacks awaiting loading onto nearby rail cars. The Railway Mail Service employees in the office unofficially adopted the stray and named him Owney.

The fastest way to move mail in those days was by train. The dog soon started riding the routes that the mail workers took as they performed their daily sorting, bundling and delivery duties around the clock on their specially built rail cars. Train accidents were unfortunately frequent and deadly back then. Owney gained a reputation of being something of a lucky charm, for no train that he took ever got into a wreck!

News about the dog's whereabouts were sought after by his care-giving postal colleagues as he wandered from train to train, route to route, eventually taking him around the county. Newspaper writers also sniffed a good story when Owney came to town, often getting front page headlines featuring day-by-day accounts of his activities. Owney had reached true celebrity status.



Newly restored Tornado engine inside Hamlet museum.

~ Jimmy McDonald Photography



Proposed stamp design (from APS web site).

Somewhere along the way somebody decided to commemorate Owney's visit by creating a dog tag inscribed with the date and place of his visit, placing it on his collar. The idea caught on and it wasn't long before poor Owney became weighed down by so many of them. John Wanamaker, Postmaster General at the time, solved the problem by presenting the dog with a jacket during a visit to Washington, DC. The jacket allowed the tags to be distributed more evenly around his body. Over time that became filled as well. The final solution was to give Owney his own suitcase, carried by his railway mail worker overseer for that particular "tour," filled with his many medals, dog bowl and other travel necessities.

Perhaps Owney's most famous trip was in 1895 when he uncharacteristically "steamed" around the world from Washington state to the Orient, India, up the Nile, Gibraltar, the Azores, New York City and then back again to the Tacoma area. He was treated like, and by, royalty along the way as an unofficial ambassador of the US post office.

It's estimated that Owney traveled more than 130,000 miles before his death in 1897, far more than any postal employee would have in a lifetime. His collection of tags, medals and other trinkets numbered 1,017. Mail clerks raised funds to have the dog's remains prepared by a taxidermist and later presented it to the Post Office Department. Owney is on display today at the Smithsonian's National Postal Museum's atrium where he can be seen wearing his jacket along with some of his medals.

The Philatelic Society has opened an "Owney Resource Page" containing informational links, a map of hundreds of locations Owney is known to have visited, and even free special postmarks that can be customized for events. The link at <http://www.stamps.org/CAC/owney.index.htm> or contact Thomas Fortunato at stamptrmf@frontiernet.net

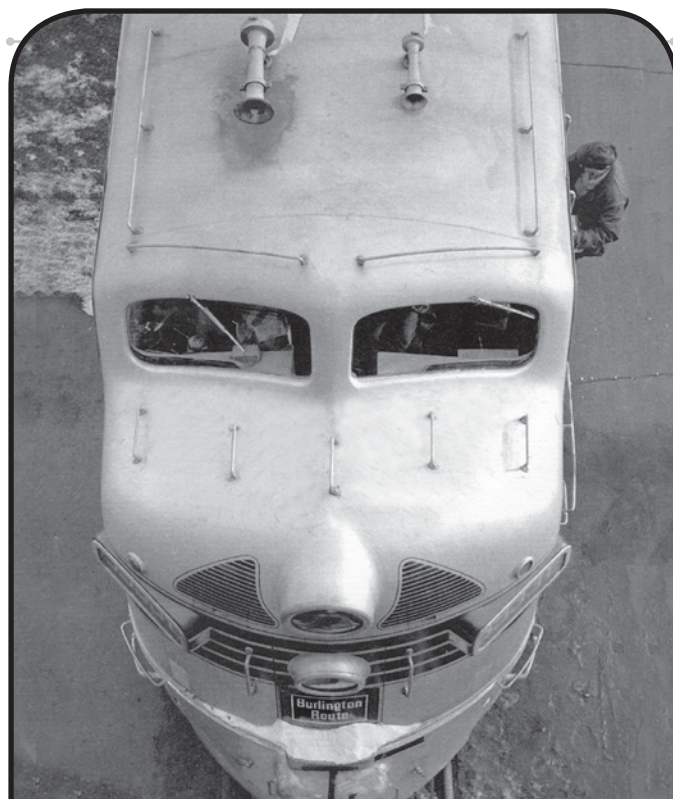
Wallace Abbey's Photos Being Scanned

by John Gruber

The Center for Railroad Photography & Art has received a Trains magazine award to preserve, process, and present the Wallace W. Abbey collection of over 15,000 images. Abbey, a one-time editor of Trains, was the 1993 recipient of the society's Stindt Photography Award. The new grant will allow the Center's archival partner, the Donnelley & Lee Library at Lake Forest College, to provide contemporary enclosure materials and proper cataloging, as well as online access. Selected Abbey images are already available at www.railphoto-art.org/galleries/abbey.html. More images will be

continually added during the preservation process, which will be completed in late 2011.

Abbey's first railroad photos were taken in 1940 at the age of 13 while his family lived in Evanston, Illinois. After receiving a journalism degree at the University of Kansas, he joined Trains as an associate editor (1950-54), later moving to various corporate communications positions with the Association of Western Railways, Railway Age magazine, Soo Line Railroad (where he designed its red-and-light gray paint scheme), Milwaukee Road, Trailer Train, and the FRA Test Center (Pueblo, CO), from which he retired.



Wallace Abbey's downward view of CB&O diesel graced the cover of Railroad History No. 189.

The Ebay Way

by Alden Dreyer

A recent eBay auction was listed like this: WARD KIMBALL ESTATE LOT 29-RWY & LOCO HISTORICAL SOCIETY ISSUES 1-20 - ALL FROM THE 1920s - SUPER RARE! The books sold for a fraction of their value, along with another lot that was all but given away. If the seller had listed them as R&LHS, RLHS or Railway & Locomotive Historical Society, Ward Kimball Estate; eBay would have sent me an email and I probably would have prevailed and made a number of R&LHS members very happy. One man in particular is keen to find about twenty volumes for his ninety-two year-old friend. Just a reminder that we are a Society and if you see a collection of Bulletins you think I should know about, please drop me an email or give me a call. My contact information is listed on the R&LHS Back Issues Store page. Thanks!

Noted Author and Photographer Dies

by J. Parker Lamb

Jim Boyd, a native of Sterling, Illinois who, after a stint with EMD, moved to New Jersey and worked nearly two decades for Carstens Publishing, died suddenly of heart and diabetic complications on December 31, 2010. Jim was hired by Hal Carstens in 1971 to be Associate Editor of *Flying Models* however he was best known as the editor of *Railfan* magazine (later *Railfan & Railroad*) from its beginning in 1974 through his retirement in 1998. After retiring, Jim continued to write his “Camera Bag” column as Editor Emeritus. A prolific writer and photographer, he was a winner of the Society’s Stindt Photo Award in recent years.

The writer met Jim in 1958 while we were both students at the University of Illinois at Urbana-Champaign, and later took a number of photo trips together. Since his retirement, Jim had produced a steady series of photo books that displayed his enormous photo archives, which ranks as one the largest self-produced collections in recent history.

A Railroad Quiz: Remember When?

When we talk about Class I railroads (the largest of railroads with annual freight revenue of at least \$378.8 million), most of us can name the carriers in a matter of seconds. They are BNSF, Canadian National, Canadian Pacific, CSX, Kansas City Southern, Norfolk Southern, and Union Pacific—seven in all.

When some of our older heads signed on, back in 1970, the list was quite longer—and occasionally we see a couple of those names, barely visible, painted on old boxcars or even an aged yard locomotive. In fact, for rails beginning their careers in 1970, there was fifty-eight separate Class I railroads—51 more than today.

Following is a list of those fifty-eight with an explanation of their fate in parenthesis. How many do you recall?

- 1) Atchison, Topeka & Santa Fe (now part of BNSF)
- 2) Atlantic Coast Line (now part of CSX)
- 3) Baltimore & Ohio (now part of CSX)
- 4) Bangor & Aroostook (downsized and absorbed by a shortline)
- 5) Boston & Maine (now part of Pan Am Railways)
- 6) Bessemer & Lake Erie (now part of Canadian National)
- 7) Chicago, Burlington & Quincy (now part of BNSF)
- 8) Clinchfield (now part of CSX)
- 9) Central RR of New Jersey (merged into Conrail* and New Jersey Transit)
- 10) Chesapeake & Ohio (now part of CSX)
- 11) Chicago & Eastern Illinois (now part of CSX and Union Pacific)
- 12) Chicago & North Western (now part of Union Pacific)
- 13) Chicago Great Western (now part of Union Pacific)
- 14) Chicago, Milwaukee, St. Paul & Pacific (now part of Canadian Pacific)
- 15) Chicago, Rock Island & Pacific (now part of Union Pacific and regional Iowa Interstate)

- 16) Delaware & Hudson (now part of Canadian Pacific)
- 17) Denver & Rio Grande Western (now part of Union Pacific)
- 18) Detroit, Toledo & Ironton (now part of Canadian National)
- 19) Duluth, Missabe & Iron Range (now part of Canadian National)
- 20) Elgin, Joliet & Eastern (now part of Canadian National)
- 21) Erie-Lackawanna (merged into Conrail*)
- 22) Florida East Coast (no longer a Class I railroad)
- 23) Fort Worth & Denver (now part of BNSF)
- 24) Georgia Railroad (now part of CSX)
- 25) Grand Trunk Western (now part of Canadian National)
- 26) Great Northern (now part of BNSF)
- 27) Gulf, Mobile & Ohio (now part of Canadian National)
- 28) Illinois Central (now part of Canadian National)
- 29) Kansas City Southern
- 30) Lehigh Valley (merged into Conrail*)
- 31) Long Island (now wholly a passenger railroad)
- 32) Louisville & Nashville (now part of CSX)
- 33) Maine Central (now part of Pan Am Railways)
- 34) Missouri-Kansas-Texas (now part of Union Pacific)
- 35) Missouri Pacific (now part of Union Pacific)
- 36) Monongahela (merged into Conrail*)
- 37) Monon (now part of CSX)
- 38) New York Central (merged into Penn Central; then Conrail*)
- 39) New York, New Haven & Hartford (merged into Penn Central; then Conrail*)
- 40) New York, Chicago & St. Louis (Nickel Plate) (now part of Norfolk Southern)
- 41) Norfolk & Western (now part of Norfolk Southern)
- 42) Northern Pacific (now part of BNSF)
- 43) Pennsylvania Railroad (merged into Penn Central; then Conrail*)
- 44) Pittsburgh & Lake Erie (now part of CSX)
- 45) Reading Railroad (merged into Conrail*)
- 46) Richmond, Fredericksburg & Potomac (now part of CSX)
- 47) St. Louis San Francisco (Frisco Lines) (now part of BNSF)
- 48) St. Louis Southwestern (Cotton Belt) (now part of Union Pacific)
- 49) Seaboard Air Line (now part of CSX)
- 50) Soo Line (now part of Canadian Pacific)
- 51) Southern Pacific Lines (now part of Union Pacific)
- 52) Southern Railway (now part of Norfolk Southern)
- 53) Texas & Pacific (now part of Union Pacific)
- 54) Toledo, Peoria & Western (now part of BNSF, and also shortline)
- 55) Union Pacific
- 56) Wabash (now part of Norfolk Southern)
- 57) Western Maryland (now part of CSX)
- 58) Western Pacific (now part of Union Pacific)

* Conrail was created by Congress to absorb bankrupt Penn Central and six other northeastern railroads. Conrail subsequently was returned to the private sector through a public stock offering and was later purchased and split by CSX and Norfolk Southern.

News & Info

From the Membership Desk

We are overwhelmed – both literally and figuratively – by the response to the inclusion of the 2011 renewal notice in Railroad History No. 203. With the exception of life, institutional, PCC and SoCal members, notices were included in the journal for all members. If, by chance, your RRH 203 was missing a renewal notice, you can do one of the following: Call Sigi Walker at (719) 339-2794; Email mikensigi@comcast.net; download a form from the R&LHS website at www.RLHS.org/#membership; or renew online using a credit card at <https://www.ribbonrail.com/RLHS/> (you must type https since it is a secure site).

Special Thanks

First, many of you have acknowledged that Railroad History continues to be the premier written source for the preservation and publication of all aspects of railway history by renewing at a higher level or making a donation in addition to your annual dues.

Second, many of you have responded to our request for information on how you learned about the R&LHS. One surprising result is the number of you who indicated you joined because a friend told you about the society. One of the benefits of having this information is to know what recruitment efforts are most effective. In 2010, having information tables at train shows yielded over 200 new members.

Third, in 2010, ALL Canadian members renewed – a 100% renewal rate! For 2011, our Canadian members are well on their way to reaching that 100% renewal rate again. R&LHS really appreciates your support.

New R&LHS Business Office

Located just south of the former Denver & Rio Grande Depot in Colorado Springs, the new R&LHS office is being put to very good use. It serves as both the membership office and the treasurer's office, and includes both current and historical records. In addition, it serves as the "headquarters" for membership recruiting in New Mexico, Colorado, Kansas, Nebraska, and southeastern Wyoming. The traveling display, back issues, and all recruiting materials are stored here. If you live in one of these states, we would like to invite you to join us in our membership recruiting efforts at train shows and railroad-related conventions and meetings. Contact information is shown below.

Sigi Walker, R&LHS Membership Secretary
P.O. Box 62698
Colorado Springs, CO 80962-2698
719-339-2794
mikensigi@comcast.net

Trading Post

FOR SALE: 1901 Official Railway Guide Reprint (1056 pages). A limited number of new (but unsold) copies are available. \$62 postpaid / insured. Dan Allen, 147 Atsion Road, Medford, NJ 08055 allenrailroadbooks@hotmail.com

FOR SALE OR TRADE: Massachusetts Rail-Road Corporation & Railroad Commissioners Returns: 1870, 1871, 1873, 1878, 1883, 1894, 1895. Reports: 1881, 1883, 1890, 1895 (2), 1896, 1902, 1904, 1905, 1908, 1909, 1910, 1911, 1912. Alden Dreyer, 91 Reynolds Road, Shelburne MA 01370-9715.

WANTED: INFORMATION – General Electric diesel-electric switchers, any railroad. Desire order, frame or batch numbers and other background information. David Dallner, 4032 Royce St., Riverside CA 92503-4053

WANTED: BUILDER'S PLATES – Original steam, electric, and diesel locomotive builder's and number plates. Will buy collections. Ron Muldowney, 52 Dunkard Church Road, Stockton, NJ 08559-1405 (609) 397-0293 rjmuldowney@comcast.net

WANTED: INFORMATION AND PHOTOS – Information and photos on CB&Q's Zephyr Rocket (St. Louis-Twin Cities). Especially need info and illustrations for Pullman cars Minneapolis, Popular Branch and Popular Flat, as well as dining car china and menus. Will scan slides or prints for feature article in annual magazine of TRRA Historical Society. Contact Larry Thomas, TRRA Historical Society, P. O. Box 1688, St. Louis MO 63188-1688 or (314) 535-3101.

WANTED: Massachusetts Rail-Road Corporation & Railroad Commissioners Reports and/or Returns for: 1845, 1849, 1851, 1853, 1855, 1857, 1858, 1859, 1860, 1862, 1864, 1865, 1868, 1897, 1898, 1899. For 1888 and 1907, want Returns only, have the Reports. Alden Dreyer, 91 Reynolds Road, Shelburne MA 01370-9715.

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R&LHS members receive a \$50 discount on unpainted pieces; \$100 discount on painted pieces

R&LHS Back Issues Store

R&LHS Bulletin

As of 12/16/10, the following editions of the *Bulletin* are **available** (R = reprint):

A bound volume containing: 68, 70-74 - \$80

Numbers: 1R, 29, 46, 53, 56, 57R, 58, 58ARSC, 58ARHC, 59, 61A, 65, 66, 67A-74, 76-93, 95-126

All are out-of-print and individually priced for R&LHS members ranging from \$12-\$64 *each* based upon supply, demand and condition. An index of all issues together with a brief description of contents and prices for all out-of-print editions can be found at www.rlhs.org. R&LHS members receive a 20% discount from the out-of-print edition prices as shown on the web site. Web prices are for the issue in best condition when more than one is available. Inquire if interested in cosmetically damaged, further discounted issues when available.

Railroad History

All editions of *Railroad History* are available and divided into two classes. In-print are usually those remaining in storage from the day of printing unless purchased as part of collections. Out-of-print issues are those that have been purchased to maintain inventory. As of 12/16/10, the following editions are **out-of-print**:

Numbers: 127-138, 140, 143, 145-148, 150, 152, 153, 155, 156, 159, 162, 164, 174, 180, 182, 192, 202

Each issue is individually member priced on the web site with prices ranging from \$10 to \$32 *each*.

All other issues of *Railroad History* (Numbers 139-200) are **in-print** and priced as follows for R&LHS members:

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Elkins - 2011 Annual Meeting



Railway & Locomotive Historical Society 2011 Annual Meeting West Virginia Rails Elkins, West Virginia, June 2-5, 2011

Highlights: There will be a ride to the top of Bald Knob, the third highest point in West Virginia at an altitude of 4,700 feet, behind double-headed Shay steam locomotives, on the Cass Scenic Railroad on Friday, June 3. In addition, we will have a locomotive repair shop tour, and visits to the museum, showcase gallery, and the gift shop. On Saturday, June 4, we will take two rides on the Durbin and Greenbrier Valley Railroad. First, we will ride the Rocket steam train using a Climax locomotive down the Greenbrier River from Durbin. Second, we will take the Salamander, behind a Western Maryland diesel, from Cheat Bridge back to Elkins, with a stop at Cheat Falls. Our banquet speaker will be Tom Dixon, the Chief Historian of the C&O Historical Society and the breakfast meeting speaker will be Bruce Elliott, of Cass. And, for your entertainment, there is the optional American Mountain Theater show right next to the hotel on Thursday and Friday night. This show is West Virginia's only Branson style music and comedy variety show. Tickets are on your own. Further information, maps, and videos concerning the railroads and the AMT are available online on their websites.

Hotel: Holiday Inn Express, 50 Martin Street, Elkins, West Virginia 26241. The hotel is right in the old Western Maryland yard in the center of Elkins, next to the Elkins depot, the Railyard Restaurant, and the American Mountain Theater. The R&LHS rate is \$89.95/night, continental breakfast included. For reservations, call the front desk number at 1-304-630-2266 and mention the R&LHS. Reservations must be made by May 15, 2011 to guarantee the R&LHS conference rate. The hotel is currently accepting reservations.

Transportation: There is no Amtrak or air transportation close by to Elkins. The Capital Limited has stops in Pittsburgh, Cumberland, and Washington, DC. The closest major airports are in Charleston, West Virginia, Pittsburgh, or Washington, DC. Car rentals from these sites are

on your own. As a result of the lack of significant interest in a bus from Pittsburgh or Washington, DC, in the survey in the last newsletter, we are anticipating that attendees will be driving to Elkins. If you want to attend the conference and if you absolutely cannot reach Elkins by car, please let us know at the time of registration.

Registration Fee: \$200.00 per person, \$150.00 under the age of 18. This includes the bus during the meeting, two box lunches, all rail excursion fees, the banquet, and the breakfast membership meeting. For further information concerning the conference, please contact David Pfeiffer at 703-425-4685 or dnjpfeiffer@gmail.com. Or please access the R&LHS website at www.rlhs.org.

Schedule of Events

Thursday, June 2

- Convention registration at the Holiday Inn Express, Elkins.
- 7:30 pm – Country music/comedy show at the American Mountain Theater (optional)
- 7:30 pm - R&LHS Board of Directors Meeting

Friday, June 3

- 7:30 am – Bus leaves for Cass Scenic Railroad
- 9:15 and 10 am – Shop tour at Cass
- 11 am to 3:30 pm – Ride Cass Scenic Railroad up to Bald Knob (box lunch included)
- 4 pm to 5:30 pm - Bus returns to Elkins
- Dinner on your own
- 7:30 pm – Country music/comedy show at the American Mountain Theater (optional)

Saturday, June 4

- 8:30 am – Bus leaves for Durbin
- 10 am to 12 noon – Ride on the Durbin Rocket (box lunch on the train)
- 12:15 pm – Bus to Cheat Mountain
- 12:30 pm – Ride Salamander to Elkins with a stop at Cheat Bridge
- 4:45 pm – Arrive in Elkins
- 6 pm – Cocktail hour and banquet at the Railyard Restaurant, Elkins - Tom Dixon, C&O Historical Society, speaker

Sunday, June 5

- 8 am – Annual breakfast membership meeting at Railyard Restaurant - Bruce Elliott, Cass, speaker

Other Railroad Sites in West Virginia

For the railroad buff, historian, scholar, official, or just plain railfan, there are several other railroad-related sites in West Virginia or nearby that are of interest. There are two excellent excursions in the area:

1. The historic Potomac Eagle Scenic Railroad is one of America's most beautiful train rides. For three hours enjoy a

narrated excursion through a tranquil and pristine mountain valley. The train can be boarded in either Romney or Petersburg, West Virginia.

2. The Western Maryland Scenic Railroad travels between Cumberland and Frostburg, Maryland. The Western Maryland Scenic Railroad round trip excursion, originating from Downtown Cumberland, Maryland, is an exciting mix of mountain scenery and rich transportation history. It's an entertaining and educational experience riders of all ages and interests with interpretive history and lively Main Street Districts at both ends of the trip.

There are also many railroad historical sites that are well worth a visit. A few of these are:

1. In Grafton, West Virginia, there is the B&O (now CSX) station and yard. Two of Grafton's most prominent landmarks are the imposing stone railroad station and the Willard Hotel, the latter a relative skyscraper that marks the northern end of downtown's Main Street. The railroad station, now the B&O Railroad Heritage Center, has recently reopened and offers a glimpse into both the magnificence and significance of the railroad.

2. The Chesapeake & Ohio Railway Heritage Center in Clifton Forge, Virginia. This Center is a railway heritage museum,

interpretive, educational, and visitor's center that tells the story of the C&O Railway: the people, the places, and the technology. The complex includes a new vintage Amtrak station, a signal tower, the freight station that includes the museum and gift shop, a garden railroad, the Gatsby's Tavern dining car, a couple of restored cabooses, and other rolling stock.

3. And last, and certainly not least, Roanoke, Virginia, boasts two excellent railroad museums adjacent to the world class Hotel Roanoke. Hard by the Norfolk Southern tracks in the center of town is the O. Winston Link Museum in the old N&W passenger station. The Collection of the museum is focused on the last days of steam operation on the N&W Railway that Link captured on black and white film in the late 1950s. Also, in the old N&W freight station is the Virginia Museum of Transportation. A visitor can experience the only remaining examples of the N&W's legendary success at the VMT: The N&W Class A 1218 and the Class J 611. In the rail yard, you can explore other historic locomotives, cabooses, and other rail equipment as modern trains rumble past. Inside the museum, one can enjoy model trains, hands-on exhibits, and stroll past antique automobiles, truck and

WEST VIRGINIA RAILS 2011 REGISTRATION

Your Name: _____
(All names should be as you wish it to appear on convention name badge)

Companion Name: _____

Guest 1 Name: _____

Guest 2 Name: _____

Guest 3 Name: _____

Mailing Address: _____

City, State, Zip: _____

Phone: _____ Email Address: _____

Please register _____ guests for the full program @ \$200.00 each \$ _____

Please register _____ guests for the full program (under 18) @ 150.00 each \$ _____

Total Enclosed \$ _____

Mail completed form with check payable to Railway & Locomotive Historical Society to:
West Virginia Rails, Robert Holzweiss, 4027 Austin's Estates Drive, Bryan, Texas 77808-7301

** Registration form and payment must be received no later than May 1.**

For further information concerning registration, please contact David Pfeiffer at 703-425-4685 or dnjpfeiffer@gmail.com.

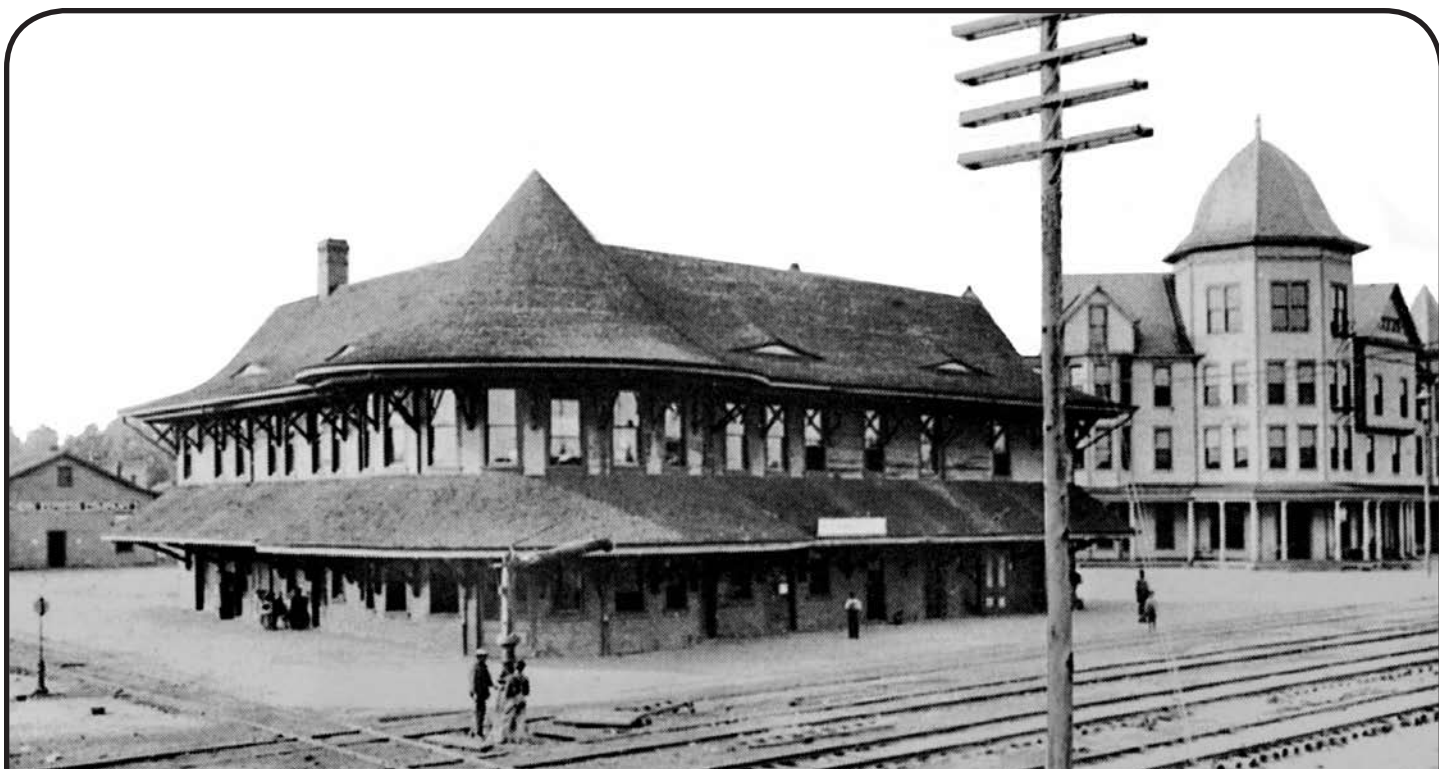


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