



NATIONAL RAILWAY HISTORICAL SOCIETY



2004 YEARBOOK

NRHS YEARBOOK 2004

- 4 **RAILS TO THE NORTHSTAR**
The 2004 NRHS Convention by Dawn Holmberg ←
- 12 **ANNUAL REPORT 2004**
The accomplishments of the Society by Gregory P. Molloy
- 16 **CHAPTER ACTIVITY REPORTS**
Promoting railroad history and preservation coast to coast
- 111 **ALCO HISTORIC PHOTOS**
Maintaining the photo collection of the American Locomotive Company
- 112 **MEMBERSHIP AWARDS**
Members achieving milestones in 2004
- 113 **IN MEMORIUM**
Remembering those who passed on in 2004
- 114 **RAILCAMP 2004**
A RailCamper reports from Scranton by Steve Mliczek
- 118 **TRACKSIDE WITH THE NRHS**
A collection of Society activities through our members' lenses
- 118 **NRHS CHAPTER BY LOCATION DIRECTORY**
A listing of NRHS Chapter's by state.



COVER PHOTOS:

Front Cover: Former Great Northern SD45 No.400, **Hustle Muscle**, rides the turntable at the Jackson Street Roundhouse of the Minnesota Transportation Museum on July 1, 2004. This was the winning entry in the NRHS Convention Cover Contest. Photo by Andrew Morris.

Rear Cover (Top): Rails to the Northstar Convention Chairman Dan Meyer (middle) watches the scenery from a dutch door during the Convention's premier event, a double-headed steam excursion on July 3, 2004. Photo by Dawn Holmberg.

Rear Cover (Bottom): Campers Daniel Parsons and Steve Mliczek get invited into the cab of Canadian National 2-8-2 No.3254 at Steamtown National Historic Site during RailCamp in July 2004. Photo by Andrew Morris.

This page: SEPTA PCC No.2785 pauses at Osage and 42nd Streets in Philadelphia during a night photo charter sponsored by the Wilmington Chapter on April 3, 2004. Photo by Michael T. Burkhardt.

National Railway Bulletin (ISSN 0885-5099) is published 6 times a year by The National Railway Historical Society.

Members are encouraged to notify NRHS Membership Records, 100 N. 17th Street, Suite 1203, Philadelphia, PA 19103-2783 of changes in address by returning the old address portion of a *Bulletin* envelope together with the new address (printed or typed), six weeks prior to moving. The *Bulletin* is mailed to members under a bulk mail permit and such mail is not ordinarily forwarded.

Manuscripts are always welcome, preferably not longer than 10,000 words, double spaced, on one side of a paper. Clear, glossy photos to illustrate articles and of action and historical subjects are requested.

Articles in this magazine do not express the official NRHS position on any subject unless specifically designated as such.

© Copyright 2005 by the National Railway Historical Society.



Rails to the NORTHSTAR

DDOUBLE-HEADED STEAM, old and new traction, museums and diesel excursions were the highlights of the 2004 **Rails to the Northstar** NRHS convention. The Northstar Chapter, based in the Minneapolis-St. Paul area, celebrated its 35th anniversary as a NRHS Chapter by hosting the Convention in Minneapolis, Minnesota.

The Convention began during the afternoon of Tuesday, June 29th, with registration at the Hilton Hotel in downtown Minneapolis. The first event was an evening ride on the **Minnesota Zephyr** dinner train in Stillwater, Minn. The five-course dinner choices included a main course of roast beef, prime rib, salmon or rock game hen. The train, which traveled from Stillwater to Duluth Junction and return, consisted of locomotive No.787, an ex-Southern Pacific Grand dome, cars **Lake Winds**, **Stillwater** and **Northern Winds**, the St. Croix Dome Club car, and locomotive No.788. The food and ride were reported to be excellent.

Wednesday involved a motor coach ride to the Lake Superior Railroad Museum in Duluth, Minn., and a ride on its excursion

ABOVE: Canadian Pacific 4-6-4 No.2816 and Milwaukee Road 4-8-4 No.261 combine for a double-headed steam spectacular at Maple Springs, Minn., on July 3, 2004. The trip was the signature event of the "Rails to the Northstar" NRHS Convention. *BELOW:* F7 No.787 and the **Minnesota Zephyr** wait at the depot at Stillwater, Minn., prior to the departure of the first event of the NRHS Convention on June 29. No.787 is a veteran of the Spokane, Portland & Seattle.

Both photos: Alex Hayes



The 2004 NRHS Convention

by Dawn Holmberg

Photography as noted



LEFT: Erie Mining F9 No. 4211 runs around the NRHS charter train on the North Shore Scenic Railroad at Two Harbors, Minn., on June 30. The observation car is the *Missabe* of the Duluth, Missabe & Northern. *BELOW:* NRHS Convention attendees point their cameras at Soo Line FP7 No. 2500 during a photo runby at Palmers, Minn., on the North Shore Scenic. Storm clouds parted just in time to shoot the train in sunlight.

Dave Holmberg

Mark W. Hoffmann





Alex Mayes

train. The museum has a large number of significant artifacts on display, including the St. Paul & Pacific's **William Crooks** (the first locomotive to run in Minnesota), Milwaukee Road electric locomotive No.10200 and Duluth, Missabe & Iron Range No.227, a mallet steam locomotive. Participants were able to tour the museum for a time before picking up box lunches and boarding the train. Most of the motor coaches were delayed in arriving at the Hilton to pick up participants by a rush-hour freeway accident. The buses were able to arrive at the Duluth depot in time to make the 12:30 p.m. departure of the excursion train. The train consist was locomotives Erie Mining F9 No.4211 and Soo

ABOVE: The North Shore Scenic excursion is ready to depart the ex-Northern Pacific depot in Duluth, Minn., on June 30. Erie Mining F9 No.4211 is joined by Soo Line FP7 No.2500.

Line FP7 No.2500, dining car Great Northern 1250 **Lake of the Isles**, a GN baggage/power/concession car, coach GN 1115 **Liz Prebich**, coach GN 1116, coach Duluth & Iron Range 33, combination car Duluth, Missabe & Iron Range W-24, and Duluth, Missabe & Northern business car **Missabe**.

Participants were able to take part in a photo run-by at the Knife River depot. After reboarding the train, the excursion continued on to Two Harbors, Minn., where the train went through the Canadian National (former DM&IR) rail yard to the end of the line at the depot. Passengers detrained at Two Harbors to view and photograph the engines being run around to the other end of the train. They were also able to view the old Duluth & Iron Range station, the ore docks and the railroad equipment on display. On display are the DM&IR Yellowstone No.229 with tender, the Duluth & Iron Range No.3 with tender, and various other equipment. Participants were also able to visit the museum gift shop in the station, and also see in the harbor the **Edna G**, a DM&IR tugboat built in 1896, the last coal-fired steam tugboat in operation on the Great Lakes.

A summer storm rolled in while the excursion was in Two Harbors. By the time all had reboarded and the train started to return to Duluth, the clouds opened up and

it poured; the brakeman got very wet when throwing the switch to leave Two Harbors. The rain finally let up enough for the last photo run-by of the day at Palmers. The sun came out just in time to make it a memorable shot with storm clouds in the background over Lake Superior. After reboarding, the train continued back to Duluth. Participants were given time to see the museum and to pick up a boxed snack provided for the return trip back to Minneapolis.

An alternative event available on Wednesday was the Twin Cities railfan sites tour. Participants traveled by motor coach from the Hilton to the James J. Hill house, the Twin Cities Model Railroad club layout in St. Paul, and the restored Milwaukee Road depot in Minneapolis. The Hill house was built in 1891 for the president of the Great Northern Railway, and at one time was the largest house in the state. The Minnesota Historical Society currently owns and operates the facility.

The Twin Cities Model Railroad Club has its layout (1940s Minneapolis-St. Paul) in Bandana Square, the former Burlington Northern (nee-Northern Pacific) car shops. On the way back to Minneapolis the tour viewed the James J. Hill Stone Arch Bridge over the Mississippi River. It reportedly is the only structure Mr. Hill ever allowed to be named after him.





Alex Meyer

The final stop of the tour was the Milwaukee Road station in downtown Minneapolis, which is now a hotel. Participants toured the building and had a picnic lunch under the train shed where Milwaukee

Road, Soo Line and Rock Island passenger trains once stopped.

Thursday was Minnesota Transportation Museum (MTM) day. Participants were able to tour the MTM's museum at the

ABOVE: At the car barn of the Como-Harriet streetcar line, NRHS Convention-goers board Twin Cities Rapid Transit No.1300 on July 1. No.1300 was built in 1908. This group is the "morning tour" and would venture on to the modern light rail line during the afternoon. Another group was doing the same itinerary in reverse. *BELOW:* Demonstrating the wide range of equipment attendees could ride during the Convention, a group gets a trip on a speeder at the Jackson Street Roundhouse.



Dawn Holmberg

Jackson Street Roundhouse in St. Paul. On display were Northern Pacific steam engines Nos.328, and 2156 which were in the process of restoration, diesel electric locomotive Dan Patch Electric Lines No.100, Minneapolis, Northfield & Southern Business car **Gopher**, and many other pieces of equipment. Rides on GN No.400 (**Hustle Muscle**, the Great Northern Railway Historical Society's SD45) a speeder and a hand car were offered.

Another part of the tour was a visit to MTM's Como-Harriet streetcar line. People could view the car barn and passenger station and ride the line. Three streetcars were running: Twin Cities Rapid Transit Company No.1300 (built by the TCRT's shops in St. Paul), TCRT's PCC No.322 and Duluth Street Railway No.265, (also built by the Twin City Rapid Transit Company).

The third event of the day was a tour of the new Hiawatha light rail shops and a ride on the newly opened line. The group traveled from the Hilton to the shops, built on the site of the former Milwaukee Road passenger car shops in South Minneapolis, on MTM's vintage 1955 transit buses, which were a big hit with both riders and bystanders. After the shop tour, participants rode the twelve-mile portion of the line that was open, from downtown Minneapolis to Fort Snelling and back. The afternoon tour saw firsthand the heavy patronage by Minnesota Twins baseball fans.

The "Meet the Officers" social hour was



Michelle Dukeman



Alex Meyer

Dave Holmberg



held at the Hilton's Carvers meeting room. It was well attended.

The MTM also hosted the night photo session. Participants rode MTM's vintage buses to Jackson Street Roundhouse in St. Paul, where Steve Barry of *Railfan & Railroad* magazine and Alex Mayes illuminated five scenes. Two were of GN No.400 (**Hustle Muscle**) in different positions on the turntable. The other scenes were of Dan Patch locomotive No.100 and Lake Superior Terminal & Transfer EMD switch engine No.101 with Frisco boxcars. The finale for the night was three steam tenders in the open roundhouse doorways with a workman (MTM and Northstar Chapter member Richard Kasseth) giving directions, much like in steam days.

Friday, July 2, turned out to be one of the hottest days of the summer. Luckily, the Convention's events were the seminars, flea market, Board of Directors' and annual membership meetings and the banquet, all held indoors at the Hilton. There were four seminars including Donald Hofsommer, Professor of History at St. Cloud State University, who spoke on "History of Minnesota Railroads and Environs." Patrick Dorin, a well-known author, spoke on "Railroads of Minnesota's Iron Mining Industry." James Scribbins, another well-known author, spoke on "High Speed Passenger Train Competition between the Twin Cities and Chicago" Aaron and George Isaacs with author Russell Olson spoke on "Minnesota's Electric Railways—Past and Present."

Andrew Selden, President of the Minnesota Association of Railroad Passengers, was the banquet speaker. He had an intriguing presentation about Amtrak's financial results over the years. He also gave some innovative ideas about what might be done to correct the Amtrak "problem."

Saturday was the big double-headed steam excursion. Canadian Pacific 4-6-4 No.2816 and Milwaukee Road 4-8-4 No.261 were the stars of the show; behind

TOP: The Hiawatha light rail line's grand opening coincided with the NRHS Convention in Minneapolis, and attendees were able to ride and photograph the new line throughout the Convention. Car No.106A shows off the line's attractive livery as it heads through Minneapolis on July 4. *MIDDLE:* Car 110A gets a lift at the light rail shops during a tour offered to NRHS members on July 1. *BOTTOM:* A special bus, indeed! NRHS members board one of the vintage buses owned by the Minnesota Transportation Museum to get to the light rail shops, providing a rare opportunity to ride mass transit representing two generations of travel.

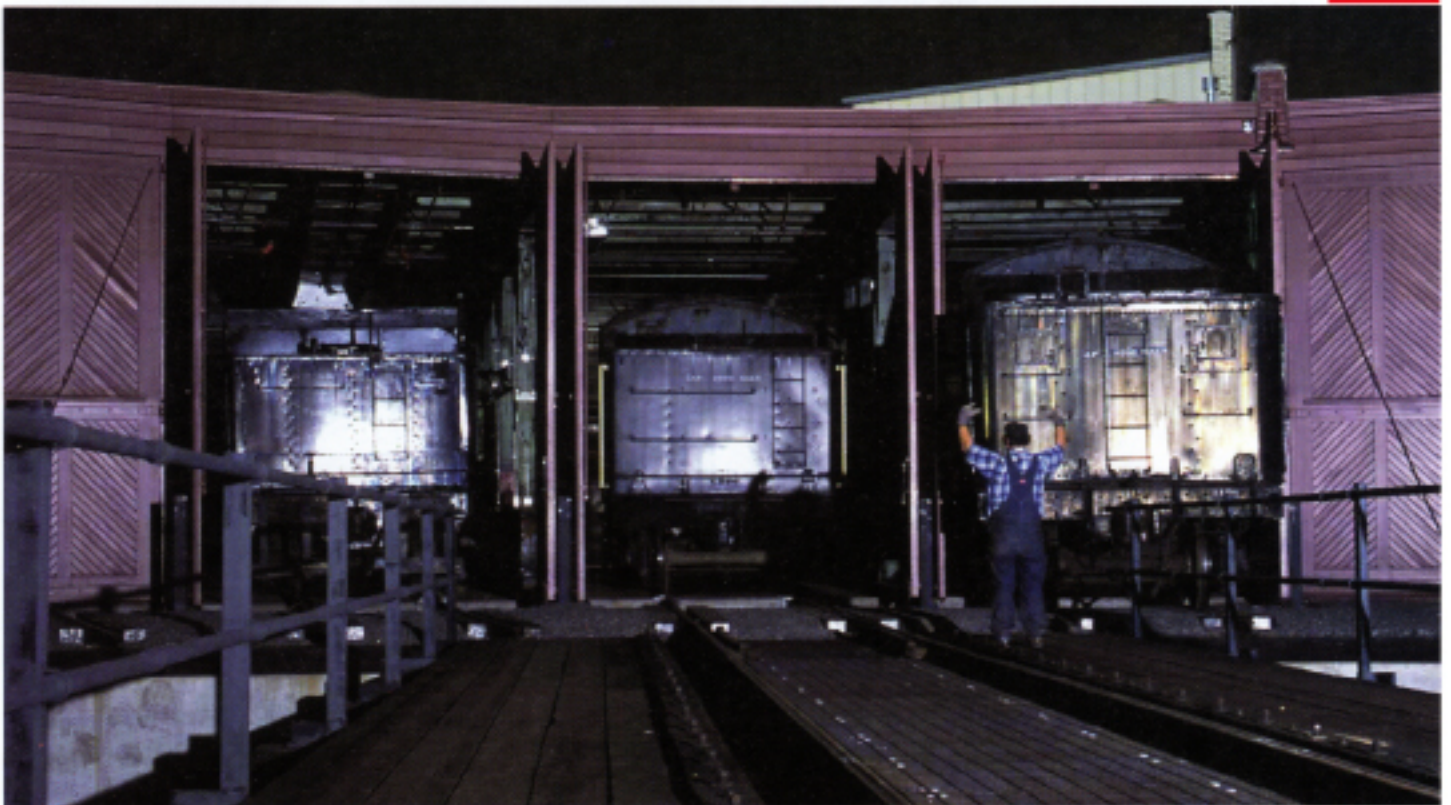


Jessica Renner

ABOVE: The star of the night photo session poses on the turntable at the Jackson Street Roundhouse on July 1. Great Northern No.400, Hustle Muscle, was the first production SD45 built by Electro-Motive. A night photo session in Minnesota held within two weeks of the longest day of the year is not for those who are stamina-challenged! **BELOW:** The night session concludes

with a scene out of a steam-era roundhouse as three locomotive tenders are visible through the doors. MTM and Northstar Chapter member Richard Kaseth posed for the scene, which was photographed by three groups of 20 people each from the turntable. Once the shot was done, the photographers once again boarded vintage buses for the ride back to the Convention hotel.

Dean Wöberg





Donald Stuepe

ABOVE: Andrew Selden, President of the Minnesota Association of Railroad Passengers, addresses the NRHS banquet on July 2. BELOW: The Mississippi River Hiawatha, a double-headed steam excursion powered by Canadian Pacific No. 2816 and Milwaukee Road No. 261, departs St. Paul on July 3. The train is passing through Hoffman Junction in this scene from Dayton's Bluff.

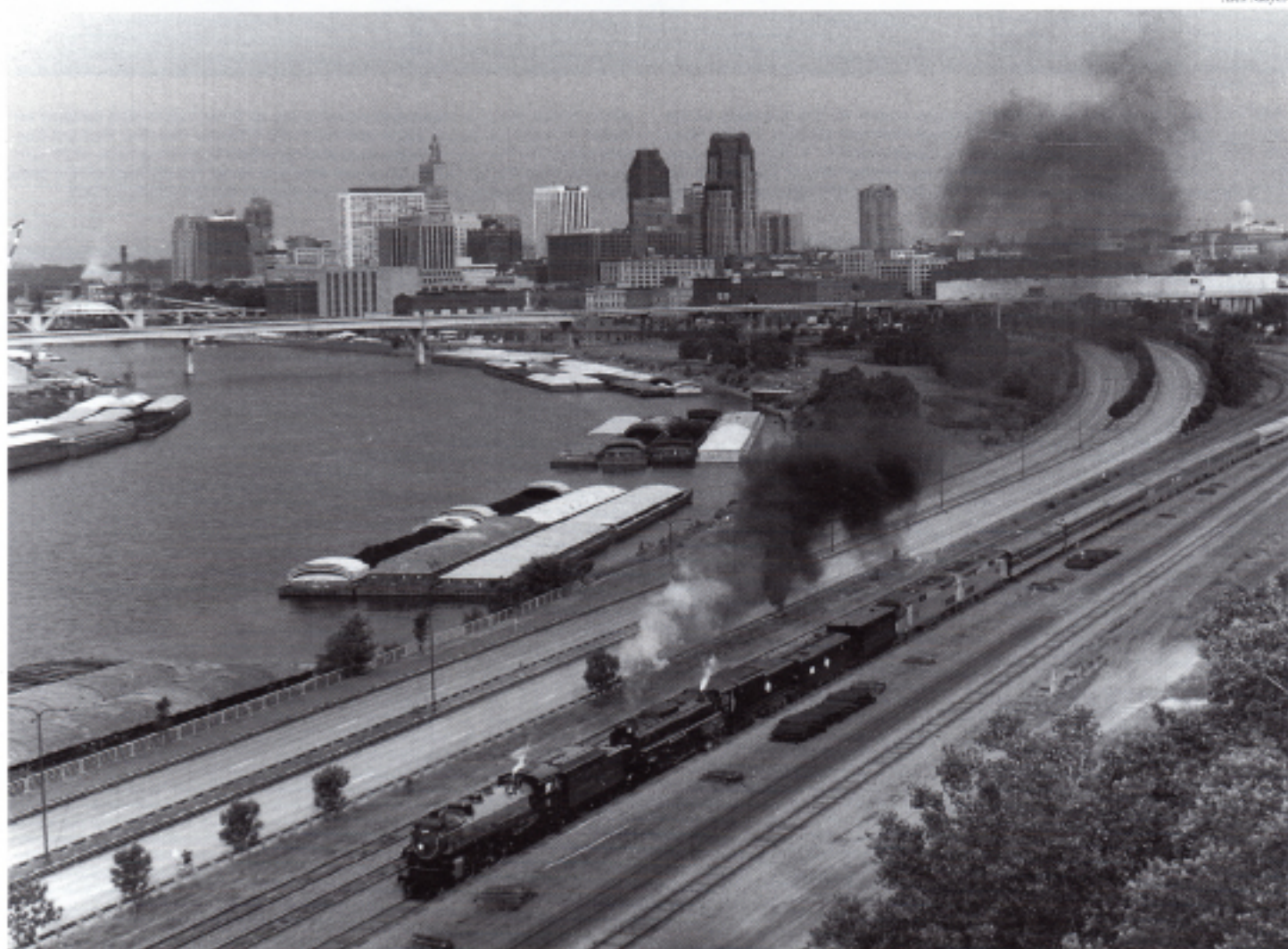
the two steamers were two auxiliary tenders, Amtrak engines Nos. 135 and 123, and many private cars including two Northstar Rail cars, Union Pacific **Echo Canyon**, Southern Pacific **Golden Sand**, Sante Fe **Tolani**, two Amtrak horizon coaches, California **Zephyr** car **Silver Larch**, Pennsylvania **Henry Hudson**, Sante Fe **Mohave**, Northstar Rail's parlor car **Wisconsin Valley**, a Lancaster & Chester car and the **J. Pinckney Henderson**, **Caritas**, Northstar Rail's business cars **Montana** and **Lambert's Point**, dome **Sierra Hotel** and the famous skytop observation lounge car **Cedar Rapids**, among others. A few years ago the Northstar Chapter had helped to secure a grant from the NRHS to assist in the restoration of the **Cedar Rapids**. It has since been fully repainted, and the car looked great.

The train ran from St. Paul down the west side of the Mississippi River on Canadian Pacific tracks. A stop was made in Red Wing, Minn., to service the locomotives. The train also stopped briefly in Winona, Minn., to drop off those passengers who wanted to see the train, and to pick up box lunches for NRHS passengers before continuing south to wye the train at La Crescent, Minn. Upon returning to Winona, the train briefly stopped again to pick up passengers. The weather started out nice, but by the time the train had departed Winona on the return trip it was pouring rain that didn't let

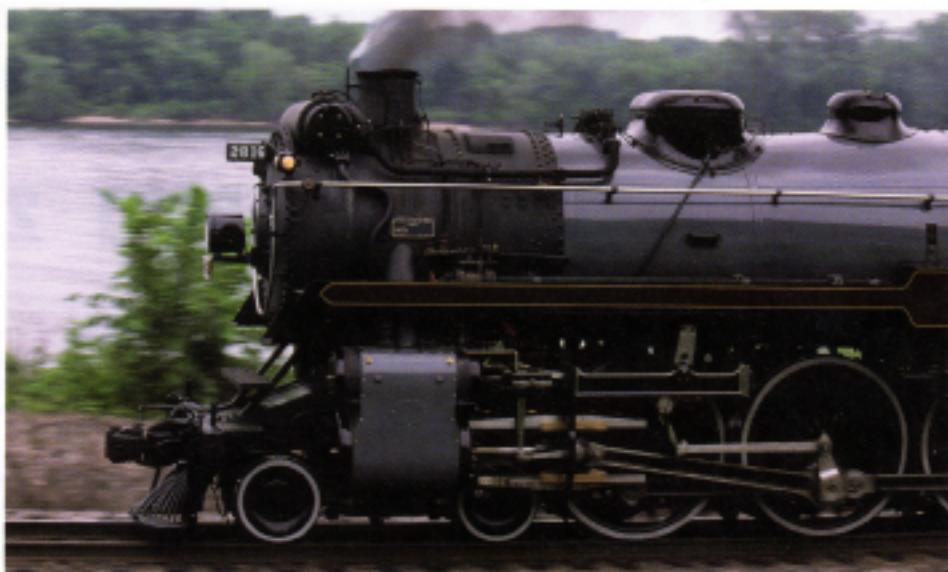
up until after arrival in St. Paul.

Sunday offered a ride on the MTM's Osceola & St. Croix Valley Railway excursion train. Passengers rode a motor coach to the train boarding point at Withrow, Minn. Withrow, about 15 miles northeast of Minneapolis, is the junction of the former Soo Line's Barron Sub and New Richmond Sub. The first few miles are not usually part of MTM's excursion operation, so there was a bit of rare mileage included in the day's ride. The power was GP-7 "Soo No. 559" (ex-Rock Island No. 1223) and baggage car GN 265, coaches Rock Island 2608, GN 1213, GN 1097 and business car GN A-11. The train crossed over the St. Croix River drawbridge into Wisconsin; there was a photo runby soon after crossing the river. The trip continued on to Osceola, Wisc., where the MTM maintains its ticket office in the former Soo Line stone depot. A brief stop was made to water the engine due to a leaky radiator hose. The trip continued on to Dresser, Wisc., the end of the line. Passengers detoured at the old wooden Soo Line depot and walked two blocks down the street to the Town Hall for lunch. While passengers ate, the train crew and museum volunteers worked to replace the leaking hose. This unexpected complication had the potential to end the trip at Dresser, but the crew was able to locate a replacement hose on a holiday Sunday, so this was avoided. The delay meant that the

Alex Meyer



RIGHT: It's apparent why Canadian Pacific has dubbed its restored 4-8-4 **The Empress** in this pacing scene along the Mississippi River. The locomotive seems to be trying to outrun the thunderstorms that hit during this July 3rd trip as it races back to St. Paul. *BELOW:* "Soo Line 559," a GP7 that never actually worked for the Soo (it spent its working life as Rock Island 223) lays down smoke during a photo runby on the Osceola & St. Croix Valley, yet another operation of the Minnesota Transportation Museum. The train has just crossed the St. Croix River into Wisconsin as it works its way to Dresser. A faulty radiator hose — an easy fix except its hard to find an open auto parts store on the Fourth of July — delayed the train's departure from Dresser, but parts were acquired and the trip made it back. Once the transfer buses arrived back at the Convention hotel Rails to the Northstar came to a conclusion. *BOTTOM:* At the Fall 2004 NRHS Board of Directors meeting in Utica, N.Y., NRHS President Greg Molloy accepts a check from Convention Chairman Dan Meyer as the first installment of the National organization's share of the proceeds of Rails to the Northstar. The Convention proved to be fun, safe — and profitable.



Dawn Holsberg

Mark W. Hefman



last photo runby was of the train being wye'd at Dresser. After reboarding the train, the trip ran back to Osceola, where passengers were allowed to detrain and tour the restored depot, or watch the mail catch as the regularly scheduled museum train went

on its way to Dresser. Passengers reboarded for the trip back to the motor coaches at Withrow. We arrived at the buses about 15 minutes late, but all passengers who needed to make flights at the airport made it with plenty of time to spare.

Dawn Holsberg



Many thanks to Dan Meyer, Convention chairman; H. Martin Swan, assistant Convention chairman and Hotel chairman; Russ Isbrandt, who wrote the Convention timetable and trip brochures and was Bus chairman; John Goodman, Rail trip chairman; Doug Johnson, Secretary and Treasurer; De Smith Lindeen, Volunteer coordinator and registration room manager; Jim George who set up the financial accounting system; Dick Fish for ticketing and data processing; Ben Pressnall, **Minnesota Zephyr** trip chairman; Kurt Peterson, Seminar chairman; and to all the volunteers who helped at the registration desk, the photography and the bus hosts, among other duties. Also many thanks to the National Convention Committee of Carl Jensen, Mia Mather, Al Howe, Joe Williams and Ed Graham for all of their valuable assistance and counsel. Lastly, a big thank you to the Hilton hotel staff for their prompt and attentive service. What a memorable 35th year for the Northstar Chapter!

Postscript: On October 24th at the Fall Board of Directors meeting, Dan Meyer presented NRHS President Greg Molloy a check for \$5,000 as a payment to the National from Convention proceeds. A final accounting is expected sometime in the Spring of 2005.



during the month. For July we met at the home of NWI founding member Mike Schafer and enjoyed an afternoon trackside along the BNSF C&I Line, grilled our supper and then set up the slide projector for a few rounds of transparencies. We took the slide projector on the road for the August meeting, down to Oregon, Ill., to hold our meeting in the CB&Q depot undergoing restoration. Members brought along slides from their summer vacations, and we viewed a wide variety of subjects.

September found us back at our traditional meeting site for another dual projector show by Jerry Pyfer, this time featuring the CB&Q, BN and BNSF in and around Ore-

gon, Ill. The show used a number of views from several different Chapter members. Our October meeting featured two programs. Judi Jacksohn of the Illinois Department of Resources had a program featuring a number of historic views of the building of the Hennepin Canal from the turn of the century, including the narrow-gauge steam railroad along the Rock Island. Lance Wales presented a slide show featuring railroads that began with the letter "T" in the states of Illinois, Iowa and Indiana.

The annual meeting in November was an event attended by a large number of members and guests. We had an informal swap meet during the afternoon, along with

slides in the basement of the church. The evening main event had more than 100 people in attendance to see founding member Mike Schafer's "The Golden Triangle," featuring images from the last 40 years around Rockford, Milwaukee, Chicago and nearly everywhere in between. We rounded out the year with the December Holiday Dinner set up by John Fredrickson at The Wooden Nickel. A number of NWI members and guests enjoyed the buffet and the bring-your-own slide show afterwards.

The NWI Chapter also took steps to rework our website during 2004. Our site can be found at: www.nwinrhs.org.

NORTHSTAR

No Permanent Address. Contact: Secretary Election: NOV

Meeting: 3rd Sat 7:00pm, St. Paul Fire Dept Trng Ctr, 1695 Energy Park Drive, Saint Paul, MN

PRESIDENT: H. Martin Swan, PO Box 65320, Saint Paul MN 55165-0320

VICE PRESIDENT: Mark D. Braun, PO Box 276, Hutchinson MN 55350-0276

SECRETARY: David A. Norman, 3007 E 24th St, Minneapolis MN 55406-1436

TREASURER: Joseph M. Fishbein, 1092 Humboldt Ave, West Saint Paul MN 55118-1434

NATIONAL DIRECTOR: Douglas W. Johnson, 5416 Aldrich Ave S, Minneapolis MN 55419-1732

HISTORIAN: John E. Cartwright, 979 Hardwood Ave, Shoreview MN 55126-9135

EDITOR: Russell R. Isbrandt, 4036 Birch Knoll Dr, White Bear Lake MN 55110-4565

MEMBERSHIP CONTACT: Joseph M. Fishbein, 1092 Humboldt Ave, West Saint Paul MN 55118-1434

Publication: "NORTHSTAR NEWS" [E], Activities: 10 11 12

Chapter Webpage: www.northstar-nrhs.org



Dave Hobbs

For the Northstar Chapter, the first major activity of 2004 was the 2003 Holiday Party, held in early January. By the time we learned that the place where we had been holding our parties in recent years would not be available due to a major highway project which made access to the place almost impossible, it was too late to get a date someplace else for our party at our traditional date in early December. We gathered at Mancini's Char House in St. Paul for a delicious dinner and an interesting program.

We continued to hold our monthly membership meetings in a classroom at the St. Paul Fire Department Training Center. As in past years, the programs covered a wide range of topics.

The biggest event in the history of the Northstar Chapter took place June 30 through July 5 when we hosted the 2004 NRHS National Convention, Rails to the Northstar. We provided a shuttle service

Some of the convention volunteers after completing the 2004 National Convention in Minneapolis, Minn.

from the Twin Cities Amtrak station in St. Paul to the convention hotel in Minneapolis for those who came in by train. Tuesday evening, convention goers could enjoy dinner on the **Minnesota Zephyr Dinner Train** at Stillwater. Wednesday's events included a trip north to the railroad museum at Duluth with a rail excursion to Two Harbors. Those who remained in the Twin Cities could take a tour of local railfan sites. Thursday's offerings included a trip on the newly-opened Hiawatha Light Rail Line and a tour of the shops where the light rail cars are stored and maintained. Another choice included visits to the Minnesota Transportation Museum's Lake Harriet Trolley in Minneapolis and the Museum's Jackson Street Roundhouse in St. Paul.

During the convention, it was announced

that two Minnesota organizations were among those receiving NRHS Railway Heritage Grants. The Lake Superior Railroad Museum was awarded a grant to prepare a video virtual tour interpretation of the Duluth, Missabe & Iron Range business car Northland. The Minnesota Transportation Museum received a grant toward the cost of fabricating reproduction seat frames for their restoration of a Winona, Minn., single-truck streetcar.

In August, instead of our usual business meeting, we had a picnic in a park at Maiden Rock, Wisc., a town along the BNSF mainline on the eastern shore of the Mississippi southeast of the Twin Cities. It was a good day for train-watching — a dozen trains went by in just two hours.

Chapter elections were held during the

November business meeting. Marty Swan moved up from National Director to President. Trustee Mark Braun became Vice President. Treasurer Joe Fishbein and Secretary Dave Norman were both re-elected for another year. Dennis Louden became Trustee and Doug Johnson moved from Vice President to National Director. Also during this meeting, it was noted that this

was the 35th Anniversary of the founding of the Northstar Chapter. Of the founding members, only John Goodman is still an active member. Glen Holmberg continued as editor of our newsletter, **Northstar News**. Many months, the issue had either color photos or a color map.

The final event of the year was the Chapter's 2004 Holiday Party, held at the usual

time in early December at Manici's. The program was put on by Bob Moen, passenger train buff and private car owner. His slide show covered "fallen flag" railroads.

Those who want to contact the chapter can call our webmaster Dan Meyer at (763) 784-8835. He can be e-mailed at dan@meyer-family.net. The chapter's website is <http://www.northstar-nrhs.org/>.

NORTHWOODS

No Permanent Address. Contact: President Election: OCT
Meeting: 2nd Fri 7:30pm, National Railroad Museum, Green Bay, WI
PRESIDENT: James J. Peichl, 1007 S Matthias St, Appleton WI 54915-3605
VICE PRESIDENT: Vacant
SECRETARY: Vacant
TREASURER: David H. Tesch, N9051 State Highway 55, Seymour WI 54165-9055
NATIONAL DIRECTOR: Vacant
HISTORIAN: Vacant
EDITOR: James J. Peichl, 1007 S Matthias St, Appleton WI 54915-3605
MEMBERSHIP CONTACT: David H. Tesch, N9051 State Highway 55, Seymour WI 54165-9055
Publication: "BRANCH LINES" [E]

OLD DOMINION

PO Box 8583, Richmond VA 23226-0583 Contact: National Director Election: NOV
Meeting: 3rd Mon 7:30pm, Science Museum of Va., 2500 West Broad St, Richmond, VA
PRESIDENT: David Mc Grann, 10209 Farmleigh Dr, Bon Air VA 23235-3905
VICE PRESIDENT: Vacant
SECRETARY: Samuel T. Watkins, 11105 Cranbeck Ter, Richmond VA 23235-3585
TREASURER: Carl F. Steiner, 2321 Edenbrook Dr, Richmond VA 23228-3009
NATIONAL DIRECTOR: Herbert A. Richwine, 4206 Tweedsmuir Rd, Moseley VA 23120-1291
HISTORIAN: Thomas R. Hardesty, 708 Brenda Rd, Newport News VA 23601-1600
EDITOR: Henry C. Staples, Jr., 2326 Penrose Dr, Richmond VA 23235-2730
MEMBERSHIP CONTACT: Nelson K. Burks, 2336 Penrose Dr, Richmond VA 23235-2730
Publication: "HIGHBALL" [E], Activities: 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Chapter Webpage: www.odnrhs.org/ Chapter Phone: 804-231-4324

Early 2004 opened with better news for the Old Dominion Chapter. While our insurance premium was increasing again, it wasn't the astronomical jump of 2003. This allowed the Buckingham Branch excursions, our chief fund raiser, to run again in 2004.

Unfortunately, not all the early news was good. The Buckingham County thieves made off with the Arvon station sign Sam Watkins had just recently refurbished. Fortunately Buckingham County's new sheriff and additional patrols this year have increased the safety for our equipment in Dillwyn.

More sad news came April 1 with the passing of long time member Carlton McKenney. Former Chapter President and National Director, he authored the story of Richmond's pioneering streetcar system, "Rails in Richmond." We lost several other active members in 2004. In September, we lost both Bill Thorn and Jim Taylor. Bill was our current first Vice President, former chapter president and longtime engineer on our 0-6-0T steam locomotive. Jim was active car-hosting coach No.1006 on our excursion trains and manning the Chapter tables at various local festivals. October 23 we lost Patsy Crump, wife of former chapter ticket agent Keith Crump.

As spring 2004 progressed, Chapter members Nelson Burks, Keith Crump, Bob Dickinson, Tom Hardesty, Giles Scott, Bob Stevens and Sam Watkins performed maintenance work on the excursion train. By years end coach No.1006 had received extensive body repairs for painting preparation, in addition to ditch lights and a warning beeper for reverse moves. The open cars received fresh paint on all sur-



Thomas R. Hardesty

Old Dominion Chapter Autumn Leaf Rambler passengers watch the "Battle of Penlan Station" on October 23, 2004. The 15th Virginia Infantry and The Citizens of Richmond provided the living history.

faces except the outside ends.

The Chapter operated its full complement of trips over the Buckingham Branch Railroad May 8, May 22, June 5, October 16, October 23, October 30, December 4 and December 11. The spring and fall trips included Civil War skirmishes and living history by the 15th Virginia Infantry, Company A and The Citizens of Richmond on May 22 and October 23. The 12th Virginia

Infantry, Company B provided the Civil War skirmishes and living history on October 16. The chapter is once again in debt to Bob Bryant, Annie Bryant, Steve Powell, Robbie Leighty and Gary Smith of the Buckingham Branch for all their support.

Chapter members kept busy with other events throughout the year. On May 17 Bill and Peggy Todd ran the Chapter's annual Barbeque Picnic at the Ashland depot, with

