



The Timetable

March
2016

WASHINGTON DC CHAPTER
National Railway Historical Society

Winter Excursion on the Western Maryland Scenic Railroad

Photos taken by Jim Lilly on February 17, 2016, courtesy of the Western Maryland Scenic Railroad



Steam locomotive 2-8-0 No. 734 departs the Western Maryland Scenic Railroad shops in Ridgeley, West Virginia, with a winter excursion.



Former Western Maryland Railway cupola caboose No. 1813 brings up the rear behind No. 734 at scenic Helmstetter's Curve.



No. 734 rounds the famous Helmstetter's Curve.



No. 734 at the Frostburg, Maryland, depot where the locomotive is turned for the return trip to Cumberland.

Looking at these photos could make you wonder what year it is, but, alas, the Western Maryland Railway, a railfan favorite, is gone. But the Western Maryland Scenic Railroad (WMSR) operates steam and diesel powered excursions on the former Western Maryland main between Cumberland and Frostburg, MD. So trains can still be seen on Helmstetter's Curve, a famous railfan spot named after the Helmstetter family, which runs a farm on the land inside the horseshoe curve. The family is known for having been welcoming to railfans over the years, and the railfan community helped the family rebuild its barn after a fire destroyed it in 2009. The Allegheny Highlands Rail Trail parallels much of the line, and a popular activity is to ride the train with bike to Frostburg and coast back down to Cumberland on the bike.

The Timetable

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Membership Info

Membership in DCNRHS is open to all those interested in the objectives and mission of this Society. You become a member by making a tax deductible donation to DCNRHS in an amount you feel is appropriate. Joining or renewing your membership is easier than ever – you can complete the process on the Chapter web site.

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Volunteers

The DCNRHS Chapter has many interesting volunteer opportunities and maintains a volunteer recognition program. Our volunteer opportunities cover a wide range of skills, so whatever your interests, the Chapter has a place for you. Please email us at volunteer@dcnrhs.org to find out more about available opportunities.

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About DCNRHS

The National Railway Historical Society, Washington, D.C., Chapter, Inc., (DCNRHS) was chartered in 1944. The Chapter is governed by a Board of Directors elected by the membership and is an all-volunteer organization with no paid employees. As a 501(c)(3) IRS designated tax-exempt charitable organization, Chapter donations are tax-deductible to the maximum extent allowed by the Internal Revenue Code.

On the Internet

DCNRHS – www.dcnrhs.org
Dover Harbor – www.doverharbor.com
Library – www.railroadlibrary.org
Members Only – dcnrhs.shuttlepod.org
Washington Terminal Project – www.washingtonterminal.org

Safety Rule of the Month

By Jim Lilly

242. The rails should be sanded intermittently during stops to insure that drivers will not slide.

Excerpted from “Instructions Governing the operation of air brakes, train air signal equipment, and electric lighting of locomotives and passenger cars – Freight Service”

The Baltimore & Ohio Railroad Co., the Alton Railroad Co., effective April 1, 1941.

Trivia Test

By Andy Van Scyoc

What short line and regional railroad holding company acquired the Maryland Midland in 2007? (Find the answer in the article about the Maryland Midland on page 6.)

- A. RailAmerica
- B. Genesee & Wyoming
- C. Iowa Pacific
- D. Pioneer Railcorp

Bill Barnhart

My name is Bill Barnhart and I am your new Treasurer. This is my 28th year with the Chapter. When I joined, we were having our monthly meetings at the Smithsonian and vying for parking spaces on Constitution Avenue before each meeting. At that time, the *Dover Harbor* was on a siding in Silver Spring (if I remember correctly).

My railroading history goes back to my Dad's dad who was a locomotive engineer on the U.S. military railroad during WWI. He later became a streetcar conductor on Capital Traction which ultimately became Metro. I picked up my interest in prototype railroads from him and model railroading from my Dad.

I've had several jobs while in the Chapter. Old-timers will remember me from my 13 years as Treasurer previously. I have served as a Pullman porter on *Dover Harbor* trips and some of those had my lovely bride, Lyda, serving as cook. I worked as part of souvenir and food sales staff on many excursions (steam and otherwise). I headed up what I believe was the Chapter's first long-range planning committee. And I serve on the Trip Committee and have served as a member of the Chapter's Board of Directors.



Treasurer Bill Barnhart at the controls of a Zeppelin airship on a special flight to commemorate the 100th anniversary of the incorporation of the Zeppelin Company.

I grew up in the Washington, D.C., area (mostly in Northern Virginia) and currently live in Manassas, VA, with my wife, Lyda. We have been blessed with two children and four grandchildren. I serve on several boards at my church and on the board of my neighborhood homeowner's association. And I have several hobbies including model railroading and travel to occupy my "spare" time.

In 2010, I retired from the federal government after 42 years of service. Most of my career was spent in information technology (yes, I started with punch cards). Most of that time was spent at a bureau of the U. S. Treasury Department. My activities since retiring have kept me very busy.

Monthly Programs

DCNRHS Monthly Programs are free and open to the public. The location alternates between Silver Spring, MD, and Alexandria, VA.

Silver Spring Location: B&O RR Station, 8100 Georgia Avenue, Silver Spring, MD.

Alexandria Location: George Washington National Masonic Memorial, 101 Callahan Drive, Alexandria, VA.

Friday, April 15, 8 pm, Silver Spring: "Amtrak's Use of Social Media". Alexandra Kogan from Amtrak's Corporate Communications and Government Affairs Office will discuss Amtrak's use of social media, focusing on describing Amtrak's social media platforms, how social media support Amtrak's new brand campaign, how social media are leading a renewed interest in train travel, target demographics and key value propositions as targeted and promoted through social media, and the execution of large scale social activations such as Amtrak Residency and Passion Passport.

Friday, May 20, 8 pm, Alexandria: "Introduction to the Amtrak Archives". Patrick Kidd, Amtrak Senior Communications Specialist, will provide an overview of the creation of Amtrak's archives, their major holdings, recent donations, and projects for 2016. Amtrak created the archives following the celebration of its 40th Anniversary in 2011 – 2012.

Friday, June 17, 8 pm, Silver Spring: "The B&O's Royal Blue Line". Paul Bridge returns to present this month's topic.

Saturday Work Sessions

Work sessions are continuing at Dover Park in Jessup, MD, most Saturdays, starting at 10 am, and volunteers are needed to help complete maintenance tasks on *Dover Harbor* to prepare the car for the 2016 season, its 30th year of Amtrak certification. There is a designated manager each week to direct the work. Come on out and lend a hand and learn more about our vintage railcars. All skill levels are welcome. Please contact Jim Lilly at 443-253-2956 if you need directions to Dover Park.



Paul Flanagan (l) and Jim Lilly (r) under the A-end of the *Dover Harbor* at Dover Park, working on the coupler carrier iron. Some jobs require the members of the mechanical committee to get a bit dirty! Photo by John Zabrosky.

Library Committee

Erik Delfino, Chair of the Library Committee, welcomes volunteers who would like to help maintain the library's collection. Library meetings are held on Saturdays at the Bowie Railroad Museum, 8614 Chestnut Ave., Bowie, MD 20715, from 10 am - 4 pm. The following are the spring meeting dates:

March 19, 2016 April 23, 2016 May 21, 2016 June 25, 2016

It's not necessary to be a member of the Library Committee to volunteer. If you would like Erik to pick you up at the New Carrollton Metro Station, send him an email at ecd0077@gmail.com.

Washington Union Station

An Informational Forum for the Washington Union Station Expansion Project will be held on Wednesday, March 30, in the station's Presidential Room. There will

be an open house from 4 pm – 8 pm with formal presentations at 4:30 pm and 6:30 pm. More project information can be found at www.WUSstationexpansion.com.

No. 611 Steams Again!

The Virginia Museum of Transportation (VMT) and the North Carolina Transportation Museum (NCTM) have announced the schedule for this year's public excursions and special appearances featuring Norfolk & Western Class J 4-8-4 steam locomotive No. 611. These events are made possible with the cooperation of the Norfolk Southern Corporation. Schedule and ticket information can be found on the VMT's website (<http://fireup611.org/>). Locally, No. 611 will appear in Manassas, VA, on June 4 – 5 in conjunction with the Manassas Heritage Railroad Festival. No. 611 will lead one trip to Front Royal on Saturday, June 4, and two trips on Sunday, June 5. On Saturday afternoon, No. 611 will be on display in Manassas. *Dover Harbor* is expected to be part of the consist for the public excursions again this year. All ticketing is being handled by VMT. Tickets are not available from DCNRHS.

Dover Harbor Timeline

As mentioned in the January issue of *The Timetable*, 2016 marks the 30th anniversary of *Dover Harbor*'s Amtrak qualification. Here are some early milestones in *Dover Harbor*'s history under DCNRHS ownership.

1979 – DCNRHS acquires *Dover Harbor* from a private owner (37 years of DCNRHS ownership).

1983 – *Dover Harbor* returns to operation in the Southern Steam program (33 years in train service).

1986 – *Dover Harbor* becomes Amtrak qualified (30 years in Amtrak service).

Before we know it, *Dover Harbor* will have operated longer under DCNRHS ownership than it did in the days of Pullman service for the New York Central and Pennsylvania Railroads! As it is, *Dover Harbor* is the only classic, heavyweight, revenue Pullman in its original 1930's configuration still operating on the main lines of America.

If you have a photo of *Dover Harbor* from the early days of DCNRHS ownership, we'd like to publish it in *The Timetable*. We have people who can convert photos to digital format if you need help. Contact editor@dcnrhs.org.

Timonium Train Show

By Andy Van Scyoc

The Chapter would like to thank the team of members who staffed two tables for the Chapter at the recent Great Scale Model Train Show on February 6 - 7 in Timonium, MD. The team, consisting of Bill Adams, Wil Harkins, Donna Dolan, Curt Miller, Scarlett Wirt, Lawrence Biemiller, and Andy Van Scyoc, promoted our numerous activities and projects and sold donated books and models to raise just over a thousand dollars for the Chapter.

Last Pullman Porter

By Brandon Brown

Mr. Virgil Smock reached 100 years old on January 20. He is thought to be one of the last Pullman porters, if not the last, who worked for the Pullman company and served in Pullman sleepers during the golden age of America's passenger trains. Mr. Smock, a resident of Union City, CA, is a third-generation porter and worked for the Pullman Company from 1937 - 1960, much of the time on Southern Pacific's *Lark* that ran overnight between Los Angeles and Oakland. Mr. Smock once had the honor of serving President Franklin Roosevelt.

"They called us all George," Smock said of the passengers. "But we didn't say anything; we didn't want to sass them." Because the pay was so low, tips were crucial to the porters' survival. Mr. Smock remembers some of the generous tippers. "Mr. Ford, he was the best tipper," Smock said, referring to auto magnate Henry Ford. "He and Mr. Kaiser," as in Henry J. Kaiser, the industrialist considered one of the most powerful West Coast businessmen during World War II. "They tipped good -- but I gave good service," he said, smiling.

You can read more at the following website: http://www.contracostatimes.com/breaking-news/ci_29390751/union-city-pullman-porter-recalls-life-rails. (Contra Costa Times)

Chengdu - Europe Express

Chengdu is the capital of Sichuan province in southwestern China. Besides being known for its spicy cuisine and as the home of the Chengdu Research Base of Giant Panda Breeding, Chengdu is an important railway hub, with connections to many Chinese cities, Central Asia, and Europe. Chengdu Railway Station is one of the six largest railway stations in China.

The Chengdu Europe Express Rail brings back the ancient Silk Road as an iron road. It opened in April, 2013, and trains leave three days per week (started as weekly) for Lodz, Poland, departing from the Chengdu Railway Container Logistics Center. The 9,800 kilometer trip takes about 10 - 12 days, and from Lodz, cargo can be delivered to western European cities within three days. The service is becoming increasingly popular because the transit time is much less than it is for shipment by sea. The train transports laptops, iPads, auto parts, home appliances, clothing, shoes, and toys to Europe and returns with mechanical and electrical products, clothing, food, and beverages, especially wine. Since its initiation, the express has completed 174 journeys, transporting 35,000 metric tons of cargo worth \$780 million.

The Chengdu - Central Asia Express Rail opened in July, 2014, and connects Chengdu to Central Asian countries within 9 to 11 days.

Between now and 2020, Chengdu is also upgrading its domestic railway network to improve trip times to other Chinese cities.

Flying Scotsman Returns

The famed *Flying Scotsman* returned to action on Thursday, February 25, for the first time in 10 years after a \$15 million rebuild. The occasion was a 189-mile trip hauling a special passenger train from London's Kings Cross Station to York. The trip took the locomotive back to the route it was built to run and set records on in 1923. During the run the locomotive traveled at speeds of up to 75 mph. The locomotive became famous for serving on the first non-stop service from London to Edinburgh and is the first steam locomotive verified to have traveled at 100 mph. The A3 4-6-2 Pacific was designed by noted locomotive engineer, Sir Nigel Gresley (also designer of the A4 *Mallard*, which holds the world speed record for steam). The *Flying Scotsman* will be on display at the National Railway Museum in York, the locomotive's owner, in between excursions. See the November, 2015, issue of *The Timetable* for more information on the *Flying Scotsman*. You can find many, many videos of the run on YouTube. (Trains Magazine Newswire, February 26, 2016)

Maryland Midland Railway

Photos by Alex Mayes

The Western Maryland Railway was a railfan favorite because its main line ran through bucolic countryside and the railroad had a nineteenth century vibe to it. In its

heyday, it was an integral part of the Alphabet Route that offered fast freight service in competition with the B&O. Although the Western Maryland is gone, some segments are still operated by short lines and tourist railroads (e.g. the Western Maryland Scenic Railroad) or have been incorporated into larger systems. The Maryland Midland Railway (MMID), headquartered in Union Bridge, MD, is one such short line. It has operated in central Maryland since 1983 over the former Western Maryland main between Emory Grove (Glyndon, MD) and Highfield, MD. It interchanges with CSX at both ends. MMID also operates short portions of the former PRR Frederick secondary.

The Maryland Midland was acquired by the Genesee & Wyoming (G&W) holding company in 2007 [Trivia Test answer B] and now runs mostly with diesels painted in G&W's orange and black color scheme. The current schedule is Union Bridge east to Emory Grove (train UBEG) on Tuesday and Thursday and Union Bridge west to Highfield on Monday, Wednesday, and Friday. The MMID crews usually go on duty at Union Bridge at 8 am.

The train shown in these images (train UBEG) was photographed on a sunny Tuesday in November, 2014, and consisted of 56 loaded covered hoppers - 46 cement and 10 soybeans. The power for this run was SD40-3s Nos. 3449, 3450, and 3451, all formerly SD45s, and GP38 No. 2061.

Let's follow train UBEG as it heads east from Union Bridge across rural central Maryland to the CSX interchange at Emory Grove (Glyndon).



Shortly after, the train crosses Winters Church Road at a rural crossing three miles east of Union Bridge.



The rural nature of the Western Maryland is perfectly illustrated as the train passes a dairy farm on its approach to Slingluff Road, a mile west of Westminster, MD.



In Westminster, MD, there is a short stretch of street running. While there is a mural of the former Western Maryland depot, the building itself is gone.



The first image was taken about a mile east of Union Bridge, MD, as the train traverses open country.



A splash of fall color greets the train as it passes through Westminister, MD.



Trackside view of the former Western Maryland Glyndon, MD, station, now serving as the town post office.



Struggling upgrade behind the Reisterstown Lumber Company.



Front entrance of the former Western Maryland Glyndon, MD, station, which is now the town Post Office.



Nearing the CSX interchange, the train passes the former Western Maryland Railway passenger station at Glyndon, MD. The station was built in 1904 and closed on December 31, 1966. The last Western Maryland passenger train departed from this station on June 7, 1957. Today this building is owned and maintained by dedicated community citizens and serves as the town Post Office.



The former Western Maryland Railway offices and express shed in Union Bridge, MD. At one time, the headquarters of the Maryland Midland were located in this building, but it is now the home of the Western Maryland Railway Historical Society Museum.

The Timetable

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RETURN ADDRESS SERVICE REQUESTED

Photo Finish



PULLMAN CARRIAGE TOPAZ – First Class Parlour Car, built 1913, withdrawn 1961, National Railway Museum, York, England. Pullman carriages began running on Britain's railways in 1881. "Travel by Pullman, as now arranged by English railway companies, is the very acme of luxury." Letter to *The Times*, January 1936. Photo by Gail Anderson.