



HARRISBURG RAIL REVIEW

MONTHLY NEWSLETTER OF THE HARRISBURG CHAPTER, NRHS, INC.
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MARTIN GUTEKUNST 1957-2017

It is with great sadness that we report the passing of railroad enthusiast, Chapter member and friend Marty Gutekunst. Marty was a very active member of the Chapter. For the past several years, he assumed the duties of scheduling docents at Harris Tower, staffing our museum when we were open to the public as well as for special events. Marty frequently served as a docent himself and could regularly be found at Harris on Saturdays. The Chapter wasn't the only way Marty gave back to the community. He was also a very active volunteer in the amateur radio (ham radio) community. Marty was a coordinator for emergency communications here in Central PA. When telephones, Internet and other communications systems failed, Marty helped make sure ham radio operators were on hand to provide backup communications during disasters and other emergencies. He was in the process of establishing a ham radio emergency network in Perry County where he had recently moved. Marty was also involved in the ham radio Skywarn network, which provides field reports to the National Weather Service in State College during periods of severe weather events. Marty had been struggling with some health issues recently and succumbed to the complications on 1/7. Marty was a computer programmer and had two children.

DONALD R. MOYER 1934-2017

Chapter member Donald R. Moyer, age 83, a resident at Polk Personal Care in Millersburg, passed away on January 11th at Holy Spirit Hospital in Camp Hill. He was born in Willamstown and was a veteran of U.S. Army. He had worked at the New Cumberland Army Depot and the Mechanicsburg Navy Depot. At one time Don was an officer in the Lykens Valley Railroad after it took over the PRR branch to Lykens. Don is remembered by our chapter as the donor of the PRR whistle post and milepost marker from the Lykens Valley Branch now on display at Harris Tower.

SIGHTINGS DEPARTMENT:

On 1/24, DOTX (Federal Railroad Administration) test car 219 and baggage car 223 were stopped on NS behind the Amtrak station doing a reverse move. Even though the 219 is self-propelled, it was towed by NS engines. On the west end was NS 5615, while there was a box car and an NS engine also on the east end. The 219 appeared to be testing track geometry as there was a crew on board (Fred Wertz and John Smith).

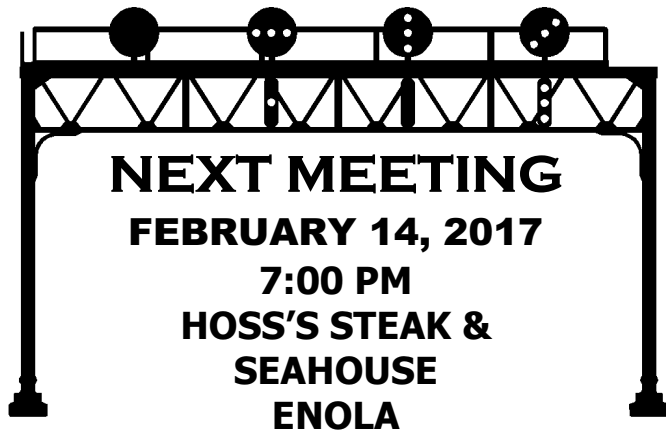
JANUARY 10 MEETING MINUTES:

Four guests joined 48 regular attendees for our first meeting of the new year, which began at 7:02 pm. President Smith announced the passing of chapter member Marty Gutekunst on January 7 at the young age of 59. Marty served the Harrisburg chapter in many ways, most notably as the scheduler for docents for Harris Tower. He will be missed. Our sympathies go out to his family. Donations to help with his funeral expenses may be sent to chapter Treasurer Dick Crow, 412 Ricky Road, Mechanicsburg, PA 17055. Treasurer Crow presented the December treasurer's report. The minutes of the December meeting were accepted unchanged. John Smith reported on the January 7 work day at Harris Tower. The simulation was debugged, Christmas decorations were removed, displays framed, five bags of trash removed and the library organized. The fence between Amtrak and Harris Tower was relocated to place the steam vent (home for the homeless) on the Amtrak side. In addition to these routine chores, restoration work continues. Thanks to the generosity of donors, the telegraph desk and display has been funded. Tables for the train show March 11 are still available. The meeting was adjourned at 7:22 pm. The next program at our February 14 meeting will be by past president Gary Sunday. Bring your Valentine!

One of the great benefits of attending NRHS Harrisburg Chapter meetings is the wonderful programs we enjoy! We owe thanks to our speakers and those in the

chapter who find them. January's presentation by chapter member Thomas Sweeney was one of the best! Tom served in the U.S. Army in several capacities as a transportation expert and historian. He is a bona fide authority on military transportation. Tom's topic was "Civil War Railroads." With clarity, he described the railroad resources of the North and the South and how they were based on their respective economies. He explained how the North, with its industrial economy, used its superior railroad network to help ensure the defeat of the South, with its agrarian slave economy and disorganized rail transport. As important, the organizational and managerial skills of northern industry, railroads and government officials enabled more efficient and effective use of rail transport to support military objectives. Timely transfer of men and materiel contributed directly to Northern victories in several key campaigns, notably Gettysburg and Chattanooga. A century and a half after Lee's surrender, we continue to learn more about this chapter of our nation's history. Tom's colorful and understandable presentation gave us a very good understanding of the role of rail transport in preserving our nation.

Sam Wilder, Secretary



NEXT MEETING AND CHAPTER NEWS:

The meeting in February will be held on the **14th** at Hoss's Steak and Seahouse, 743 Wertzville Road, Enola. Take Exit 61 (Wertzville Road) off I-81 and go east on Wertzville Road for 1.8 miles. The restaurant is on the left, across from CVS Pharmacy. Dinner is available to everyone, or you can attend just the meeting at 7 pm. As part of Hoss's Community Night Program, Hoss's will donate 20% of the total amount of sales from our group back to us. We have been very fortunate to receive substantial payments from Hoss's, so enjoy eating there if possible. Prepare to order with staff in the meeting room rather than at the register. Please pay your tab before the meeting and tip your waitstaff accordingly.

"Trains That I Like and Liked" will be the topic of an illustrated talk by Gary Sunday. Sunday has photographed

national and local rail activity for many years, and his program will showcase scenes of trains and engines from the 1980s, 1990s and 2000s. Some of his work has appeared in *Trains* magazine. He is both a former President of Harrisburg Chapter and a Chair of the chapter's Program Committee. . . Mark Irvin is requesting volunteers to help with the Train Show on March 11 as early as 6:30 am. Set-up help is needed also on the afternoon of Friday the 10th. There will be a sign-up sheet at the February meeting, or you may email him at HarrisburgNRHSTrainShow@gmail.com.

Meeting cancellations due to bad weather will be recorded on the Harris answering machine and reported to WHP-TV. If in doubt, use your best judgment to be safe. . . We welcome new member John Rarig, 274 Bottom Road, Orrtanna, PA 17353 (503-5147)(FHT). Please add him to your roster. New rosters will be available in April or May. . . Work day at Harris Tower will be on **2/11** from 9 to 5 or your part thereof. . . Hbg Chapter is very appreciative of the donations made by these members with their dues: Mark Bej, Tom Bruner, Brian Gilleran, Bill Kcenich, Ernest Kepner, Sam Scannella, Bob Schmelz, Steve Shipman, Barry Smith, Gary Sunday and Fred and Mary Jane Voigt. We also want to thank donors to the telegraph desk capital campaign, Kerry Jury and Chuck Bender this month.

This is a final reminder about your 2017 dues payment. If you got a notification mailed in an envelope with this issue or if you received a separate email with a notification, we do not have a record of your dues, and this is the final issue of *HRR* that you will receive. Also, be aware that if you belong to the NRHS through the Hbg Chapter, you must pay your national dues of \$50 plus family, if any. More information on that at nrhs.com. . . There should be a banquet flyer with this issue for our April 8 banquet. Please make your reservations soon. . . The Reading Road Heritage Museum in Hamburg is celebrating the 50th Anniversary of the Reading Company's Bee Line Service with a festival August 11-13, 2017 at the museum. Part of the celebration is a photo contest. A flyer is attached for digital recipients.

A VIEW FROM THE BASEMENT WINDOWS:

John W. Smith

Scheduling changes on the part of our general contractor allowed a return to Harris sooner than expected. This facilitated restoration of the seven basement window frames and installation of the previously-completed windows, which I helped accomplish. For security, steel bars were installed on the exterior of exposed windows. This work has made the above byline possible and has eliminated the urban decay look we had with boarded-up windows. For the safety of those using the basement, the contractor built concrete steps to go over the concrete encased electrical conduit. The basement layout has been sold, bringing in some needed funds. The restoration of the first floor was substantially completed in December and now the basement is finished. It will be used as a work area for window repairs. To house an antenna feed for

the ATSC display and security system, a buried conduit was installed between Harris and Forum Place building.

With the basement and first floor window restoration complete, window work now shifts to the 18 second floor windows, which, while in better shape, still need work. Other restoration work will be done along with the windows, which require a lot of drying time, particularly for those windows needing reglazing. To allow our treasury to stabilize, restoration efforts will soon be suspended and restarted at a later date. A special thanks is given for those of you who made donations that have allowed this important work to continue.

SHORT HOPS:

Here is the source list for Sloan Auchincloss’s NAPA Valley Wine Train article printed last month. We just couldn’t squeeze them into that issue. References: *Passenger Train Journal* Issue # 246; *Electric Interurban Railways in America* by George Hilton & John F. Due; *San Jose Mercury News*; *Napa Valley Register* and transit agency websites. Thanks, Sloan. . . . By now, most of you have heard that the Ringling Brothers and Barnum & Bailey circus is closing, including the operation of its two unit trains. While there is no performance in Hershey this year, the Red Unit will pass through Hbg one last time during a positioning move from Hampton, VA to Wilkes-Barre. This, of course, depends on no changes to the schedule. The circus will finish in VA on 4/2 and will open in Wilkes-Barre on 4/5. The route will be Lurgan Branch to Buffalo Line to Sunbury and up the former D&H.

The Reading & Northern Railroad announced for first time in 25 years a major efficiency improvement raising track speed on its Main Line to 40 mph. From Reading to Port Clinton, the speed will cut travel time by about seven minutes, which will result in substantial productivity increases (R&N). . . . The Reading & Northern plans to start regular Saturday excursions from its new “Outer Station” in Muhlenberg Township (near Reading) to Jim Thorpe on Memorial Day this year. Steam locomotive No. 225 (ex-Canadian Pacific 1098; 4-6-0), was moved to the new station to attract attention to the service. The locomotive will remain on the site of the station at Route 61 and Bellevue Avenue (*Reading Eagle*). Tickets for the first round trip excursion on Memorial Day will go on sale March 15 (R&N). There is a slide show showing track construction to the new station at www.rbmnr-passenger.com/reading-outer-station.

On 1/10, the M&H received three covered hopper cars at its interchange shipped by a Texas company who will be shipping covered hoppers of plastic pellets to the new M&H team track for transload to trucks for local delivery. This freight was previously shipped to Bethlehem. By relocating to Middletown the customer is saving several hours of trucking time. About eight to 12 carloads are expected monthly. This is the first time the M&H has had more than one regular freight customer since the mid-1990s (Charlie High).

The Lehigh Valley Chapter NRHS is sponsoring an RDC excursion on 4/22 over the Reading & Northern between Saint Clair and North Reading. Budd RDCs 9166 and 9168 will be used. Numerous photo run-bys will be conducted on this fundraising special. A self-tour of the Schuylkill Haven Station which was recently restored by the Reading and Northern Railroad will be included as will a tour of Port Clinton’s engine house, car shop, steam locomotive shop and offices/dispatching center. The train departs promptly at 8:30 am. The fare is \$49 per person and includes lunch. Mail to James Danner, 840 Point Phillip Road, Bath, PA 18014 (610) 704-7738. Reserve before 3/15. No tickets will be issued; check in at Port Clinton. Make check payable to Lehigh Valley Chapter NRHS and include name(s), address, phone, amount enclosed and email. . . . On 1/27, the Ontario & Western Railway Historical Society loaded ex-New York Ontario & Western GE 44-ton #105 onto a Daily Express tractor trailer in Winslow Junction, NJ to move the engine to the Delaware Lackawanna Railroad in Scranton PA. The Society hopes to restore 105 in the future at Steamtown, so on 1/6/17 the DL moved the 105 by rail to Steamtown. The 105 is one of two remaining original NYO&W GE 44-tonners in existence and was built by GE in 1941. The NYO&W had five of the model on its roster (*Susquehannock*).

The Western Maryland Scenic Railroad continues to make remarkable progress on the restoration of ex-C&O 2-6-6-2 Mallet 1309. The latest report projects a completion date of mid-May 2017. In a very positive step, the railroad is taking reservations and selling tickets for a ride behind the engine on July 4th. After parting out some of the work and doing some itself, the shop forces expected to start reassembly in January. The list of work completed and that is envisioned to finish the project is too detailed to write out here, but a few highlights are: new cab, both flexible and rigid staybolts, new jacketing, new piping, new air brake system and painting and lettering (to be "Western Maryland"). At some point in time (probably in February or early March), two large cranes will “wheel” the locomotive. The drivers are done, as are hub liners and the driving boxes. The 1309 has not turned a wheel under steam for over 60 years (*Potomac Rail News*).

Fred Wertz, Editor
Eric and Joan Ohstrom, Mailing



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