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UNDER THE WIRE

by
Leonard E. Alwine

DIGGING UP THE PAST

In this issue of Under the Wire, we will be exploring a little known part of the Altoona & Logan Valley Electric Railway aka “the Logan Valley”. Well it is not exactly a little known part as most every Blair County Citizen has at least seen it at one time or another...namely the Lakemont Park lake.

As with any local history, digging up the past is a constant effort to find new and or exciting finds to help record the history of local things. And that digging has resulted in finding some very interesting photos this past summer which show some actual “digging up the past” at Lakemont Park.

The Lakemont Park lake is an actual man-made lake. Back in Indian times it was just a forest type land with a small stream running through the area. From 1762 through 1844, the tract passed through a number of different owners.

An iron mining company was established on the grounds in 1812 and the ore was hauled by mule cars on an old railroad from the park to Allegheny Furnace where it was melted down. By 1844 Elias Baker was the sole owner of the iron ore and furnace operations. In 1884, the furnace closed due to the ore running out and becoming very poor grade.

Up to that point, Lakemont had been a source of employment and enjoyment for many Altoona citizens as the workers who mined the ore at Lakemont also took families there to relax under the many trees.

Many volunteers began clearing the site in 1885 to make it into a park. It was officially opened as a public park in 1894.

In the meantime, Elias Baker also founded the City and Park Railway, a fore-runner of the Logan Valley. Back in those days, any trolley company worth anything had its own park and Lakemont Park fit the bill.

To make a lake at the site, horse-drawn pans were used to dig up the ground and haul it away (Photo 1).

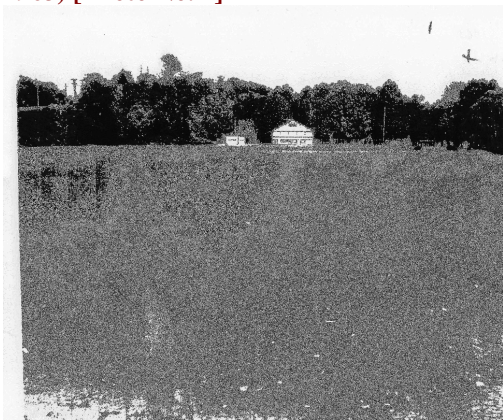


These must have been very hard on the operators as catching a tree root or a rock would have set the operator flying head over heels into the back of the horse. At any rate it would have taken a long time to dig out the lake bit was completed and the park officially opened.

Eventually the park was sold by Logan Valley to the County of Blair and this is a story that can be read in other published books.

In 1963, after many years of collecting all the water washed down stream with soil deposits, the lake bottom was full of silt to the point that the show boat could no longer run on the lake.

The solution was to drain the lake (October 1963) [Photo No. 2]



and let the ground freeze. Equipment was then moved in to dredge the silt over the winter months. Things were going mostly according to plan in March 1964 (Photos 3 & 4)



with the channels for the showboat almost completed, but April rains caused some problems getting the job done ..even if they did produce a great photo with reflection (Photo 5).



The job was completed after getting much equipment stuck in the mud. An interesting item about this job is where the silt ended up being used.

In August 1964, five rail cars full of this silt were hauled to Horseshoe Curve and used to landscape the observation area at the top of

the steps at grade level for the railroad mainline.

You just never know what you will find when you dig into the past. End

MAJOR TRAIN DE-RAILMENT AT ALTOONA

As most everyone knows, on Saturday, September 20, 2014, at 9:42 a.m., an eastbound shipment of new automobiles derailed entering Altoona on the Norfolk Southern RR Pittsburgh Line along Tenth Avenue near 22nd Street. Approximately 15 cars left the tracks in the second half of the train near a crossover switch, sending the train into a zig-zag pattern, blocking the mainline and also spilling over onto parallel Tenth Avenue destroying a parked car in front of a home. The train was enroute from Fostoria, OH to New Jersey. Eastbound Amtrak train No. 42 was behind this train, due in Altoona 15 minutes later and had to be stopped short of the station stop and return west to Johnstown.

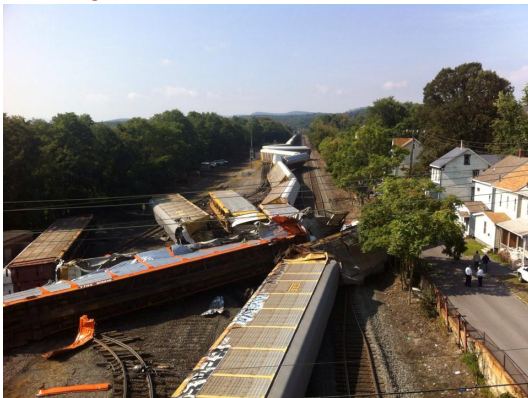


Photo via Altoona Fire Dept

As events developed, the cleanup began with the arrival of Hulcher Services (and Altoona based crane service 'Saylor & Sons') who moved the approximate 15 railroad cars which were on their sides, to clear the right-of-way, while the railroad removed the approximate damaged 12 railroad cars which remained upright. Crews worked round the clock to re-open the mainline and repair damaged track, with the first train being an eastbound movement on Sunday morning at 11:15 a.m. The delayed Amtrak No. 31 was able to pass the site by 3:00PM Sunday to complete a journey to New York for the

return trip the following day, Monday.



Over the ensuing days, damaged automobiles were dragged out of the railroad cars, severely damaged, lifted by clamshell hydraulic equipment, and transported by flatbed truck to an area near Rose Yard office. All vehicles, mostly Honda cars and some GMC vans, were total losses, totaling approximately 120. During the week the welded rail train arrived and track crews arrived, re-constructing the mainline infrastructure. While we, as interested observers of anything railroad, understand much of this, the location in Altoona within the city limits, afforded everyone that rare opportunity to

observe the process up close and personal without trespassing issues. It was a highly educational experience and it was interesting to observe not only the scene, but those who came to see and understand, especially young children who had never observed anything like this previously. However, one could not help but wonder how vastly different this could have been if it involved a train carrying hazardous materials, especially one of the many tank trains hauling crude oil or ethanol product and we are sure the local hazmat responders were also aware of it.



Uh...your new car is in Altoona...but...the warranty is expired.

Broad Top Bulletin April 22, 2014

60 YEARS OLD, EVERETT RAILROAD STILL GOING STRONG (Part I)

by Ron Morgan

The Everett Railroad Co. is alive and well, carrying freight and special occasions-rail fans over 22 miles of standard gauge line just a few miles west of Saxton in Blair County. The ERR, which celebrated the 60th anniversary in 2004, is a thriving business with a watchful eye on the future and on abiding respect for its past including an old friend of the Broad Top: the coal-haul Huntingdon and Broad Top Mountain Railroad.

Alan W. Maples of Scottsboro, AL, owner/president of the standard gauge ERR, met with the Bulletin reporter recently to talk about the important Blair County Transportation system's past, present and future and shared some exciting news about

plans for the restoration of the H&BT's only surviving steam locomotive No. 38, now in storage at the Western Maryland Railroad at Cumberland, MD.

This week's installment focuses on the ERR operation while the concluding story will explain future plans for No. 38's eventual return to service on the ERR between Duncansville and Morrison's Cove/Martinsburg.

"I grew up loving railroads," proclaimed the 52-year-old Maples who purchased the RRR Co. in 1983, a year after the company was forced to close its operation in Everett. The demise of the Bedford County rail line resulted when the rails of the old Bedford Division of the Pennsylvania Railroad * (Conrail System) between Everett, Bedford and north to Sproul were torn up and scrapped. With Everett's only rail connection with the outside world cut, the company's name and rolling stock were sold to Maples who announced plans to institute rail freight service in Blair County using the Everett Railroad Company's original charter.

As will be explained in the concluding part of this series, the new ERR Co. officially began operations on April 1, 1954, one second after the official decommissioning of the century-old H&BT. At the height of the H&BT's career the railroad carried coal, ore, sand, passengers, the U.S. Mail and other freight between Huntingdon and Mount Dallas at Everett, with connections via the Bedford Division of the PRR-with Bedford and the coal fields of western Maryland in the Cumberland, MD area.

Today, the ERR Co. operates over 22 miles of railroad offering service between the Duncansville/Hollidaysburg area to the Roaring Spring/Martinsburg area of Morrisons Cove, Blair County. Additional freight customers in the Claysburg/Sproul area of Blair County. The railroad's main offices, along with a new railroad engine house, are situated in Duncansville.



Alan Maples, president of the Blair County-based Everett Railroad Co. poses in front of a freshly-painted caboose which is used for special rail excursions in the Morrison Cove area. Photo by Ron Morgan.

Maples acquired the Blair County rail system (Claysburg) in 1983 after Conrail disbanded the system a year earlier. In 1985, he purchased another seven miles of rail line from the Morrison Cove Railroad followed by the purchase of Conrail track between Roaring Spring and Hollidaysburg, providing a convenient connection with the Norfolk Southern system in Hollidaysburg.

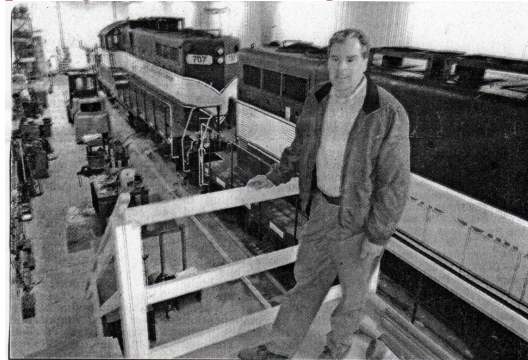
The company currently employs nine full time persons on its operations, explained Maples who travels back and forth between North Carolina and Pennsylvania several times a month to look after the railroad.

Maples said that normally, the ERR conducts three round-trips (Mondays, Wednesdays and Fridays) over the rail system adding extra train runs as requested by customers. The majority of the ERR's customers are located on the route between Hollidaysburg, Roaring Spring and Martinsburg. Of the 9 to 12 principal customers some of the busiest ones include the Appvion Paper Mill, Renaissance Nutrition, Cargill Inc., and Smith Transport at Roaring Spring.

The short-line diesel train operation is also popular among rail fans with the ERR, in cooperation with the Horseshoe Curve Chapter of the National Railway Historical Society, offering train excursions several times a year (the coaches for the excursions are provided by the local NRHS chapter.) If plans go as scheduled, Maples hopes to incorporate the use of a steam locomotive for the excursion operations once restoration activities are completed.

Currently, the ERR Company's rolling stock includes three General Motors 1700 horsepower four-axle diesel engines and another inactive diesel engine (original ERR engine used in the Everett area). The company

currently does not own any freight cars but does list on its roster five pieces of maintenance-of-way vehicles and several passenger cars that are being rebuilt.



Everett Railroad Co. President Alan Maples stands above a large diesel locomotive in a new engine house - repair shop constructed near the railroad company's office in Duncansville. Photo by Ron Morgan.

Another throw-back to the golden era of railroads is a 1942 Central New Jersey Railroad caboose acquired by the ERR in 1988 for use on its excursion operations. Maples reported that the popular caboose recently received a facelift including a new coat of bright red paint and "Everett Railroad Company" lettering.

"The ERR is a terminating railroad, not an originating railroad," remarked Maples, explaining that cargo is shipped to customers via rail while finished products are shipped out of the area by truck.



An Everett Railroad Co. train arrives in the farming community of Martinsburg, Blair County in this snowy February 2013 photo. The train crew was delivering a carload of soybeans to the local feed mill. Photo courtesy and by Keith Burkey.

Pleased with the survival of the short line ERR during good and bad times, Maples told the Bulletin that he sees considerable growth in the railroad industry in the coming years. "Over the past three to four years we have been positioning the (ERR) company to better serve the public, noting that he has purchased a part of the Norfolk Southern freight yards at Hollidaysburg (in the area of Canal Basin Park and route 36) and constructed a new, modern 4800 square-foot railroad engine

house/repair building adjacent to the Duncansville ERR headquarters. In addition, the ERR Co. owns and maintains another smaller shop building at Claysburg.

“As a working freight yard, the Hollidaysburg facility will provide more capacity for us,” noted the soft-spoken and highly knowledgeable railroad company executive. “The purchase involved a significant investment which will undoubtedly pay off for the future operation of the railroad.”

Asked about the future of the railroading industry in the nation, Males answered in the affirmative, saying that more customers are turning to the railroads for freight shipments. “There’s going to be a big increase in rail service over the next five to six years,” he said.

Locally, Maples wants to expand rail service in the Morrison Cove/Martinsburg area, particularly in the agricultural arena, where farming has been a staple in that region’s economy and cultural heritage for many generations.

Born in the Washington D.C. area, Maples “grew up loving railroads” and jumped at the chance to purchase the ERR in 1983. In addition to his skills in running a railroad, Maples has an abiding interests in railroading history, including the ERR’s predecessor, the H&BT, which charter dates back to 1852, about eight years prior to the start of the American Civil War.

Summing up his involvement in the operation of the ERR, the chief executive observed, “It’s been financially and personally rewarding on many levels.”

Broad Top Bulletin, April 29, 2014

EVERETT RAILROAD OWNER WILL RESTORE H&BT’S HISTORIC “38” (Part II)

By Ron Marga

When the Huntingdon and Broad Top Mountain Railroad’s No. 38 steam locomotive left the Broad Top in the early spring of 1954,

and folks accustomed to seeing the legendary iron horse chugging up and down the ridges of the coal field, figured it was the end of the line for the 2-8-0 Consolidation. However, fast track forward to the present as the mighty work horse gears up for what many rail fans hope will be a return to service as a tourist hauler.

In last week’s Bulletin we followed the story of the standard gauge Everett Railroad Co. which relocated to Blair County from neighboring Bedford County in the early 1980’s after its connection with the outside world was severed when Conrail’s [actually, Penn Central Railroads] Everett-to-Bedford Branch was ripped up. Since reopening in the Sproul/Claysburg/Duncansville/Holliday sburg/Roaring Spring/Martinsburg area, the modern day ERR continues to profitably haul freight while working closely with the Horseshoe Curve Chapter of the National Railway Historical Society in providing limited tourist runs in the Morrison Cove area.

In an interview with ERR Co. owner/operator Alan Maples, the Bulletin learned that two steam locomotives including the historic H&BT No. 38, may return to service on the Blair County line, hauling rail fans.

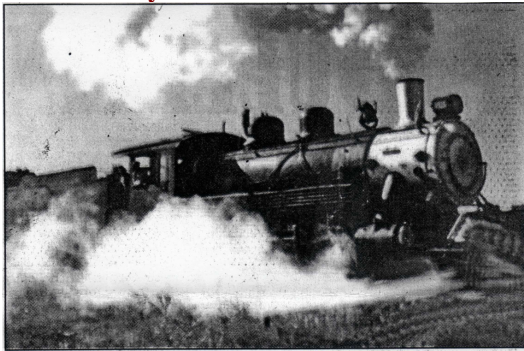
Maples reported that No. 11, a 2-6-0, 55 ton light steam locomotive engine is now being restored and should be ready for service in about a year. He went on to say that H&BT No. 38, now disassembled and in storage at Claysburg (chassis and tender) and the Western Maryland (Scenic) Railroad in Cumberland (boiler and other related parts), is next in line for possible restoration.

Although Maples was reluctant to provide a timetable for No. 38’s proposed rehabilitation he is hopeful that the pride of the H&BT and the railroad’s only surviving steam locomotive will one day see a return to service just a few short miles from its original home in neighboring Saxton/Broad Top.

“We completed some preliminary work on the boiler including pressure-testing,” explained Maples. “We didn’t find anything abnormal, she’s restorable; we’ll just have to see how it (the restoration proposal) plays out.”

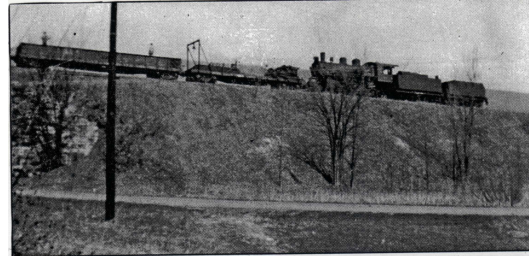
Maples acquired No. 38 in October, 2008, from the Knox & Kane Railroad (K&K) following a disastrous fire which severely damaged the steam locomotive on March 16, 2008. A few years prior to the fire, No. 38 was being used for tourist operations on the K&K between Knox in Clarion County and Mt. Jewett in McKean County. The locomotive had been placed in storage on June 14, 2006, following the suspension of tourist runs on the K&K. The March 16 fire, which was ruled arson, ripped through the K&K's large metal storage shed destroying and/or damaging several pieces of rolling stock including No. 38. Maples said his winning bid for the acquisition of the locomotive meant that the former coal hauler of the Broad Top probably escaped an even more tragic event: its possible scrapping, etc. He went on to explain that the steam locomotive was disassembled into three separate pieces at Kane and shipped by truck to Blair County and Maryland for a badly-needed evaluation of its condition.

From a historical standpoint ole No. 38 has seen its share of relocations and various uses dating back to its final days on the H&BT in Huntingdon and Bedford counties and the Broad Top. Briefly, here's a sampling of its extraordinary career:



Old H&BT steam locomotive No. 38 appears in this early 1980s photo as it passes in review on the Gettysburg Railroad. Photo by Ron Morgan.

No. 38 was built by the Baldwin Locomotive Works in Philadelphia, and sold to the H&BT in April of 1927. The Consolidated 2-8-0 type locomotive saw dedicated service on the railroad hauling coal and other products over the standard gauge rails between Everett/Bedford and Huntingdon, until the closing of the railroad on March 31, 1954.



Here's a rare photo of H&BT No. 38 somewhere near Saxton in the early spring of 1954, as it takes part in the scrapping of the historic standard gauge rails between Cypher Railroad Trestle and Huntingdon. From the collection of Ron Morgan.

Ironically, the company's famed locomotive pulled the equipment that was used to rip up the H&BT rails starting at the Cypher Bridge in Broad Top Township, working its way north through the community of Saxton (as well as parts of its branch lines) and concluding in Huntingdon, where all of the company's rolling stock was lined up along Long Siding and scrapped during the spring and summer of 1954.

The steam engine and tender, along with several other pieces of H&BT rolling stock, were sold to the late Dr. Stanley Groman for use at his new Rail City Museum at Sandy Pond, N.Y. as a static display. Around 1970 the locomotive was sold for use on the Avon & Lakeville Railroad, followed by its acquisition in 1977 for use as a tourist line on the famous Gettysburg Railroad. In 1987, the locomotive began tourist runs on the K&K at the Kinzua State Park.

Owned by well-known steam train operator Sloan Cornell of Marienville, and formerly Gettysburg, No. 38 was forced into premature retirement in the spring of 2006, following the July 31, 2003 destruction of the huge Kinzua Bridge by a tornado which touched down in the Kinzua State Park area.

Maples was also pleased to report that restoration work was advancing on another of his aged steam locomotives (No. 11) which he purchased in 2006. The 2-6-0, 55-ton lite engine is being restored at the Western Maryland (Scenic) Railroad at Cumberland, MD.

The ERR operator said that No. 11 "has a very interesting story" behind its decades of service, saying that the iron horse was built in 1920 by the American Locomotive Co.

Original plans called for exporting the engine to Cuba but those plans were dropped with

the equipment later seeing passenger and freight service on several lines including the shortline Bath &Hammondsport Railroad in the Finger Lakes Region of New York State and the Narragansett Pier Railroad, a former short line located in southern Rhode Island.

After leaving the Rhode Island line in the early 1950's, the steam locomotive was acquired by Dr. Groman for use at his new Rail City Museum. Later, the locomotive was sold to a Connecticut train enthusiast, Dr. John Miller, followed by a return to the Narragansett Pier Railroad, and later, the Middletown & New Jersey Railroad (the engine was never returned to service.)

Maples predicted that No. 11 would eventually go into limited service as an excursion operation in the Hollidaysburg/Morrison Cove area with the same game plan envisioned for No. 38. As with current train excursions, the ERR Co. would conduct the trips in cooperation with the Horseshoe Curve Chapter of the National Railway Historical Society which provides most of the passenger cars for the train runs.



Everett Railroad Co. owner Alan Maples works as a conductor or engineer on the line when the need arises. Such was the case in this Oct. 7, 2011 photo of Maples flagging at Sheetz Way in the Sproul area as the train backs up toward the AP Green Refractories plant. Photo Courtesy of and by Keith Burkey.

“I’ve always wanted to operate a steam train excursion,” said Maples. “If all goes as planned, I’ll see my dream come true while many H&BT fans may yet see the return of No. 38 to service, not far from its original home in Saxton.”

ADDENDUM by Coal Bucket Editor:

Horseshoe Curve Chapter NRHS was chartered May 11, 1968 (3 months after the PRR-NYC merger) [after 2+ years as the informal Altoona Railway Museum Club]. In our infant days, the closest tourist railroad was the Everett Railroad, then at Everett PA on the southern end of the old H&BT. Most of our chapter members gravitated to the Everett RR and

volunteered in the operations, notably this editor, Chapter Secretary Mary Jo WahL, Harley Burket and Tim Reese. Members Paul Westbrook and Paul Burrows, with their particular expertise, volunteered as locomotive crew. Sadly, most are no longer with us to see history repeating itself in the 21st century, especially the Everett Crew person who became a friend for life, Roy C. Hunt.

Broad Top Bulletin April 22, 2014

“Purchase of EBT Track Moving Ahead” – Salone

by Ron Morgan

The President of the East Broad Top Railroad Preservation Association (EBTRPA) is optimistic that efforts to acquire the 33-mile long National Historic Landmark will bear fruit as planning continues for its eventual reopening as both a tourist line and common carrier operation.

Larry Salone, President of the nonprofit EBTRPA, told the Bulletin recently that the association now owns over five miles of the narrow gauge line between the Norfolk Southern Railroad connection, west of Mount Union, and the EBT’s concrete, four-arch Aughwick Bridge, a few miles north of Shirleysburg. Negotiations between Salone and Kovalchick family of Indiana, Pa. (owners of the remainder of the EBT right-of-way between the bridge and (Robertsdale /Wood) and the railroad facilities and rolling stock at Rockhill are continuing, the association chief said.

Salone, who became involved in efforts to purchase and preserve the entire 33-mile long railroad in Spring 2009, outlined the next step in the multi-phase restoration project following a brief announcement in Mount Union Thursday afternoon about the awarding of a \$225,000 grant that will be utilized for the construction of a park along the rail corridor in the borough.

The rehabilitation of the standard gauge line from the Norfolk Southern main line to Franklin Street is continuing as workers were seen during the Mount Union ceremony working near the Bricktown Senior Center. Earlier this year Salone also acquired two

additional sections of the EBT from Franklin Street to the U.S. 522 bypass to Aughwick Bridge, including the old EBT Railroad yards at Mount Union.

Salone explained that his first goal is to rehabilitate the northern end of the railroad so that it can offer freight service to the Riverview Business Center in Shirley Township, just south of Mount Union. Although the initial thrust of the EBT project will focus on industrial development, it is hoped that income generated from that business along with future funding sources, will help pave the way for the rest of the EBT restoration. The association president added that a part of the newly acquired line from the industrial park to Mount Union will be dual gauge (standard and narrow gauge rails) so that future EBT train excursions can utilize the tracks into the borough.

The acquisition of the Mount Union area railroad property along with rehabilitation of the existing track and related railroad facility improvements was made possible by a \$2 million Capital Budget/Transportation Assistance Program grant and a local match of \$800,000, which was announced over a year ago. Salone credited Rep. Mike Fleck for his assistance in helping to secure the matching grant.

“We’re reaching out to existing and prospective businesses which would benefit from freight service,” remarked the association president. “This will be a big step in creating jobs and jump-starting the local economy while helping to preserve the remainder of the EBT.”

Salone went on to say during the \$225,000 grant money awarding ceremony Thursday afternoon that “Fleck’s unwavering support of the association has been a key component in the historic railroad’s rebirth.”

Salone also credited Joseph Kovalchick, president of the EBT, for his willingness to continue negotiations for the sale of the remaining part of the railroad into the Broad Top, adding that the search for additional private and public funds to acquire and rehabilitate the line is continuing. Rep. Fleck confirmed that statement Thursday by telling

the Bulletin he is helping to secure additional funding for the project.



Larry Salone, president of the East Broad Top Railroad Preservation Association, stands near the unused EBT Aughwick Bridge, located a few miles north of Shirleysburg in southern Huntingdon County. Salone reported that progress is being made in the acquisition of the historic narrow gauge line between Mount Union and Robertsdale/Wood. *Photo by Ron Morgan.*

Mr. Kovalchick has been patient with us,” remarked Salone. “I appreciate that, because there’s still a ways to go before the entire project can be completed.

There had been hopes among steam railroad fans that the EBT might reopen as a tourist operation this year, but those plans have been pushed back at least another year as the search for funding advances.

Salone pointed out that a considerable amount of money will be necessary to bring one or more of the EVT steam locomotives up to federal operating standards before being returned to service. Additional funds will also be required to do work on the existing right of way between Rockhill and Colgate Grove just south of Shirleysburg as well as maintenance work on some of the rolling stock.

Salone could not provide an initial timetable for the EBT restoration project saying that once the remainder of the right of way is acquired, surveys and engineering studies of the right of way between southern Huntingdon County and the Broad Top would have to be done to determine the feasibility of reopening the line to Robertsdale. Salone also indicated a desire to work with “partners” on the southern end of the railroad to map out appropriate restoration plans for that area.

The association chief said that it is his hope to reopen the EBT from Rockhill to Colgate Grove once he has acquired the property and speculated that it would probably take three

years before train excursions could be extended to Mount Union.

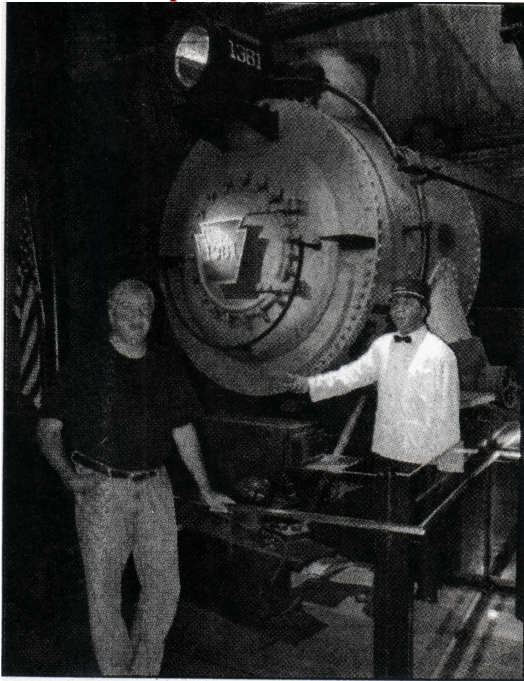
“I’m pretty optimistic about the project,” observed Salone as he examined the aged and historical Aughwick Bridge Thursday, a familiar railroad landmark situated a short distance off of U.S. Route 522 at Aughwick Mills. “But there’s still a ways to go.”

BROAD TOP BULLETIN July 29, 2014

PASSBox Supply Hopper Could Create Jobs in Area

by Ron Morgan

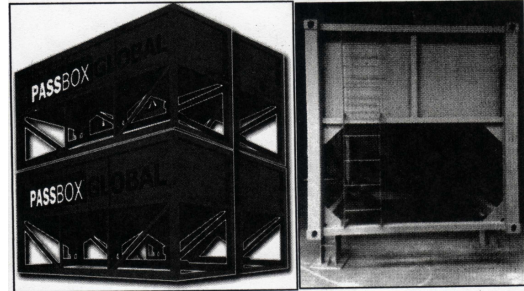
If you’re a supplier and/or service company, imagine being able to move your bulk cargo from its source to its final destination undisturbed and at a lower cost than existing modes of transportation.



Larry Salone, president of the East Broad Top Railroad Preservation Association, stands in front of a replica of a Pennsylvania Railroad K-4 steam locomotive in the Railroaders Memorial Museum in Altoona. Salone is also pushing for the development of a railroad car repair service at Mount Union to accommodate the growing popularity of the new Portable Aggregate Supply System (PASS Box.) Photo by Ron Morgan.

Thanks to the recent development of a unique “supply hopper” transportation system known as a Portable Aggregate Supply System (PASS) Box, participating companies could save between 30-40 percent in reduced freight costs using the inter-modal rail

service, explained Larry Salone, one of the activists in the promotion of the innovative PASS Box system and head of an organization that wants to expand a railroad car repair business in Mount Union and Dubois.



PASS Box (Portable Aggregate Supply System) units can be used individually or can be stacked. The cutting edge storage and delivery container can be shipped by rail car then transferred onto a truck, using a fork lift, for delivery to customers at any location. They can also be placed on ships. A rail car modification plant in the Mount Union area could create 50 to 60 jobs to accommodate PASS Box shipments.

Salone, who is also heading up the East Broad Top Railroad Preservation Association (EBTRPA) in an ongoing effort to acquire the entire 33-mile long narrow gauge line between Mount Union and Robertsdale/Wood, already oversees a small railroad car repair business at Mount Union.

Salone met not long ago with company executives, including Synergy Natural Resources LLC, PASS Box Global, and Norfolk Southern to discuss expanding the new industry to central Pennsylvania. “It’s really a fantastic system,” Salone told the Bulletin in a recent interview.

Briefly, the PASS Box system, created and patented two years ago by Synergy Natural Resources Drew Lofstad, is being promoted as a innovative “hopper” style storage and delivery container than can be safely transported over the rails and delivery trucks from its origin point to its destination without being disturbed.

Salone said that the cutting edge PASS Box system keeps the cargo free of all contaminants, replaces the need for traditional railroad “hoppers,” and long-haul truck transportation, storage silos and pneumatic tank trailer and can be shipped to any place in the world. “The inter-modal (road, rail and water) PASS Box container is designed to transport bulk aggregate materials from source to destination without leaving the container,” Salone said, adding that the system permits companies to reach higher market prices through spot demand

and delivery, eliminates multiple handlings and can access any form of transportation. The bottom line: the PASS Box system can save space on site, time in delivery and unnecessary costs.

While a number of industries are being targeted for future PASS Box use, including but not limited to plastics, agricultural, chemicals, energy and construction, company officials are eyeing the oil and gas industries including the transportation of frack sand associated with the immense growth of the Marcellus Shale industry.

Salone said that Synergy Natural Resources Global LLC, which is based out of Fayetteville, Georgia, and currently producing the inter-modal PASS Box units in Texas, recently completed a four-month feasibility study to evaluate the potential growth of the new industry and were very pleased with the results.

During a recent meeting among company executives it was revealed that over the next five years no less than 100,000 cars will be needed to be manufactured domestically while 250,000 would be needed on an international level. The next question arising is where could such a manufacturing facility be erected in central Pennsylvania, asked Salone.

While several potential sites are being studied, Salone sees considerable merit at Mount Union where he already maintains a railroad car repair business relying on a handful of employees from Huntingdon and Blair counties in the modification of used rail cars. The business, which operates as EBT Railcar LLC, currently uses a recently rehabilitated rail yard at Mount Union as well as the former EBT standard gauge engine house. He envisions expansion that would include nearby Riverside Business Center, pointing out that a building would be necessary should the “very preliminary” project be considered in the Mount Union area.

“It would be nice to see a much larger facility in Mount Union,” said Salone, adding that the business would create badly needed jobs while helping to spur further interest in the overall EBT restoration project. An expanded railroad car repair business that would accommodate the PASS Box industry at

Mount Union would be a “win-win” situation for not only participating companies but the local area as well, he pointed out.

Salone was also asked about the ongoing East Broad Top Railroad Preservation Association’s efforts to acquire the historic narrow gauge EBT, a multi-phase project dating back to May of 2009. “I’m hopeful for the future,” answered the president of the organization. “We keep plugging away at it.”

Recognizing the “cooperative efforts” of Joseph and Judy Kovalchick, owners of most of the EBT right of way and rolling stock at Rockhill, Salone believes that complete acquisition of the railroad could become a reality by the end of the year. Although a three-year lease between Kovalchick and Salone to operate and purchase the EBT expired in April 2012, Salone continues to purchase the right of way in sections while advancing the search for badly needed funding. The EBT has not operated since December of 2011.

To date, Salone has acquired 4.1 miles of right of way from the connection with Norfolk Southern, just west of Mount Union, to the southern end of the EBT’s Aughwick Bridge. With current short line right of way rehabilitation nearing completion to the EBT’s Mount Union yards, Salone would like to see the railroad line upgraded to the U.S. Route 522 bypass in the coming months. Eventually, he hopes to provide service for the nearby business park.

Asked about his existing car repair business at Mount Union, Salone said that workers have been busy repairing and washing railroad cars that have been side-tracked between the Norfolk Southern main line and the northern end of Mount Union.

Salone is also Executive Director of the Railroaders Memorial Museum, and Horseshoe Curve National Historic Landmark at Altoona, a position he has held since 2008. Visitation at the two attractions has held its own in recent years and continues to benefit from modest increases despite the struggling economy.

SANTA TRAINS SCHEDULED

The Horseshoe Curve Chapter, National Railway Historical Society in cooperation with the Roaring Spring Historical Society and the Everett Railroad Company, will operate the annual Santa Claus Trains from Roaring Spring Station during November 2014. Tickets will go on sale on October 1, 2014 and early reservations are suggested as these trips sell-out annually and trip times become limited.

Trains will operate on two weekends on both Saturday and Sunday, on the following dates and times (the weekends prior to, and after, Thanksgiving):

Saturday, November 22, 2014: 10 AM, Noon, 2 PM.
Sunday, November 23, 2014: Noon, 2 PM, 4 PM
Saturday, November 29, 2014: 10 AM, Noon, 2 PM, 4 PM
Sunday, November 30, 2014: Noon, 2 PM, 4 PM

All trips will depart from the Roaring Spring train station, 500 E. Main St., Roaring Spring, PA 16673, traveling to Martinsburg and return, through the scenic agricultural landscape of Morrison Cove utilizing the route of the Everett Railroad Company. Santa Claus will board the train at the Roaring Spring station, and will greet all the children personally assisted by his Chief Elf, Nicholas, giving each a bag of treats from the North Pole. In addition, children will be provided a packet of feed for the ducks at the Roaring Spring pond. Chief Elf Nicholas will also accept *Letters to Santa Claus* which Santa will answer if a self-addressed-stamped-envelope is included. The train coaches will be decorated for the Christmas season, and Christmas Carols will be sung, adding to the festivities. Following the train ride, free hot chocolate and cookies will be provided at the station. In addition, Doug's Dawgs concession will be available before and after the train ride for purchase of light lunches of hot dogs and hamburgers.

Roaring Spring Historical Society, owners of historic Roaring Spring Station, has preserved the only remaining Pennsylvania Railroad Train Station in Blair County

complete with an authentic Pennsylvania Railroad Caboose on display. Once located on the Morrison Cove Branch of the Pennsylvania Railroad, the line is now operated by the Everett Railroad Company which provides freight services to industry and agricultural services in the Morrison Cove area as well as nearby East Freedom and Claysburg.



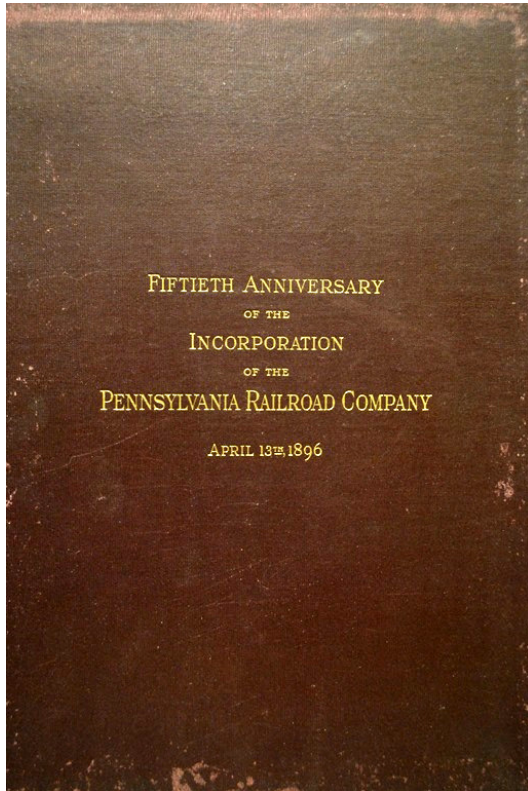
Santa visits all the children on each trip.

Since November weather is unpredictable, we encourage everyone to dress warmly, just like Santa does, as colder weather usually prevails. Train coaches are not heated but are within comfortable ranges once the cars are occupied. Passenger coaches do have restrooms, but the vintage coaches are NOT generally considered to be handicapped accessible and will involve climbing 4 steps into the car. All seats are reserved and assigned at the time of reservation.

The Santa Claus train is an annual event, sponsored by the Horseshoe Curve Chapter, National Railway Historical Society, an educational and historical non-profit corporation, serving Blair County for 46 years. Proceeds from the trips will assist the Society in preserving Blair County's railroad heritage, maintain historic rail equipment and assist in projects supporting Railroader's Memorial Museum. Adult tickets are \$16.00 and Children under the age of 3 are free if they are held on the lap. Children 3-12 are \$9.00 each. Tickets must be purchased in advance by calling Dick Charlesworth at (814) 695-1428 or Virginia Seidel at (814) 943-5321 after 6 PM evenings, and weekends. In addition, ticket purchases may be made online through Railroader's Memorial Museum at

www.railroadcity.com. Tickets will also include admission to Railroader's Memorial Museum for the remainder of the 2014 season. In addition to regular coach seating, a limited number of seats may be available for the caboose.

FOOD FOR THOUGHT



The above publication (Collection of Matthew Germann) recounts the 50th Anniversary of the Pennsylvania Railroad Company, April 13, 1896y. 2014 represents the 46th year since the Pennsylvania Railroad Company ceased to exist as an entity.

2014 is also the 46th year of operation of the Horseshoe Curve Chapter National Railway Historical Society.

2014 is the 160th anniversary year of the opening of HORSESHOE CURVE.

2014 (Sept 21, 1980) is the 34th Anniversary of the opening of Railroaders Memorial Museum, and the 42nd anniversary of its incorporation (1972).

CHAPTER CHRISTMAS DINNER

The annual Christmas Dinner for the members, friends, families of Horseshoe Curve Chapter, National Railway Historical Society, will be held on

Saturday, December 6, 2014 at 6 PM
Geeseytown Fire Hall.

Please R.S.V.P. to Frank Givler at his business, Frank's Auto Service, daytime, at 943-4942.

Costs for the dinner, which will feature two meats, will be announced shortly. Please make checks payable to N.R.H.S. the night of the dinner. You must reserve /respond prior to December 1st . Last minute walk-in-ins cannot be accommodated.

Our Guest Speaker will be journalist Ron Morgan [The Broad Top Bulletin; Huntingdon Daily News] (who authored several of the above articles), and he will have his latest book for sale, entitled "When Coal Was King: The Robertsdale Story". There will also be available display tables for railroad memorabilia.

CHAPTER MEMBER BILL TEMPLE

Please keep Bill Temple in your thoughts and prayers. At this writing (October 29) he is in serious condition at Altoona Hospital, diagnosed with brain cancer. We will keep everyone apprised of his condition via e-mail and telephone. It appears that palliative care and/or hospice care is forecast.

Bill is a long-time senior member of Horseshoe Curve Chapter NRHS and has been the primary librarian and cataloguer at Railroader's Memorial Museum's library since its inception. His wife Nancy, also a librarian, assisted Bill in the early years, also.

