

Official Newsletter  
of



NATIONAL RAILWAY HISTORICAL SOCIETY

P. O. Box 1361

Altoona, PA 16603-1361

[www.hscnrhs.org](http://www.hscnrhs.org)

**Summer 2018**

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**Note: Horseshoe Curve Chapter, National Railway Historical Society was granted a charter by the NRHS on May 11, 1968 (3 months and ten days after the PRR-NYC merger), evolving from the Altoona Railway Museum Club (1965-1968). We meet on FOURTH Tuesday of each month except December, at Railroader's Memorial Museum, Altoona, PA, 7:30 PM. Occasional exceptions are announced to the membership.**

**90 (+) % of all communications and notices are handled by e-mail. Please keep your e-mail address current with the officers, especially the Chapter Historian/Editor.**

**Meetings are open to those interested in railroad history and membership inquiries are invited. Chapter-only membership is available but national membership dues are separate. For more information visit [www.nrhs.com](http://www.nrhs.com).**

## IT'S OFFICIAL

The 50th anniversary date of the chapter has come and gone without any real celebration as of yet. May 11, 2018 was the official date but with other “events” going on (see the related article by Joe Harella on the PRR T&HS Convention) at the museum that date was really done to celebrate that day, but that doesn’t mean we haven’t stayed on course to celebrate our 50 years.

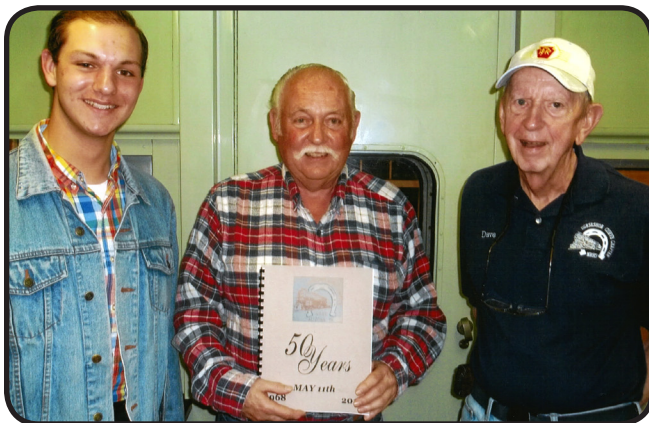
First, a two page article about the history of our group and the upcoming celebrations was submitted to the Altoona Mirror in early April hoping it would be published on that date of May 11th. It instead was reduced to a two paragraph article telling about our upcoming meeting in April and published before that meeting.

Second, the K-4 exhibit was finished and made available for public viewing May 5th without any formal unveiling or speeches. It is a very nice display and Joey DeFrancesco did an excellent job relating the story of the K-4 on the panels. It is well worth the time it would take to read the whole panels and see the photos. The NRHS as the sponsor is also included on the panel. Joe Harella also did an excellent job building the tables on which the panels are attached. On April 28, members Mark Yingling, Dan Moringiello, Joe Harella, Gary Clare, and Len Alwine helped paint these tables.



Mark Yingling and Joe Harella  
painting the tables at the museum

Third, the history book is finally done and arrived the week of May 14th in time to be released at the May 22nd meeting. A review by Dave Seidel says the book is very well done which makes this Editor very happy after almost ten months of work. The book is 50 pages and has 135 photos (mostly color). The price is \$32.00 tax included. Shipping will be additional. Contact Frank Givler to purchase your copy.



At the May 22nd meeting, held inside  
the Mt. View Car, Len Alwine presented  
the history book to Nicholas Martino,  
the youngest member and to  
Dave Seidel, a founding member.

The banquet and program is still planned for July 21st at the museum. The cost is \$30.00 per person, \$55.00 per couple. See Frank for reservations. The deadline for reservations is July 9, 2018.

Fourth, the train ride may be held in October (date still not verified) so that Fall Foliage can be observed during the ride. Watch your mail for notice of this event.

Remember 50 years ago (actually 53 if you count the first years when the group was known as the Altoona Railway Museum Club) there was nothing in Altoona to relate to it's rail heritage other the K-4 sitting at the top of the curve. Much of the rail items displayed around Altoona today IS the result of the hard work done by those founding members trying hard to preserve the past rail heritage and create a museum for Altoona. So don't take what we have today for granted. Re-dedicate yourself to preserving what we have and building upon it for the future.

## **A TIME TO DOWNSIZE**

At the April 26th meeting of the chapter held in the roundhouse with standing room only, it was decided the time has come to downsize our collection of rolling stock.

The three Erie Lackawana cars now leased to the Everett Railroad have been "sold" to them on a three year program. They will pay the chapter \$1,000.00 a month for three years and assume all responsibility for the upkeep of the cars. At the end of the three years they will outright own the cars. It is a good deal for the chapter as they were purchased about 34 years ago for \$5,000.00 a piece and have been used for those years to make money for the chapter. It was a good investment.

Also at that meeting it was decided to sell the Dusquesne car since it is now sitting outside the museum fence and there is no room inside for it. Also it has deteriorated and cannot be moved by rail anymore. More on the sale of this car once it is completed.

## **UNDER THE WIRE**

**by Leonard E. Alwine**

Fifty years ago Fred Rogers appeared on a tv series in his kids show Mister Rogers Neighborhood. Fred was an ordained Presbyterian Minister and he produced his own show on public television station WQED. He also wrote the songs used on the show. Fred died in 2003.

He also had a trolley used on the show to haul "neighbors" around and actually has real trolleys in the neighborhood attraction at Idlewild Park.

The theme of the show was picked up by Angelo Santomuri who as a kid loved the show. It is now called Daniel Tiger's Neighborhood still complete with the trolley car.

The U.S. Postal service issued a stamp March 28, 2018 in honor of Fred Rogers.

Photo of souvenir toy trolley car from the show many years ago and the new stamps.





The following article, written by member Jeff Holland, a fellow trolley fan, brings to light a little known trolley line of the area. Years ago when I was researching Logan Valley stuff I came across a small article about a line from Hollidaysburg to Bedford which I cannot find now and I assume is about the same line Jeff has researched. It is a rather lengthy article but I feel it is worthy of the pages to inform us about this old trolley line. Thanks Jeff for sharing this with us.

## **A Blair County Trolley Line That Never Was**

By: Jeffery D. Holland

Recently, during my expeditions to the local flea markets and antique shops, I happened to come across a round brass seal that had been used to emboss stock certificates and legal documents for a railway company that I had never heard of previously. I was intrigued by the fact that I had never heard the name of this railway company before I purchased the seal and started my research.

The seal itself is about two inches in diameter and made of solid brass. It is engraved in reverse around the outer edge with the words, "Altoona, Hollidaysburg & Bedford Springs Railway Company. Incorporated 1905." The single word, "Seal," is written in large letters in the center.

After I purchased it, I brought the seal home and set to work searching Google and [newspaperarchive.com](http://newspaperarchive.com) for more information. What I discovered turned out to be very interesting.

According to my research, the Altoona Hollidaysburg & Bedford Springs Railway was meant to be an interurban electric railway company that would connect Altoona, Hollidaysburg, Duncansville, Newry, McKee, Roaring Spring, Martinsburg, Woodbury, Loysburg, Tatesville, Everett, Mount Dallas, and Bedford. Had it come into existence, the railway would have terminated at the Bedford Springs and the right-of-way would have totaled approximately 50 miles of track.

The first article I found in the *Altoona Mirror* was dated January 31, 1905. It states that it was almost certain that the Southern Traction Company will build the proposed railway from Altoona through to Bedford Springs. According to the article, the name was recently changed from the "Southern Traction Company," to the "Altoona, Hollidaysburg & Bedford Springs Railway Company."

In this article, it also states that a New York Trust Company had financed the operation with a mortgage of 1.2 million dollars for the cost of construction and that they expected cars to be running by the following winter between Altoona and Bedford Springs.

The next mention in print of this company occurs almost an entire year later on January 26, 1906. The headline reads, "Trolley Line Revived Again." In this article, it states that the company had changed its name from the "Southern Traction Company," to the "Altoona Hollidaysburg & Bedford Springs Railway Company." The article once more mentions that a New York Trust Company is interested in the project and would be financing its construction.

The next article regarding this company appeared on March 22, 1906. It is entitled, "Trolley At Last." The article mentions that a mortgage had been created between the Altoona Hollidaysburg and Bedford Springs Railway Company and the Standard Trust Company of New York that secured the issue of bonds in the amount of \$1,200,000 and that officers of both



companies had signed the agreement. The information was filed with both Blair and Bedford counties. The mortgage stated that the railway company was originally organized as the "Southern Traction Street Railway Company," and included a franchise that extended from Altoona to Roaring Spring. In 1905, this was extended about 22 miles more to the Bedford Springs and the name was changed to the "Altoona Hollidaysburg & Bedford Springs Railway Company." The company evidently intended to proceed with the construction of the railway and would issue bonds for the purpose of raising the capital required to carry on with construction.

On April 28, 1906 an article in the *Altoona Mirror* states that work was expected to begin on construction next month on the proposed right-of-way between Altoona and Bedford. It seems there must have been some indecision as to the right-of-way at the time. The article mentioned that two committees met to decide the right-of-way's path. One group advocated for the track to pass through the Eldorado section of Altoona and include Duncansville Newry, Claysburg, Osterberg, and Bedford. The other committee advocated that the route should pass through Hollidaysburg, Duncansville, Newry, McKee, Roaring Spring, Martinsburg, Woodbury, Loysburg, Batesville, Everett, Mount Dallas, Bedford, and finally Bedford Springs.

This article also mentions that the company's president, Frank G. Patterson, and the company's engineer, H.C. Gwin, were convinced that within the next month construction would commence on the Roaring Spring division. At the time, Patterson was in New York arranging for capital to carry out construction of the project.

According to another article in the *Altoona Mirror*, Patterson was in Altoona seven months later on November 21st negotiating a contract regarding the poles needed to build the railway.

The contract for furnishing the poles was awarded to Norman Wilt of Pleasantville, Bedford County. The contract for the setting of these poles was awarded to John Davis of Altoona. The poles were to be delivered and set between the towns of Duncansville and Newry.

Patterson stated that cars would be running into Newry by the 4th of July and that the contract for grading the right-of-way and laying the track had been awarded to the Federal Construction Company of Pittsburgh. Work would commence as soon as possible. Additionally, the Allison Chalmers company of Milwaukee was contracted for the construction of the overhead wire that would power the cars.

By November 24, the survey for the company's right-of-way had been completed. The route from Altoona would pass over the Dempsey Farm and follow Burgoon Road along the Pennsylvania Railroads Branch. The route would continue through the Colclesser property in Eldorado to the Stiffler Farm, then to Canan and onward to Duncansville.

On December 27th 1906, they stated that they expected the right-of-way, which was currently under construction, to have cars running on its first division by Memorial Day of 1907.

Things seemed to be developing quite well. Then, a very interesting event occurred that brought the entire project to a standstill. On February 22, 1907 the *Altoona Mirror* reported that

the Altoona, Hollidaysburg and Bedford Springs Railway Company had erected trolley poles in the southern section of Altoona. During the construction of the right-of-way, twenty-one of those poles had been cut down and laid in the right-of-way. An investigation was said to be underway. Why were these poles cut down? Who had performed this act of vandalism?

The answer to this question came on February 25th 1907 when the *Altoona Mirror* published the following story:

#### MORE ABOUT THOSE POLES

Altoona, Feb. 25, 1907

Editor Altoona Mirror:

An evening paper, under the heading "poles were cut down by mistake," prints today the following:

"The trouble between the Altoona Hollidaysburg and Bedford Springs Electric Railway company and the Elias Baker's heirs, which about 8 days ago resulted in some twenty one of the company's poles being cut down along the extension of Beale Avenue, from the city line to South Altoona, has been amicably adjusted and the poles will be reset immediately.

"It appears that the trouble arose through some of the Baker's heirs not knowing that Sylvester C Baker, the head of the estate now in California, had made arrangements whereby the company was given the right of way through the baker lands between Altoona and Eldorado. The matter has now been adjusted and the building of the new road will not be interrupted"

We beg to state that the "trouble" between the Altoona, Hollidaysburg and Bedford Springs Railway company and the Elias Baker heirs originated by the action of the company and erecting poles on the property of the heirs, notwithstanding the fact that the president, Mr. Frank G. Patterson, had been refused consent to this pending satisfactory arrangements. To date these have not been concluded. After giving the company six days in which to remove the poles, they were reluctantly cut down upon advice of counsel, and after telegraphic directions to this effect from Mr. Sylvester Baker, who with me represents the Elias Baker's heirs. At no time have Mr. Baker or myself affected arrangements with Mr. Patterson or his company. The poles will not be reset 'immediately,' nor in fact at all until the desired arrangements have been effected. So far no, rights of way whatsoever have been granted to Mr Patterson or his company

A.W. Beckman

For the Elias Baker's Heirs



As this intriguing article indicates, it seems the railway had begun some construction efforts; however, apparently they had not secured the right-of-way for this section of their proposed track. This resulted in the removal of the poles that had been erected on the property of Baker's heirs. Despite my research, I could find no further information regarding this issue. It is unclear whether or not Baker's heirs ever ratified a deal with Mr. Patterson of the Altoona, Hollidaysburg, and Bedford Springs Railway company for this right of way.

Following this very public dispute between the Bakers and the Altoona, Hollidaysburg, and Bedford Springs Railway company very little was mentioned in the *Altoona Mirror* or any other newspaper until June 4, 1907, when Frank Patterson made the following statement:

"Heretofore, the progress of our company has been blocked by the refusal of four or five property owners to give us right of way releases. The legislature, by the enactment of a trolley eminent domain law, has happily solved this difficulty, and we are now free to tender the obstructionist bonds for their damages and proceed with completion of the line. We will also file a bond with the Hollidaysburg Council for compliance with the terms of the right-of-way ordinance in that borough. Our rights under the ordinance are in force until next October. We will let the construction contracts for sections of the road. I predict that we will haul passengers from Altoona to the next Blair County Fair and the roadway will be completed to Newry by November."

This article seems to indicate that the company must have had quite a lot of difficulty in securing their right of way. Multiple persons and municipal entities caused them difficulty in securing their right of way.

Shortly after that statement in the *Altoona Mirror*, an article in the *Electric Railway Journal* appeared on June 27, 1907, stating that the permanent survey for the route of the railway between Altoona and Newry had been made and surveyors were then at work on the line from Beryl to Hollidaysburg by way of Dell Delight Park. The contracts for construction would be let in sections of two miles each in order to carry out the plan of having the road in operation by October of 1907. The article also mentions that the construction of the railway was being hampered by the unwillingness of property holders to allow the company to acquire land for its right of way and that acquisition will now be pushed along with the aid of the newly enacted law giving electric railways the right of eminent domain to secure its right-of-ways. This article also makes the first mention of the company's plans to power its operation stating that power would be furnished by the Juniata Hydro electric company of Petersburg, Pennsylvania. H.C. Gwin, chief engineer of the Altoona, Hollidaysburg, and Bedford Springs Railway company, stated that 1/2 of the tower transmission line of the Railway company coming in to Altoona by way of Sinking Valley had already been completed.

After this report, I once again encountered a long period of silence In the historical record. The railway did not appear in print again for almost a year, until an article appeared on December 3, 1908. The piece describes a meeting that took place between interested persons and local investors Frederick Patterson of Pittsburgh. Patterson, it was noted in the article, was an experienced man in the building and operating of trolley lines. He gave a two-hour presentation on the construction and operation of electric railways. It appears that the organization of the right



of way was still in question at that time. Patterson assured the men that financing was secured under the condition that the right of way was in hand. A group was assembled to try to finalize the right of way and the overall feeling was that progress was being made.

On January 6, 1909, a large article appeared on the front page of the *Altoona Mirror*. This article stated that at a complete reorganization of the company had been affected at a meeting of the stockholders in Pittsburgh. A new president, Mr. John G Burns of Pittsburgh, was elected to replace Frank G. Patterson, who had served as president and promoter of the company since its inception. The article goes on to list all of the company's officers, all of whom were residents of Pittsburgh. It names Frederick W Patterson as the chief engineer of the project. For the past two years, efforts had been attempted in order to open up the new trolley line. The trolley line was supported by the merchants of Altoona, but for various reasons little had been accomplished. It was hoped that this change in company leadership would help to get the project moving.

The article also outlined their vision for the route. The plan was for the right of way to begin on Broad and Beale Avenues in Altoona, extend through Hollidaysburg, Duncansville, Newry, Roaring Spring, Woodbury, Loysburg, Batesville, Everett, Mount Dallas, Bedford, and Bedford Springs. Ordinances were introduced into the borough councils of Martinsburg and Hollidaysburg to grant the company right of way through those towns. These ordinances were expected to pass. A letter was also sent to all property owners whose land was being sought for right-of-way access.

On January 9, 1909, a meeting that took place in Martinsburg amongst the local townspeople. They pledged significant support for the project, provided the right-of-way passed through Martinsburg itself. This would slightly divert the route from the Woodbury Pike between Roaring Spring and Woodbury and make the route slightly longer. The residents and farmers surrounding Martinsburg had pledged significant support to the project. They had even offered to provide their right-of-ways free of charge to the company, provided they built the trolley line through that area. No representative of the trolley line was present at this meeting; however, a committee was formed amongst the local farmers to secure the right of way for the trolley line in the hope that the company would build through Martinsburg.

On January 13, 1909, a small article stated that Frederick Patterson, chief engineer of the Altoona, Hollidaysburg, and Bedford Springs Railway anticipated grading the road through the Morrisons Cove area in the spring. A special meeting of the Hollidaysburg Council was to be held that Thursday evening to take action on the right-of-way franchise in the borough.

Between January 21 and February 12, the Altoona, Hollidaysburg, and Bedford Springs Railway company was granted franchises by the boroughs of Newry, Duncansville, and Hollidaysburg to construct and operate a trolley line over streets in those boroughs. It seems at this point that the company's efforts were picking up significance steam.

On March 6, Frederick W. Patterson, chief engineer of the Altoona, Hollidaysburg, and Bedford Springs Railway, accompanied by William F Ellis of Ellis Evans and Company of New York City, inspected the proposed route of the trolley line. They were very pleased with the outlook of the project. Furthermore, Mr. W. M. Carr, an investor from Zanesville, Ohio, had

been spending time interviewing local businessmen and had taken a positive view of the project. He stated that there was little doubt that the project would materialize and that work would probably be started by May 1, 1909.

On March 19, 1909, the following article appeared in the *Altoona Mirror*:

#### NO LONGER IN DOUBT

##### *Engineer Patterson Declares Success of Trolley Is Assured.*

"The prospects for starting the construction work on the proposed Altoona, Hollidaysburg, and Bedford Springs Railway within the next few weeks becomes brighter every day," says the Altoona Times of March 18. "An underwriting syndicate is being formed by local businessmen interested in the interurban line, assisted by Mr. Carr, representing the New York capitalist, who will build the road for the purposes of selling one-third of the proposed bond issue, in accordance with an agreement made with Frederick W. Patterson, representing local men, and the Alice Evans Company of New York.

"Mr. Patterson stated that the success of the road was assured and that time alone would prove to the people interested that their work had not been without result. He stated that there had been no difficulty in underwriting one-third of the cost of the road, which will be vouched for by local men, as already about \$400,000 had been underwritten.

"In forming the syndicate, it is the purpose of Mr. Patterson to give all those identifying themselves with the road in Altoona, Roaring Spring, Martinsburg, Everett, Bedford, and other points to or through which the line will run an opportunity to become members of the syndicate."

On July 14, 1909, it seemed that the company was about to lose their right of way through the borough of Newry unless work began by the first of August. Under the terms of their franchise agreement, construction had to begin within six months of the document being signed. The borough council made it clear that getting another franchise would not be easy for the company, due to the fact that the borough was tired of handing out franchises and receiving nothing in return.

On October 15, 1909, the company was put under significant pressure by the boroughs that had given them franchises to build right of way because they had not yet begun construction. The company had not yet even completed its surveys and seemed to be scrambling to meet their deadlines.

It seems little progress was made until February 26, 1910, it was reported that C. D. Tate, the new engineer in charge, was planning to start work again on surveying the right of way



between Loysburg Gap and Bedford. The contracts were expected to be awarded immediately following completion of the survey. The article also mentions that finances we're not felt to be the problem but that differences of opinion by those organizing the project had slowed its progress.

On March 12, 1910, the survey for the Altoona, Hollidaysburg, and Bedford Springs Railway company had been completed by engineer Charles G Tate. The final survey stake had been driven in front of the Bedford Springs Hotel. Leadership of the company stated that they expected contracts to be given for the construction within the next few days.

Then, on May 8, 1910, the *Altoona Mirror* proclaimed that the new railway would be operated by gasoline instead of electricity. The article stated that yet another survey had been completed and that the only thing holding up the process to receive bids for the construction of the railway was the completion of a map which was expected to take about a month to complete. Once the map was finished the company expected to have the construction underway within the next two months.

The dream of this electric railway seems to have died around June 10, 1910 when the Pennsylvania Railroad opened its Midland division between Hollidaysburg and Bedford. On that day approximately 3,000 visitors traveled from Altoona to Bedford for the opening of the railway.

The completion of this portion of the Pennsylvania Railroad seemed to have significantly weakened the effort of the Altoona, Hollidaysburg, and Bedford Springs Railway company to complete their project. On April 11, 1911 an article appeared in the *Altoona Mirror* stating that the project had been all but forgotten and little to nothing had been heard of the line for almost nine months, presumably due to the opening of the new Midland route by the Pennsylvania Railroad. This route would have directly competed with the Altoona, Hollidaysburg, and Bedford Springs Railway company.

Today, it is intriguing to consider that a trolley line could have connected Altoona and Bedford. What an interesting ride that would have been for the passengers! Unfortunately, that dream never came to fruition. The only thing solid that seems to have ever been constructed of this railway is this brass seal that I found at the flea market one day. It was discarded in an old cigar box, and it is likely one of the only remaining remnant of a railway that never got off the paper.





## A LOOK BACK

In keeping with the 50th Anniversary theme for this year, we will again take “A Look Back” at some of the things taking place in Altoona years ago.

25 years ago, 1993 Peter Barton stated that he was going to ask the Smithsonian Institute for help restoring the K-4, which was sidelined with mechanical problems in 1988. They had received a grant to help repair it in 1992 of \$420,000.00.

25 years ago, The Horseshoe Curve Chapter NRHS, produce a video “The Altoona Streetcar Story” to be released for the 100th Anniversary of the first electric trolley running in Altoona July 4, 1891.

38 years ago, April 26, 1980, the Inaugural Run of the Pennsylvanian stopped at the Altoona Station for a ceremony. (Remember the travel trailer station at Altoona?)



Photo of train



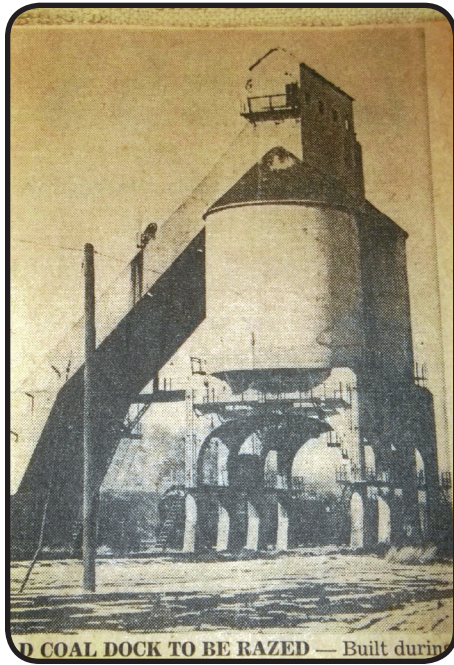
Photo of station

50 years ago, 1967, The Altoona Downtown Merchants Association was holding “Railroad Days” in downtown. Included were PRR displays and also a 9 ton Peerless Steam Traction Engine (farm tractor) and a display of 4 different railroad cars on the #4 track, by the station. (perhaps something the Altoona Railway Museum Club our predecessor set up?)

50 years ago, the Penn Central Railroad was razing the coal tipple in East Juniata. It consisted of 370 tons of concrete and was built during World War II. (It actually took three different blasts over a week to finally lay it on it's side.)

50 years ago, the world's largest roundhouse in East Juniata was also being razed along with other old PRR structures in the area. These destructions took place in March 1968.

50 years ago, in April 1968, the PRR test rack and plant at 17th Street was also being razed. This test rack was built in 1904 and was shown at the Louisiana Purchase Exposition in St. Louis before being set up here in Altoona. It was the only one of it's type in the world.



Coal Tipple



Roundhouse

50 years ago, March 19, 1968, the Penn Central Railroad sent a freshly painted train around the curve and back for photos of it and the new company logo PC (it consisted of three engines and seventy cars.)

100 years ago, May 18, 1918, the K-4 1361 was outshopped at Juniata.



Diane Alwine looks over the completed exhibit for the K-4 May 5, 2018 in the museum roundhouse.

## **REPORT ON THE PRR T & HS CONVENTION**

**By Joe Harella**

The annual convention was held in Altoona this year. In preparation for the event, chapter members cleaned and polished the Mt. View Car. The outside was done by Gary Price, Frank Givler and Joey DeFrancesco. The inside was cleaned by Dick Charlesworth and Dave Seidel.





Gary Price cleans and polishes  
the outside of the car

### **PRR T & HS CONVENTION**

The annual convention of the PRR T & HS was held here in Altoona Thursday, Friday and Saturday, May 10<sup>TH</sup>, 11<sup>TH</sup> and 12<sup>TH</sup>, 2018. The members traveled from all parts of the country to this RailRoad city to attend the event, and also to celebrate their 50<sup>TH</sup> anniversary. Freedom Excursions provided transportation for the group from their motels to the RailRoader,s Memorial Museum and other places of interest. The buses began arriving at the museum at approximately 9:15 A.M., and as soon as the group debarked, some headed to the museum while others entered the Round House.

The Round House provided a first time experience for these rail enthusiasts as they entered and found the newly unveiled K4 exhibit. The exhibit contains a lot of valuable information, photos and also explains the history of "1361". The end of the exhibit brought the members to another jewel of the PRR, the 'MOUNTAIN VIEW'. The members of the Horseshoe Curve Chapter NRHS spent the last couple of weeks cleaning and polishing the car, inside and out. Many nice comments were heard about the car. Attendees were free to roam about the Round House, and also visit the Turn Table and equipment outside.

The highlight of the day however, was the talk given by Bennett Levin about the future of the K4. He said that he, along with other financial backers are determined to restore the engine, along with a number of other cars that the K4 once pulled. He said that a new boiler will replace the original, even though it has been repaired. He then answered a few questions from the crowd. Everyone applauded when he finished his talk, and thanked him for the good news.

Friday, May 11<sup>TH</sup>, the members were scheduled to ride behind engine #11 on the Everett RailRoad. The ice cream special left the station at 9:30 A.M., destined for Roaring Spring. The cloudy weather gave way to periodic rays of sunshine, which enhanced our trip. We were slightly disappointed when we arrived at Roaring Spring however, as the station was closed. Nobody seemed to mind though and everyone enjoyed the trip back to Hollidaysburg.

Saturday, May 12<sup>TH</sup>, turned out to be a very busy day with lots to see and do. Vendors were set up at the convention center, as well as a model train show sponsored by the PRR T & HS. This event was opened to the public as well. Seminars were held throughout the day, dealing with the different aspects of modeling, both historical and technical. Models that were entered by participants were then judged, with Joe Defrancesco taking first place in "Best Of Show" and "Modeling Excellence". Everyone then enjoyed a wonderful dinner prepared by the staff of the convention center.

Bennett Levin then spoke to the group about Altoona's role in the PRR's presence in our area. He also discussed how many blue collar workers rose up through the ranks to assume white collar positions with the RailRoad. Bennett also expressed his desire for the Horseshoe Curve Chapter to be involved in the future plans for the K4.

Museum Curator Joe Defrancesco then addressed the crowd thanking them for holding their convention here in Altoona. PRR T & HS President Steve Stafferi also thanked everyone for attending and was very appreciative of the hospitality extended to them by everyone in Altoona.



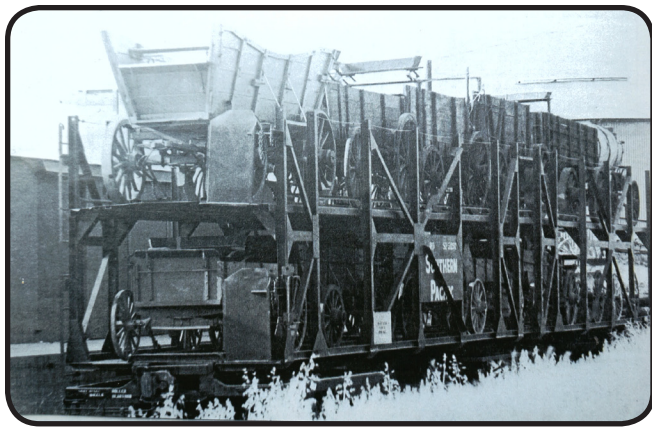
## LOCAL YARD NEWS

Dick Charlesworth is planning a two day trip to the Cass Railroad, August 25 & 26, 2018. The trip will consist of two rides, Cass Scenic and the Tiger Flyer, both 4 hour rides, one each day. The cost will be \$359 single person or \$259 double (per person). Includes meals, rides, hotel and bus fares. Contact Dick if interested in going.

Member Gary Clare is looking for information about a business car built in Altoona called The Altoona. If anyone has any information or photos, please contact him.

Editor Leonard Alwine is looking for the old steam cinder baby food jars used to fund the start of the chapter. If anyone has any extras please let him know.

At the May meeting it was decided to also build tables for the history information on the Rex Truck and carts, the Marplex truck, the Mt. View Car and the Loretto, since the K-4 tables turned out so well.



For your looking back pleasure:  
one of the first uses of the auto train  
delivering “new” cars.

**Editor's Note:** It was nice to have two members submit articles for this issue of the Coal Bucket. Thank you, I am always looking for items like this for future issues.

**EMAIL UPDATES:** If you have a new email, or have updated your email, please submit it to Frank Givler at [ottodocfac@atlanticbb.net](mailto:ottodocfac@atlanticbb.net). This helps ensure you receive the newsletter as well as any important information in a timely manner. Thank you!