

Official Newsletter
of



NATIONAL RAILWAY HISTORICAL SOCIETY

P. O. Box 1361
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www.hscnrhs.org

Spring 2021

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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

By the time you will be reading this Coal Bucket, Spring will have officially arrived. It will be a welcomed time and hopefully a time when we can begin to get back to a more normal way of doing things.

The Covid-19 protocol is still with us, but vaccines may slowly begin to change life back to what we used to have. Our chapter has even had a few in person meetings already. This winter has been constantly cold even with global warming and snow that fell in the beginning of winter and we piled up when cleaning sidewalks and driveways stayed there all winter. Hopefully warmer temperatures and more sunshine will change all of that.

That aside, in this issue, former Editor Dave Seidel contributes a feature article about the opening of the remodeled Penn Station in New York City and also an article about the new Tyrone station in our area in the Interchange Tracks column. He also submits an in memory for Shirley Ann Charlesworth.

Joe Harella continues to report on the Local Yard News and the possibility of the chapter donating it's cars to the ARMM in the future.

Editor Leonard Alwine also includes articles about a new PRR book about Altoona after an interview with Pat McKinney who helped to get information gathered for the many photos in the book.

Leonard also does another article in the Under The Wire column about another item that he researched in the 1980's which did not make the Lakemont Park book due to space limits about The Sylvan Lodge at Lakemont.

He also includes many photos of an old PRR building fire in the early 1970's and again a Look Back section.

So as this edition of the Coal Bucket goes to the printers, the staff wants to wish all a Happy St. Patrick's Day, a joyous Easter and a warm sunny Spring.



A photo of a vintage Juniata sign from
a Spring many years ago

FEATURE STORY

by Dave Seidel

PENNSYLVANIA STATION MOYNIHAN TRAIN HALL, NEW YORK CITY

On January 1, 2021, a major milestone was reached in the history of the former Pennsylvania Railroad. One of the most magnificent railroad stations in the United States was to be found in New York City, constructed by the PRR after tunneling under the Hudson River from New Jersey. Sadly, that magnificent station was raised by the PRR in 1963. Vandalizing an architectural masterpiece whose historical significance wasn't appreciated until it was gone.

The loss of Penn Station is credited with subsequent efforts to save New York's Grand Central Station and created an awareness of the need for historical preservation, especially for structures of architectural merit.

Fast forward many years to January 1, 2021 which marked the grand opening of the New Penn Station, now known as Moynihan Train Hall. Following is an article extracted from the Daily News from the internet. You can view many pictures on the internet by googling "Moynihan Train Hall", which is named for former New York Senator Daniel Patrick Moynihan, who was a staunch advocate for this project.

If chapter members board the East bound Amtrak Pennsylvania Limited you will arrive in the new station in 6 hours.



This morning, five hours into the new year, while it's still dark outside, the door will open on New York's newest masterpiece, the Daniel Patrick Moynihan Train Hall. But the brightest part of this spectacular \$1.6 billion depot for LIRR and Amtrak passengers won't have arrived yet.

It will roll in from the east at 7:20, sunrise, as the rays pour into vast space through the vaulted skylight. This is what public works can look like and feel like; did you forget? This is what government can accomplish when it sets out to build big things.

Spanning an acre of glass 92 feet up, the translucent roof restores to Penn Station what the wrecker's ball felled in 1963: natural light. The original 1910 Penn was bathed in it under soaring ceilings. The shocking demolition of that glorious edifice strengthened the landmarks preservation movement, which saved Grand Central terminal and its sunlit concourse.

As Moynihan, the learned senator who pushed for this years before his passing in 2003 said, we had a shot at redemption - the chance to save Penn's surviving twin right across Eighth Avenue, a building by the same architects, in the same Beaux-Arts style, with the same footprint and the same tracks and platforms beneath: the 1913 monumental General Post Office, with its wide steps and chiseled frieze proclaiming, "Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds."

Year after year, bureaucracy and inertia and myopia and small thinking stayed the completion of Moynihan's wise vision.

Full credit to Gov. Cuomo, who finally got it done on budget and ahead of schedule, another timely reminder that beautiful and useful public works can uplift and serve the masses. We also salute Michael Evans, who started working on the project a decade ago and led the effort for six years before his untimely death in March at the young age of 40.

It is fitting that the great space is named for Moynihan, as we urged when he announced his retirement in 1998. We didn't know it would take 2 years. It is also right that the whole structure is the James A. Farley Building, after Big Jim, FDR's campaign manager who was postmaster general when the western half of the place was erected.

Big Jim died the very day that Pat began his first Senate run, June 9, 1976. And it was a freshman Congressman on the Post Office committee who put Farley's name on the building in 1982. That was Chuck Schumer, who has championed the Train Hall plan for years.

Over time, including when offices were right around the corner, we've been to too many tangled ribbon cuttings for Moynihan/Farley/Penn - so many that it started seeming like one of those dreams that repeats, never quite fitting together. This week's was the last. This week, we woke up.

Most welcome is a direct connection from the grand postal lobby and by next year an arcade all the way out to Ninth Ave., mirroring 1910 Penn. It's also excellent that policing and cleaning, now balkanized at Penn, will be unified.

What's stupid are signs on the doors saying that NJTransit is only available across Eighth Ave. That's actually not true for the soon-to-be majority carrier at Penn. However, NJT's tracks 1 to 4 don't yet extend to Moynihan, and NJT is spending \$340 million on unnecessary work at Penn that could instead be used to bring their passengers into the light.

The first Gov. Cuomo wisely lengthened all the LIRR platforms west in 1986. NJT's four tracks must be extended next, increasing efficiency and relieving crowding.

As this Gov. Cuomo hands Amtrak the keys to the new palace, he should insist that they give him the keys to Penn. Then New York can finally fix up all of that dungeon. It may never inspire like Moynihan Train Hall does, but at least it can serve the people with dignity.

NEW PRR HISTORY BOOK PUBLISHED **by Leonard Alwine**

A new mainly photographic history book about the PRR and the Altoona area has been published by the Pennsylvania Railroad Technical and Historical Society (PRRT&HS).

Local PRRT&HS member Pat McKinney in an interview for the Coal Bucket told me that the book is 148 pages, soft cover, and includes about 10 pages of text and over 200 photos, many in color, and several maps.

Pat himself provided 4 pages of maps and about a dozen photographs for the book.

The co-authors of the book are Ken Kobus of Pittsburgh and Gary C. Rauch of Bolder, Colorado. Originally Mr. Kobus had intended to put together a small pamphlet to be used by the PRRT&HS for a spring convention at State College last spring which had plans to take a bus trip around the area beginning at the Petersburg branch line through Hollidaysburg and the Muleshoe to Cresson. Then around Cresson and Galitzin passed the Horseshoe Curve and down the mainline to Altoona then passed the massive yards in Juniata between Slope Tower and Bell Tower.

Pat became involved in the project in January 2020 when Ken Kobus came to Altoona and asked him to identify areas shown in some of the photos as many places today are not the same looking as they had been decades ago and Ken was from Pittsburgh and did not "know" the area. They worked for months locating the photos scene and the project eventually grew into a much larger book than planned.

Another PRRT&HS member Chuck Bordon edited the book which was published and released for sale in February 2021. Mr. Bordon says that 95% of the photos used in the book have not been published before.

The book is organized into three sections very similar to the original plans for the bus tour. With local railroad and historical sites shut down, the book is only available at the PRRT&HS website.

If you (like the Coal Bucket Editor) cannot use a computer or have access to one, contact Pat McKinney and he will help you purchase one.

I have not seen a copy of one yet, but at least this announcement of a new book has brought a hopefully bright spot to our cold and Covid-19 lock down area of the railroading world and uplifted your spirits.

LOCAL YARD NEWS

by Joe Harella

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

DECEMBER 22, 2020

The regular monthly meeting of the Horseshoe Curve Chapter NRHS scheduled for December 22, 2020 was canceled due to the Christmas holiday

The annual Christmas dinner also had to be canceled due to the coronavirus.

Hopefully we will resume our chapter meeting on January 26, 2021.

Merry Christmas and Happy New Year to all.

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS

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REGULAR MONTHLY MEETING

JANUARY 26, 2021

The regular monthly meeting of the Horseshoe Curve Chapter NRHS was held on January 26, 2021. The meeting was called to order by Pres. Frank Givler at 6:20 P.M.. The meeting was held at Kings Family Restaurant.

The minutes of the previous meeting were read and approved by Ron Givler, second by Gary Price. The motion passed.

The financial statements were read by Treasurer Denny Walls. Ron Givler made a motion to accept the financial report, Gary Price second, the motion passed.

Denny then asked the members that since there are currently no projects going on, do we want to invest a sum of money in a CD to gain some interest? A discussion was then held. Many of our members thought that would be a good idea. Frank then asked Denny to check on some CD rates and get back to us.

OLD BUSINESS

1. Penn State Scholarship- Pres. Givler informed the members that he has received a receipt for the \$2000 that we recently added to the scholarship fund. He said that so far we do not know who the recipient will be this year. He also said that a legacy statement was made up explaining our scholarship.

NEW BUSINESS

1. Railroad Museum- A discussion was held on the chapter donating the Union League, the B-60, the Hannigan and the Railway Express car to the museum. The cost of insuring these cars is \$2000 a year. The donation of these cars to the museum would eliminate this expense for the chapter. Frank will speak to Joe Defrancesco about it.
2. Keystone Restauration and Preservation Equipment- A discussion was also held on donating this equipment to the museum. Ron Givler made a motion to donate the equipment to the museum, George Stanley second, the motion passed.

GENERAL DISCUSSION

1. Everett Railroad- Ron Givler informed everyone that the Everett Railroad hopes to resume the train excursions sometime in May.
2. K-4 Update- Pres. Givler reported on the progress of the K-4 restoration.

Gary Price then made a motion to adjourn the meeting, Ron Givler second, the meeting was adjourned at 7:12 P.M.- 12 Members Present.

Attendance: Gary Price, Ron Givler, Mike Walls, Denny Walls, Larry Lear, Karen Givler, Frank Givler, George Stanley, Jean Noonan, Zach Noonan, Dewayne Miller, Joe Harella

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

FEBRUARY 23, 2021

The regular monthly meeting of the Horseshoe Curve Chapter NRHS was held on February 23, 2021. The meeting was called to order by Pres. Frank Givler at 7:21 P.M.. The meeting was held at Kings Family Restaurant.

The minutes of the previous meeting were read and approved by Ron Givler, second by Gary Price. The motion passed.

The financial statements were read by Treasurer Denny Walls. Ron Givler made a motion to accept the financial report, Ralph Simpson second, the motion passed. Denny also informed the members that we have now invested \$30,000 into a certificate of deposit for a period of three years at an interest rate of .05 percent.

OLD BUSINESS

1. Penn State Scholarship- Pres. Givler informed everyone that he has received a thank you from Dr. Lori Bechtel for our \$2,000 donation to the scholarship fund. The fund now contains about \$6,000.
2. Railroader's Memorial Museum- Pres. Givler reported on our donation of the cars and equipment to the museum. He said that he spoke to Joe Defrancesco, and all that is needed is for the paperwork to be finalized. Denny Walls suggested adding a clause which states that the Horseshoe Curve Chapter will have the first chance of buying back the cars and equipment, should the museum ever decide to sell them. Pres. Givler said that would not be a problem.

NEW BUSINESS

1. K-4 Update- Pres. Givler reported on the progress being made on the restoration of the K-4. He said that preparations are being made to lift the boiler off of the flat car so that it can be worked on.

GENERAL DISCUSSION

1. Ralph Simpson was inquiring as to the status of the Loretto? Pres. Givler said that we are not aware of anything going on with it right now.
2. John Fisher informed the members that author Brock Kuser is writing a book on Conrail. He is looking for anyone with Conrail stories or any Conrail workers that would like to be interviewed.

Ron Givler then made a motion to adjourn the meeting, Ralph Simpson second, the meeting was adjourned at 7:40 P.M.- 16 Members Present.

ATTENDANCE: DonGoebel, Larry Lear, Gary Price, Marge Simpson, Ralph Simpson, Dan Summers, Ron Givler, Karen Givler, Frank Givler, Denny Walls, Mike Walls, John Fisher, Larry, McKee, Zach Noonan, Jeff Holland, JoeHarella

JOSEPH HARELLA
RECORDING SECRETARY
HORSESHOE CURVE CHAPTER NRHS

TOY TRAIN SHOW PLANNER

The Alto Model Train Museum Association is planning a Spring Train show for March 21 at the Blair County Convention Center, One Convention Center Drive from 9:00 am to 2:00 pm.

Admission is \$5 for adults and children under 12 is free. Admission includes a chance on a Lionel train set. Besides toy trains, rail memorabilia and railroad books will also be for sale.

The show will benefit the museum's efforts to promote education and family fun, modeling train layouts to preserve Altoona's significant railroad heritage.

The group also holds open house the third full weekend of each month at it's museum located at 1117 9th Avenue, Altoona, across the street from Altoona Pipe & Steel near the Altoona Railroaders Memorial Museum location. There is no admission charge for the open houses. Covid-19 practices will be in place.

HELP NEEDED FINDING DATE

by Leonard Alwine

Your editor needs help in dating the following group of photos taken at a band fire that destroyed an old early PRR building in downtown Altoona.

As I was cleaning up some old boxes of stuff during the Covid-19 lockdown, I came across these old photos of a major fire next to the current Railroaders Museum building. The envelope with the negatives and most likely the date printed has been lost or even destroyed by now since I have moved at least three times since these were taken.

I can say that in looking at the photos and the fire trucks in the pictures, that the date has to be after 1971 (the newest fire truck in the photos), and before 1975, the date that the City of Altoona purchased the next fire truck which is not in the scene.

If anyone can remember this fire and place a date on it please let me know. At any rate these photos do show one of Altoona's early old PRR buildings being destroyed by fire.



From the 9th Avenue side,
the first ladder truck is being placed to
open the roof and get some smoke out of
the building.

The second ladder truck in place to allow
firefighters to enter and attack the fire.





Firemen are trying to advance a hoseline up the ladder truck and into the building.



The fire begins to envelope the first floor also as the firefighters begin to retreat.

The old oil soaked floors begin to get a headway on the firefighting effort and the firemen begin to remove the ladder trucks from the side of the building in case of collapse.



From the 10th Avenue side, fire begins to cover the whole building and it is time to back away to safety.



Again from the 10th Avenue side, the buildings floors are completely involved in fire.



Shortly after that roof and floors fall into the inferno and the building is fully involved in fire.



Later that day the building is reduced to a pile of smoking rubble.



Even the area around Altoona's "Finest" train station across the tracks is filled with smoke from the fire.

INTERCHANGE TRACKS

by Dave Seidel

What is New In and Around the Museum?

As I mentioned in the President's letter, this year has seen a lot of improvements to Tyrone. The repurposing of the old AMTRAC station into the Greyhound Bus Stop is completed. The hut was anchored to the cement pad and now bus passengers have a place to wait out of the elements.

One of the favorite projects has been the work completed on the Observation Bridge. The railings have been installed and presently we are working on the walkway to the bridge. Costs were held at a minimum as a lot of the work was completed by borough employees. The Borough purchased park benches which have been ordered and will be placed on the bridge and the railing inserts which were required by code. This bridge will give the town another place to safely watch trains or the river for many years to come.

We can't forget the 9th Street Pedestrian Bridge renovation. The deck is completed. Used in its renovation were more than 1,200 pressure treated 2 x 6's. According to the engineers they will last many years and provide a safe platform for the bridge. Also completed is the concrete repointing and foundation work. Only one part of the present contract remains under construction, the ADA ramp and stairs on the 9th Street side. Presently forms have been set for the concrete sides of the ramp. We have heard nothing but positive feedback on this project and a big thank you to all who contributed to our fund drive.

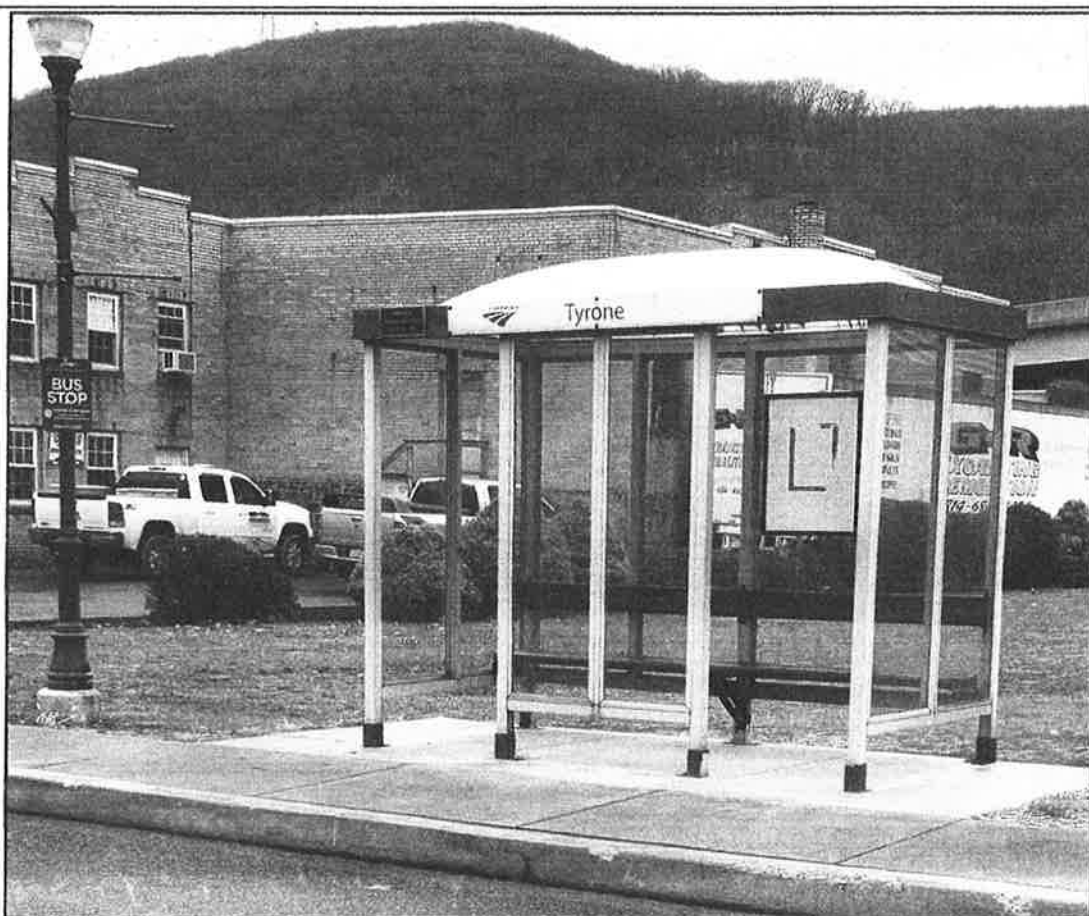
The society has two more new projects that we would like to complete for the betterment of the society. First, at our October Board meeting it was approved that we purchase two cameras that will provide live streaming of the railroad activity behind the museum. Though everyone felt this was a great idea, many details still need to be worked out. We need to find the cameras that will work best for our project and some peripheral equipment that will make the video available to all of those watching. The exact cost for this project is an unknown at this time, but we estimate it will come in under \$3,000. Should any of our Rail Fanner members want to make a donation for this project, it would be greatly appreciated. More information will be made available when we have it. The second project is an addition to the museum. The museum building is owned by the Tyrone Borough and at the last council meeting I asked for and was granted permission to pursue the possibility of adding onto the building. The addition, 18 feet x 31 feet, would be used for the storage of our archives and to provide a meeting space. We have had several engineers come to the building and look at what we want. Presently, we are waiting for their estimates. As a ballpark figure we are looking at \$100,000 which would include all the technical drawings and the construction. The addition will be on the left side of the present building as you stand in front of it. The society is hoping we can raise half via grants and the rest through donations. This is a very tall order, and we will provide more information as it becomes available.

Lastly, there is the AMTRAC train station. This federally funded project, which I can now say, is progressing at what seems to be a snail's pace. Starting in February of this year and scheduled for a two-month completion we are now ending month nine. Over the past week, the lighting has been installed and the railing is to be installed within the next few days. There is still some work that needs to be done on the deck. I have been told there are some compliance issues that need to be worked out between AMTRAC and Norfolk Southern. It seems to me that the two mega companies just don't play well together. I hope they get things worked out so the project can be completed soon. When completed it will greatly improve the southern end of Railpark.

Make sure you visit our website www.tyronehistory.org for progress reports. As always the best part of our museum is the sharing of stories that the displays seem to make come alive when visitors cross the threshold

Right: Removed from the old Amtrak platform the shelter has been repurposed into the Greyhound Bus Stop. Passengers are very pleased to have a waiting area.

Below: New Amtrak Station thus far. Lights, some of the railing, and the handi-cap lift shelter are in place. The waiting room shelter will be delivered soon.



Announcement: New 24/7 Railroad Livestream COMING SOON!

With 2020 being a year of consecutive setbacks for so many of us, the Tyrone Area Historical Society has been blessed to see more momentum than anticipated! With the completion of the 9th Street Bridge and the Observation Deck approaching, the improvements to rail park being officially underway, and a new observation patio added to the back of our museum, we started thinking to ourselves “what can we get ourselves into next?!”

During Last month’s board meeting, we discussed the potential for adding to our website a 24/7 Livestream of the railroad tracks that run behind our museum, adding even more value for both our members and our community as a whole. This would enable all rail fanning to be done remotely, as well as in person, adding yet another resource for our visitors. Needless to say - the board was in favor of this new concept!

As luck would have it, the company that offers the livestream for the Horseshoe Curve in Altoona (virtualrailfan.com) has agreed to pay us a visit during one of their upcoming maintenance trips and give us pointers on how to either host this livestream ourselves or, if we are interested, join their network of rail fanning livestreams. We are still attempting to align our schedules with theirs but we all feel incredibly optimistic that a partnership will be the avenue we take in order to make this happen (updates on our progress will be included in future newsletters).

Once this project is up and running, here is what you have to look forward to:

- A FREE 24/7 Livestream of the trains that roll through Tyrone on our website (tyronehistory.org).
- Should we partner with Virtual Rail fanning, we’ll have our Livestream listed on their directory alongside other national and international livestreams.
- Access to even more resources on our society’s website, Facebook, and LinkedIn.

With everything that is happening in our community lately, it’s beyond refreshing to know that we are ALL having a positive impact in some way. Every single one of our members helps make these upgrades possible and, if a few of our recently received comments are accurate, a VERY resourceful historical society as a whole.

Thank you for all you do and for everything you mean to us here at the Tyrone Area Historical Society. Please continue to look out for updates on this new project



Photograph by Kenneth Newton, Rail Fanner

UNDER THE WIRE

by Leonard Alwine

It was a cold and rainy day March 24, 1907 when two trolley cars of the Altoona & Logan Valley System traveled around the area promoting the “Grand Opening” of the new entertainment center built beside Lakemont Park called “The Sylvan Lodge”.

The lodge was built by Felty and Marks who held the refreshment privilege at Lakemont Park under the name Central Amusement Company of Central Pennsylvania. The lodge was built on ground owned and leased to the company by the Elias Baker heirs, who also owned the Lakemont Park and the trolley lines.

The lodge was a large building with a roller skating rink and a restaurant and dance floor on the second floor above the lodge and refreshment stand.



A truck from Marks delivering supplies and ice to the Lakemont Park midway ice cream building where refreshments were made.



The Sylvan Lodge was built beside Lakemont Park and had a restaurant and roller skating rink above the lodge and refreshment stand.

The lodge manager, Mr. George from Hollidaysburg, arranged for the special trolleys to attract attention to the grand opening of the lodge. The first trolley had the “Sylvan Band” on board and they played music throughout the trip.

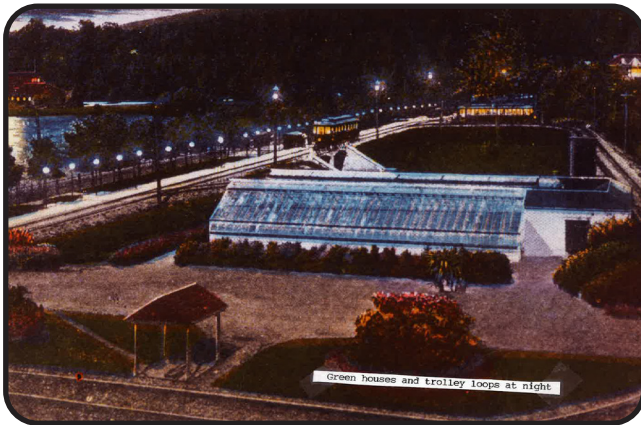
The cars departed Altoona at 11th Street and Green Avenue and traveled around the downtown streets. They then headed out of town going to Hollidaysburg. Once outside of town near Garden Heights, a small cannon on the rear step of the second car sounded a thunderous boom to attract more attention to the convoy.

Aboard the second car were guests and friends of Mr. George including Burgess Barr of Hollidaysburg and ex-postmaster Thompson of Lily.

The cars traveled to Hollidaysburg and then returned to the Loop Tracks at Lakemont unloading at the end of the second loop. From there is was a short walk through the trees to the entrance of the lodge using a path made for this purpose.



The Sylvan Lodge Band aboard an open car played music for the ride. Upon arriving at the loop track they posed for a photo before going to the lodge to play.



The lodge can be seen in this night view of the loop tracks (lighted building at the top right corner). The Casino is the large lighted building at the top left corner of the photo.

The band was scheduled to play daily at the lodge from 2:00 pm til 11:00 pm except during the supper hours for a “class of people searching for refined enjoyment”. The roller skating rink proved to be the best place to go for “other classes of people” wanting enjoyable exercise.

Unfortunately, the lodge did not last for too long. On August 26, 1912 it burned to the ground. At 10:30 pm that night the roller rink was closed and rink manager, Hyatt Rhomm, was locking up to leave the building when a fire was discovered in the skate room.

The cry “fire, fire!” went out and the City of Altoona Engine #5 responded.

The crowd in the Park Theatre next to the lodge heard all the commotion and became scared. S.S. Crane, Manager of the Logan Valley Railway, was at the theatre and he went on stage before the final act was played and talked to the audience and got them all to leave in an orderly fashion.

A lot of the men tried to help put out the fire but the pine wood floor in the skating rink, which was soaked with oil to give it a smooth surface for skating, fueled the fire and the building was a total loss as it burned to the ground.

The Park Theatre and the Bunker Cottage where the actors stayed were saved even though they were close to the lodge.

There was some insurance on the lodge and a committee of Brook Moore, President of the amusement company, J.M. Shunk, Manager of Lakemont Park, and S.S. Crane, Manager of the Altoona and Logan Valley Railway met May 14, 1913 to put together plans to rebuild the lodge.

The plans were never put into action and later the Baker heirs sold the four plots of ground the lodge had been built on to the Central Amusement Company. Nothing was ever done upon this ground.

Today this area of the lodge and most of the trolley loop tracks area is under the new road built past Lakemont Park.

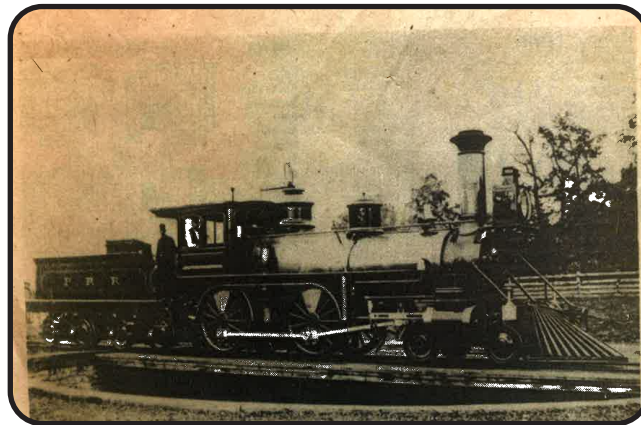


Photo of this area taken in 2021. The loop tracks are in the front and the lodge ground near the back where the road bends to the left.

A LOOK BACK **by Leonard Alwine**

135 years ago

Back in 1885 when the PRR had tracks to Henrietta, PA, several miles past Martinsburg, the trains had to be turned to head back to Altoona by using the Henrietta turntable. In the photo below, engineer Davy Arthur and fireman Jerry Miller are doing just that. Mr. Arthur was known as the “Casey Jones of the Cove”.



50 years ago

The Logan Township Park and Recreation Board received permission from All-American Soap Box Derby headquarters in Detroit to hold the Gravity Grand Prix Derby in Blair County. The local winner would then compete in the finals at Akron, Ohio



Pennant from the local derby in the collection of
Leonard Alwine

30 years ago

Cummins McNitt, curator of the Altoona Railroaders Memorial Museum, opened a special exhibit called “Women in Railroading” with local women, Beverly Nail, Annie Jackson and Sally Price mentioned in the display.

25 years ago

Construction began on the inside of the new home of the Railroaders Memorial Museum at the Master Mechanic Building at 9th Avenue and 12th Avenue, Altoona.

Hollidaysburg Artist John Hovenstein drew a pen and ink drawing of the former Pennsylvania Railroad Master Mechanics Building. He had 1,883 prints made and signed and numbered to benefit the construction of the new museum.



IN MEMORY

SHIRLEY ANN CHARLESWORTH

March 15, 1935 - November 28, 2020

Although not a member of our chapter, Shirley was a sister of Chapter member Dick Charlesworth. Shirley is survived by one sister and two brothers, and many nieces and nephews.

Shirley graduated from Altoona High School in 1953 and went on to Penn State and also Weaver Airline School.

She moved to New York City and began a career with Capitol Airlines which eventually became United Airlines and retired after 35 years of service. Her last 17 years were spent working as a ticket agent in the World Trade Center, she had retired before the 911 attacks.

The highlight of her career was in 1964-65 when she worked at the United Airlines exhibit at the World's Fair where she gave tours to visiting celebrities.

May you rest in peace Shirley.

Information supplied by Dave Seidel.