



Official Newsletter
of



National Railway Historical Society
P. O. Box 1361
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Chapter meetings are always on the fourth Tuesday of each month at Railroader's Memorial Museum, 1300 9th Avenue, Altoona, PA, beginning at 7:30 PM EXCEPT DECEMBER.

IN MEMORIAM

Richard K. "Dick" Heiler
June 4, 1915 – August 2, 2011

"Dick" Heiler, 96, Altoona, died peacefully Tuesday at his residence. He was born in Altoona, son of the late Harvey R. and Mary C. (Rowan) Heiler. He was a U.S. Army veteran of WWIL.

UNDER THE WIRE

by
Leonard E. Alwine

In this issue of "Under the Wire", I would like to make a tribute to Richard K. "Dick" Heiler, a good friend and fellow historian. If it had not been for Dick, the video "The Altoona Streetcar Story" would have never been made.

I first met Dick back in 1980. At that time I had amassed quite a collection of photos and slides of Altoona streetcars. A couple of years earlier, I had put together a slide show about Altoona's streetcars and early bus history and was showing it to different groups around the Altoona area. These were mainly historical organizations and the suggestion came up that this and some vintage film that the Horseshoe Curve Chapter NRHS owned, should be put on video which could then be sold in hopes to raise funds to restore Service Truck 18, which was from the Logan Valley system and owned by the chapter. I was more than willing to share my collection and work on the project, but to do so would cost a lot of money if done commercially. It was then that Dick stepped up and said that he could do it.

When I first met Dick, he seemed a little gruff, but I soon realized he was a very talented man and that was just the way he talked. He was a small built man and always wore cowboy boots and jeans and plaid shirts when dressed normal. For other functions, he did wear suits.

For most of the winter of 1989-1990, I spent time with Dick in his basement which had a dark-room and so much video and computer equipment that it was hard to move around. I soon found though, that this 75 year old man knew exactly what he was doing. He taught me how to layout the video and write the script, and time it to the photos. I am sure

there were times he wished he hadn't said he could do this project, as he tried to teach this dumb guy the in's and out's of production. But, he would just tell me what I did wrong, laugh, and then we would try again. Many a night we would be down there till after 11:00 PM. My wife would usually go along and visit with Dick's mother upstairs. When she came down to the cellar knew that it was late and his mom had gone to bed, and it was time to call it a night.

To produce the video and include the film clips was quite a feat in transposing different media into the final tape. One clip actually had to be shown by projector onto a screen and filmed by another camera onto the type of film that would be reproduced by his equipment onto video. Dick's talent and ability to overcome problems never ceased to amaze me that winter and spring. By late summer 1990, the video was done and then came the laughs as many times I would get lost in the script, and we would have to back up and do it again. By December 1990, we had it done. We never kept track of all the hours that went into the project. Sometimes I wish we had, but it was a labor of love and the amount of time didn't really matter. I loved trolleys and Dick loved preserving history on film.

Since that time, I have remained good friends with Dick. I visited him many times a year but he really enjoyed the Christmas visits when my wife would take him a box full of homemade cookies. I think he had a sweet tooth somewhere in him. I do know that he was a sweet man.

Dick Heiler helped me reproduce many photos for different fire service books I have written during the years since I first met him. He also gave me many photos of Altoona that he came in contact with and also a wealth of information about old Altoona's history. If I found a photo I didn't know, he could identify it.

Dick belonged to many history groups in the area and for the most part he did what he could to help them along, many times working or using his knowledge and equipment for free. I do not believe he was a rich man in terms of money, but in many other ways he

was more than willing to share his wealth of knowledge and energy.

Dick passed away August 2, 2011 at his home. According to his caregiver, he passed away peacefully. A very short viewing and service were held at the Gilden Barton Funeral home on August 5, 2011. Those who attended were his many friends who also shared his passion for preserving Altoona's history. During his 96 years of life, he touched many lives, and those who he really touched turned out to pay their last respects.

On Monday, August 8, 2011, I was honored to carry his casket and lay Dick to rest on a hill at Oak Ridge Cemetery in Altoona. A last act of kindness to a man who had given so much to so many. He will be missed.

To Dick I dedicate this issue of "Under the Wire". Had it not been for him, the "Altoona Streetcar Story" may never have been told.



Presenting a copy of "The Altoona Streetcar Story" to Amtran (Altoona Metro Transit/successor to Altoona and Logan Valley Electric Railway) General Manager, Phil Fry, Spring 1991. Photo (l-r) Dick Heiler, David W. Seidel, (NRHS) Phil Fry, Leonard E. Alwine (NRHS). In the background is a 1924 employee-roster photo of the Altoona & Logan Valley Electric Railway.

Addendum by David Seidel:

Dick Heiler was one of those rare individuals whose life was modest, his talent huge, and legacy long-lasting, & almost immeasurable. His appreciation for historic preservation, especially in the form of the preserved historic image on paper or film, set the standard for awareness in the community. Legendary is the best way to describe his efforts to preserve the

past for Altoona Area museums and historical societies, especially the Blair County Historical Society (Baker Mansion), Altoona Area Public Library, Railroader's Memorial Museum etc.

Dick Heiler, along with Altoona Historian Fred Long were among those who heralded the call to [*a] preserve the now very famous images of William Herman Rau [Jan 19, 1855 – Nov 19, 1920], whose images were initially housed at the Altoona Area Public Library after the bankruptcy of the Penn Central Railroad, and which are now jointly conserved by American Premier Underwriters (successor to Penn Central Transportation Corp) via the Library Company of Philadelphia, and, Southern Alleghenies Museum of Art, Altoona, PA, the latter of whom shares some originals and museum-quality archival reprints. The hallmark of Rau's work, and best known, are his magnificent landscapes, especially those depicting the right-of-way of the Pennsylvania Railroad.

Dick Heiler would have been right at home with William Herman Rau had they been from the same era and we are all indebted to their respective work. In the absence of the negative as a photographic source, Dick exercised his talents in the darkroom as well as the newer digital technology, to preserve and restore images, especially those already experiencing damage or fading from years of storage.

Railroader's Memorial Museum in Altoona was an early beneficiary of Dick Heiler's many talents, conserving and reproducing images of the Pennsylvania Railroad for posterity. Railroader's Memorial Museum honored Dick Heiler and museum volunteer William Barrett and Altoona Historian Fred Long, by dedicating the Volunteer Department in the museum's conservation rooms in their honor on January 22, 2001. The Altoona Mirror article of February 3, 2001 states, in part: "Volunteers passing through the halls of the Altoona Railroaders Memorial Museum will now receive a constant reminder of three men whose contributions set standards for volunteerism at the museum. "

"William L. Barrett, Richard K. Heiler and the late Fred E. Long were honored January 22nd by having the Volunteer Department dedicated in their names."



"The award and recognition was acknowledged by Bobbi Young, daughter of William I. Barrett; Richard Heiler, and Tom Long, son of Fred E. Long."

Richard K. "Dick" Heiler was the last of the trio to expire. It was a privilege to have known this kind and gentle man. dws



William Barrett and Richard "Dick" Heiler share a moment at Railroader's Memorial Museum, Altoona.

*[*a] American Premier Underwriters will give credit for the conservation to Temple University Professor Jay Ruby who found the Rau images “languishing” at the Altoona Area Public Library. Later legal proceedings resulted in the “shared” collection.*

The Union League Club

As most chapter members know, our “rolling stock” includes, among others, the Pennsylvania Railroad Section-Sleeper/Solarium Lounge “**UNION LEAGUE CLUB**”, one of a series of “Club” named cars on the Pennsylvania Railroad’s better trains for first class passengers.

The **UNION LEAGUE CLUB**’s best days are long past, given that it is of the heavyweight Pullman era, and is equipped with friction bearing trucks which are, today, outlawed for use on Class I railroads. At the end of the Pennsylvania Railroad passenger era, just preceding the merger with the New York Central RR, much of this heavy weight equipment was removed from service, most finding their way to the Altoona Works for disposition. Disposition often meant three choices: Scrapping, conversion to maintenance-of-way status, or sale.

The **UNION LEAGUE CLUB** has survived over the years. Although converted to maintenance-of-way status, the car’s Pullman-section sleeper configuration interior remained intact while the solarium end (lounge) had more utilitarian use for a few years until sustaining some minor fire damage from an oil stove which did not impact the structural integrity of the car.

Now owned by Horseshoe Curve Chapter, National Railway Historical Society, our long range plans call for the cosmetic restoration of this car to reflect its former elegance. This will call for the full exterior restoration to Pennsylvania Railroad colors. and restoration of window panels.

But, why the name *Union League Club* ?

A Google search reveals information on this auspicious organization which dates back to the Civil War years. It is, today, a private organization which has and had renowned government leaders and captains of industry

as members over the decades. This profile matches perfectly with the power, scope and influence of the once mighty Pennsylvania Railroad and its leadership, a railroad corporation once thought to be the size of a small nation with considerable power and influence.

We look forward to the day when we can see the fruits of our labor reflected on this fine example of travel and style as seen in this earlier view.



UNION LEAGUE CLUB was photographed in Sunnyside in 1954 during its assignment there as a backup car for use in the Philadelphia “Clockers.” Longtime Pennsy photographer A.F. Sozio has matched the industrial background with a fanciful sky. This Pullman was always very popular on trains to and from New York because its namesake club was based there and had been founded in 1863 by Civil War (Grand Army of the Republic) veterans. Well into the 20th century, the club remained a stronghold of Republican power and as late as the 1970’s favored the employment of waiters who were the sons of former slaves. (collection of Arthur D. Dubin)

Caption: The Union League Club was photographed in Sunnyside (Yard) in 1954 during its assignment there as a backup car for use in the Philadelphia “Clockers” [by longtime Pennsy photographer A. F. Sozio]. This Pullman was always popular on trains to and from New York because its namesake club was based there and had been founded in 1863 by Civil War (Grand Army of the Republic) veterans. Well into the 20th century, the club remained a stronghold of Republican Power, and as late as the 1970’s favored the employment of waiters who were the sons of former slaves. (Photo from the collection of Arthur D. Dubin). From the internet.

For more information, visit
www.unionleagueclub.org.

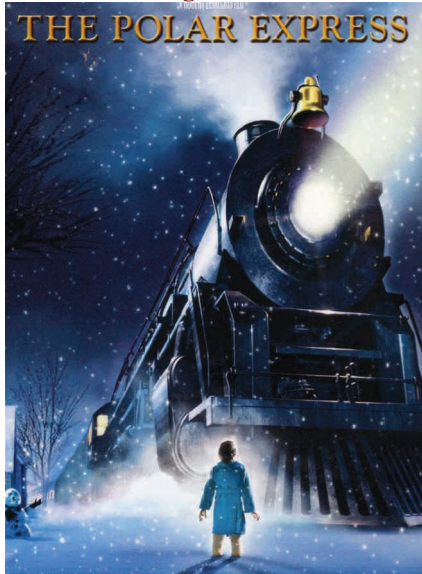
EAST BROAD TOP RR NEWS

The East Broad Top RR earlier this year hosted the **THOMAS THE TANK ENGINE** experience which was a huge success.

As autumn approaches, EBTRR has announced their Fall Spectacular weekend for October 7-8-9, 2011 with special events and ride packages.

Check out the East Broad Top Railroad website for information on an auction for a cast bronze replica of locomotive No. 15’s name plate which will be on the locomotive for the full 2011 operating season.

The POLAR EXPRESS train rides will be held on November 25, 27, December 2-4, 9-11, 16-18, and 23rd with train times at 4:30, 6:30, and 8:30 PM. Tickets are \$24.00 ages 2-12 and \$30.00 ages 13 and older.



The POLAR EXPRESS event involves bringing the REAL Polar Express from Warner Bros!

. For more information, visit www.ebtrr.com, or call (814)447-3011.

SHADE GAP ELECTRIC RAILWAY

Many times in our reports and promotions or references to the East Broad Top Railroad, we inadvertently omit mention of the Shade Gap Electric Railway better known as the ROCKHILL TROLLEY MUSEUM on the grounds of the EBTRR. The trolley museums activity schedule mirrors events at the East Broad Top RR and are in addition to the attractions in the small community of Rockhill, adjacent to the borough of Orbisonia. Be sure to visit www.rockhilltrolley.org. The Rockhill Trolley Museum is Pennsylvania first operating trolley museum and well worth the effort to experience. Very few tourist destinations for rail activities offer the opportunity to see and experience both steam railroading and electric traction, all in one location.

ANOTHER TROLLEY PRESERVED

by
Leonard E. Alwine

On Saturday, August 27, 2011, the Rockhill Trolley Museum held a special dedication to return to service PCC Car # 6. The car last ran August 24, 2001 as a subway car for NJ Transit in Newark, NJ.

The cars return to service ten years after retirement also marked the 75th anniversary of the first PCC car being placed into service on the Brooklyn & Queens Transit line in 1936.

The PCC car came about after a meeting of electric railway officials from all around the United States met in the mid 1930's to develop a standardized, modern streetcar that would be fast, roomy, safe, quiet, and economical; A car that would save the traction industry. From that meeting a group called the "President's Conference Committee" was authorized to design such a car. That group worked with the Clark Company (a builder of streetcar traction trucks [aka wheel sets]), to produce that first car which became # 1000 on the B&QT. It was dubbed a "PCC" car after the committee's name.

Although it did everything the committee had hoped for, it may have been too late to save the traction industry. It accelerated at 4.7 mph/second and reached top speed of 45 mph in less than ten seconds. By using electro-magnetic brakes, it could stop just as fast and it did both smoothly. That was a big plus in keeping up with city traffic. They also operated very quietly and looked modern and streamlined for mid-1930's styling. Most PCC's were built by St. Louis Car Company or Pullman using the Clark trucks. Although designed to be "standardized", the twenty or so companies that purchased them all had their own "special" items built-in which resulted in both single and double-end designs. Some also had wide bodies and Los Angeles even had narrow gauge cars built. Some had standee windows and some none. Even the windshields were different for different lines.

Their production lasted into the mid-1950's with several thousand being built. Many were exported to Canada and Mexico and some

over-seas. But, buses eventually replaced older trolleys on smaller lines and the market dried up.

What makes the PCC interesting though, is that many of them saw 40-50 plus years of service before being retired and replaced by light rail equipment in the 1990's. A tribute to the designing engineers of the mid-1930's.

Car # 6 was originally ordered by Twin City Rapid Transit Company of Minneapolis & St Paul (MN) in 1945, as part of an order for 40 cars. It became car # 325 and entered service in December 1946. It cost \$20,539.00 when new.

Public Service Coordinated Transport purchased thirty of these cars from TCRT in 1953 for use on its 4.5 mile City Subway in Newark, NJ. Car # 325 became # 6 and entered service in December 1953 after re-painting.



PCC # 6 & a vintage 1949 Plymouth at Shade Gape Electric Railway, August 24, 2011. Photo by Leonard Alwine.

The PCC cars received very good maintenance and became part of Transport New Jersey in 1975 and later, part of New Jersey Transit in 1980, receiving a new paint scheme.

In 2001, NJ Transit officials decided to repaint one car in the 1954 PSCT paint, and car # 6 received that paint job. The PCC's were to be replaced with new light rail equipment and a gala retirement celebration was held August 24, 2001 using car # 6 which became the second to last PCC car to operate in the city subway.

It was retired and placed into storage and was later sold to Rockhill Trolley Museum via the Friends of the New Jersey Transportation Heritage Center in April 2011. After some new paint and repairs, it was returned to service in August 2011, still in mostly original condition. It was modified very little over the 55 years of service it provided.

For me, it was my first time to ride a PCC car. I was amazed at the smooth and quiet ride. Much better than today's buses. And it still can move-out and pick up speed just like it was still new.

During his comments at the dedication, Dr. John Mowhray, Chairman of the Board of Directors of Railways to Yesterday Ind., the owners of the Rockhill Trolley Museum, stated that this car will provide an excellent educational experience for the visitors at the museum. They will be able to ride the older wooden trolley cars with the noise and rough ride, and then experience the PCC car and see and feel the development of the electric trolley car. He also said something that really clicked with me; he stated that it was his hope that this car (and a few other PCC cars in the collection) will help to bring in new members who will help and want to preserve their memories of the cars they rode in previous times. He continued by saying these older members who preserved the older style cars, are passing on, and new members really do not understand those cars because they were gone before they were born. Sort of like younger rail-fans wanting to preserve diesels as opposed to steam engines, which were gone before they were born. He stated that to keep the museum going, newer cars have to be brought into the picture to attract newer/younger members.

I thought that was a good statement. It does make you think. All in all it was a GREAT day, and I really enjoyed my first PCC car ride. L.E.A.

RAILROADER'S MEMORIAL MUSEUM NEWS

The museum has awarded the construction contract for the new roundhouse to J C Orr Inc of Altoona, a well known local construction firm. Preparations are currently underway to prepare the site, and should be complete by the end of 2011.

Two spectacular excursions are planned for **RAILFEST** which is scheduled for October 1 and 2, 2011. A ticket order form may be found at the museum's website: www.railroadcity.com. The Saturday excursion "The Susquehannock" departs from Harrisburg, comes to Altoona and Horseshoe Curve, but returns via the Nittany and Bald Eagle RR line via Lock Haven and on to Harrisburg.

The Sunday excursion "The Pittsburgher" on Oct 2nd, departs from Altoona and travels to Pittsburgh, returning via the Conemaugh Branch to Altoona and then on to Harrisburg. Both trips offer rare-mileage opportunities and longer distances to enjoy.

A Special Railfest event includes having Horseshoe Curve National Historic Site staying open late, with late evening lighting.

K-4 # 1361 PROJECT

The tender for the K-4 locomotive is complete and now awaiting finish-painting. This process will include coating the water tank with a rubber lining to prevent leaking. This project is slated for completion by end of October 2011.

Two brake beams for the K-4 tender turned up missing from Steamtown, but we have been graciously donated a new set, which are being cast now. We will install them when they arrive, by December 2011.

The boiler is completely inspected and the data is being prepared and documented to go to an outside engineering firm to do the calculations on repairs needed. More later.

The main frame and drive train will be delivered to the ARMM last week of August 2011, if all trucking requirements go as now planned (It requires special trucks, permits, etc to get it here). It will be located in Memorial Hall and work will begin on reassembly and restoration.

25 YEARS AGO TODAY, AUGUST 24, 1986
from The Altoona Mirror:

"A group of 56 local bicyclists, Byron Deshong of Pedal Power Bike Shop, in Altoona, co-sponsor, rode 140 miles to Harrisburg to raise money to restore the K-4 steam locomotive. They returned by bus."

RAILROADER'S MEMORIAL MUSEUM PARTNERS WITH PENN STATE-ALTOONA

The Penn State-Altoona program is on- going, as are final lab designs for the ARMM roundhouse. You can view the program at the Penn State Altoona web site under

RTE (RAIL TRANSPORTATION ENGINEERING) program, www.aa.psu.edu/academics. 2011 will inaugurate this new Bachelor of Science Degree program in which Penn State Altoona will partner with Railroader's Memorial Museum for laboratory associated with the roundhouse project. The first graduates will complete their degree requirements in 2015. This new academic offering is a result of advancing technology in the rail industry and the accelerated retirements of railroad professionals.

RAILROADER'S MEMORIAL MUSEUM END- OF-YEAR CONCERT

The ARMM will be having its Second Holiday Concert on December 18th at the Jaffa Shrine. The show starts at 7pm with opener Bill Deasy, and the featured performer is the famous Southern California band, *America*. It is a special holiday show that America does every few years out, all their classics and some holiday songs included...tickets will go on sale at the ARMM in September, check the ARMM website, www.railroadcity.com.

HORSESHOE CURVE CHAPTER ACTIVITIES

This has been a very active summer as we tackled the maintenance issues on our chapter-owned passenger coaches on the Everett Railroad.



Chapter members participating in the coach painting and brake-valve installation work include: Frank Givler, Joe Harella, Dick Charlesworth, Dan Moringiello (Diesel Dan), Bob Strate, Dave Reigh, Mark Yingling, Denny Walls, Joe DeFrancesco, and Dave Seidel..

We will be seeing less of Joe DeFrancesco as he has resumed his Penn State studies at University Park as a Junior. We wish him well.



Saturday mornings and Monday evenings were devoted to re-painting the interiors and vestibules, and replacement of air brake valves, in anticipation of our end-of-year train excursions on the Everett Railroad.

We have enjoyed our regular monthly meetings at Railroader's Memorial Museum; noteworthy was the June meeting which provided a screening of the film "Unstoppable" in which chapter member Larry McKee was an "extra", portraying an FRA agent.

The Chapter's annual picnic was held on Sunday, August 14, 2011 at Will and Diane Teeters Lodge near Frankstown and Loch Mountain. Despite a gloomy day, we had our share of sunshine and avoided the rains that

visited Altoona proper. Food and fellowship was superb as usual (especially those tall tales from Geeseytown) and we thank the Teeters for their hospitality, assisted by Mr. & Mrs. Leon Wagner and Larry and Connie Wilson, and their "Sheltie" assistants from the canine world, who are excellent show dogs. Treats required...except table scraps.



Teeter Lodge, partial view.

A topic which surfaced at the August 23, monthly meeting involves one of our chapter-owned cars currently at Railroader's Memorial Museum. The office car "Duquesne" is deteriorating badly. As the museum's roundhouse construction project gains momentum and space for rolling stock becomes a premium, we may be forced to dispose of the car due to its condition and lack of storage space elsewhere. Stay tuned for further developments.

IN MEMORIAM

Robert B. Millard

November 16, 1916 – August 24, 2011

Robert "Bob" Millard retired from the Penn Central Railroad as a Trainmaster and Assistant Road Foreman of Engines, in 1975, after 30 years service. His viewing and funeral service is being held on Friday, August 26, 2011 with interment at Presbyterian Cemetery, Hollidaysburg.

Only our "senior" members would remember Bob Millard, but he was a prior member of Horseshoe Curve Chapter-NRHS and a big supporter in the formation days of Railroader's Memorial Museum. Bob and his wife Ida, along with close friends Ray and Elizabeth Garvin, shared much of the effort to

see Railroader's Memorial Museum become a reality.

However, your editor's most memorable event concerned a steam locomotive in Bedford that was restored to operating condition with several other people, most notably chapter members Paul W. Westbrook and Paul Burrowss.

The locomotive, No. 622, ex-Buffalo Creek and Gauley No. 13 [Built Alco-Brookes 1920], was acquired by the Steam Heritage Association in Bedford during the same time frame that steam tourist operations also operated on the nearby Everett RR. Following the long restoration of # 622 on a siding at the Bedford, PA freight station, an excursion/shakedown run operated on the Western Maryland RR, south of Bedford, operating from Cumberland to Williamsport, Md.



Photo by J.J. Kelly

This run was extremely successful in terms of locomotive performance, but a dismal failure for revenue. The debt owed the Western Maryland Railway forced the small enterprise into near bankruptcy, necessitating its sale to new owners.



(L-R) Paul Burrows, blank, Bob Millard, Seibert Oakes, and blank. Absent: Paul Westbrook and Roy Hunt.

From the details I recall, these many years later, the locomotive had to get to the Baltimore and Ohio RR for interchange. The decision was made to do this at Johnstown. The locomotive, under steam, with Bob Millard, Paul Burrowss and Paul Westbrook aboard (there may have been others), moved # 622 from Bedford to Wye (Duncansville), and then, in reverse, to ALTO....unannounced. *(I suppose its ok to tell this story these many years after; the participants are now deceased and the Penn Central RR no longer exists.)*

This move was predicated upon the fact that there was no traffic on the Bedford Branch on a Sunday. Upon reaching ALTO interlocking, Bob cleared the move with the operator under Bob Millard's authority. 622 backed off the branch at Alto onto the mainline (light), and immediately headed west to Johnstown at full throttle. The locomotive was a mere blur at Horseshoe Curve and within a half hour to 45 minutes was off the railroad onto the B&O in that city...and, gone forever from Bedford and/or Altoona. The following view was captured by photographer J.J. Kelly at Alto. There was no record on the railroads books of this special movement.



#622 at Alto ready to head west to Johnstown. Photo by J.J. Kelly. Exact date unknown, but circa early 1970's. Recollection seems to indicate this move did not go south from Bedford to Cumberland, MD, due to track damage from tropical storm Agnes in 1972.

R. I. P. to Robert Millard, a fine person indeed !

Addendum: Noting the superb photo of ALTO Tower above, rumor has it that 2011 will be ALTO's last year as an operating facility, already the last such tower within several hundred miles of Altoona. Another era is about to end, as not only the tower will be de-commissioned, but the former Pennsy position light signals are being replaced as well utilizing the newer red-amber-green masts.

Morning Tribune
Thursday, June 23, 1881

Railroad Notes.

Samuel S. Goodman has been appointed passenger and freight agent at Mapleton, vice A. Y. Bobb, resigned. Appointment to date from July 1, 1881.

John R. Dinges and Algeron [sic] Borland have been appointed passenger conductors on the Pittsburgh division. Appointments to date from June 1, 1881.

John A. Fry has been appointed passenger and freight agent at Leaman Place, vice Charles Laverty, resigned. Appointment to date from July 1, 1881.

News Items from the Morning Tribune, Altoona, Pa., Wednesday, June 22, 1881"

Horrible Railroad Accident:

PITTSBURGH, Pa., June 21. - A dispatch from Freeport, Pa., says a serious accident occurred here between 4 and 5 o'clock this evening a west bound freight train on the West Penn railroad ran over a cow near Buffalo Creek bridge throwing the engine off the track on the bridge causing the structure to fall and precipitating the engine and ten cars into the creek. James E. Repine, the engineer, and James Detrich, the fireman, were killed. Major Snowden, of Freeport, a passenger, was also killed. The three bodies have since been recovered. That of the engineer was found wedged in the timbers. A brakeman named Gallagher, made a narrow escape by jumping from a box car. Repine and Detrich lived at Blairsville, Pa.

*VIA Blair County Genealogy Society files
courtesy of senior member Harley Burket:*

CHAPTER BUS TRIP

Chapter Director Dick Charlesworth has a full complement signed up for the autumn-foliage trip to Wellsboro, PA to visit the Grand Canyon of Pennsylvania. The trip highlight will be a ride on the Tioga Central RR for the Dinner Train experience. The trip will depart Altoona on Saturday, October 8th.

CHAPTER TRAIN EXCURSIONS 2011

CHARTER TRIP on Saturday, October 22, 2011 (two trips) for the Roaring Spring Rotary Club. A few members will be needed for coach attendants for boarding and de-training purposes. All other services will be handled by the charter group.

SANTA TRAINS: Saturday, November 19, 2011, Saturday November 26, 2011, and Saturday December 3, 2011. These dates are tentative and subject to change but represent an expanded schedule from last year. Prices will be announced later. Three trips each date departing at 10 AM, 1 PM, and 3 PM from the Roaring Spring Station. There will be three coaches plus caboose. Santa will ride the train, meet with each child who will receive a treat bag. Coach attendants will be needed for each day. Dress warm !

2012 PENNSY CALENDARS

Horseshoe Curve Chapter will be offering for sale the 2012 Pennsylvania Railroad calendars published by Audio-Visual Designs. These provide the magnificent black and white format PRR images for each month of the year. Pricing is not yet complete. Contact Denny Walls or Frank Givler to place your order as these sell out rapidly.

Newsletter conclusion: Now, what did I forget?

