



Joe DeFrancesco <jdefrancesco5@gmail.com>

NEWSLETTER OF HORSESHOE CURVE CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY

1 message

DWSNRHS@aol.com <DWSNRHS@aol.com>

Thu, Feb 6, 2014 at 11:08 PM

To: VS2011@aol.com, dcalvinm@windstream.net, PKMac101@aol.com, jhooks@auxmail.iup.edu, smithfurniture@verizon.net, WBurket@aol.com, HWBurket@aol.com, prrdoc1@aol.com, ottodocfacs@atlanticbb.net, kackiefrass@atlanticbb.net, Alleopold@aol.com, my69riv@verizon.net, cbehe@earthlink.net, dwsnrhs@aol.com, train_master@verizon.net, gkurtz@atlanticbb.net, pennsy065@aol.com, D63W@aol.com, runningtrains@atlanticbb.net, jkharella@gmail.com, scottpbrown@atlanticbb.net, dbsmith@chimrock.com, photobug42@aol.com, chief2@atlanticbb.net, GMamflyer@verizon.net, Furykid66@aol.com, trainsrpopop@aol.com, prrjoe@atlanticbb.net, lalwine@lfire.com, ragivier@hotmail.com, wteeter9345@atlanticbb.net, kmoore.dmd@comcast.net, jstogeson@gmail.com, wmackey@cox.net, hawgbelly22@yahoo.com, buckretired@atlanticbb.net, dsinpa@hotmail.com, busyguys3@atlanticbb.net, mdean37651@aol.com, RDGCO2102T1jds@yahoo.com, llear@roaringspring.com, jeffery.holland11@gmail.com, tkyvlypspret@atlanticbb.net, FrKGeorge@verizon.net, gwren@comcast.net, RPAbraham@nb.net, georgesjr@embarqmail.com, dreigh@atlanticbb.net, ejh2@atlanticbb.net, jdefrancesco5@gmail.com, waterlillies1972@yahoo.com, tomonthehill@hotmail.com, missworld4kids@gmail.com, trainmaster1361@verizon.net, dannyphantomfan@verizon.net, peterjhart@aol.com, T11mds@aol.com, jasonlamb2@gmail.com, jefflear@jefflear.com, bjlytl@atlanticbb.net

Cc: farrow002@gmail.com, mikehalloran4@msn.com



Official Newsletter
of



NATIONAL RAILWAY HISTORICAL SOCIETY

P. O. Box 1361

Altoona, PA 16603-1361

www.hscnrhs.orgWINTER 2014CHAPTER OFFICERS**President: Francix X. Givler Jr., 114 Scott Avenue, Altoona, PA 16602****NOTE: * time-sensitive correspondence should be sent to this address.****_ottodocfacs@atlanticbb.net****Vice-President: Joseph K. Harella, 3812****5th Avenue, Altoona, PA 16602****jkharella@pennswoods.net**

Chapter Delegate to NRHS: Joseph A. DeFrancesco, 5069 Gensimore Ln., Tyrone, PA 16686
jdefrancesco5@verizon.net

Treasurer: Denny Walls, 123 Sandcastle Ln, Hollidaysburg, PA 16648 d63w@aol.com

Secretary:

Chapter Historian/Editor: David W. Seidel,
2011 14th St., Altoona, PA 16601-3020
dwsnrhs@aol.com

Webmaster: Joseph De Francesco, jdefrancesco5@verizon.net

DATE CALENDAR

January 27th: Chapter Meeting

February 15th: 160th Anniversary, Opening of the Horseshoe Curve

February 18th: TV: PBS/American Experience: The Rise and Fall of Penn Station NYC

February 18th: 67th Anniversary, Wreck of the Red Arrow, PRR

February 18, 1934: Union Pacific RR's "new" streamlined M-10000 departed Baltimore to Harrisburg & west through Altoona and the Horseshoe Curve at the conclusion of an eastern tour.

February 25th: Chapter Meeting

March 25th Chapter Meeting

April 22nd Chapter Meeting (5 Tuesdays this month)

May 11th: 46th Anniversary of Horseshoe Curve Chapter, NRHS

RED ARROW

-
A song commemorating the Wreck of the Red Arrow on Bennington Curve, approximately 11 miles west of Altoona, February 18, 1947, has won 2nd place in the 2013 Pennsylvania Heritage Songwriting Contest. Written by Jason Teel and Chuck Cox, it was inspired by Mr. Cox's grandfather, Irvin (Jim) Kelley, who, as a photographer for the Altoona Mirror, was one of the first people on the scene of the wreck.

The song can be heard at:

<http://soundcloud.com/mamacommando/red-arrow-train>
via
PRRTHS.com

UNDER THE WIRE

by

Leonard E. Alwine

A TRIP TO "ALTONA"

-
Anyone who has ever researched how the city of Altoona Pa was named, has found a number of ideas. One of those early versions included that it was named after a huge railroad town in Germany. Although there is no "proof" of this being

true, it does name for interesting folklore; and, that folklore makes “Altona” an interesting travel destination. And that was what it became for some good friends of mind this past summer (2013).

Larry and Susan Edwards traveled to Hamburg, Germany on July 4, 2013 as a part of the Lions International Convention event. The convention took two Lions from Altoona (Lakemont Lions Club) along with about 25,000 other Lions from around the world.

Altona, Hamburg-Germany today, is one of five sub-districts of Hamburg which is one of the largest shipping-container ports in the world. It is very likely that many of the double-stack containers traveling through Altoona PA on Norfolk Southern tracks came from that same shipping port.

Larry, who is the Lakemont Club Secretary and a Past District Governor, and Susan, were able to meet with the Mayor of Altona, Mr. Kersten Albers. Along with them were also Lions from Altoona, Australia, Altoona, Alabama, Altoona, Iowa, Altoona, Illinois, and Altoona, Manitoba, Canada. They were also given a tour of the ornate city hall building which was described as a beautiful building with exquisite wood work, restored after being bombed during World War II. One of the highlights of the trip was the opportunity for Larry and Susan presenting Mayor Albers with a plaque containing a railroad spike and inscription from Altoona, PA. as arrangements were made with Altoona city councilman Bill Neugebauer prior to the trip, to obtain the rail spike and have it mounted for the occasion.

Was “Altoona” named after “Altona”? Who knows, but an official piece of “Altoona” now resides in “Altona”.



Susan & Larry Edwards with the Mayor of Altona, Germany (center), Mr. Kersten Albers.



Lion Delegates from different Altoona Towns at the Lions convention held in Altona, Germany. Susan and Larry Edwards are at far left.



The Port at Altona/Hamburg, Germany



Ornate wood paneling in the Altona, Germany City Hall Council Chamber



All Photos by Larry Edwards

A BETTER MAN THAN ME

by

Leonard E. Alwine

As I sit snuggled up in a blanket trying to get warm after working outside all day, it occurred to me that some of the old-timers who worked for the Logan Valley must have been better men than I, or at least stronger-willed than I am.

Working outside this past few weeks has been very hard, but working at least keeps the blood flowing and the body somewhat warm. But, have you ever looked at the old photos of Logan Valley street cars (or the City Passenger Railway horse cars) and wondered just how did the operators ever survive the winters?

The horse cars were open platforms for the operators without really any protection for them. They were outside in the air and snow holding the reins getting the horse to go and to stop. Even the cars themselves had no heaters, just some straw on the floor to keep your feet warm, so evening going inside at a stop really wouldn't do much for the operators.

Even the first trolley cars had open platforms similar to the horse cars. From there, the motorman had to operate the controller to get the car moving and also keep one hand on the brake lever to stop the car. Even with gloves these brass handles would feel very cold on days like recent cold days we have had. Then he also had to get off to change the trolley poles, stepping into the snow and slush to do this job. With the advent of one-man operation, he also had to make change and collect fares, which most likely was done without the gloves on the hands.

Even in later years when the ends of the car were closed-in, the small electric heaters inside the car bodies produced very little heat, and not much would have crept into the ends of the cars, and what did quickly escaped at the stops when the doors were opened for passengers to get in or off.

I even wondered about those first buses used by Logan Valley. I have not seen many photos taken in the winter-time but the few that I have seen seem to have "frosted" windows which mean that heaters were not all that great in the vintage buses of the day. And again, the driver had to sit there at the front where the door was constantly opened and closed letting in all that fresh "cold" air.

Now, I do not say that these men were not working as they really were, but standing and sitting is not the physical type of work that helps keep the body pumping blood and warmed up. They must have been nearly frozen by the end of a shift.

All I can say is that these men must have been better men than Me. End.

Editor's note: If you notice all the references to the term "men", you should understand these work rules preceded what we know today as "Affirmative Action" and "Equal Employment Opportunity" work rules, and it was, indeed, a "man's" world for many types of work.

REMEMBERING LIND'S CROSSING ON THE PRR PETERSBURG BRANCH

-



Photo courtesy of Anna Leopold

Summer folks en-training on the local near Lind's Crossing on the double-tracked Petersburg branch between Petersburg (Huntingdon, County) and Hollidaysburg (Blair County). Judging by the period dress, I am assuming the 19-teens year to date the images.

Today, the tracks are gone, but in the prime years of the Pennsylvania Railroad, as an alternate to relieve mainline congestion, a branch line departed the main line at Petersburg, PA (Huntingdon County) and progressed westward as the Petersburg Branch, to Williamsburg, & Hollidaysburg. Just west of Hollidaysburg the line junctioned with the branch at Wye Switches which connected back into Altoona, OR, continued westward from Wye as the New Portage Branch, climbing the Allegheny Mountain range, somewhat following the old Allegheny Portage Railroad route to Gallitzin, once again to rejoin the mainline about 12 miles west of Altoona. In steam days, these alternate routes were important and vital.

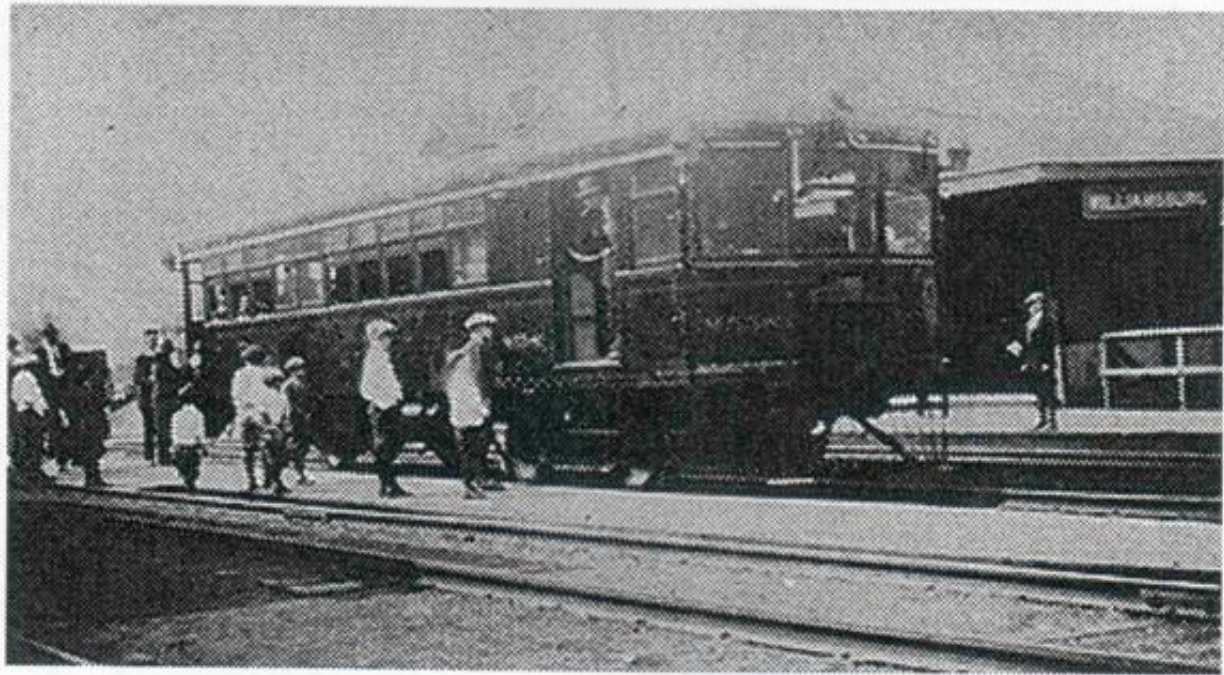
However, back to Lind's Crossing. In a history written by Louis (deceased) and Anna Leopold, [Horseshoe Curve Chapter NRHS members] Charles Lind began developing a plan for a "Summer Home Farm" circa 1911, because summer home colonies were becoming popular for middle class families along the Juniata River (in this instance, the Frankstown Branch) and in other locations between Hollidaysburg and Clarks Ferry near Harrisburg. Charles Leopold Lind was a PRR machinist by trade, loved the PRR, and would pay his own fare when traveling by train to Florida rather than use the company pass to which he was entitled. Charles Lind's service with the PRR lasted 49 years, & he was a member of the PRR Veterans Association and a true PRR loyalist. The Lind home in Altoona was at 1601 Sixteenth St., Altoona, which, today, is a vacant lot.

Lind's Crossing is about 4.5 miles east of Hollidaysburg (Frankstown Township), and more specifically on a plain between White Bridge and Lower Reese, where Mr. Lind purchased land from "Harpsters", and was generally described as the point where the road crossed the old PRR branch line on the "left" side of the river. The branch line paralleled the old right-of-way for the canal system (Mainline of Public Works) which preceded the railroad. By 1873 the canal was replaced by the railroad, in those days referred to as the Pa Central.

The following is excerpted from Lou and Anna Leopold's history "Remembering Lind's Crossing".

"A PRR timetable for 1910 lists five weekday trains each way between Hollidaysburg, Williamsburg, and Huntingdon,

and two on Sunday. Saturday was then considered a weekday (Timetables supplied by Dan Cupper). White Bridge and Reese were flag stops-the passenger signaled the train or asked the conductor to stop. By 1916 Upper Reese had been added. In 1925 there were six trains a day, both weekdays and Sundays. Sunday was a peak day at the summer places. From Hollidaysburg to Frankstown was 2.8 miles and took 6 minutes; from Frankstown to White Bridge was .8 mile and took 3 minutes. After Frankstown all stops before the Ganister junction for the quarries and Oreminea were flag stops.”



The rail car that ran to Linds Crossing, shown here in the Williamsburg station.

Image from “Remembering Lind’s Crossing”

“Service [on the railroad] was by a gasoline-driven motor car, pictured here at Williamsburg station (courtesy of Bill Cramer [deceased] and the Williamsburg Heritage and Historical Society). On January 18, 1918 Charles Lind dedicated a 100’ by 80’ stopping place to the railroad. Marion Suter Clark remembers her grandmother and a friend arriving and departing by train at Linds, even though it was not a listed stop. Art Yon remembers riding on it. Jane Haines Ford spelled out how the unofficial system worked. In the late 1920’s they stayed at Lind’s all through September instead of closing up when school started after Labor Day. On request Train # 6201 picked them up at Linds about 7:15 a.m., and with stops at Hollidaysburg, New Portage Junction, Eldorado, South Altoona, and 29th Street, had them at the Altoona station three blocks from Cathedral School by 7:50 a.m. The train brought them back to Lind’s about 5:47 p.m.”

“Jane Ford also remembers July 18, 1928, when Amelia Earhart waved from her train at the crossing, on a visit to the area following her flight as the first woman to cross the Atlantic by plane. Officially, Earhart was a passenger. She did not then have the requisite licenses to fly the ocean as a pilot. She, her pilot, Wilmer Stultz, a Williamsburg native, and Lou “Slim” Gordon, the mechanic, arrived at Altoona by special rail car, which was moved over the Petersburg branch to Williamsburg, where there was a big parade, followed by a banquet in Altoona. Amelia Earhart was 30 in 1928; the plane was called “Friendship”; and the flight to England took 20 hours and 40 minutes. Earhart did fly the Atlantic alone in 1932, and disappeared in the South Pacific in 1937, two-thirds of the way on a round-the-world flight. Ironically, Wilmer Stultz lost his life in a plane crash in New York in July, 1929. (Williamsburg material from Bill Cramer [deceased] and the Williamsburg Heritage and Historical Society).”

“Amelia’s train was steam-powered, but by 1929 service was down to two trains per day each way weekdays and the same on Sundays. The auto had conquered America. With the great depression cutbacks, service ended in the early 1930s. The mines, quarries and rail-shops were closed or running on skeleton staffs, and the need for work trains shrank. Those still working used cars or old buses and split the costs.”

		Middle Division Branches—Hollidaysburg, Petersburg.																							
Sta.		Week-days												Sundays											
		6000	6005	6010	6015	6020	6025	6030	6035	6040	6045	6050	6055	6100	6105	6110	6115	6120	6125	6130	6135	6140	6145	6150	6155
1.0	Altoona, Pa. Leave	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M
2.0	Twenty-sixth Street, Pa.	7:43	---	8:40	---	1:30	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
3.0	South Altoona, Pa.	7:46	---	8:43	---	1:33	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
4.0	Elkhardt, Pa.	7:50	---	8:47	---	1:37	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
5.0	Spring Meadow, Pa.	7:53	---	8:50	---	1:41	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
6.0	Southbrook, Pa.	7:57	---	8:54	---	1:45	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
7.0	New Portage Junction, Pa.	7:59	8:51	8:51	---	1:47	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
8.0	Hollidaysburg, Pa. Arrive	8:00	8:53	8:58	---	1:50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
9.0	Hollidaysburg, Pa. Leave	8:03	8:56	8:58	---	1:53	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
10.0	Loop, Pa.	---	---	8:02	---	1:56	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
11.0	Reservoir, Pa.	---	---	8:06	---	1:59	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
12.0	Kiddler, Pa.	---	---	8:13	---	2:00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
13.0	Brooks Mill, Pa.	---	---	8:40	9:14	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
14.0	McKee, Pa.	---	---	---	---	9:17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
15.0	Rodman, Pa.	---	---	---	---	9:20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
16.0	Reeling Spring, Pa.	---	---	---	---	9:24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
17.0	Rib, Pa.	---	---	---	---	9:31	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
18.0	Peck, Pa.	---	---	---	---	9:34	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
19.0	Martinsburg Jr., Pa. Arrive	---	---	---	---	9:34	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20.0	Martinsburg Jr., Pa. Leave	---	---	---	---	9:39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
21.0	Martinsburg Jr., Pa. Arrive	---	---	---	---	9:43	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
22.0	Martinsburg Jr., Pa. Leave	---	---	---	---	9:45	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
23.0	Boomer, Pa.	---	---	---	---	9:51	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
24.0	Curry, Pa.	---	---	---	---	9:55	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
25.0	Mathews Summit, Pa.	---	---	---	---	10:02	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
26.0	Page, Pa.	---	---	---	---	10:06	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
27.0	Hemlock, Pa. Arrive	---	---	---	---	10:06	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
28.0	Hemlock, Pa. Leave	---	---	---	---	10:10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
29.0	Hollidaysburg, Pa. Arrive	10:00	8:03	---	---	10:47	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
30.0	Frankstown, Pa.	10:07	8:10	---	---	10:54	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
31.0	White Bridge, Pa.	10:10	8:14	---	---	11:00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
32.0	Upper Renss, Pa.	10:14	8:17	---	---	11:03	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
33.0	Renss, Pa.	10:17	8:20	---	---	11:07	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
34.0	Hershey, Pa.	10:21	8:24	---	---	11:11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
35.0	Flowing Spring, Pa.	10:26	8:29	---	---	11:17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
36.0	Point View, Pa.	10:31	8:34	---	---	11:24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
37.0	Ganster, Pa. Arrive	10:35	8:38	---	---	11:28	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
38.0	Ganster, Pa. Leave	10:35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
39.0	Wertz, Pa.	10:41	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
40.0	Moyton, Pa.	10:46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
41.0	Royer, Pa.	10:53	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
42.0	Mosell, Pa.	10:58	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
43.0	Overshine, Pa. Arrive	11:02	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
44.0	Overshine, Pa. Leave	11:05	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
45.0	McCrell, Pa.	11:07	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
46.0	Royer, Pa.	11:10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
47.0	Moyton, Pa.	11:13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
48.0	Wertz, Pa.	11:16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
49.0	Ganster, Pa. Arrive	11:21	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
50.0	Ganster, Pa. Leave	11:21	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
51.0	Williamsburg, Pa.	11:25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Fig. 5- Sample Pennsylvania Railroad Timetable for Middle Division Branches, effective April 26, 1925.

Courtesy of Dan Copper

Unfortunately, Charles Leopold Lind perished on September 8, 1938 while working on a dam near his property along the river. It is believed he slipped while working with a large pry-bar which struck him on the head, causing his fall into a shallow area of the river, where he drowned. (1862-1938).

In conclusion, Lind's Crossing developed into a cluster of approximately 50 cottages along the Raystown Branch of the Juniata River. As the years of passed the cottage colony in some respects morphed into permanent and semi-permanent homes but the area was prone to flooding which necessitated remediation in later years; many structures remaining had to be elevated to alleviate the issue. Today, the rail line is completely gone, replaced by a Rails-to-Trails recreation environment. However, Mr. Lind's legacy lives on, with many good memories, and the area still carries his name.

Addendum: April 26, 1945: Steam power on the Petersburg Branch was supplemented with gas-electric motors.

April 30, 1933: Passenger service discontinued on the Petersburg Branch.



Upper Reese Station, PRR Petersburg Branch



Frankstown (F) Tower on the Petersburg Branch. Classic PRR architecture. Image courtesy of Jim Snyder, Blair County Genealogical Society



Frankstown Br of Juniata River in the vicinity of Point View between Lind's Crossing and Williamsburg.



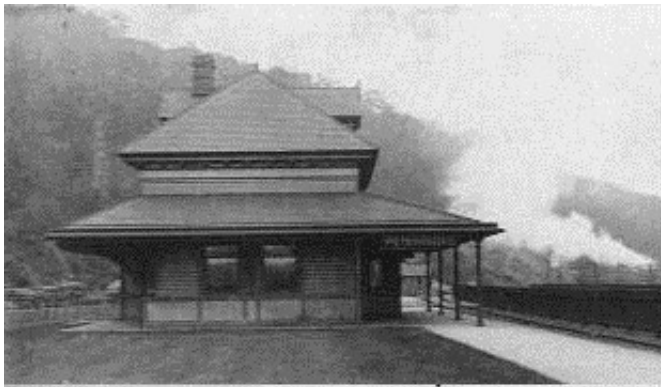
Cottage at Lind's Crossing – Anna Leopold Collection



Mt. Aetna on the Petersburg Branch aka (Etna Furnace)



Eldorado Station and Eldo Tower at 58th St., South Altoona. Note: Back where the locomotive is, the line is double-tracked. ELDO was remoted from WYE in later years. Changing technology is always the “constant”.



Petersburg, PA – Huntingdon County



PRR Petersburg, PA

Special thanks to Anna Leopold for permission to use material from the publication “REMEMBERING LINDS

CROSSING: Charles Lind's "Summer Home Farm" by Lou and Anna Leopold. This account excerpts railroad related materials only as there is much more on the colony in particular, and the memories associated with it.

FROM ANDREA AND BOB VIBBERT, PORTSMOUTH, NH

January 30, 2014

Hi Dave:

Happy 2014 to you and all the Horseshoe Curve Chapter. It sounds like you are having a horrific winter out there. Here in New Hampshire, we have not had temperatures above 10 degrees for so long that I dread the arrival of the oil deliveries.

I just realized, this morning, watching the TV news, that this year is the 50th Anniversary of the Beatles arrival in America. Well, I'm sure you are wondering What does that have to do with the railroad? Did I ever tell you that I first "met" 4913 because I was on my way to attending The Beatles concert in New York on August 29th, 1964 and 4913 was the locomotive on the train. 4913 was also the locomotive on the train the Beatles had to take to their concert in Washington, DC (from N Y) because of a snowstorm and no planes were flying.

Anyway....I am thinking this might be cause for a celebration of sorts? When would the August meeting of the chapter take place? Bob and I might be able to get out there and we'll put together a slide show of 4913 and of course provide a cake and desserts for the party atmosphere.

What do you think?

Sincerely,

Andrea and Bob Vibbert

The Officers of Horseshoe Curve Chapter will put on their thinking caps and develop some plans. August is usually our "picnic" month so we'll see what we can do ! Its nice to have something to look forward to.

SANTA TRAIN SEASON SUCCESSFUL !

Many thanks to all the volunteers who helped make our 2013 SANTA TRAIN season a total success. We cannot mention all the names here as there are too many and the risk is missing someone, but as is customary, everyone helped in the task, including many who are not official chapter members. THANK YOU ALL, especially the EVERETT RAILROAD COMPANY AND THE ROARING SPRING HISTORICAL SOCIETY !

Santa Trains, as is customary, are operated on the weekends preceding and following THANKSGIVING, with four trips on Saturdays, and three trips on Sundays. Trains were essentially sold out and well patronized despite the colder than usual temperatures prevailing.

Preceding the train trips, tickets were sold by telephone as well as via Railroader's Memorial Museum, which was a major help. Treat bags for the children were assembled weeks in advance, and the Chapter assisted SANTA CLAUS by sending return letters to children who gave him their own letters on the train.

This annual event is the major fund raiser for Horseshoe Curve Chapter and helps us maintain the equipment as well as our historical preservation efforts. This year, we should be able to complete the brake modifications on the last coach which will reduce costs in future years, as well as vestibule repair work as part of regular maintenance.



Photo by John Gardner



New Chapter Logo affixed to our coaches, as used on the Santa Train this year.

CHAPTER YEAR CONCLUDES WITH CHRISTMAS DINNER

The annual banquet was held on December 7th, 2013 at the Geeseytown Fire Hall, arranged by our Treasurer and Geeseytown Fire Hall Chief, Denny Walls. The meal was excellent as usual. Following dinner, we were treated to a talk and slide program by Mr. Jason Lamb, General Manager of the Everett Railroad Company. Jason had extensive experience preceding his association with the Everett Railroad, assisting with Hollywood movie productions involving railroad themes. His most recent effort

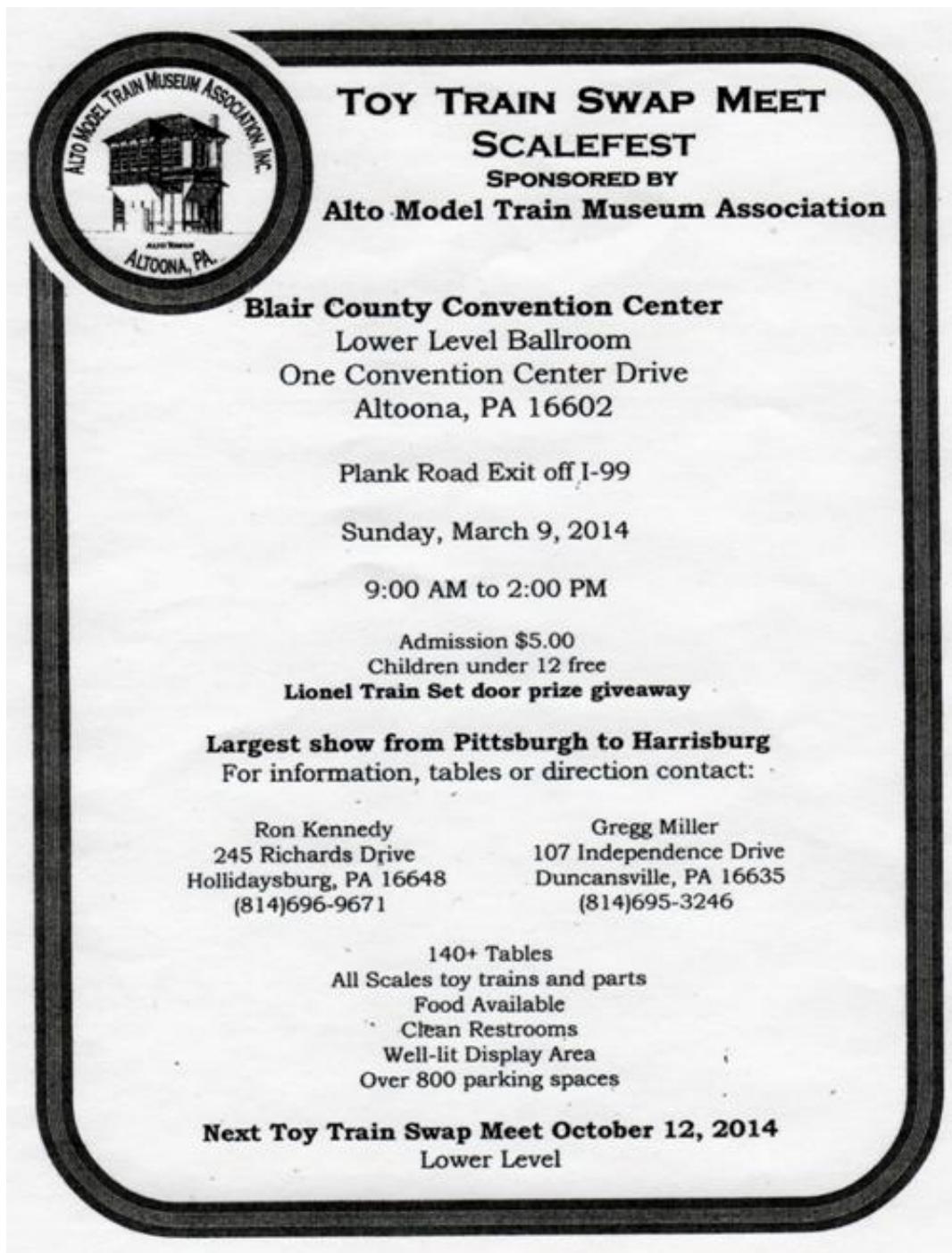
was with the making of the movie *The Lone Ranger*, which was released within the last two years. We all agree, it's not the *Lone Ranger* we grew up with, but the details of meeting the specifications of the production company were extremely fascinating. We came away wanting to see the film one more time just to look for those technical efforts that Jason outlined for us. **THANK YOU TO JASON LAMB and the Everett Railroad Company.**



Jason Lamb (center) talks with Greg Miller and Dick Charlesworth. Photo by J. DeFrancesco



Christmas Dinner, Geeseytown VFD. Photo by J. DeFrancesco



HAPPY VALENTINE DAY

HAPPY ST. PATRICK'S DAY

6 attachments



clip_image036.jpg

56K



clip_image038.jpg

34K



clip_image040.jpg

18K



clip_image042.jpg

22K



clip_image044.jpg

59K

COAL BUCKET WINTER 2014.pdf

4/1/2014

Gmail - NEWSLETTER OF HORSESHOE CURVE CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY



9807K