

APRIL  
2011

Collis P.  
Huntington  
Railroad  
Historical  
Society, Inc.



# Gondola Gazette

## Amtrak Story

By Bob Withers, CPH Member/Chaplain  
**For The Herald-Dispatch,  
3/4/2011**

HUNTINGTON – Amtrak officers got a local earful Thursday [March 3, 2011] concerning the preservation, restoration and upgrading of passenger stations along the *Cardinal* route between New York, Washington, D.C., and Chicago.

Ironically, the issues of greatest concern to Huntingtonians didn't involve restorations since the city's current depot – which opened on Oct. 9, 1983 – is not quite 28 years old.

The hot-button questions for this city concerned whether the thrice-weekly *Cardinal* ever will become a daily train – according to rumors circulating for the past several months – and how passengers can get

around once they get here.

“We try to put narrators on the train three times a week to describe the history and points of interest through the New River Gorge,” said Tony Humphreys, a member of the Collis P. Huntington Railroad Historical Society Inc., and a volunteer narrator himself. “But we want to put narrators on the train every day.”

Margaret Hambrick, recorder of the town of Alderson in Greenbrier County, echoed the sentiment.

“We are glad to be a flag stop for Amtrak,” she said. “But we would very much like to be a *daily* flag stop.”

Rep. Nick Rahall, D-W.Va., ranking Democrat on the House Transportation and Infrastructure Committee, which has jurisdiction over Amtrak, added his support to the plan in a letter read by District Representative

Robby Queen.

“I would be remiss were I not to remind our Amtrak friends that you could get back home sooner to be with your loved ones if only our faithful friend, the *Cardinal*, had daily service,” Queen quoted Rahall as saying.

Amtrak provided daily service through Huntington and Ashland until Dec. 31, 1981. When the train was restored about three weeks later, largely at the insistence of Sen. Robert C. Byrd, it was given a three-trips-a-week schedule that has persisted to this day.

Joe McHugh, Amtrak's vice president of government affairs and corporate communications, told the group the passenger rail carrier is trying.

“We could probably do it now with the equipment we

*(Continued on page 6)*

# Calendar of Events

## APRIL 2011

APR 1, 2 & 3	CPH MODEL RR CLUB TRAIN SHOW	DUNBAR, WV
APR 10	GREENBRIER RAIL/MOTORCOACH TRIP	
APR 12	7:30 P.M. BOARD MEETING	CPH MAIN OFFICE
APR 24	EASTER SUNDAY	
APR 26	7:30 P.M. CPH CHAPTER MEETING	ST. ALBANS DEPOT, ST. ALBANS

## Upcoming Trips

**Greenbrier Day Trips** on May 20, July 17, September 25, October 5, and December 14 \$209.00 per person  
**Two Day One Night at The Greenbrier** May 1-2, 2011. One-way by Train and return by bus. \$279.00  
**New York City** June 5-8, 2011 and December 4-7, 2011 round trip by the Braddock Inn and NYC-38 \$699.00  
**Philadelphia Trip** July 24-27, 2011 round trip by the Braddock Inn and NYC-38 \$699.00  
**Bardstown KY Trip** September 10-11, 2011  
**Elkins WV Trip** August 19-21, 2011

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2011

## Why We Belong to the NRHS and the Benefits from Belonging

While YOUR Executive, Trip and National Director was away at a travel show to promote the annual New River Train excursions from which you all benefit I understand there was a discussion of why we belong to the NRHS and what benefits we get out of belonging. WELL, like any organization or anything you do in life you get out of it what you put into it, or what you seek from it. I was very disheartened to learn that several people would like to sever our relationship with the NRHS. The cost of which is only \$3.00 per month or 10 cents per day for an individual.



We have been members of the NRHS for 51 years and I am proud to say we have several lifelong members and 25 year members who have received their silver anniversary pins. We just celebrated our 50th anniversary in 2009 as an organization and have the proud distinction of being the 7th largest chapter of the NRHS. We also have perfect attendance at NRHS board meetings as well.

The NRHS provides the following services to ALL members: An annual convention with the opportunity to have first choice of tickets for convention activities, Educational seminars, service pins, vast library of books, vast library of movies, DVD's, slide shows, and rare film clips, NRHS News, NRHS Bulletin, NRHS Telegraph for Officers, Directors and Chapter leaders, and world wide recognition, local and state recognition when we file grants with other organizations this is important, voice in national affairs, rail camp for youths of which we have participated every year since its inception, web site, Alco Historic photo project, National discount program for other participating tourist railroads, Historic Plaque program, Historic Railway structures program, Fully supports Operation Lifesaver program, Amtrak's Trails and rails program which allows us to narrate on Amtrak and where we are listed as a participant on the NRHS web site, NRHS Insurance program available to Chapters, and NRHS Company store to mention a few.

I sincerely hope that this will answer many of the questions raised and that we will NOT vote to withdraw from the NRHS.

I will conclude by stating that if I am not doing the job of National Director you expect then replace me now or at election time this fall. If I sound upset, well, I am.

Don Maxwell

# Greenbo Railroad Show Wrap Up

## **GREENBO: Far More Than Just Another Model Railroad Show**

CPH and Greenbo Lake State Resort Park teamed up for the 28<sup>th</sup> Annual Tri-State Model Railroad Show this month. (March 19 & 20)

On Saturday afternoon the Kentucky Wildcats and the West Virginia Mountaineers met each other on the NCAA tournament basketball court and kept hundreds if not thousands of faithful at home. Despite this, the show drew more than 4,000 fans during the 2 day event according to Cary Lyle, Manager of Greenbo Park.

Seven operating layouts/displays in 5 gauges PLUS two 7-½ inch gauge live steam and diesel trains owned by Joe Holbrook and Don Saager on the upper parking lot provided great interest for children of all ages. In addition, 98 tables of vendors, railroad groups, movies and more held the interest of attendees like wide eyed children.

More than 36 volunteers from CPH helped with ride-on trains, shuttles, refreshments, movies, layouts and more. We are so thankful for all of our volunteers; we could not have a successful show without them.

This writer attempted to speak with as many people as possible and heard nothing but praise for the show and the staff of Greenbo and CPH. Many door prizes were awarded also including two tickets on our New River Train. The winner was Sarah Wilson for Olive Hill, KY

Our 29<sup>th</sup> annual show is planned the 3<sup>rd</sup> full weekend in March: March 17 & 18. Hope to see you there!

## ***Chapter Receives Recognition for its Work with the WV Culinary Federation***

On Monday, March 14<sup>th</sup> the Chapter received recognition for its contribution to the success of the West Virginia Chapter of the American Culinary Federations Culinary Arts Students program. Don Maxwell represented the CPH Chapter at the dinner along with Chris Lockwood and Joe Rosenthal who acted as the photographer for the event at the request of Duane Legg the West Virginia Culinary Federation Chapters Chairman of the Board and, also Secretary. Duane is also on the C.P. Huntington Chapter board of Directors.

As most of you know the Culinary Federation has provided the food service for our New River Trains over the last four years and has done this with volunteers from West Virginia High schools and colleges who offer Culinary programs. These students volunteer to work in the food preparation for our customers.

Our Chapter was given a beautiful piece of Blenko blue glass in the form of a large vase which will be on display at the Chapter building.

# Get Ready for National Train Day

What's not to like about spring? We finally get to put away the heavy coats and gloves and enjoy warmer weather. If you're a biker or camper, you can finally get back on the trails or in the woods. Sports fans are kept busy with March Madness, the NBA season, NASCAR and the start of the baseball and golf seasons.

Regardless of your hobbies or passions, spring brings out the kid of us. And we like to think that trains do that, too. At Amtrak they want to celebrate that feeling, which is why they are dedicating the fourth annual National Train Day to the kid in you." National Train Day will also be something of a birthday for AMTRAK as this May marks the company's 40th anniversary.

On May 7, join Amtrak at station in Washington, DC., Philadelphia, Chicago and Los Angeles as they celebrate the history and tradition of railroads in the United States. They will have exhibits and interactive displays that provide a glimpse into the future of rail travel and how to reduce your impact on the environment when you choose a train over car or airplane.

Everything at these National Train Day events will be designed for everyone who is a kid at heart, regardless of age. Come out and help celebrate 40 years of passenger rail service. The nationally recognized Amtrak Police K-9 teams will be on hand to demonstrate how they keep us all safe and secure. There will be live entertainment for the whole family to enjoy. You can check out model trains or take a tour of train equipment in the cities mentioned from Amtrak as well as other railroads and private car owners like the chapters Braddock Inn and NYC-38 which will be in Philadelphia.

In Washington, DC their train display will be extra special as they unveil their 40th anniversary train. The customized train set will include restored equipment and museum cars that showcase Amtrak's history. Washington is the first stop of a multi city 40th anniversary tour that will span the country.



## Union Station

50 Massachusetts Avenue NE  
Washington, D.C. 20002  
11:00 a.m. - 4:00 p.m.



Visit the websites for more information!  
[www.unionstationdc.com](http://www.unionstationdc.com)  
[www.nationaltrainday.com](http://www.nationaltrainday.com)

- Meet and Greet with the National Spokesperson
- 40<sup>th</sup> Anniversary "Exhibit Train"
- *B&O Railroad and the Civil War* Exhibit
- State Partnership Display
- Amtrak High-Speed Rail Display
- K-9 Unit Demonstrations
- Amtrak: Dining the Rail Way
- Train Equipment Displays
- Model Train Displays
- Amtrak 40<sup>th</sup> Anniversary Display
- AmtraKids Depot

## Amtrak Story (Continued)

(Continued from page 1)

have, but it would be a stretch, especially if a derailment takes cars out of service," McHugh explained to a reporter during a break. "It will be easier once an order of 130 new baggage cars, diners and sleepers starts arriving in early 2013."

But the question also involves CSX Transportation, upon whose tracks the *Cardinal* operates on most of its 1,147-mile journey.

"We have taken our proposal for a seven-day operation to CSX, and haven't heard yet," he explained, adding that increasing a passenger train's frequency strains congestion on already-busy freight routes and sometimes carriers require funding from outside sources to increase capacity such as construction of longer passing sidings and double-track segments.

Humphreys also addressed the problem passengers run into when they arrive at Huntington's station, located at 8<sup>th</sup> Avenue and 11<sup>th</sup> Street.

"Eastbound passengers arrive at 7:09 a.m. and westbound passengers arrive at 9:35 p.m.," he said. "And they find no taxi, no bus, no limo, no streetcar,

no nothing. And you don't want to go walking in that neighborhood."

Humphreys, of Huntington, said he and his wife, Jacki, ran into a similar problem at the unstaffed station in Staunton, Va., when they started a vacation via the *Cardinal* one Sunday last year.

"There is no car rental agency in that city that's open on Sunday," he said. "I had to call a taxi company before we left home to have them meet the train, pay \$40 for a ride to a rental agency at the airport, and then after we visited several sites in Virginia, had to pay another \$40 after we returned the rental car to get back to the station. Passenger rail will not catch on or flourish until a supporting infrastructure is generated at these destinations."

Thursday's day-long, invitation-only "Civic Conversation" at the Pullman Plaza Hotel was its seventh such event conducted since 2007 as part of its Great American Stations project.

The program covered engineering guidance regarding the Americans with Disabilities Act, finding sources of funding, real estate issues and methods of proceed-

ing with station development.

Rick Tabb, executive director of The Chesapeake & Ohio Historical Society, recounted problems his group has had in getting timely responses from Amtrak officers regarding the guidance it needs in constructing a new Amtrak station for Clifton Forge, Va.

"Since the old C&O station was torn down in 1974, Amtrak passengers have been crowded into a 10- by 15-foot room in an old CSX office building that was built in 1910," Tabb explained to a reporter. "The room is ugly and the restrooms are not handicapped-accessible."

The society is building a reproduction of Clifton Forge's 1891 station 300 feet east of the present site.

"It will be historic, beautiful, handicapped-accessible and safe," he said. "And it will be out of CSX's hair. We plan to dedicate it on May 14, National Train Day. But it will probably take another year to make it an Amtrak station."

He blamed delayed responses to emails or the outright lack of them for hampering the effort.

"It hasn't worked well," Tabb told presenters. "I

(Continued on page 7)

## Amtrak Story (Continued)

(Continued from page 6)

think you guys need to do a better job of customer service.”

McHugh said it wasn't the first time he has heard such comments.

“People do get lost in our bureaucracy,” he admitted. “My own staff gets frustrated.”

Mike Angelo, Amtrak's senior director of real estate development, hinted that the delays might not be all Amtrak's fault.

“The emphasis at this point has to be on the city reaching agreement with CSX on the overall project,” he said.

Participants also heard presentations about station restoration projects in Osceola, Iowa, and Lawrence, Kan., by Osceola Mayor Fred Diehl and Carey Maynard-Moody, chair of Lawrence's “Depot Redux” project.

And Bill Burckhalter described how the former Missouri Pacific/Union Pacific

passenger station in Kirkwood, Mo., has stayed alive for the benefit of travelers by his group's successful grant-writing projects and volunteers who do everything from announcing train arrivals and keeping the old building clean to assisting people with health problems and directing them to local attractions. Some of the volunteers are elderly and even ill.

“My problem is, I can't keep them at home,” he quipped.

Despite the fact that much of the day focused on history, one presentation highlighted the future.

“‘E-ticketing’ will enable patrons to print out tickets at home – or anywhere,” said John Bender, Amtrak's senior officer for station design and planning. “This will be an option, of course. They can still purchase tickets from local agents.”

E-ticketing is being tested between Boston and Portland, Me., Bender ex-

plained.

“The national rollout will begin in September,” he said, “and will include five months for training conductors at New York, Washington, Chicago, Huntington and Indianapolis so they can operate new scanners – which look like I-phones – to verify the authenticity of boarding passes.”

Following the day-long session, Amtrak staffers invited participants to a light hors d'oeuvres reception aboard the three special rail cars that brought them to town on the *Cardinal* Wednesday and are scheduled to take them back to Washington today – private car 10001 (*Beech Grove*), Northeast Regional café car 43394, and former Union Pacific 10 roomette/6 double-bedroom sleeper *Pacific Cape* (built by Budd in 1950), which has been modified by the addition of dining, laundry and showering facilities.

## Volunteers Needed!

HUNTINGTON MALL COMMUNITY BOOTH NEEDS STAFFING THE WEEK-END OF APRIL 29, 30 AND MAY 1ST. Please call the office if you can help! Hours are Friday and Saturday are 9:00 A.M. to 9:00 P.M. and Sunday is Noon to 6:00 P.M.

## **WINNERS OF 2010 ACHIEVEMENT AWARD WINNERS AND 2010 PRESIDENT'S AWARD WINNER**

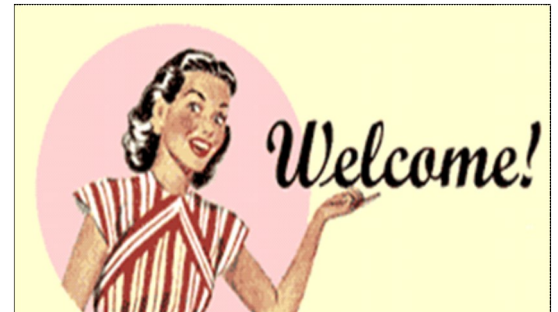
THE PRESIDENTIAL AWARD WINNER WAS FRED TILLIS, JR.

THE THREE WINNERS OF THE ACHIEVEMENT AWARDS WERE JOE ROSENTHAL, JIM PICKETT, AND DUANE LEGG.

Congratulations to everyone!

### ***New Member***

CINDY BENNON  
HUNTINGTON, WV  
RETIRED  
FORMER MEMBER



### ***Chapter to Participate in Community Days Event at Charleston For West Virginia POWER***

I am pleased to announce that the Chapter and it's Sub-Chapter the OL&K will be guests of the West Virginia Power Baseball team at a game on Tuesday, July 12, 2011. We will have our New River Train display there that night and will receive 250 free vouchers for the game to be exchanged at no cost for tickets to the game. We will also receive a 1/2 page ad in the Community day program insert, a PA message center recognition and be able to set up a display on the concourse. Call the office at 304-523-0364 to reserve your tickets after April 15th. There is a limit of four (4) per member which may be increased after June 15th depending on demand. We did this a few years ago and it was a lot of fun. I hope you will be part of those attending.

Don Maxwell

# AMTRAK MARKS 16 STRAIGHT MONTHS OF RIDERSHIP GROWTH

## ***Increasing gasoline prices contribute to record February***

WASHINGTON – February marked 16 consecutive months of Amtrak ridership growth and was the best February on record with 2,099,010 passengers.

"The ridership increase shows the continued popularity of rail travel and the need for continued investment in passenger rail service," said Amtrak President and CEO Joe Boardman. "We anticipate demand for rail travel will increase with the rise of gasoline prices, and Amtrak is prepared to be there for passengers who want to leave the car behind."

This strong performance is part of a long-term trend that has seen America's Railroads set annual ridership records in seven of the last eight fiscal years, including more than 28.7 million passengers in FY 2010.

Specifically, there was a 7.6 percent increase in riders in February 2011 vs. February 2010, or more than 147,000 passengers. The 16 straight months of ridership growth

spans from November 2009 to February 2011 and averages a 6 percent growth rate over this period.

Factors that are contributing to the success of Amtrak include a moderately improved economic environment allowing some recovery of business travel along the Northeast Corridor, sustained high gasoline prices, the increased appeal and popularity of rail travel, effective marketing campaigns, and the introduction of Wi-Fi on the high-speed Acela Express trains.

The highlights below compare the first five months of current FY 2011 (October 2010-February 2011) to the same period during FY 2010 and show increased Amtrak ridership across the country from coast to coast.

### **East Highlights**

The high-speed Acela Express service continued its popularity with a ridership increase of 9.7 percent in the Boston-New York-Washington corridor. Amtrak's state supported

Adirondack Service (New York City-Montreal) saw a 9.3 percent hike and the Piedmont service (Charlotte-Raleigh) ex-

perienced a significant gain of 101.8 percent following the introduction of an additional round-trip frequency last summer. In addition, Virginia routes had sizable gains with Washington-Lynchburg at 28 percent and Washington-Newport News at 16.8 percent.

### **Central Highlights**

The Chicago hub experienced steep ridership gains as led by the Blue Water (Chicago-Port Huron) at 26.4 percent. In addition, the Chicago-Pontiac Wolverine Service was up 18.1 percent, the Chicago-Carbondale corridor up 16 percent, and the Chicago-St. Louis corridor was up eight percent.

### **National Highlights**

**Among the long-distance Amtrak trains, the Cardinal (New York-Chicago) had the largest increase of 17.1 percent.**

Other long-distance trains with strong gains were the Palmetto (New York-Savannah) at 16.6 percent, the Sunset Limited (New Orleans-Los Angeles) at 12.6 percent, the City of New Orleans (Chicago-New Orleans) at 10.9 percent, and the Lake Shore Limited (New York-Chicago) at 10.6 %.

# U.S. Transportation Secretary Ray LaHood Statement on High-Speed Rail Agreement in Washington State

Washington, DC – U.S. Transportation Secretary Ray LaHood issued the following statement today:

"President Obama's historic investments in a national high-speed rail network will enable America to win the future by creating construction and manufacturing jobs today and laying the foundation for future economic growth. By building safe, reliable and energy-efficient passenger rail corridors we will be able to help small businesses thrive and move people and goods more quickly than ever before. I am thrilled to congratulate the State of Washington, BNSF, and Amtrak for their contributions to the agreement signed today by the Federal Railroad Administration and Washington DOT that will make \$590 million available for work to begin on significant improvements to the popular Cascades corridor, which connects Eugene, Portland, Seattle, and Vancouver. Thanks to the hard work, dedication, and flexibility of all parties involved in the negotiations, this agreement will immediately put Washingtonians to work in good paying jobs, significantly improve rail service for commuters and travelers, and preserve the world-class freight rail system America has today."

Additional background on the agreement:

As part of the President's long-term vision to give 80% of Americans access to high-speed rail in the next 25 years, this initial \$590 million in funding for high-speed and intercity passenger rail will create more than 6,000 direct and indirect jobs in the Washington region. And thanks to the performance standards included in this agreement, travelers will benefit from two additional daily roundtrips between Seattle and Portland, a 10 minute reduction in travel time, and reliability improvements of up to 88%. With the signing of this agreement, 5 of the 6 high-speed rail corridors that require coordination with freight railroads now have a signed agreement in place. The Department of Transportation will build on this momentum to realize President Obama's vision of a national high-speed rail system that will allow American workers to out-build, out-innovate, and out-compete the rest of the world.



Left: This car was on Amtrak Sunday may be used on 40th anniversary special , this picture was taken March 27,2011.  
Davy Neal

## Cardinal On-Time Performance FEB 2010

P050 had a 45.5% on-time average for February. Track and signals on Amtrak and Train Interference on Buckingham Branch were the major causes. P051 had a 66.7% on-time average for February. Track and signals and Passenger Issues on CSX were the major causes.

Submitted by Larry Kidd

## ***National Passenger Locomotive Specs Approved***

New specifications for diesel-electric locomotives were approved Wednesday by the Next Generation Corridor Equipment Pool Committee, in what the committee called the next step in a national effort to make it easier, faster, and cheaper to build and purchase rail cars and other equipment for America's emerging high speed rail and intercity passenger rail program.

Any state using federal funds for its passenger rail program must use equipment that meets these specifications.

The committee is a collaboration of 11 states, the Federal Railroad Administration, Amtrak, rail equipment manufacturers, and suppliers. It was created by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) to develop specifications and procurement strategies for America's next generation of passenger rail cars and equipment.

AASHTO, the American Association of State Highway and Transportation Officials, acts as the secretariat for the Board and provides support services for the Committee.

"Rail cars and locomotives that can be used by all the states will reduce costs while increasing the efficiency of procurement and manufacturing," said Bill Bronte, chairman of the committee's executive board and rail director for the California Department of Transportation. "Standard specs will also enable states to pool their equipment purchases and therefore generate more demand for manufacturers. This is fundamental to building and sustaining our own American-based manufacturing capability for passenger rail, and will generate investment and create jobs here in the U.S."

Last month the group approved single-level, stand-alone corridor passenger cars. Last August, it approved specifications for bi-level coach, dining, baggage, and business class rail cars.

"Taken together, these actions will advance the ability for domestic manufacturers to gear up and really get to work on American-made train sets," Bronte said.

Amtrak Vice President Stephen Gardner said recently America's intercity passenger railroad also plans to use the standard specs, as applicable, to purchase new cars or locomotives for Amtrak's national system, adding that Amtrak's involvement would help "create as big a buy as you can to get economies of scale."

-Railway Age

# Amtrak 40<sup>th</sup> Anniversary Celebration

Submitted by Larry Kidd

In addition to AMTK 145 being painted in the Phase III scheme, which debuted in 1979, three other locomotives will be painted for the 40th anniversary. AMTK 156 will wear the Phase I scheme, introduced in 1972, with a red nose and a large Amtrak arrow logo on its side. AMTK 66 will wear the Phase II scheme, which debuted in 1975, with large red and blue stripes flanking a small white pinstripe. AMTK 184 will wear the Phase IV paint scheme, introduced in 1993, featuring a large blue stripe beneath red and white pinstripes. AMTK 163 will represent today's Phase V scheme introduced in 2001 with the debut of Amtrak's Acela train sets. Hopefully these locomotives will see service on the Cardinal and we will be able to get pictures of them.



Happy  
40th  
Anniversary  
Amtrak!

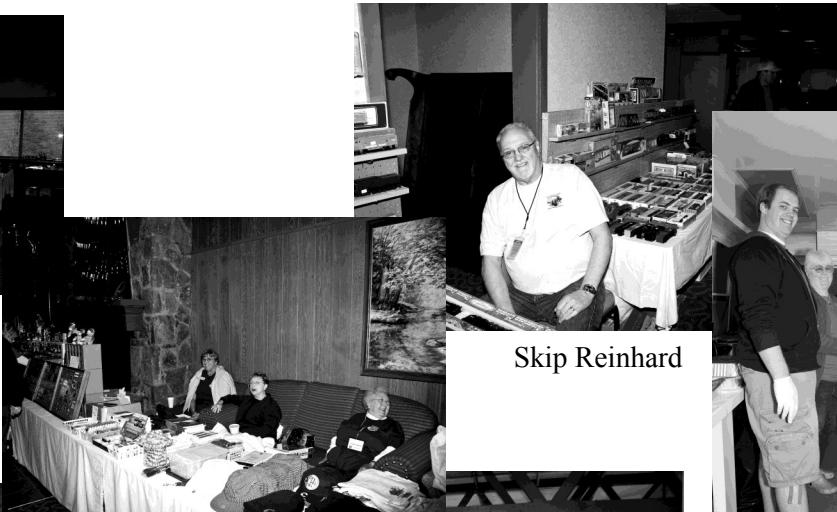


## 28th Annual Greenbo Model Train Show



Alesea Smith

Rebecca Gillespie, Karol Cavender  
and Levirdia Harrison  
At the CPH Booth.



Skip Reinhard



Chris Lockwood,  
Susan Young and  
Logan



Joe Holbrook



Front Desk



William Gray and Judy Clem of  
The Whitewater Valley Railroad

Photos By: Joe Rosenthal

## ***New Member Benefit***

As the result of a new policy announced at a recent meeting which will result in a substantial savings to CPH MEMBERS the following policy has been adopted. Anytime (other than New River Trains) when there are unsold tickets seven days prior to departure for a trip to the Greenbrier, New York City, Philadelphia, or anywhere where we have a guarantee involved those tickets will be made available at cost to MEMBERS ONLY on a first come first serve basis. They may not always be on the e-mail or we may not have your e-mail so you may have to check by calling the office within 7 day of any trip but NEW RIVER TRAINS where you already can get a 10% discount on up to 2 tickets.

THE FIRST SUCH TICKETS TO THE GREENBRIER FOR THE ONE DAY TRIP SUNDAY, APRIL 10TH WILL BE ON SALE MONDAY-FRIDAY, APRIL 4TH - 8TH AT A COST OF \$160.00 PER PERSON COMPARED TO THE REGULAR PRICE OF \$209.00 EACH. AS OF TODAY WE HAVE APPROX. 14 SEATS AVAILABLE. CALL 866-639-7487 MONDAY AFTER 9AM.

DON MAXWELL, EXEC AND TRIP DIRECTOR

## ***Parking at CPH***

At the meeting last night (3/22/2011) Walt stated that on the nights of the meetings there would be 2 parking spaces in front of the building left open for the use of our members who want to come to the meetings that have limited mobility. Handicapped signs will be posted. This policy will start with the next meeting held at the building. Could you please place this in the paper? Thanks.

Submitted by Karol Cavender

## ***Bill Conley to the Rescue!***

Bill Conley helped twice in getting things done on the tracks. The first time was when Amtrak held their meeting here they were having a reception on their own car and basically had no place to park it. Thanks to Bill Conley he arranged to have their car placed on the Carolina track.

Again with Bill Conley's help a commercial was made in South Yard for Rick Thompson who is running for Governor. CSX called Bill and stated that they could not use a live track. Up stepped Bill with help. As you can see our society has a real asset in Bill Conley.

# CASS Photo Freight Special

March 14, 2011

**A Cass Photo Freight Special will operate on Saturday, May 14, 2011.** Take great photos of a Cass train that features log cars, not tourist cars! For thirty-six of the past thirty-seven years, railfans from all over the country have journeyed to Cass, West Virginia for a unique railfan experience: **THE CASS PHOTO SPECIALS.** The purpose of these trips is to recreate the bygone era of a West Virginia logging railroad. This is a **limited capacity** trip of about 65 patrons to enable high-quality photography and videography. It is not a cast of hundreds. We will have two trains. Our logging train will consist of a Shay locomotive, three or four log cars and a caboose. Our railfan patrons will ride on the "photo" train. It will have a Shay locomotive, a caboose, two or three tourist cars and an "open" car. Our Cass Photo Specials provide outstanding photographic and video opportunities. About 18 photo

runbys will be made. All photo locations are manicured for quality photography. The log train (some cars with logs!) is free of tourist cars and railfans. The trip begins with the spectacular "Three train race" (three trains on three parallel tracks) and triple-headed runbys at the Cass station. The nine per cent grades and two switchbacks provide one of the most exciting railfan trips in the eastern United States. The Photo Specials provide many unique opportunities that are not offered by the regular Cass tourist trains or the other special trips run at the Cass Scenic Railroad. There is no trip on Sunday this year because the ex WM track at Spruce will be out of service for two years. We may schedule an alternative railroad event in the area for Sunday, May 15.

Other features include: locomotives lettered for the Mower Lumber Company; a tour of the Cass locomotive shop on Friday after-

noon at 4:00 PM where you will see the Climax undergoing restoration and a banquet dinner with entertainment Friday evening. The Photo Special departs Cass at 8:00 AM and arrives Bald Knob at 1:00 PM where box lunches will be served. The trains return to Cass at 5:15 PM. The Photo Special fare is \$195.00 for adults and \$165.00 for children. Meals are an extra cost option. Patrons must supply their own transportation. Cass is 80 miles west of Staunton, VA. It is a 4 1/2 to 5 hour drive from the Washington, DC area. Special discounted room rates are available at the Inn at Snowshoe which features three hot tubs and a heated indoor pool.

For additional information, please call Carl Franz at 1-240-720-8686; E-mail: [cmfrr@aol.com](mailto:cmfrr@aol.com)

Or snail-mail:  
Photo Special, Carl Franz,  
16620 Shea Lane, Gaithersburg, MD 20877.



# Easter Bunny Train Rides 2011



## Easter Bunny Express - Saturday, April 23, 2011

The 11th annual running of the Easter Bunny Express will depart from our Connersville Grand Central Station and make 4 round trips south to the Easter Bunny Patch 2 miles away. Don't forget your Basket.



Come and meet the Easter Bunny and hunt for his Golden Egg. The egg hunt is open to ages 8 and under. Reservations are recommended. Prices are \$9.00/ person 2 and up. Train departs at 10am, 12pm, 2pm & 4pm. Train operates rain or shine! **Whitewater Valley Railroad.** (765) 825-2054

## Easter Bunny Train and Egg Hunt - Saturday, April 23, 2011

After a pleasant ride on the train, all riders depart for an action-packed Easter egg hunt. Divided by age groups, the Easter egg hunt features lots of prizes and candy. This train is scheduled to depart at 10 a.m. and 1 p.m. on Saturday, April 23, 2011. The ride and egg hunt last approximately 2 hours.



Cost: Adult \$16 (includes 1 free child ticket with each paid adult); Extra Child (3-12) \$10 (Under 3 yrs. old ride free but must sit on guardian's lap.)

[http://www.hvsry.org/home\\_page/eastertrain.htm](http://www.hvsry.org/home_page/eastertrain.htm)

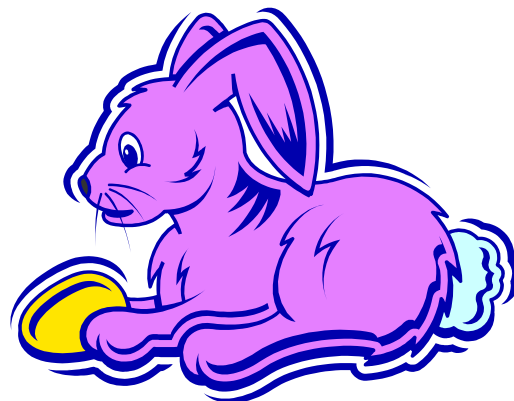
**Join us for the 2011 Easter Bunny Train!** The Saturday before Easter, April 23rd, we have invited a furry friend of ours to join us on the train. "All Aboard for fun!"

Everyone enjoys taking turns getting bunny hugs and handshakes. There are plenty of smiles to go around as we head down the tracks this early in spring to see the fresh green leaves and lovely flowers blooming along the way. A treat for the adults, as well.

Join us this year with your "some-bunny" special!

## **BLUEGRASS RAILROAD MUSEUM**

175 Beasley Road      859-873-2476  
Versailles, KY 40383      800-755-BGRM



APRIL 2011



The Chesapeake & Ohio Railway Company  
American Car & Foundry Company, Huntington, W. Va.  
#2800, B&T 7-30, Photo 7-7-50



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## Gondola Gazette

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CHAPTER OF:



MEMBER OF:



The April Chapter Meeting  
will be held at the  
St. Albans Depot on  
Tuesday, April 26, 2011.