

The Anthracite EXTRA



Issue 108

Anthracite Railroads Historical Society, Inc.

May 2020

President's Message

By John M. Gabriel

Currently, we are all participants in a new world order brought on by the global impact of COVID-19. How the situation will resolve itself is yet to be determined, but in the meantime ARHS is continuing its evolution as a dynamic organization driven by the participation of its membership.

Over the last two years of my service as President, many positive changes have taken place to revitalize the ARHS and to position it for continued improvement and growth. All of this has been accomplished by individual members and the Board stepping up to take on added responsibility for existing or new ventures – most of this attained via “distant support”. A couple of examples: Mark Charles (dutifully composing the Extra on a set schedule) is based in Ann Arbor, MI. Gary Pancavage (became a scanning champion) is located in Dover, DE. Bob Wise (leading the effort to link ARHS with other historical groups) is located outside of Pittsburgh, PA. Charles Liggett (modeling committee chair) is located in suburban Philadelphia area. With modern technology members can become more involved across the span of miles and time.

Looking forward, in the next Extra we will be advertising additional roles that membership can volunteer for in order to continue our journey in

remaining a vibrant and relevant historical group. But don't wait to be asked, you can always contact me (or any Board member) and let us know if you have an interest or skill set to be used. Most pressing need is to help Kermit Geary when train shows resume later in 2020.

In this issue you will find a broad assortment of updates and happenings of your society. Thanks to Kirsten Richardson, our website has undergone a complete revitalization. I invite you to stop by often to see the new look and to remain informed of events and resources of the society.

Recently, the Board has adopted a monthly meeting schedule (first Thursday) and is using collaboration software to conduct live video conference calls. “To keep the trains running” during COVID-19, the Board has approved a special resolution to keep the 2019 Board intact until such time as a 2020 election can take place. A 2020 Board ballot will be announced in advance of the resumption of membership meetings at which time a Board election will take place. Stay tuned to the Extra (and website) for more details.

In closing, please continue to remain in good health, and as time and circumstances permit, venture out to do some socially responsible railfanning. I look forward to seeing you at future ARHS events and meetings.



ARHS Website is Refreshed

Our website has a new look! It uses new software engine to achieve a modern appearance and reduce maintenance efforts. The online store is more robust. Many thanks to everyone who helped with this conversion.

The website address has not changed; check it out:

<http://www.anthraciterailroads.org>

ARHS Meetings

ARHS is taking prudent steps to protect its membership during the COVID-19 pandemic and is adhering to the guidance of the Commonwealth of Pennsylvania to refrain from group meetings. All membership meetings will be cancelled until restrictions are lifted. ARHS will update its website with a new membership meeting schedule when it is appropriate to do so. In the meantime, stay in good health.

July 11, 2020 Book Sale (depends on COVID-19 situation)

If all goes well, the ARHS will hold another great book sale on July 11, 2020. Plan for this great sale of used railroad books at the Society's Lehigh Gap location. There will be special pricing on all books ranging from 50 cents to \$25.00. No reasonable offer refused!!!

Upcoming Events

Proto Modelers Meet – September 2020

The ARHS is teaming up with the RCT&HS to co-sponsor the annual Reading Railroad Prototype Modelers Meet VIII, scheduled for September 18-20, 2020. The event will be held at the Railroad Heritage Museum in Hamburg, PA. (Admission to the museum is included in event registration.) This event features clinics, model displays, vendor sales and layout tours. See details and registration form online at:

<http://www.readingrrmm.com>

Save the Date – April 24, 2021 – ARHS Seminar



Photo by J. J. Young, Jr., ARHS Collection

The society will hold an educational event in Binghamton, NY in April, 2021. This will be our new “seminar” format, featuring the Lehigh Valley and DL&W railroads in New York State. Speakers and topics will be announced.

Help Wanted - ARHS Train Shows

By Kermit Geary

Attend a train show for free. We really need the help. Volunteers staff sales tables at train shows, tell people about the Society, and help them buy models, books, posters, etc. Sale proceeds support ARHS projects and help in keeping dues reasonable. No special skills are needed. Please contact Kermit Geary (kgjr1554@earthlink.net) if you are able to help with any of these shows.

Sunday, October 4, 2020

Lehigh Valley Regional Train Show, Chrin Community Center, 4100 Green Pond Road (Palmer Township), Easton, PA

<https://www.lehighlines.org/chrin-flyer.html>

Sunday, November 1, 2020

Carbon Model Railroad Society, Diamond Fire Co. Bingo Hall, 120 Main St., Walnutport PA

<http://cmrs.info/events/>

November 14-15, 2020

First Frost Train Show, Allentown Fair Grounds,
1025 W, Chew St. Allentown, PA

<https://allentowntrainmeet.com/>

Moving Fast for a Prime Mover (ARHS restoration news)

by Bob Wise and Rich Jahn

In today's railroading environment, an unaltered 567B prime mover is a rarity. A 567B currently powers the Society's F3B unit. When we started the engine in our B-unit last year, a water seal issue came flooding to life as at least one seal ruptured and dumped all the coolant water out of the engine. EMD engine experts were consulted and most agreed that not only was the 567B a dinosaur but it would continue to be a problem in use; the seal issue would be aggravated by intermittent usage. With that information it was decided to see what a replacement engine would cost. Of course, the replacement would be one of the newer designed engines – ideally a 567C.

Several prospects came up ranging from a used locomotive dealer, an engine rebuild company and a couple of situations where we would need to extract an engine of unknown condition from a locomotive in an out of state locations. Prices ranged from \$40K (certified running condition from a dealer) to somewhat less for units in unknown condition.

On February 28, 2020, we received a note asking if we had located an engine yet. The writer had a line on recently active units with 567C prime movers. Reports indicated the units were in pretty decent shape. I told him if he had the right price we would be interested. He came back with a price which was in our range. The locomotives were scheduled to be scrapped the following week so we needed to decide ASAP.

Things moved quickly as the ARHS BOD voted to accept the offer and the check written pending an inspection on site by Richard Jahn. With COVID-19 issues swirling in the air a quick trip to southern

Indiana was planned. Bob Wise and Richard Jahn met our contact on Monday, March 16, approved the 567C prime mover, and began unbolting all mountings and connections.

The scrappers and crane showed up on Tuesday, March 17. By that afternoon the engine was out and on the ground.



Photo by Bob Wise

At this point the COVID-19 issues were getting more serious and all non-essential businesses had closed in Indiana. The hotel where we were staying had very few people in it. It was frustrating not knowing when the truck was due. Finally, it was scheduled for Thursday, March 19.

At this point Thursday couldn't come soon enough. The truck arrived as scheduled and the engine was loaded during a heavy rain storm. Our new replacement engine departed the mine site about noon on the 19th. Destination was Steamtown on the following day.



Photo by Bob Wise

While Steamtown was totally closed to visitors and volunteers, we were granted an exception; an employee remained on site to unload the truck with the shop crane. All had worked out and we managed to get everything done before the stay-at-home orders became more restrictive.



Photo by Rich Jahn

We have the replacement engine secured and plan to install it when the park reopens.

Caring For Your Collections

By Bob Wise

Many individuals in our unique hobby of the study of railroading have taken the next step and gone in for rail photography. With the passing of time, information recorded on film increases in historical value. With an eye to saving and organizing the information recorded on film, ARHS is interested in helping you to organize and preserve your collection.

The idea is to look ahead and plan for the inevitable. We want to encourage our members who have photo and railroading collections to make specific arrangements regarding who will inherit the member's collection.

The ARHS is prepared to serve as a receiver of these collections. Our role will be, first and

foremost, to adhere to the wishes of the donor about their materials. Because we are the Anthracite Railroads Historical Society, the photos, and memorabilia we receive of the Lehigh Valley, Jersey Central, Reading, Lackawanna, Lehigh & Hudson River, and Lehigh & New England are of primary interest and will be used to help illustrate articles in *Flags Diamonds & Statues* and *The Anthracite Extra*.

Do the people who will handle your affairs (your estate) know what to do with all those railroad slides and negatives you have taken and placed in Kodak or piano roll boxes? We will share some recommendations in the next issue of the *Anthracite Extra*.

Anthracite Railroads Modeling

by Charles Liggett

ARHS Model Projects

LV high-hood Alco RS-11 in HO

A few Rapido LV RS-11 models (#7640 and #7643) are still available for sale on the ARHS web site. These feature bright Cornell Red paint with large yellow lettering as applied to units 7640 and 7643 in 1973-1974. The models are equipped with ESU LokSound decoders for realistic operation using DC or DCC. Act now to get your model of a distinctive Lehigh Valley locomotive.

LV SW8 Dynamic Brake Details (HO)

If you're modeling Lehigh Valley "pups" from the 1950s onward, you know some had dynamic brakes installed by EMD. Use our kit to replicate the hood contour and dynamic brake fan on these units. See the society's web site to order.

Industry News

Bethlehem Steel gondolas in HO

Tangent Scale Models is selling a 52-foot 6-inch, 70-Ton riveted gondola with drop ends. Specific details and lettering match Reading Company (2

versions) and Lehigh Valley Railroad cars. RDG models feature Duryea Cushioned Underframes. For more information visit

<http://www.tangentscalemodels.com>

Future Project Ideas

If you have ideas for future modeling projects, in any scale, contact us through the web site at:

<http://www.anthraciterailroads.org/contact-us/>

Additional volunteers for the modeling committee are welcome.

Model spotlight:

Alan Mende's CNJ 375 in HO

This class C-3 mogul has that old-time look typical of the anthracite railroads in the early twentieth century. It would probably have been used in light-duty freight service. The model was scratchbuilt in brass (HO scale) by Alan Mende.



Photo by Alan Mende

Share your favorite model! Send a high-res photo and description to extra@anthraciterailroads.org. Models in all scales are welcome

Interchange Track

Structure or Rolling Stock Projects by Other Organizations

(In each issue we publish a brief description of a preservation or restoration project by an outside organization. Watch for this in the next issue.)

Do you have a favorite museum or non-ARHS restoration project? Please send us a link and brief description.

Other Information Sources – More on ICC Valuation Maps

Last issue we started talking about the ICC valuation maps. In addition to the National Archive web site, there are other sources for digital copies.

Geographically-complete sets are available for the DL&W, NKP, PRR and NYC from various historical societies. The Society is discussing strategies for making digital copies available for CNJ, LV, L&NE, L&HR and RDG.

What's your favorite library or archive for anthracite railroad materials? Send us a link and brief description of what you've found.

Member Research Requests

Looking for information and photos on the Reading's Lebanon and Tremont Branch between Lebanon, Suedburg and Tremont for a future article in FD&S.

Looking for information and photos of the Reading's Train-On-Branch signals for a future article in FD&S.

Looking for information, anecdotes and photos on the Reading's GC Tower at Carlisle Junction, PA for a future article in FD&S.

Please contact Bob Wise at msoolinebook@gmail.com.

Background of our new Prime Mover

The donor of the EMD 567C V16 prime mover was Algernon, Winslow & Western SD9 203, originally built for the Central of Georgia Railroad in 1955. The unit retained the same number throughout its 65 years of service for CG, Southern and AW&W. The prime mover had been recently rebuilt for continued service at a Boonville, Indiana coal mine. The unit had only 100 hours of service between its rebuild and the date the locomotive was removed from service due to closure of the coal mines.