COAL BUCKET

Official Newsletter
of

HORSESHOE CURVE CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY
P. O. Box 1361
Altoona, PA 16603-1361
www.hscnrhs.org

Fall 2020

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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 10 days after the PRR-NYC merger), evolving from the Altoona Railway Museum Club (1965-1968). We meet on the FOURTH Tuesday of each month except December, at the Railroaders Memorial Museum , Altoona, PA, at 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 President and 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.

IN THIS ISSUE
by Leonard Alwine, Editor

Summer has come and gone and here we are still under the threat of Covid-19. Although we went to green what we are allowed to do is still greatly curtailed.

To get together, we must maintain social distancing of 6 feet, wear a mask, take our temperatures and not meet in groups of 25 or more. Then we must keep a record of who was at the meeting and sanitize the meeting place afterwards.

So, as a result of these regulations, most groups are just not meeting and most events have been cancelled. It has been a summer of sitting at home doing nothing and not socializing with anybody.

So once again there is little "news" to report in this edition of the Coal Bucket. So I have dug deep into some old books and files to come up with a couple of hopefully interesting articles for this fall issue.

Inside you will find a message from our President, Frank Givler, about our NRHS Chapter's 1946 Walt Sno-fighter truck, from the old Logan Valley days.

Second, is a feature article from a book about early steam engine development from the 1800's and several old photos are included.

In the "Under The Wire" column is an in-depth article about the Leap the Dips roller coaster at Lakemont Park which was owned by the Altoona and Logan Valley Electric Railway. Included is a schedule of fares for round trip excursions for groups of up to 400 using the PRR and the Logan Valley to get to the park. The charters were arranged by Lakemont Park. Of course, this took place in 1902, long before Covid-19 but it is interesting how these two railroads worked together through the park.

Also a brief history of E. Joy Morris, the man who built the Leap the Dips at the park in 1902 and also the original merry-go-round at Lakemont Park. This article is followed by a "Late Breaking" surprise article about the coaster!

Joe Harrella continues to try to keep us updated on Local Yard News even if there is not much happening.

And once again, Joel Soloman, President of the Rockhill Trolley Museum, sends information about the planned 60th anniversary celebration and the re-opening of the East Broad Top tourist railroad for the Interchange Tracks column.

Dave Seidel sends information about Eugene Bettwy for the In Memory section.

In closing, I hope all will enjoy this Fall issue. It has take a lot of effort to find items that can be stories when all is shut down. If any member has an idea for a future story, please write it up and submit it to me. Maybe by the winter issue things will open up and some "new" news will till that issue.

- Leonard Alwine, Editor

PRESIDENTS MESSAGE

1945 Walter Truck

by Frank Givler

It has been a while since our Walter Truck has been seen but next year will be it's 75th birthday!

It has been sidelined for several years due to exhaust gasses leaking into the cab. Hopefully repairs will be able to be completed over the Winter months so that it will be able to run again for it's 75th birthday. Many of you have asked when it will be out and running again and we will try our best to get it done for 2021.

September 6, 1997
The Chapter acquires the old Logan Valley service truck to begin restoration.
It had been vandalized and not running since the mid 1970s.

May 1999
90% restored and running in the 150th birthday parade for Altoona.

July 2008
100% restored with the snow plow and scraper blade attached.
On display at the Altoona Railroaders Memorial Museum.
The only known example of Altoona & Logan Valley Electric Railway equipment preserved.

"REALLY OLD" STEAM ENGINES
by Leonard E. Alwine

I recently acquired some old books and PRR items from Pat Shaffer, wife of the late Les Shaffer. Les was a former member of our chapter and built a scale model of a working steam engine which ran on about a quarter mile of track around his yard.

One small old book which I found interesting was titled " Smoke 'n Rails". In it were about 50 photos of steam engines from about 1831 through 1920. The forward was written by John Papp and tells about the early history of steam train development in England and the United States. I will include this history in this issue along with eight photos of early steam engines.

If you can remember seeing any of these running you have to be older than I am. But just think that it was these little engines that began a story years ago that ended with the K-4's and Big Boys some years later. As you read and look over these few photos just try to imagine these little engines rounding the Horseshoe Curve!!

Foreword

THE "IRON HORSE" — Builder of an Empire

The story of steam locomotive development in America is a saga rich in romantic interest. It is a story of empire building on a magnificent scale—a story of bold enterprise and dauntless courage, of amazing progress and stupendous achievement. The railroads, binding together the vast continental spaces and spurring them into production, hauled an underdeveloped nation out of debt and carried it toward industrial supremacy in the world. Without the railroad and its "Iron Horse," there could not have been any significant American industry.

The history of the steam locomotive does not begin in America, but across the sea, in England. The first "Steam Wagon" to actually work was built in 1801 by an Englishman, Richard Trevithick, and was used exclusively to haul iron ore. In 1825, another Englishman, George Stephenson, constructed a railway to carry both passengers and freight, the inventor himself acting as engineer. The little engine, though pulling thirty-four small cars, reached the incredible speed of thirty miles per hour.

During these early years of development, many Americans, after visiting England, urged the construction of railroads in the United States. In 1829 a locomotive called the "Lion," purchased from the Stourbridge Engine Works in England, ran successfully on a coal railroad between Carbondale and Honesdale, Pa. This was the first full-size steam locomotive to be operated on a commercial railroad in the United States.

On a fine day in August, 1830, the directors of the Baltimore and Ohio Railroad were treated to a ride in an open car pulled by one of the tiniest locomotives ever built, the "Tom Thumb." This trip from Baltimore to Ellicott's Mills was the first time that a locomotive had been used to transport passengers in America. This little engine, about half as big as a modern automobile, weighed but one ton and developed about one horsepower. On its return trip to Baltimore, Peter Cooper, its builder and engineer, was challenged to a race by a driver of a fast stagecoach. In this exciting, historic race, the locomotive proved to be better until a belt on the engine slipped and the horse pulled away to win.

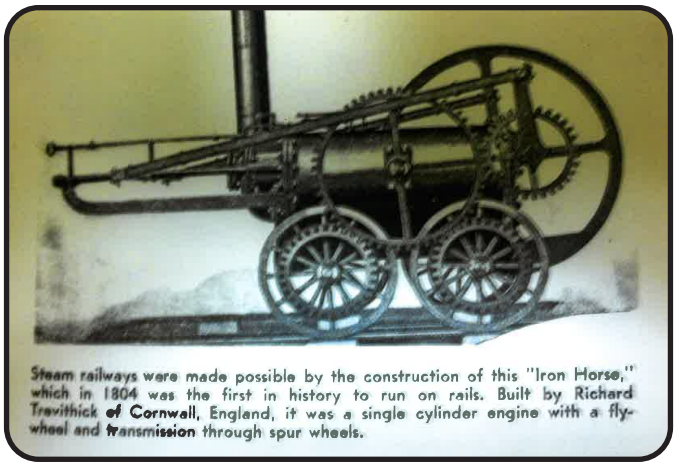
The first steam locomotive to be placed in regular passenger and freight service in this country was built in New York City at the West Point Foundry. This historic engine, called the "Best Friend of Charleston," was shipped to Charleston, South Carolina in October, 1830 and was placed in regular service on Christmas Day of that year. Another famous product of the West Point Foundry was the "DeWitt Clinton," the first locomotive to haul a train in New York State. On its historic maiden run from Albany to Schenectady in August, 1831, this little wood-burner drew a train of carriages with a distinguished passenger list at a respectable speed of thirty miles per hour. From this tiny sixteen mile-long track, grew the mighty New York Central R. R.

Some of these early smoke-belchers proved to be remarkably durable. With a little renewing here and there, a steam engine practically never wears out. "Smoky Mary," brought over from England to a Louisiana line in 1832, operated satisfactorily for one hundred years. The "John Bull," the first locomotive to pull a train of cars in New Jersey, was built in 1831 in England and is still in working condition, but now spends most of its time just resting in the Smithsonian.

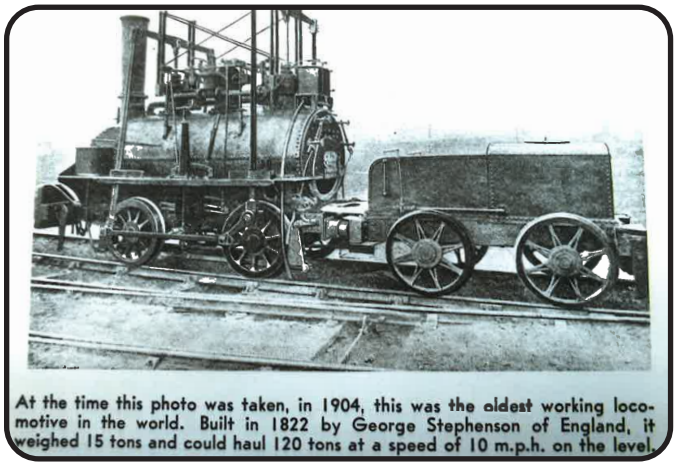
By the middle 1830's, improvements to the steam locomotive came rapidly. In 1835 the first "Iron Horse" with a cab ran on what is now the Lehigh Valley Railroad. The equalizer lever, which corrected the jars caused when passing over bumps and rough road-beds, was invented in 1837. In the late 1830's, the first headlight was developed, a bonfire of pine-knots on a small flatcar attached to the front of an engine. The first attempt to improve traction came in 1836, when a locomotive was equipped with a four-wheel truck in front and four drive wheels coupled together behind. Fire-boxes were enlarged, engines were made heavier, and steel was used more and more.

In 1863, a new type of engine called Mogul appeared. It had a single swinging axle in front, followed by six coupled drivers. By 1890, ten-wheelers were common for freight engines and eight wheels for passenger locomotives. A new era in locomotive building began in 1904 with the introduction of two new types: the Mikado and the Mallett. Some Mallett models had as many as twenty driving wheels. Following World War I, even larger and more powerful engines were built, some weighing up to one hundred and forty-four tons.

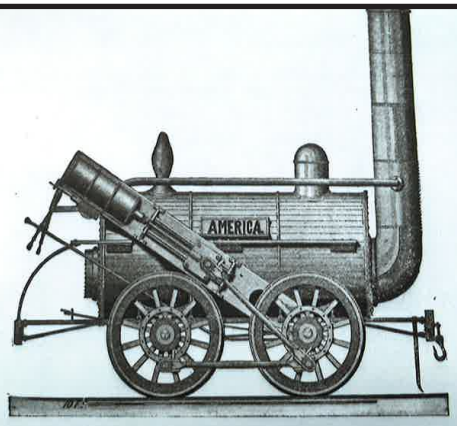
A FEW PHOTOS OF EARLY STEAM ENGINES



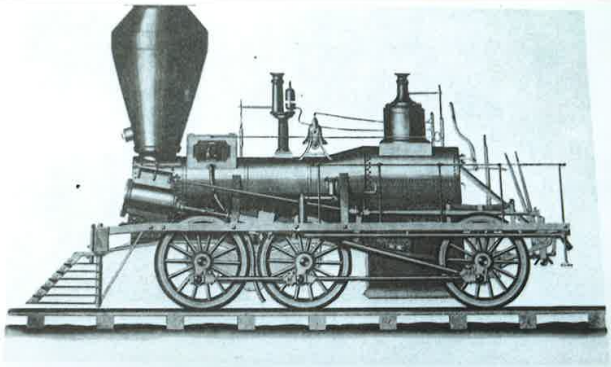
Steam railways were made possible by the construction of this "Iron Horse," which in 1804 was the first in history to run on rails. Built by Richard Trevithick of Cornwall, England, it was a single cylinder engine with a fly-wheel and transmission through spur wheels.



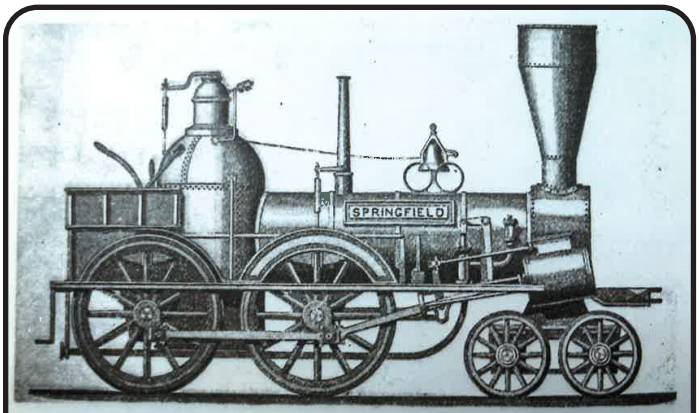
At the time this photo was taken, in 1904, this was the oldest working locomotive in the world. Built in 1822 by George Stephenson of England, it weighed 15 tons and could haul 120 tons at a speed of 10 m.p.h. on the level.



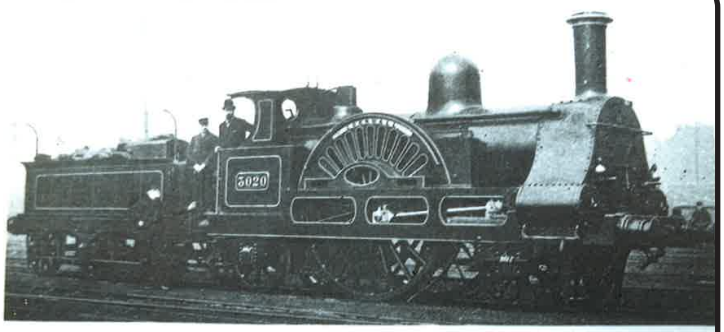
The "America," another Stephenson engine, built in 1828, was the first steam locomotive seen in the United States.



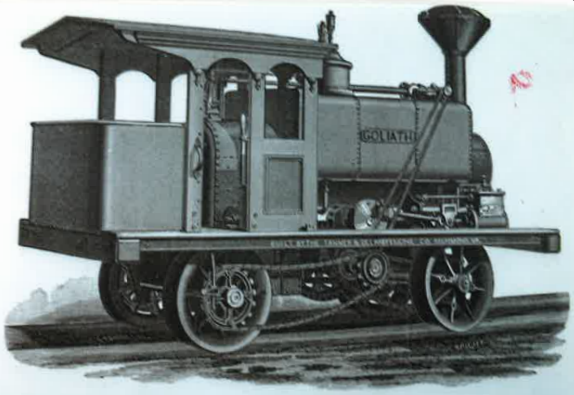
The first locomotive to use all the weight of the engine for traction was this six-wheel-connected engine. It was designed and built by M. W. Baldwin in 1842 for the Pennsylvania Railroad, and proved highly efficient for freight service.



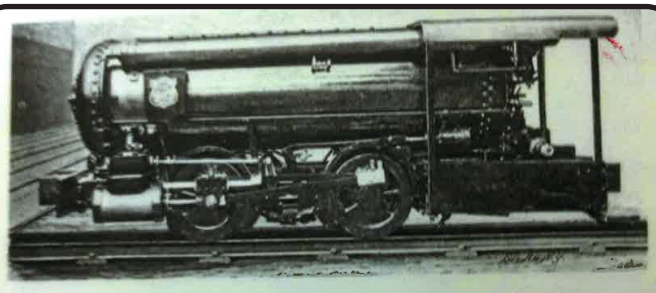
Rogers' passenger engine built in 1845 for the Hartford and New Haven R. R.



The "Cornwall," an English engine built in 1847. It's drive wheels, largest the world, enabled it to exceed 75 m.p.h. (a creditable speed for the 1840'

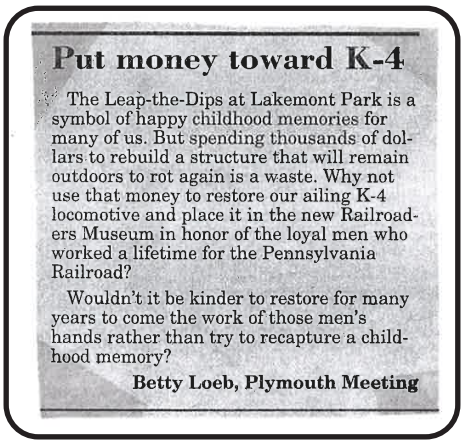


A pole road locomotive—this unique engine, built in the 1880's, was designed to run on a roadway of logs instead of iron rails. It was used primarily for logging operations.



A compressed air locomotive . . . 1902—Compressed air as a transportation agent had decided advantage over steam power for hauling underground. In the coal mines there was danger of mine gas and it would be objectional using a steam engine with its smoke, vapor, and gas. The compressed air locomotives were most generally made by the H. K. Porter Co. of Pittsburgh, Pa.

UNDER THE WIRE
by Leonard E. Alwine



Put money toward K-4

The Leap-the-Dips at Lakemont Park is a symbol of happy childhood memories for many of us. But spending thousands of dollars to rebuild a structure that will remain outdoors to rot again is a waste. Why not use that money to restore our ailing K-4 locomotive and place it in the new Railroaders Museum in honor of the loyal men who worked a lifetime for the Pennsylvania Railroad?

Wouldn't it be kinder to restore for many years to come the work of those men's hands rather than try to recapture a childhood memory?

Betty Loeb, Plymouth Meeting

Back in the 1980's, local historians were faced with a dilemma as seen in the above letter to the editor of the Altoona Mirror. Two local historic icons were bidding for funds to preserve and restore them.

One, the K-4 1361 sitting at the Horseshoe Curve and two, the Leap the Dips roller coaster sitting at Lakemont Park.

The K-4 was built in Altoona shops in 1918 and was placed as a tribute to the PRR and it's workers at the Horseshoe Curve once retired in the 1950's.

The Leap the Dips, sometimes called the figure 8, was built at Lakemont Park in 1902 and for many years hauled passengers at the park owned by the Altoona and Logan Valley Electric Railway.

One representing Altoona's work heritage, the other Altoona's recreation, and both were worth saving. Several million dollars was raised by the two different groups for their restoration.

Eventually, both were "put back on the tracks" so to speak and gave those who supported their restoration a feeling of pride and accomplishment. I can say that I still remember my first rides on both and the excitement it brought to me after their restoration was finished.

BUT time is not good to old things.

Eventually the K-4 broke and today sits at the museum in Altoona in 1000's of pieces. Perhaps many who are reading this will never see it put back together again in their lifetime.

The Leaps the Dips has fallen into disrepair. Sitting outside at the park in the weather with different park owners and managers over the last few years has taken it's toll on this roller coaster. The park not even being open for a few years has helped to speed this deterioration.

Both will now once again require huge sums of money to re-restore them. Both are worth saving as examples of Altoona's past though.

But for now in this issue of "Under the Wire" we will take an in depth look at the Leaps the Dips and the man who built it. So, sit back and enjoy your 90 second ride on the Leap the Dips, 1,470 feet of running track reaching speeds of almost 10 mph on the steepest slopes as you descend 41 feet from the top around the 3 figure 8's back down to the station!

Photo from 1902 showing the 3 figure 8's. Also the deep ravine under the tracks that in later years was filled in making the entrance back into the station being on level ground.

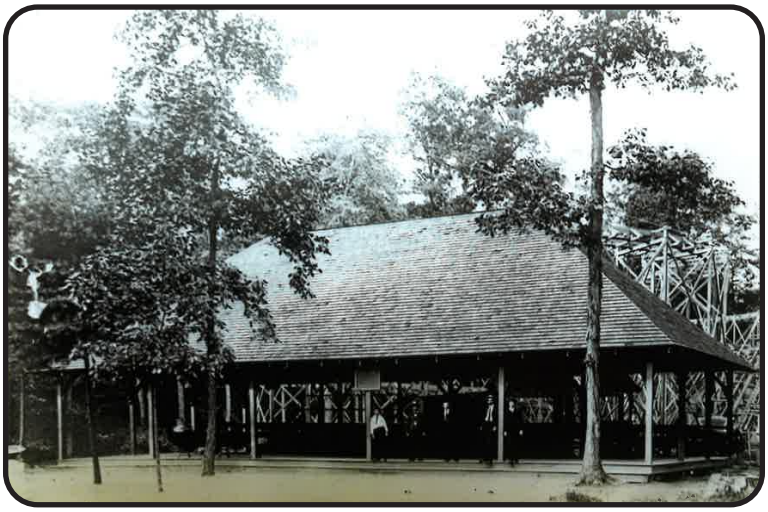


Photo of the boarding station and pavilion built at the bottom of the Leap the Dips where people waited for the next car to take their ride over the wooden structure.

LEAP-THE-DIPS

Construction and Operation Data

Leap-the-Dips is a side-friction figure eight roller coaster constructed in 1902 by E. Joy Morris of Philadelphia, Pennsylvania. The roller coaster is located in Lakemont Park in Altoona, Pennsylvania. Lakemont Park was originally developed by the Altoona and Logan Valley Electric Railway Company in the 1890's. The roller coaster and its components occupy roughly a rectangular area measuring 84 feet by 229 feet. The resource consists of the figure eight course of track mounted on a wood trestle support structure, a station pavilion, a small storage shed for the coaster cars, a small shed housing the chain motor, and the individual two-seat cars.

The site of the ride is currently flat. Early photographs of the ride show a wide swale beneath the ride which was apparently filled in at some point and the lengths of the trestle uprights shortened accordingly. Early photographs also indicate that a section of tangent track leading from the final curve to the station originally contained one small dip which was later replaced by two small dips. These two differences are clearly evident in a photograph of the coaster found in the illustrated booklet, *Lakemont Park* (Located with Bob and Mary Ellen Leidy, The date of the photograph and the date of publication of the booklet are not known; however, the booklet contains a list of railroad excusion fares to the park for the 1902 season, and this listing is referenced in the text. It is presumed that the booklet was published in 1902 or shortly thereafter. In addition, the lowest dip in the middle of the figure eight was deepened slightly to extend it all the way to the ground. These changes have been confirmed by Mr. Richard Roesch. There are no known records as to when or why these changes were made; most information has been handed down by word of mouth, and those directly involved are no longer living.

Except for certain minor changes to construction materials as noted below, all other primary characteristics of the ride are essentially unchanged from the original construction. Leap-the-Dips is an excellent example of the once common side-friction figure eight roller coaster retaining all of the significant characteristics and details typical of the hundreds of such rides constructed during the first two decades of the twentieth century.

The dominate feature of the resource is the figure eight course of track and the structure on which it is supported. The track's rails consist of a pair of flat longitudinal boards laid parallel to support the weight-bearing non-flanged wheels of the cars, and a pair of flat friction boards positioned vertically on each side of the track and which are contacted by separate non-flanged guide wheels mounted vertically on the sides of the cars. Both pairs of boards have thin strips of steel mounted on their surface to provide a hard wearing low-friction surface for the cars' wheels. The rails are mounted on a trestle support structure. Each bent of the trestle structure consists of a pair of upright timbers connected by one or more cross ledger boards which support the rails. Between the bents additional intermediate ties maintain the gauge of the track and provide additional support for the friction boards. The bents are connected to each other by diagonal wood bracing.

Leaving the station, the track makes a left turn and descends a short section of tangent track. It then climbs an inclined lift hill to a height of 41 feet, which is the highest point on the course of track. A two-stage electrically driven chain hoist pulls the cars to this high point. Originally made of malleable iron, the chain and associated gears are now made of steel. The change from malleable iron to steel occurred in the early 1980's to satisfy insurance requirements. A series of hinged wooden paddles mounted horizontally on each side of the track on the lift hill act as ratchets to prevent the cars from slipping backward down the hill in the event that the chain should break or fail. At the summit of the lift hill the track passes beneath a small peaked, steeple-like roof which extends the total height of the structure to 54 feet.

From the summit the track dips slightly and then follows a gradually descending profile through a series of large radius curves arranged in a series of two and one-half figure eights forming a multi-layered course with the track occupying different levels within the same structure. The width of the figure eight structure measures 84 feet at its widest, and 192 feet from front to back. Where the track passes under itself at the crossings of the figure eights, the profile is broken by a slight dip in the track. After the last curve the track returns to the station over a tangent section containing two small dips. The final 60 feet of this

tangent track contains a friction brake for slowing the cars and is covered by a roof measuring 10 feet in width, the purpose of the roof being to keep the brakes dry. The track makes a left turn as it enters the station.

The station consists of an open pavilion at the front of the ride. The rectangular pavilion, measuring 70 feet wide by 37 feet deep, is constructed of wood and is covered by a shingled, steeply pitched hip roof. The front of the station has a low wood platform with benches where passengers can gather and wait for the cars. Behind this low platform is a raised boarding platform reached by steps. The track is behind the boarding platform. Another low platform area behind the track provides space for the ride's operators. A hand-operated friction brake stops the cars as they enter the station.

Extending from the rear of the station at an acute angle is a wooden shed measuring 60 feet long by 21 feet wide. This shed is used for storage of the cars. The shed consists of a series of adjacent stalls, each measuring 9 feet wide by 21 feet deep and a transfer track running the length of the shed past the open fronts of the stalls. A small, movable platform containing a short section of track is mounted on the transfer track and can be pushed between the main track in the station and any of the individual stalls.

A small wooden shed measuring 18 feet by 19 feet is located near the base of the lift hill of the main structure and houses the motor which drives the lift hill chain hoist.

The sleigh-like cars are constructed of wood and contain two upholstered seats, each wide enough to seat two adults. Each car rests on four non-flanged steel wheels mounted beneath the cars. Two non-flanged steel wheels are mounted vertically on each side of the car for steering the car on the course.

With the side-friction figure eight coaster having been obsolete since the beginning of the 1920's, Leap-the-Dips operated for more than six decades during which changes to the economics and availability of labor and materials occurred. As operating machines, wooden roller coasters need frequent maintenance and replacement of materials. Most of the modifications to Leap-the-Dips were made in response to normal maintenance requirements and the changing character of labor and material costs and availability. The noted changes to the small dips are not considered significant. Photos of other figure eights from the period before 1920 indicate small variations in the profile of the final track run including two small dips on some rides. Of the changes in materials, only the addition of steel on the running rails had any effect on the ride operation by reducing frictional losses which resulted in faster running cars. Current plans for restoration of the ride call for use of wooden intermediates and no steel on the running rails. None of the changes alter the essential character of the side-friction figure eight style of coaster of which Leap-the-Dips is the only remaining example. These essential characteristics, which were common to all figure eights, consist of the figure eight plan and profile and the side friction track system.

Above: car is bring hoisted to the top of the Leap the Dips in later years after restoration was done.

Right:
Diane and Len Alwine enjoy a ride on the restored Leap the Dips in September 2002 as part of the 100th anniversary of the coaster.

Round-Trip Excursion Rates to Altoona

FOR SEASON OF 1902.

Account of Lakemont Park Business.

S. S. CRANE, = = General Manager of Park

NUMBER OF PERSONS	50 to 99	100 to 199	200 to 299	300 to 399	400 and Over
JOHNSTOWN	$1 55	$1 35	$1 15	$1 00	90c
CONEMAUGH	1 45	1 30	1 10	90c	75c
SOUTH FORK	1 20	1 05	90c	75c	60c
CRESSON	60c	55c	45c	45c	40c
GALLITZIN	50c	40c	35c	35c	35c
TYRONE	60c	50c	45c	40c	40c
PETERSBURG	1 10	95c	85c	70c	55c
HUNTINGDON	1 35	1 20	1 05	85c	70c
MOUNT UNION	1 85	1 60	1 40	1 15	95c
OSCEOLA	1 30	1 15	1 00	85c	65c
PHILIPSBURG	1 50	1 35	1 15	95c	80c
CLEARFIELD	2 20	1 95	1 65	1 40	1 10

The Following Excursion Rates will be Given from Points on Altoona Division to Hollidaysburg.

ROARING SPRINGS	40c	35c	30c	30c	30c
McKEE	30c	30c	30c	30c	30c
WILLIAMSBURG	55c	50c	45c	35c	35c
ALEXANDRIA	1 10	1 00	85c	70c	55c

In computing numbers, two children between the ages of 5 and 12 years will be counted as one adult passenger. No special train to be run except upon a guarantee of not less than 200 adult passengers, or the equivalent in children. Children under 12 years of age, one-half the above rates.

The above rate schedule as mentioned in the article was printed in the 1902 book about Lakemont Park. As stated, groups could contact Logan Valley Electric Railway who would charter PRR trains and trolley cars to get the people to the park.

E. JAY MORRIS

Edward Joy Morris was born in 1861, the son of William and Juvia Nedau Morris.

In 1894, Morris was granted the patent for his Figure Eight Toboggan Slide. In 1895, Morris received a patent for an "Inclined Railway and Water Tobogganing Apparatus", an early chutes ride in which boats descended down an incline to a body of water. Morris was the designer and builder of a chutes and toboggan at William Grove Park which opened near Philadelphia in 1896.

Morris was sued for his chutes device by a Mr. Paul Boyton who had erected a similar chutes ride at Coney Island. The lawsuit was dismissed by a circuit court in 1897, and Morris began installing additional chutes and toboggan slides.

Morris's office was located at 902 E. Walnut Street in Philadelphia, and the factory was located at 1416-20 Callowhill Street in Philadelphia. Advertisements also indicate that there was a factory at 23rd and Ludlow Street in Philadelphia. Additional offices were opened in Des Moines, Iowa and Leavenworth, Kansas.

In 1896 Morris's three brothers joined him as salesman of the chute patent franchise. The name of the firm was The Morris Chute Company. The Morris Chute Company also began building carousels with the first carousel being delivered in 1899 for Chestnut Hill Park in Philadelphia.

In addition to building and installing toboggan slides (figure eights), chutes, and carousels, Morris also operated some of these rides. The factory was typically closed during the summer park operating season.

E. Joy Morris died on March 13, 1929 at the age of 68.

The above information was gathered from an article by Mr. Frederick Fried which appeared in the Volume 16, Number 1 (Spring 1989) issue of merry-go-roundup, a publication of the National Carousel Association. The article indicates that Mr. Fried has substantial additional information on E. Joy Morris and his company.

LAKEMONT PARK'S ELECTRIC LAUNCH

Another big attraction at Lakemont Park in the early years was the Electric Launch or battery powered boat. It began service on May 12, 1894 after it was christened "Undine" by Miss Daisy Lloyd at 2:30 p.m. Daisy was the daughter of John Lloyd, President of the Altoona & Logan Valley Electric Railway which owned and built the park.

The launch was built by the same company that built the ones used at the World's Fair. It was 25 feet long and could hold 16 passengers. It cost the park $2,000.00 to purchase it and the price to ride it around the lake was .10¢, a sizeable amount of money for 1894!

Early photo of the Electric Launch at Lakemont Park. The man running the launch appears to be wearing a Logan Valley motorman's hat.

EXTRA, EXTRA READ ALL ABOUT IT!

LEAP THE DIPS RIDE RE-RESTORED

by Leonard E. Alwine

Over Labor Day weekend, I was pleasantly surprised to be able to remember and to relive one of my childhood experiences. That was a ride on the Leap the Dips at Lakemont Park.

Several months after the in-depth article about this ride was written for the Coal Bucket, I found an update was in order. This old wooden roller coaster (the only surviving example of a figure 8 side friction type) has been re-restored and the 118 year old coaster is running again.

The park officials put a lot of money, work, wood and paint into this unique ride and once again it is in beautiful working order. They have even rebuilt another car to be used on the ride. From the first rebuild, car #8 has been used to thrill passengers. Now car #6 has also been rebuilt and is back on the tracks.

As I rode this coaster once again it brought back memories of my first ride as a child in the 1950's with my dad. That was before height restrictions were in place for rides. I remember being scared as we climbed up the incline and the first couple turns and dips had me holding for dear life. But once the ride was over all I wanted to do was ride it again!

This ride on Labor Day weekend also made me appreciate E. Joy Morris and his design knowledge even more. When he built this ride in 1902 he did not have all the computers and design engineering studies that we have today. Yet he was able to build something that was exciting and safe to ride, and now 118 years later still does the same.

Of course, this year 6 feet of social distancing while waiting in line and masks were required. And in between each ride the car was sanitized with spray and wiped down adding a modern twist to an old amusement park ride.

Diane & Lenny Alwine enjoy a ride on the re-restored Leap the Dips at Lakemont Park. September 6, 2020

LOCAL YARD NEWS

The Local Yard News is generally reported by Joe Harella and it has been scarce lately due to our not having any meetings since back in February due to Covid-19. But Joe is still diligent in bringing items to the Coal Bucket editor who as you know has no computer but relies on old style "mail" delivery. Joes does his best in getting this to me by his "Olde Dodge Express" car. Thanks Joe.

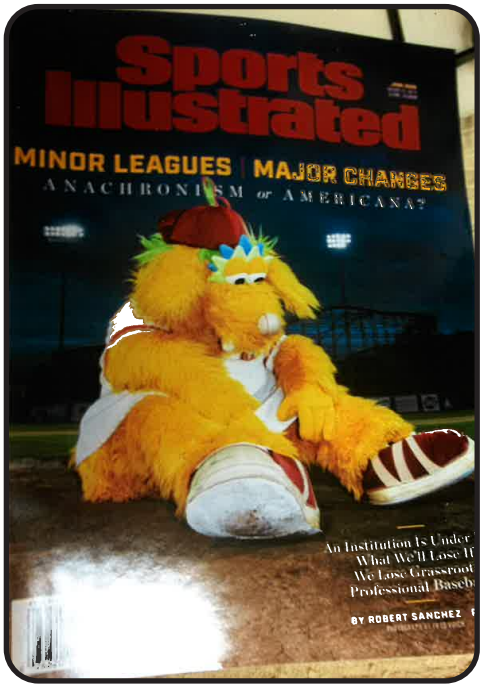
Joe delivering some news with his Dodge car this summer.

Two items that are news locally are the Curve mascot "Loco" being featured on the cover of the June 2020 issue of Sports Illustrated Magazine.

Inside was a nine page article with another photo of Loco about the loss of minor league baseball this summer due to the virus. That loss of income maybe will be a very negative effect of the future of these teams. Some will not be able to survive without that revenue.

It was interesting though to think that a bad thing could produce an Altoona mascot being used on the cover of a major magazine.

Loco on the cover of Sports Illustrated magazine for the June 2020 issue



Also announced this summer was the Norfolk Southern has donated a used train engine to the Rail Transportation Engineering Program at Penn State Altoona.

The 1995 General Motors SD601 Locomotive is numbered 2020. It was valued at $50,000.00 for the donation. This is the same RTE program that our chapter supports with monetary donations for scholarships to those students enrolled in the program.

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

APRIL 28, 2020

Due to the outbreak of the Coronavirus, our regular monthly meeting scheduled for April 28TH had to be canceled . Hopefully, we will resume our chapter meeting on May 26TH.

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

MAY 26TH, 2020

Due to the outbreak of the Coronavirus, our regular monthly meeting scheduled for May 26TH had to be canceled. Hopefully, we will resume our chapter meeting on June 23RD

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS.

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

JUNE 23RD, 2020

Due to the outbreak of the Coronavirus, our regular monthly meeting scheduled for June 23RD had to be canceled. Hopefully, we will resume our chapter meeting on July 28TH.

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

JULY 28TH, 2020

Due to the outbreak of the Coronavirus, our regular monthly meeting scheduled for July 28TH, had to be canceled. Hopefully, we will resume our chapter meeting on August 25TH.

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

AUGUST 25TH, 2020

Due to the outbreak of the Coronavirus, our regular monthly meeting scheduled for August 25TH, had to be canceled. Hopefully, we will resume our chapter meeting on September 22ND.

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS

INTERCHANGE TRACKS

EBT back on Tracks

August 13-15, 2020 was a time of celebration for the East Broad Top Railroad. It was the 60th Anniversary of the railroad becoming a tourist line. It was also the 260th anniversary of the founding of Orbisonia, Pennsylvania.

In order to comply with Covid-19 restrictions and spacing, the festival was held and planned out at three locations, Orbisonia-Rockhill Fire Company in Rockhill, the Lions Club grounds in Orbisonia, and the EBT and Rockhill Trolley museum grounds in Rockhill. Masks required for event attendees.

The event was planned to begin Wednesday evening with a parade through Orbisonia ending at the EBT station in Rockhill. A vesper service will then be held at the fire company grounds.

Thursday afternoon at 1:00 pm, a ceremony in front of the EBT station will mark the 60th Anniversary of the train lines tourist service.

Invited guests will include Joe and Judy Kovalchick, former owners of the rail line, and Millie Glinsky, Joe's sister who broke the bottle of ginger ale over the pilot of EBT #12 to inaugurate operations in 1960.

Millie breaking a
bottle of ginger ale in 1960

Following the ceremony the trains and trolleys ran on the hourly schedule from 2:00 pm to 7:00 pm on Thursday. They ran again on Friday from 3:00 pm to 7:00 pm and Saturday from 10:00 am to 7:00 pm.

The rides will be limited to 50 ticket holders each hour and social distancing will be up held as well as masks being required. The ride will include a short train ride, a trolley ride, and ice cream at the Rockhill Trolley Museum pavilion. Sanitizing will be done in between each group of riders.

All tickets were pre-sold and none will be available at the event.

EDITOR'S NOTE: With the event "sold out" before I even knew about it, I did not attend in part due to the Covid-19 and the crowd of people expected and I not having a ticket.

Information for this article was supplied by Joel Soloman, President of the trolley museum, in his museum report sent by email to members. He kindly printed a copy and sent one to me by regular mail. Perhaps he will also send me a report for the Winter issue of the Coal Bucket on how the event panned out.

- Leonard Alwine, Editor

A LOOK BACK
by Leonard Alwine

75 YEARS AGO — The PRR and The Fruit Growers Express held a meeting at the Penn Alto Hotel with Sky Brothers to facilitate shipping of elderberry harvest throughout the state.

50 YEARS AGO — Arthur Treacher Fish & Chips opened on Union Avenue and they had a double decker bus from London on display for the opening.

The Horseshoe Curve Chapter NRHS toured the Baltimore and Ohio Rail Museum and the U.S. Frigate Constellation in Baltimore. Bobby Seidel was the groups mascot for the trip.

25 YEARS AGO — About 50 summer workers from Pennsylvania volunteered to work at the Railroader's Memorial Museum doing different jobs. They were sponsored by The Southern Allegheny Planning and Development Commission and stayed at Penn State Altoona.

The Altoona Redevelopment Authority put together a 4 million dollar loan for renovation of the PRR Master Mechanics building.

Work on the Allegheny Tunnel at Gallitzin was completed so that double stack trains could pass through. The project cost 25 million dollars.

The Altoona Fire Department was celebrating it's 100th year as a paid department and the Allied Volunteer Firemen's Association of Blair County celebrated it's 70th anniversary with a joint event in downtown Altoona, a large parade, and a memorial service at Gospel Hill. Co-Chairmen for the event were Renny Santone, AFD and Leonard Alwine, Allied Association.

The National Association of S-Gauge trains held their convention at the Ramada Inn in Altoona. Local members Gregg Miller, George Thompson, and Jerry Edelblute kept the even going smoothly.

A team does battle at the Bucket Brigade contest putting out a fire at "Ye Olde Outhouse" during the special celebration of AFD and Allied anniversaries in downtown Altoona.

IN MEMORY

EUGENE P. "GENE" BETTWY February 10, 1932 - August 12, 2020

Gene was born in Altoona and moved to Hollidaysburg later in life. He married Viola K. Delozier on August 14, 1971. Prior to that he was married to Charlotte M. O'Friel who preceded him in death on July 28, 1970.

He is survived by seven children, twenty-two grandchildren, and eighteen great grandchildren.

He retired as an electrical engineer from Penelec after 37 years of service. He was a member of the Knights of Columbus, the Altoona Kiwanis Club and was a volunteer for the Meals on Wheels Program of Altoona.

His greatest joy was building and running model trains for children of all ages. He was a member of the Alto Model Train Association and helped with wiring of their layouts.

Although he was not a member of our chapter, he still volunteered as a car host on many of the excursions the chapter held when we still operated them.

May you rest in peace Gene.

(Information provided by Dave Seidel)