

Official Newsletter
of



NATIONAL RAILWAY HISTORICAL SOCIETY

P. O. Box 1361
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www.hscnrhs.org

Summer 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

The Spring 2020 Issue was filled with events coming that could have kept railfans busy all Summer. Then Covid-19 hit and everything was locked down and put on hold. The chapter hasn't even held a meeting since February! So with that problem still around, all of the coverage of events that were to be in this issue didn't take place. So, with nothing new to report, the theme for this issue of the Coal Bucket is "Remember This". The articles will focus on things from the past and will maybe give you a chance to jog your memory.

The first article is about CA & E Car 315, which spent a few days in Altoona on its way to Rockhill Trolley Museum. It is the first part of the story about this car as written by Joel Soloman, President of the museum and editor of its newsletter. It tells about 15's journey from Chicago to Rockhill and the restoration date. Part two will come down the tracks later after restoration is completed. Thanks Joel for the article.

The next article "Fallen Flags" in the "A Look Back" section is written by editor Len Alwine and is about changes in the business landscape of Altoona from 50 years ago.

The third article is written by Jeff Holland in the "Under The Wire" column. Jeff is a fellow trolley researcher and a computer wiz. He is constantly finding new "old" information about Altoona's transit systems. He was able to find and had the means to acquire some very valuable news about the early days of horse drawn trolleys in Altoona. I won't tell it here but do read the story and find out some new history. Thanks Jeff for sharing that exciting find with us.

Fourth is an article "Remembering Yesteryear" by Chapter President Frank Givler. He tells about the high points of the Chapters efforts during his 30 years as President. Every now and then we should sit down and talk about our past and what we have done as a group. He tells of the highlights but, if you want a complete history of the chapter, we still have copies of our 50th Anniversary history book available. Contact Frank to get your copy.

And finally in the memory section, we pay honor to Kevin Burket. A young gentleman who loved trains and models of them, and always brought a smile to your face.

In closing, I hope all will enjoy this "Remember This" edition of the Coal Bucket and hope and pray that by Fall things will be improved and we will have some news to report.

- Leonard Alwine, Editor

It was supposed to last only two weeks.
But here we are months later
with really no end in sight.
Let's hope that by Fall we once
again will be able to socialize and
talk trains again.

HORSESHOE CURVE CHAPTER NRHS MEMBERS:

OUR

Tuesday, March 24th, 2020
Meeting has been CANCELED

based on Governor Wolf's
social distancing recommendation due to the
COVID-19 (Coronavirus) pandemic.

*We will resume our regular monthly meetings in April
provided there are no further recommended restrictions
on groups of more than 10 gathering by that date.*

Thank you,
Frank Givler, President

Guest Columnist, Joel Solaman, tells about CA&E Car 315's travels to Rockhill and restoration to date.

How a Midwestern interurban ended up in south central PA - Chicago Aurora & Elgin 315

Members and friends of the Rockhill Trolley Museum, may wonder how and why a single interurban car from Chicago ended up in the small town of Rockhill Furnace, PA and the Rockhill Trolley Museum. It's one of the largest cars in the collection and it has quite a history and special significance in the museum collection.

Back in 1957 and before, the CA&E has been wanting to abandon operations and they did just that on July 3 at 12:13PM. The patrons that rode the CA&E in the morning were quite surprised that their ride home was not there in the afternoon. After several attempts to restart service the CA&E was finally abandoned on July 6, 1961 and the cars that had been reserved for sale to the various museums were honored by the scrapper of the line.

The Museum had an interest in a wooden car due to Louis Buehler's interest in wooden constructed cars. Louis was a founder of the museum, being member #1 and his family owned a furniture factory in Allentown, PA where the museum was formed. A \$100.00 deposit was made for the purchase price of the car of \$500.00 on September 12, 1961. During a trip to Chicago in November, 1961 taken by Louis Buehler, Tod Prowell and Andy Maginnis, the trio went to look at the CA&E cars at Wheaton shops, the main carbarn and shops of the CA&E. Louis was very fond of wooden cars and it was confirmed that car 315 would be the car the museum would acquire. This would be the only Kuhlman built car from the CA&E preserved. The actual bill of sale for the \$500.00 purchase price was made on February 15, 1962. Arrangements were made to get the car off the CA&E in a "hospital train" of CA&E cars destined for other museums. This move occurred on April 14, 1962 by the Chicago North Western Railway according to a dated invoice in the museums archives and cost the museum \$54.60. Our car was one of the seven cars that were in the train removed from the CA&E at this time.

Our car 315 was stored at the C-3 building at the Chicago shops of the Chicago North Western Railway from a period of April 14, 1962 to April 14, 1963. We paid the Chicago North Western Railway \$150.00 for this storage period. Car 315 then began its trip east aboard a Pennsylvania Railroad depressed center flatcar. The car was detrucked in Chicago and the trucks were placed

in a Chicago North Western gondola. The car was inspected in Altoona on May 25, 1963 by museum volunteers before heading farther east for the rest of its journey to Mt. Union, PA. The car was delivered to Mt. Union in early June and taken to Rockhill Furnace on June 14, 1963.

Car 315 was built in 1909, part of a five car order placed by the Aurora Elgin and Chicago to the Kuhlman Car Company located in Cleveland, OH. The cars were delivered to the AE&C in March of that year and had the electrical operating equipment and trucks installed by the Wheaton shop crews before being placed in service. The AE&C was reorganized into the Chicago Aurora & Elgin Railroad Company on July 1, 1922 when this company took over all operations and it was known as the CA&E until the end of operations in 1957.

Once in Rockhill Furnace, the car was placed on narrow gauge trucks and placed on the "old shop track" which at that time was still narrow gauge. Lacking any indoor shop space with track, wood work restoration on 315 took place outdoors with all work needing to be covered with tarps and plastic sheeting between work sessions. The car was mated with the trucks and finally the huge moment came in November of 1967, when the Littlewood Substation was available for use providing sufficient power to operate car 315 and other higher powered cars in the collection at the time.

Car 315 was operated for special occasions and was a favorite car at the Winter Spectaculars (which were operated between 1966-1981) due to it having heat! Restoration work continued with replacing rotted wooden siding and the 1974 the car was painted into the blue color scheme that it wore for many years. The car continued to be a popular car when it operated until it entered the shop in 2004 for repair to the one end of the car that was in extremely poor condition.

Restoration work proceeded on this project as volunteers had time, competing with other projects. During this time it was decided to restore the car back to its original 1909 condition as closely as possible. With the completion of Johnstown Traction Company 311 in 2015, work has focused on car 315 exclusively.

There have been many changes to the car throughout its service life that would need to be back dated. The largest and most obvious of these changes was reinstalling the stained glass windows above the passenger windows on the exterior of the car. Additional stained glass windows were acquired in 1961 that were in storage at the CA&E when we added car 315 to the collection. Our car 315 has double sash. Both sets of sash were in the car when acquired. However due to the differences in the wood materials used in replacing these sash over the years in Chicago, we constructed new mahogany sash. This was done to have matching sash when refinished naturally as they are being done. The interior stained glass has always been there, just covered under paint. The window sills were originally individual pieces and these were made new. New tongue and groove strips were made to frame out the upper stained glass window frames. New moldings had to be made for the side windows of the car due to the need to be able to make window guards as the car had originally in 1909. The exterior passenger side doors were also remodified back to their original style. The inner frames on the upper clerestory windows had to be made new due to a different type of ventilator that was used after a modernization on the car in the 1940's. As originally built, the car had lighted destination sign boxes on the motorman sides of the front ends.

The painted walls and trim inside the coach, smoker section and platforms is the largest change on the interior. Years of paint stripping has been done to reveal the beautiful mahogany paneling inside the coach and smoker section. Inside the coach portion of the car, the restroom walls were reinstalled. These mahogany walls were acquired from the CA&E when the car was acquired. Underneath the paint in the smoker section revealed plywood, replaced from a fire that had been in that section of the car. The seat frames revealed original colors underneath the painted frames and these colors have been restored. The ceiling panels have been made new to be able to replicate the gold leaf and paint decoration work on the new panels. A builder photo and paint samples from old panels are supplying the needed details. This new artwork is being made on a computer and stencils will be made from that.

Some details parts that have been lost for decades from the original construction of the car have to be cast new or have been found on ebay of all places. The new hinges that will control the upper clerestory vent windows must be cast new and thankfully we have a sample to begin with.

And the coats hooks for the car must be cast as well, but we found some on ebay to have a starting piece

The car has been partially painted into its original green colors. Samples of this color was found on the upper clerestory area when this area was being stripped of the many layers of tar and paint.

These projects listed consist of only the backdating tasks that were needed to return the car to 1909 as accurate as possible. It does not list the restoration work needed on the ends, sides and roof of the car.

Returning this car as closely as possible to its original condition has been a herculean efforts of work and research. These projects do not include all the restoration work that has been accomplished on the car to rebuild the worn out portions of the car that did not require backdating or making the car sparkle with polished brass and paint work. All of this hard work will result in a stunning restored interurban car at the Rockhill Trolley Museum. Of course the museum is always seeking additional members and volunteer to assist in this particular project and the many other projects underway at the museum.

Joel Salomon



Builders view of sister car 314
in original green color



Builders view of the inside showing detailed
painting on ceiling



Car 315 retired in Chicago in later modernized orange and white color



Car 315 arrives in Altoona on PRR depressed center flat car. Trucks for car are in congola car behind it - May 23, 1963



Once at Mt. Union it was placed on Kovalchick truck and transported to Rockhill by highway - June 14, 1963



Once at Rockhill it was placed on narrow gauge trucks, actual trucks sitting in the foreground



In 1974, car 315 was repainted blue and used alot on the Shade Gap Line



In 2004, 315 was taken into the shop to rebuild rotten frames on the ends of the car



It was then decided to rebuild the entire car and remove modernizing items, first the trolley poles were removed from the roof



Then years of tar and paint were removed from the roof by scraping



Then a new roof and paint were applied



All the old paint was scraped from the car and new wood placed in rotten areas and modernizing removed



The inside was gutted and stripped of paint to reveal natural wood underneath

The original stained glass windows were re-installed after removing many layers of paint from them





Once rebuilding began to take place in 2018, the car was repainted original green colors



Car 315 moved outside to show off new paint and roof. Still lots of work to do to finish the rebuild

A SPECIAL LOOK BACK

“FALLEN FLAGS”

by Leonard E. Alwine

With the Covid-19 keeping everyone inside trying to find something to do, I dug out some old books and began to re-read them. One that I purchased in 2003 at the Antique Depot was of renewed interest to me and I wish to share some of the information found inside for this Special Look Back.

The book was published by the Altoona Area Chamber of Commerce and the Blair County Tourist and Convention Bureau in 1970. It was a 50 plus page book most likely printed to be used to promote the area to prospective businesses and tourists. Of course, some of the ads were of businesses which supported the two agencies.

The thing that I found interesting was that in 2020 about 90% of those listed were no longer in business only 50 years later. Now these were not a mom and pop type business but actually major employers of the area. So in this issue of the Coal Bucket, I will list those “Fallen Flags” of our area for all to reflect and see how many you can remember.

The first which is promoted at that time as a major attraction was the Horseshoe Curve. It was listed as a “free” attraction where the public can walk through a wooden PRR caboose and see an old K-4 steam engine at the top of the stairs while viewing many Penn-Central trains rounding the curve.

Next is a listing of the many manufacturers of the area which at that time were major employers. Those listed which are no longer here are: Sylvania, SKF, Altoona Shoe Company, Pennsylvania Shoe Company, Puritan Sportswear, Schwarzen Back Huber Company, Tritex Sportswear Company, Safe-T-Back, Vogue and But-terick Pattern Company, Stroehmann Bakery, Alto Printing, Wohlback and Miller Printing.

In the service and store area there was Gables & Co. Store, J.E. Harshberger Dairy, S.A. Hite & Sons Auto Body, Servomation Penn Alto Inc., Susan B. Ross Corporation, Buchanan’s Lumber Company, Wolf Furniture, Masons, Roaring River Mills, S.H. Hess Co., G.C. Murphy’s, F.W. Woolworths, Sears & Roebuck and Montgomery Wards.

Another big list contained names of restaurants, many which no longer exist. Alaskaland, Altoona Hotel, Brownies, Coaches Inn, Crists, Doc’s Steak Inn, Erculanis, Family Host Cafeteria, Howard Johnson’s, Penn Alto Hotel, Ruthies Restaurant, Taylors Drive-in, Town House Motel, Arthur Treacher’s, The Chicken Shack, Herb’s Kentucky Fried Chicken, Mr. Sandwich, Red Barn, Roy’s Dog House, Winkeys Drive In, Cross’s Ice Cream, and Sunny Crest Ice Cream Drive In.

Also noted are the area soda pop bottlers, McEldowney (Coke), Penn Alto (Pepsi), Nehi (Royal Crown), and Jack Frost (7-Up), all now gone from the area.

Of course, bus service was provided by Altoona and Logan Township bus authority and the Blue and White Bus Lines.

Car and truck rentals were provided by Hertz, Avis, Jack Beasley Leasing and Drenning Leasing. And if you got sick you could go to the Altoona Hospital or Mercy Hospital.

For entertainment you could go to The Altoona Skating Center or the Lakemont Park Roller Rink. Or see a movie at The Altoona Drive In, Blair Cinema, Rivoli Theatre, Super 220 Drive In, or the 764 Twin Drive Ins. And if you wanted to see animals you could go to Forest Zoo and the Animal Safari near the Horseshoe Curve.

The book ends with a photo of downtown during the “Urban Renewal” (demolition) of downtown and says the Altoona Redevelopment Authority is rebuilding for the future.

Perhaps we are still looking for that renewal, but a lot of Altoona past is now just a memory.

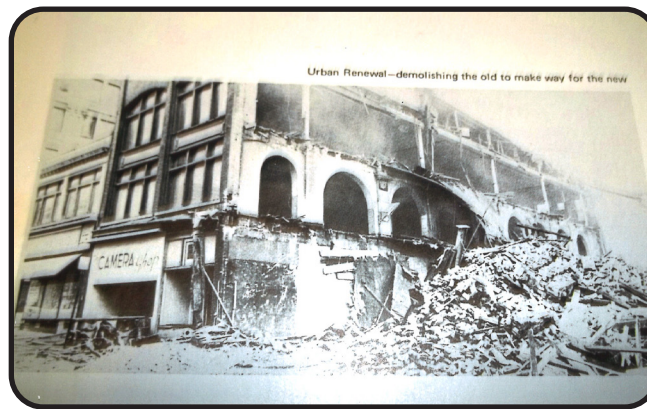


Photo about Urban Renewal at the end
of the book

- 75 YEARS AGO - The first work stoppage in the history of the Altoona & Logan Valley Railway was called by the union. Walter Ball, President of the Union, ended the stoppage at the request of the Army and Navy after two days because the PRR depended on the buses and trolleys to get people to work.
- 50 YEARS AGO - Altoona Fire Station No. 4 at Chestnut Avenue and Eighth Street built in 1900 was being razed as part of the new 10th Avenue Expressway project.
- 25 YEARS AGO - Altoona photographer, Larry G. McKee, was holding a display at the Blair County Arts Foundation in downtown Altoona. Larry had won the Photographer of the Year for Altoona-Blair County three times and was the Grand Prize Winner in the Pittsburgh Press contest five times. Larry is a Chapter Member.

UNDER THE WIRE

In this issue Jeff Holland reports on a very interesting find about Altoona's old horse car lines

The City Passenger Railway: Why Not the Altoona Passenger Railway?

An exciting new discovery

By: Jeffery D. Holland

As an avid collector and researcher interested in absolutely anything relating to electric railway companies in central Pennsylvania, the name "City Passenger Railway," has always bothered me. When I would hear that name, I would ask myself, "Why not the Altoona Passenger Railway?"

Common practice when naming a town's first street railway typically included the name of that town (i.e. the Johnstown Passenger Railway, Harrisburg Passenger Railway, & etc.) The name of Altoona's first horse drawn street railway was simply The City Passenger Railway. This name has always bothered me. Why was it not the Altoona Passenger Railway? To me, that name would have made more sense.

Having spent a lot of time researching Altoona's trolley system over the last 15 years, I felt there was not much more I could learn about the early history of the street railways in Altoona. I simply came to assume that the founders of the City Passenger Railway were simply unimaginative when it came to naming Altoona's first street railway.

An Exciting New Discovery

One cold February evening, I was reviewing the search results for Altoona on eBay, as I do daily. I was astonished to come across a man in Memphis, Tennessee, who had just moments before listed for sale a \$100 bond for the Altoona Passenger Railway! Shocked, I immediately emailed the seller and negotiated a price. The purchase made, I began to examine the images of the certificate more closely.

The first thing that caught my eye was simply the name: **Altoona Passenger Railway**. "*That can't be right,*" I thought. I immediately pulled my copy of *The History of Altoona and Blair County* by Jesse Sell (1911) from my bookshelf. The book reaffirmed my memory that Altoona's first street railway was called The City Passenger Railway of Altoona. It was organized, "at a meeting of the parties interested, held on April 5th, 1882 at the Altoona Bank."

The date 1882 immediately caught my attention. How could it have been established in 1882? The bond that I had just purchased clearly stated 1881.

"*This can't be right,*" I thought to myself. I looked closer at the bond and found the signature of the company's president, Thomas H. Greevy. This was another inconsistency. The first President of The City Passenger Railway of Altoona was listed in my book as John P. Levan. The exciting realization dawned on me that this bond was from an entirely different company! This bond was from a company that had been organized earlier and been chartered with the typical style of town name combined with the phrase, "passenger railway." I had found a previously unknown street railway, that—had it been constructed—would have been the first! I had found the Altoona Passenger Railway!

An Intriguing Snippet

Dumbfounded, I started to dig into my local history books and to search the internet for information. Despite my best efforts, my search yielded no results. I came up with absolutely nothing. Everywhere I looked, the earliest mention of a street railway always started with the phrase, "City Passenger Railway."

Intrigued by the mystery, I started searching newspaper micro-film. Finally, I found it! I discovered one short paragraph in the *Altoona Tribune*. On January 20, 1881 this short snippet appears:

"The annual election for officers of the Altoona Passenger Railway company was held at the office of Recorder Greevy [on] Monday afternoon. The old officers were all reelected as follows: president, Thomas H Greevy; directors, Hon. John Reilly, John P. Levan, C. Jaggard, A. G. Sink, William M. Jones, W. J. Bradley, Thomas H. Greevy."

I was pleased to find this short paragraph, but I wanted to know more. I continued to dig into this mystery from history.

Hitting a Dead End

I continued my quest by researching all the names listed on the bond that I had purchased. My search came up with nothing of consequence, until at last I searched the name of the company's president, Thomas H. Greevy.

At last, I came to find that Mr. Greevy was an attorney. At that time he was the city's recorder, as well as a Roman Catholic and Democrat political leader. It seems that the local newspaper editors did think very highly of Mr. Greevy. When he was elected city recorder in 1877, the *Altoona Tribune* called his character into question. As a result, Mr. Greevy sued the *Tribune* and won.

In an article shortly after the decision, the *Altoona Tribune* wrote that they would simply not be reporting on Mr. Greevy at all going forward. As a result, in the early 1880s, there are very few articles that mention him. I believe this is part of the reason why the Altoona Passenger Railway was not immediately reported on, since it mentions in the article that they were reelecting the slate of officers. This implies that the company existed as early as 1880, which is two years prior to the City Passenger Railway.

If the company existed as early as 1880, why was the first street railway built and recorded in all the history books **not** the Altoona passenger railway? I was at a dead end. I had exhausted all the avenues I could think of to get more information.

A Ridiculous Long Shot

Finally, the bond that I had purchased arrived in my mailbox. I opened it and examined it closely for more clues. I found none and I started to get discouraged. I worried that the mystery would remain unsolved and that I would never know why the company had not succeeded.

After a while, a thought occurred to me. "I'll email the seller," I said to myself. "It's a ridiculous long shot, but maybe he has something else that came with the bond."

I sent him an email, and a few days later I was surprised to receive a telephone call from him. I was excited to hear that he did have more items! We negotiated, and I purchased everything he had relating to this bond.

It turned out that he had a second identical bond certificate and seven accompanying letters that detailed the story of the company. The letters described the origins of these two exact bonds, which seemed to have played a role in the company's demise! What are the chances!

A few days later, another envelope arrived from Memphis, Tennessee. I tore it open. I was hungry to know the story. This is what I found.

Putting the Pieces Together from Letters

After reading the letters and putting them in chronological order, the story of these two bonds and the company emerged. The first letter was dated January 4, 1882, and was written to Gould & Company (a furniture company in Philadelphia). The letter reads as follows:

To the Railway's President Mr. Thomas H. Greevy- Apparently, Gould & Company had written Mr. Greevy about selling these bonds. The letter I have was his response. He states that the bonds they have (now the 2 I have) were given as a set of 5 \$100 bonds to Mr. J.S. Kinsley of Philadelphia as collateral for expenses. Mr Kinsley was contracted to bring a gang of workers to Altoona to start construction of the railway's track but never showed up. Mr. Kinsley was apparently instructed to keep these bonds but had apparently bartered them with Gould & Co in some sort of deal. Mr. Greevy states in the letter that he will be coming to Philadelphia the following week to investigate the matter, recover the bonds, and find Mr. Kinsley. Unfortunately, we have no way of knowing the results of that trip except to assume that he didn't return with all 5 bonds as the two I received remained in the hands of Mr. George Gould until at least 1906 as the rest of the letters indicate.

The second letter shows that in May of 1903, Mr. Gould contacted The American Railways Company and inquired as to the value of these bonds. The American Railways Company would have only recently purchased majority share of the City Passenger Railway, Tyrone Electric Railway, and the Altoona & Logan Valley Electric Railway companies. The operations of these three companies were merged to consolidate all street railway operations in Blair County into one company known as the Altoona & Logan Valley Electric Railway.

Eventually, the franchise expired because no work was done during the time the city had allotted. No business was ever done, and after the franchise expired, they had no franchise under which they could do business. Mr. Gould was advised in the letter that these bonds were "obtained by fraud," and were "worthless," since the company had failed.

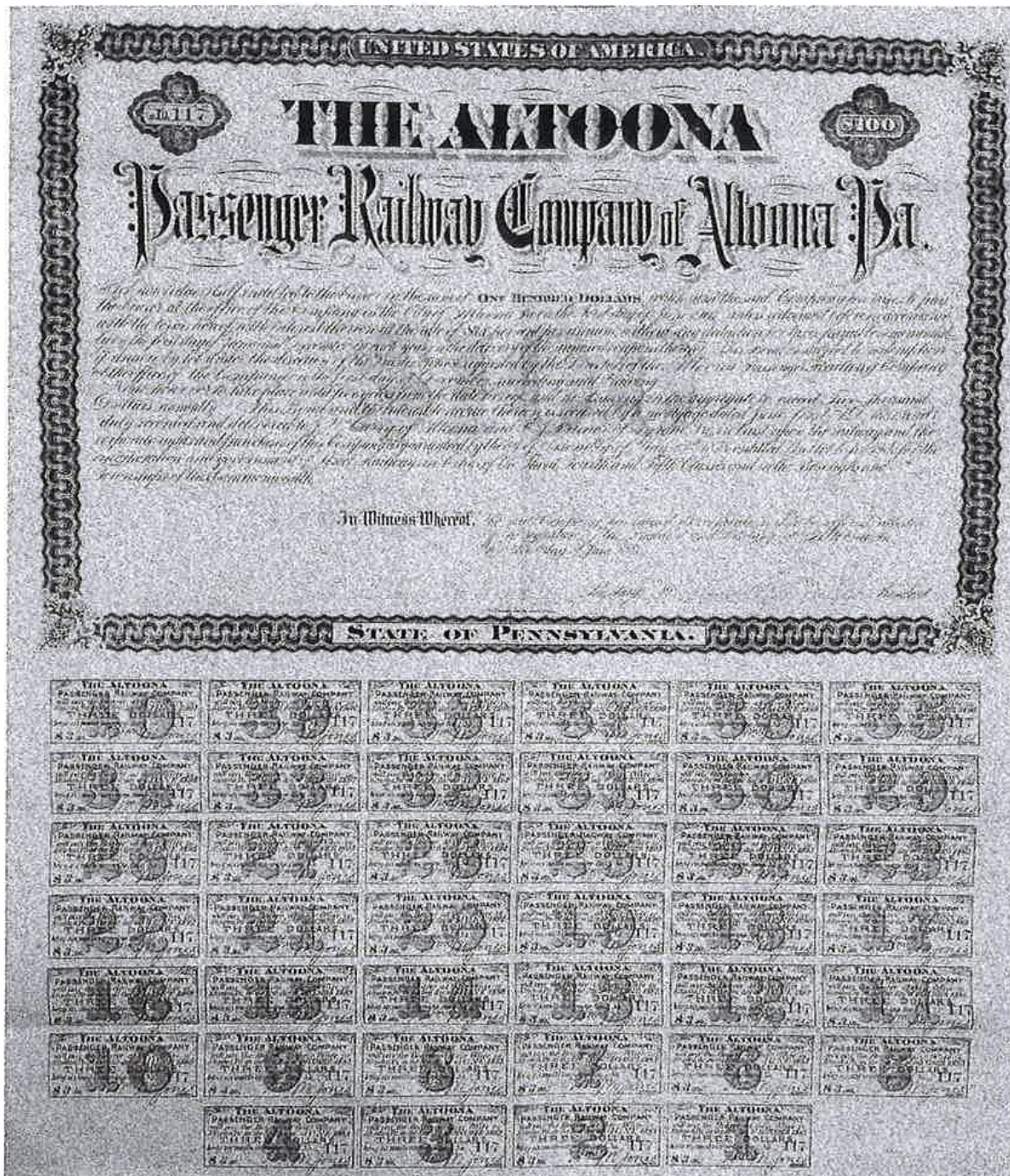
All the other letters I received in reference to these bonds were all responses to inquiries that Mr. Gould made to sell the bonds. He was never successful since the company had failed. The last letter is dated 1906. In it, he made his last unsuccessful attempt to sell the bonds at half their face value for just \$50 a piece.

It makes me smile to think that if he had only lived another century, he could have sold them to me as the antique dealer in Tennessee did, coincidentally at face value.

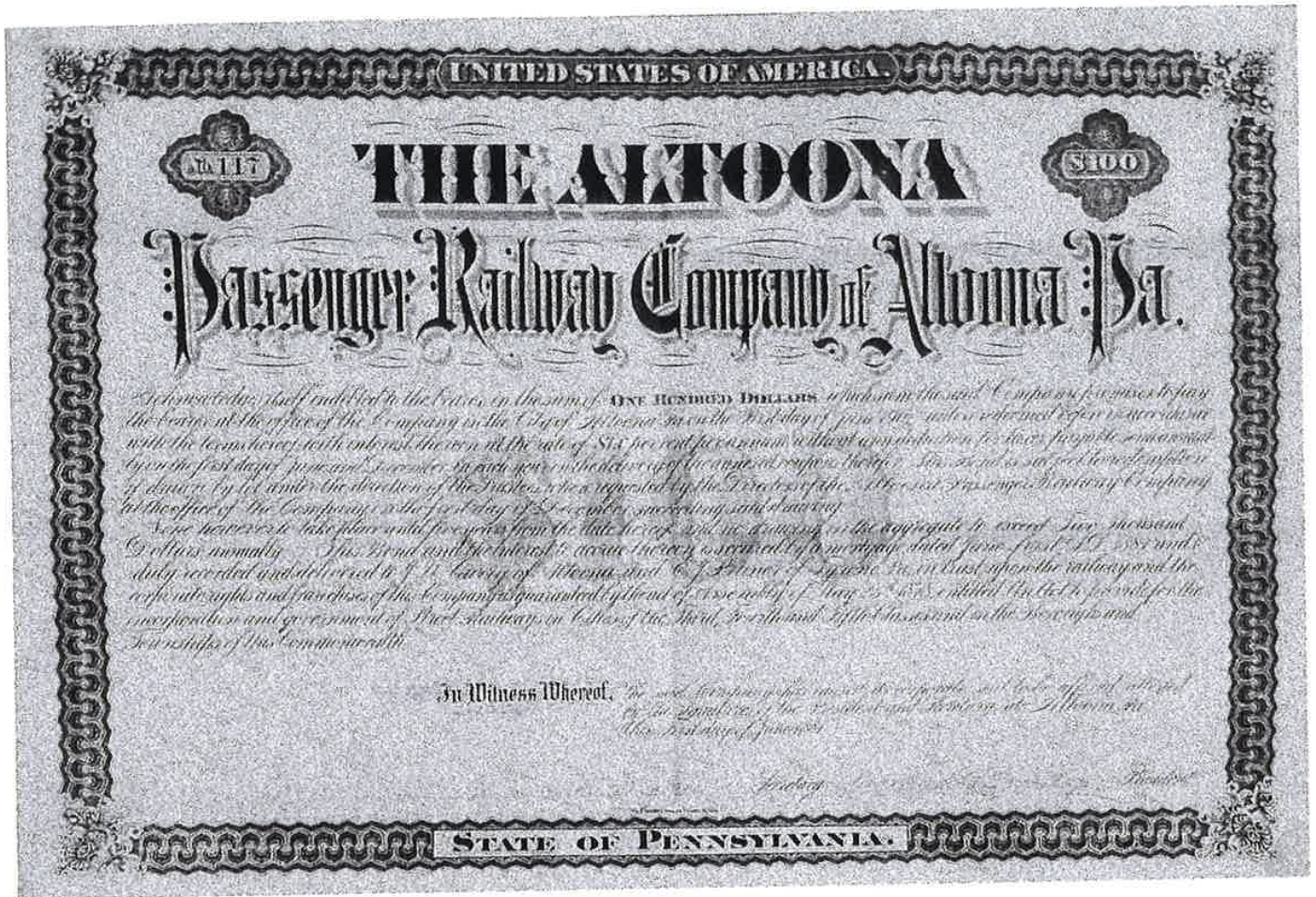
An Answer At Last

In summary, the Altoona Passenger Railway was never constructed because they lost their franchise since the construction did not begin within the time limitations that the city council had set. Their franchise expired, several of the members of the board of the Altoona Passenger Railway left, and joined others to form the City Passenger Railway, which gained the

franchise rights that the Altoona Passenger Railway had lost. That is why the City Passenger Railway was the first street railway in Altoona. I had found the answer to my question for why, Altoona's street railway was not named using the place name, which was the ordinary custom of the time.

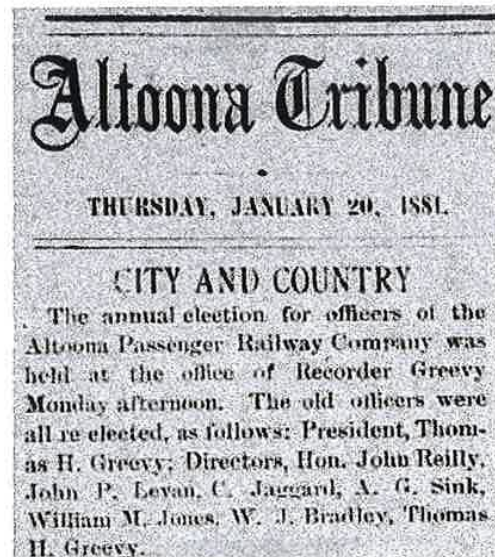


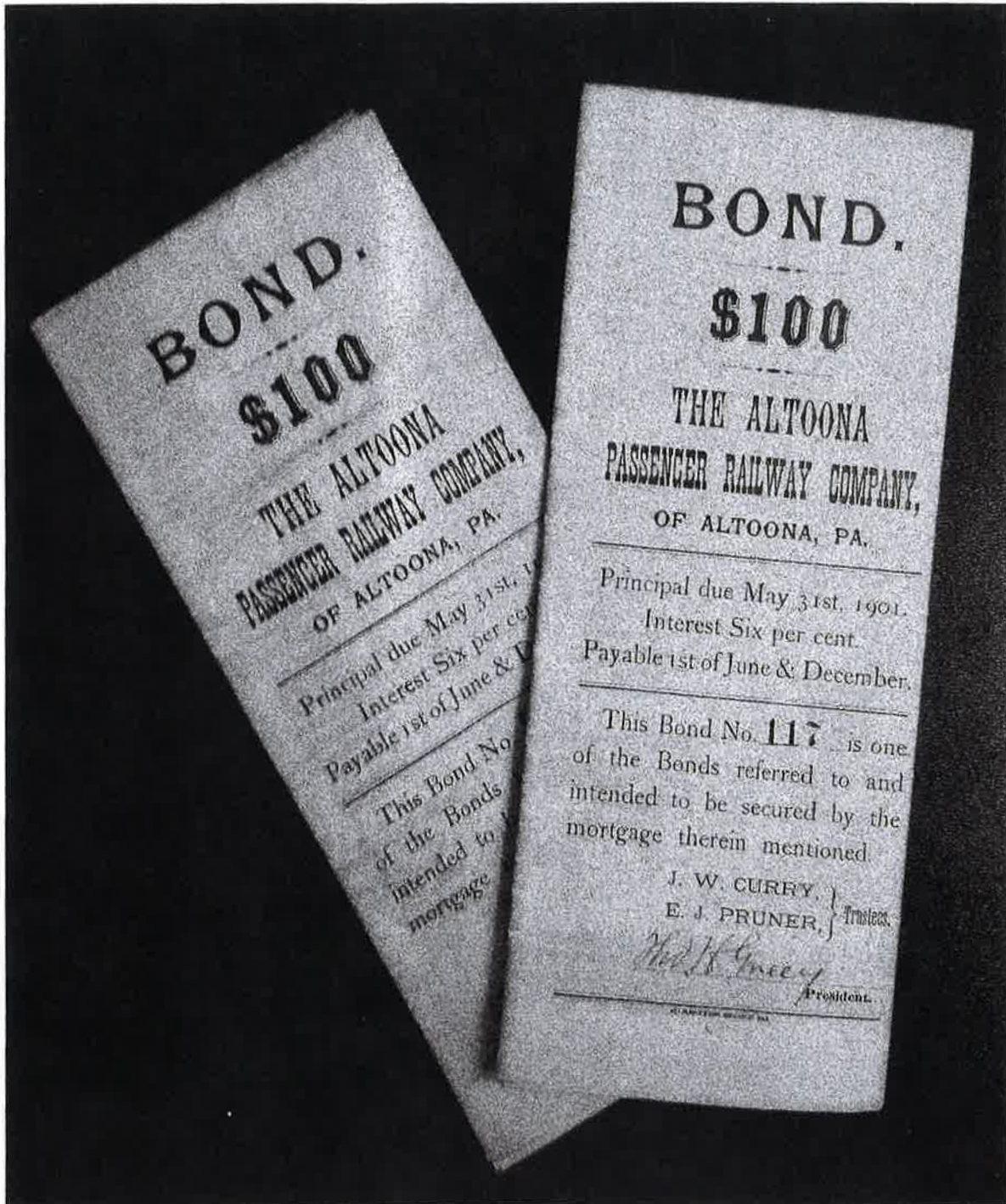
A copy of the original bond with interest payment stubs attached.



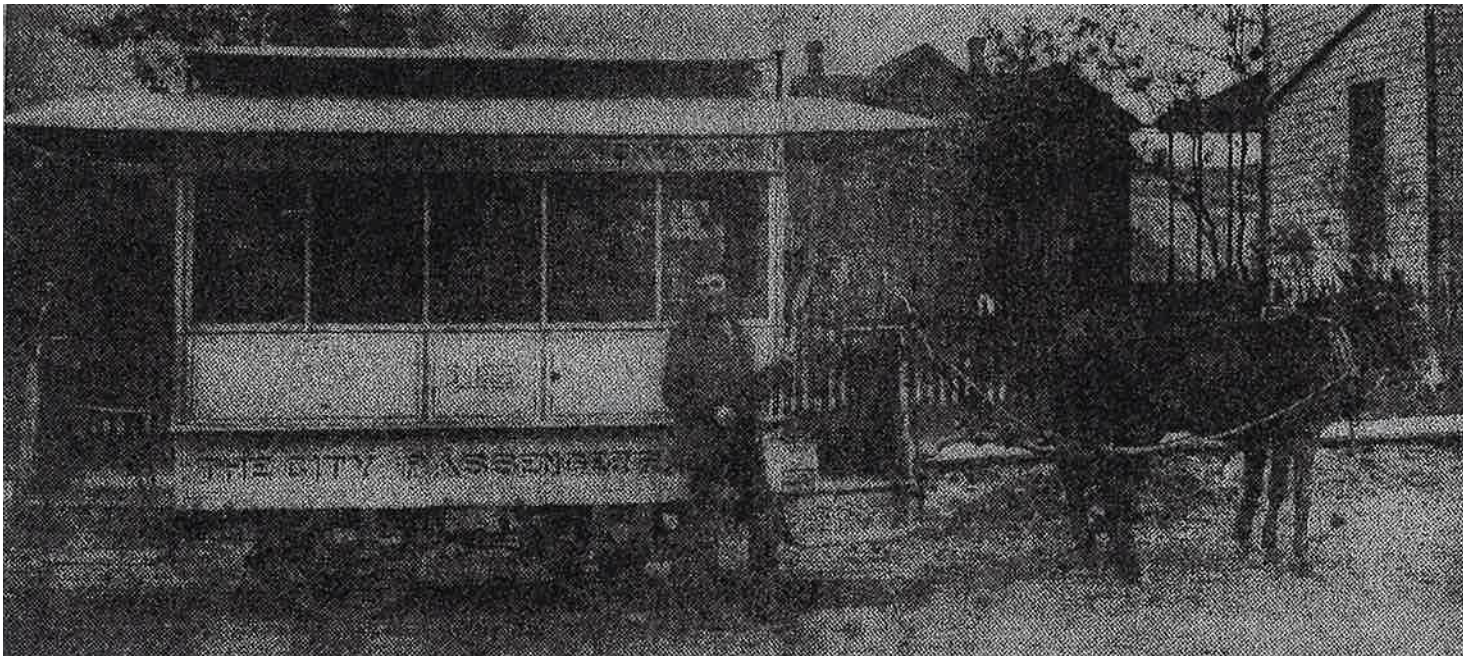
Enlargement of the original bond

Article from the Altoona Tribune
newspaper, January 29, 1881,
listing the officers of the
Altoona Passenger Railway Company





Outside covers of the bonds purchased by Jeff Holland in 2020 from a dealer



Top: City Passenger Railway Horse Car 10 in Altoona. These cars could hold 14 passengers. In the photo Driver Albert I. Wendt poses with two mules used to power the cars named Jack and Dick.

Bottom: A City Passenger Car with only one mule pulling it, travels on 11th Avenue in downtown Altoona on a cold winter day in 1884.



REMEMBERING YESTERYEAR

by Frank Givler, President

- 1968 Horseshoe Curve Chapter officially chartered by NRHS
- 1985 3 Erie Lackawanna M U Electric cars bought by Chapter
- 1987 Chapter President Dick Charlesworth calls for volunteers at February meeting to come to the shop where the K-4 restoration is being done to help remove the traction motors and other heavy scrap from the E-L cars. Chapter member Roy Price was instrumental in having the cars moved into the shop for this purpose.
- 1988 Frank Givler assumes the President post for the Chapter.
- 1989 Chapter received it's first grant from PHMC for coach upgrades to F-type interlocking couplers work started early in 1989 getting materials ready so work could commence when warm weather arrives. Between April and September chapter members changed 6 coupler assemblies, all being done outside at the Railroaders Museum yard. Hired contractors to complete the rest rooms and painting. Chapter also received a second PHMC grant for additional upgrades on the cars.
- 1990 Work continues to complete the upgrades to coaches to be used behind the K-4.
- 1991 Coaches leased to Western Maryland Scenic Railroad.
- 1992 Chapter receives another state grant for sandblasting, painting, and lettering of PRR B60 Baggage car.
- 1995 Chapter receives the title to the 1946 Walter Service Truck formerly of the Altoona and Logan Valley Electric Railway to preserve it and save it from scrapping.
- 1996 Chapter coaches leased to the West Virginia Northern Railroad, in Kingwood, West Virginia for excursion service.
- 1997 Walter Truck undergoes restoration by Lafferty Trucking Body Shop and Chapter members with it's eventual running coming in the Fall of 1998 after having not run in 16 years.
- 1999 Walter Truck driven in Altoona's Sesquicentennial Parade in May.
- 2000 Chapter coaches return to Altoona after 9 years on leases.
- 2000 Thanksgiving brings the first of 15 years of Santa Trains which were ran from the Roaring Spring Station, the only PRR station to survive in Blair County.
- 2006 Chapter took on the restoration of a 1940 Railway Express Agency delivery truck owned by the Railroader's Museum. This took 3 plus years to complete.
- 2010 Restoration started on the Marplex Yard Truck also owned by the Railroader's Museum.
- 2012 Chapter started upgrading the brake systems on the coaches to ABDW type with one car done each year until done - 2012, 2013, and 2014.

- 2014 Thanksgiving 2014 would be the last running of the Santa Trains, as we have passed them on to the Everett Railroad and Alan Maples.
- 2014 Chapter restores 2 Railway Express Agency baggage carts for display in the Roundhouse at the Railroader's Museum.
- 2018 Chapter celebrated 50 years of being a NRHS affiliated Chapter and also sold the 3 Erie Lackawanna Coaches to the Everett Railroad after owning them for 33 years.

EDITOR'S NOTE: In 2004, the Chapter undertook the Spring Director's Meeting of the NRHS and held many events during that week in April. One was at the Cassandra Railroad Overlook which was covered by The Dispatch, the local newspaper from the mountain region. This article is copied here for all may not have had the chance to read this paper at that time.

Historical society directors enjoy 'Allegheny Mountain Magic'

By Emily Stewart
of Mainline Newspapers

Cassandra — The Horseshoe Curve Chapter of the National Railway Historical Society was the host chapter for the society's board of directors spring meeting in Altoona.

"I guess you could say I'm the tour guide," Leonard Alwine joked during the NRHS's stop at the Cassandra Railroad Overlook. "There are directors here from all over the United States."

In addition to the railroad overlook, Alwine stated that the group also traveled to other Allegheny Mountain Magic (AMM) sites such as the Gallitzin Tunnels, Allegheny Portage Railroad, and also the Station Inn in Cresson for breakfast. (Rail fans can watch trains from the inn's front porch).

Alwine said, "While the directors and their spouses were in the area, they also toured the rail shops in Juniata, and took a train ride from Hollidaysburg to Roaring Spring on old PRR trackage."

Dick Charlesworth, director of the Horseshoe Curve Chapter, commented, "There is one director for each of the NRHS chapters and 170 across the U.S. The NRHS's spring meeting and banquet was planned in conjunction with the 150th anniversary of the Horseshoe Curve."

John Shuniak, treasurer of the Allegheny Mountain Magic Committee, was on hand at the Cassandra Railroad Overlook to explain about the site, and also distribute copies of the new AMM brochure which contains points of interest, a 2004 calendar of events, din-



ing, lodging and sponsors. (This is the second brochure published by the AMM which was organized in September, 2002.)

He noted, "This year we had 50,000 copies printed, compared to only 20,000 in 2003. That's because of the great support shown by the Portage business community in promoting tourism in the Mainline area. (Businesses who wish to be included in the 2005 brochure are asked to contact Shuniak at 736-4880.)

"I thank Dick Trent for his ideas and final design of the pamphlet. One of his suggestions was to go with different

colors. I took that idea back to the committee and our members agreed. We decided to use current or former high school colors so residents can reminisce about school nostalgia."

"The brochures are available at many business locations throughout the area," Shuniak said. "They will also be distributed to all 14 Welcome Centers located on the interstates coming into Pennsylvania, plus major tourist attractions in the state and neighboring states, as well as nationwide distribution."

He stated, "The Greater Johnstown Cambria County Convention and Visitors Bureau will have a six-page AMM layout in its CVB Guide which features points of interest and a schedule of events. That will be out in April."

Shuniak stated that Portage Borough, Portage Township and Cassandra Borough have joined other governing bodies in the Mainline area to show their support of promoting the tourism industry by adopting a resolution in recognition of Allegheny Mountain Magic.

"Rail fans — as you travel throughout the Mainline area — don't forget to look for AMM's Blue Signs," he said. "And as you visit the attractions, please sign the guest book at each site. This is our way of keeping track of the number of visitors."

IN MEMORY

KEVIN W. BURKET

August 21, 1969 - March 11, 2020

Kevin Burket passed away at the age of 50 following an extended illness. He graduated from Altoona High School and worked at Skills in Altoona.

Kevin was a member of ARC of Altoona and a life member of the Altoona Railroader's Museum. Kevin and his father were railroad enthusiasts and built and displayed an HO model train layout around the area for many events through the years. He and his father were always together and Kevin was known for his smile when meeting people at the train shows.

Kevin was preceded in death by his sister Deborah in 1975 and his father Harley in January of 2019. He is survived by his sister Linda and his mother Judith.

May you rest in peace Kevin.

LOCAL YARD NEWS

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

MARCH 24, 2020

Due to the outbreak of the Coronavirus, our regular monthly meeting scheduled for March 24TH had to be canceled . Hopefully, we will resume our chapter meeting on April 28TH.

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS