



# THE GREEN BLOCK



**APRIL 2015**

**Volume 56 • Number 4**

Official Publication of the  
Central New York Chapter,  
National Railway Historical Society, Inc.



[www.cnynrhs.org](http://www.cnynrhs.org)

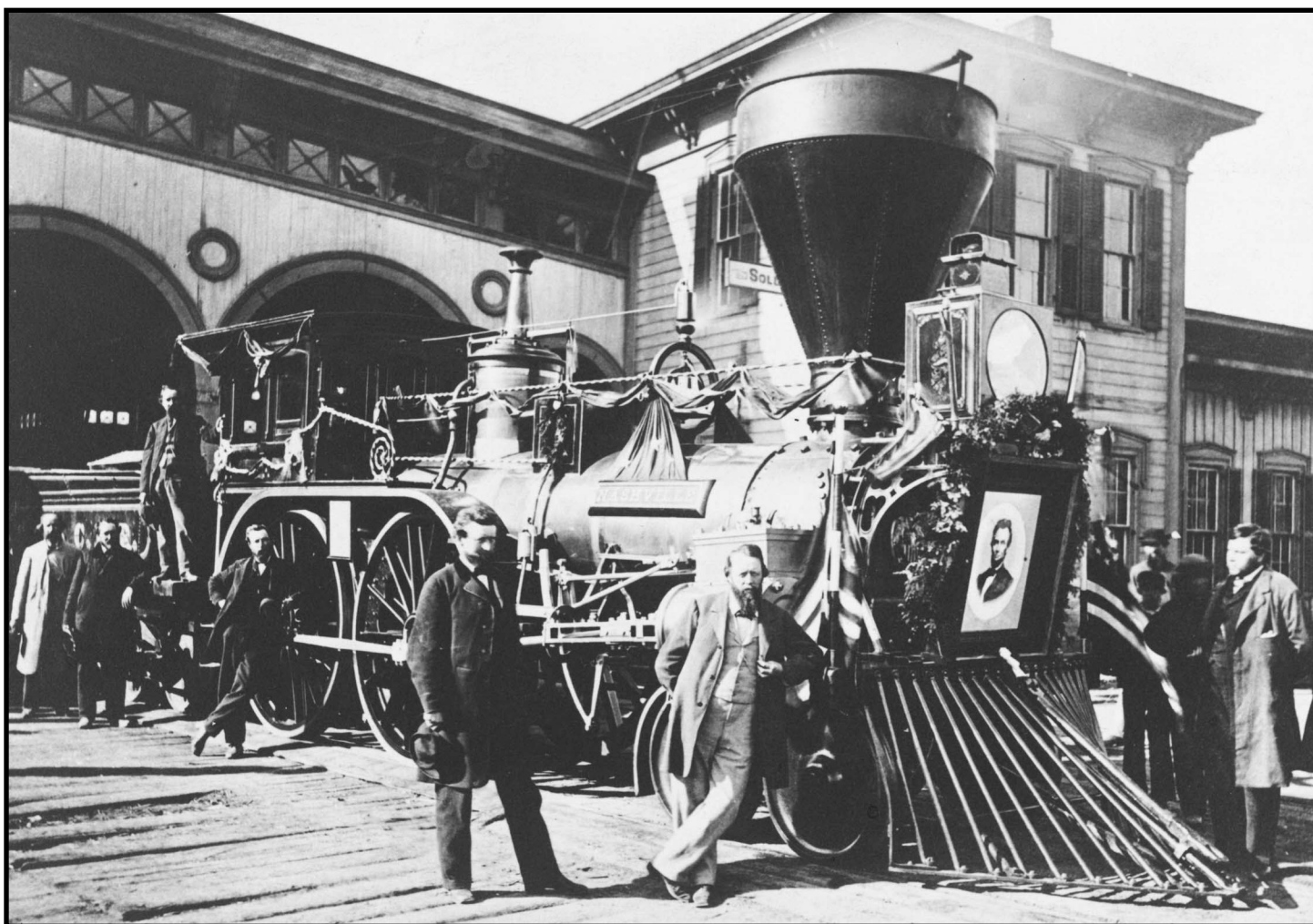
## **MEMBERSHIP MEETING PROGRAM**

### **“NYO&W’S NORTHERN DIVISION MILK TRAIN SERVICE”**

**By John Taibi**

**WEDNESDAY, APRIL 15, 2015 - 7:30 PM**

**ART & HOME CENTER - NEW YORK STATE FAIRGROUNDS**



The locomotive, “Nashville” of the Cleveland, Columbus, and Cincinnati Railroad was one of the more than forty locomotives that pulled the Lincoln Funeral Train on its almost two week journey (April 21, 1865 to May 3, 1865) from Washington, DC to Springfield, Illinois where President Abraham Lincoln was entombed on May 4, 1865. The “Nashville” pulled the funeral train from Cleveland to Columbus, Ohio. For the sad occasion, the Nashville was decorated with bunting, black crepe, and two national star and stripe flags. A photograph of President Lincoln was positioned in the front of the Locomotive above the cattle guard. All the locomotives involved in hauling the Lincoln Funeral Train were similarly decorated. Being as April/May 2015 is the 150th anniversary of this epic 1700 mile journey, The Green Block features several articles and photos in both the April and May issues. The historic “Nashville” photo is from the Library of Congress archives.

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**BOARD OF DIRECTORS MEETING REPORT**

Submitted by Jeff Paston, VP/Recording Secretary

**April 1, 2015**

Meeting called to order at 7:04 PM. Present: Directors Philip Edwards, Tom Edwards, Al Kallfelz, Josie LeMay, Bob McNamara, Gus Nordone, Jeff Paston, Tom Pierson, Bob Townsend, and Gerrit Vanderwerff. Not present: Director Richard Palmer. Guests: Charlie Abbott, Jeff Hagan, Andy LeMay, and Judy Townsend.

Minutes of the March 4, 2015, meeting were approved.

**TREASURER'S REPORT:** Josie LeMay submitted March report, which was approved.

**MEMBERSHIP:** Tom Edwards reported that current totals are 135 paid members; 34 awaiting payment; and 40 paid Green Block subscriptions. Tom said membership cards will go out in the mail before April 15.

**PROGRAM:** Thirty nine members and guests attended the March 18 meeting "Remembering Rail City" by Bob Groman. April's meeting will feature "Milk Trains North - NYO&W's Northern Division Milk Train Service" by John Taibi. In May, Dick Palmer will present "Memories of the Lehigh Valley's Black Diamond Express." The June meeting will feature John Goodnough of the Susquehanna Valley Chapter speaking on the Civil War and the great Shohola train wreck on the Erie east of Binghamton in 1864. September will feature Danny Armitage of Dryden with a program on the Lehigh Valley.

**OLD BUSINESS:** Regarding a banquet to celebrate the Chapter's 75th anniversary, Jeff Paston reported that a menu has been established with Ovations for 6 PM, Saturday, June 6. Al Kallfelz will prepare a slide presentation. A souvenir booklet will be given out.

**NEW BUSINESS:** Al Kallfelz presented list of Chapter goals for 2015. Al announced that Dick Thomas will receive his 25 year pin. Doug Preston, a founder and former president of the Utica & Mohawk Valley Chapter of the NRHS, passed away on March 14 at age 67 after fighting cancer for four years.

**THE GREEN BLOCK** is published monthly by the Central New York Chapter, National Railway Historical Society, Inc., Box 229, Marcellus, NY 13108-0229. Statements and opinions expressed in THE GREEN BLOCK articles and editorials do not necessarily represent the policies or opinions of the Central New York Chapter or the NRHS. Subscriptions are free with membership, and are \$12.00 per year for non-members. Articles, photos, and announcements from chapter members and from other NRHS Chapters are welcomed and appreciated. No paid advertising is accepted.

**CORRESPONDENCE:** 1) Former member Ken Hojnacki is visiting area between June 8 and 16. 2) Received GATX annual report. 3) Member Max Smith's photograph of Susquehanna train passing SU was used in NYS&W calendar for January.

**DONATIONS:** 1) Antique drill press from James Brakley of Syracuse. 2) Larry Webb of Cazenovia donated paper railroad signs.

**RAILROADIANA:** Al Kallfelz reported the Chapter store earned \$225 at the Marathon Maple Festival March 21 & 22. Al thanked Jeff Hagan, Charlie Abbott, Andy Rogers, Joseph Weinberger, Bob McNamara, Bill Young, and Dave Bedus and family for helping. The next scheduled event is the Syracuse Nationals at the Fairgrounds in July.

**MARTISCO:** Syracuse.com and Post-Standard photographed Al Kallfelz and Martisco station for photo essay run on March 31. Al reported that Ed Post has volunteered to arrange for flowers at the station for this summer. Bob McNamara said he will continue to mow the lawn this summer.

**EXCURSIONS:** Utica & Mohawk Valley Chapter sponsoring trip to Baltimore, MD, Aug. 21-23 via Amtrak. Cost is \$151.30 plus hotel.

Meeting adjourned at 8:01 PM.

Next meeting at Art & Home Center at Fairgrounds on May 6 at 7:00 PM.

Respectfully submitted,  
 JEFF PASTON

**TWENTY-FIVE YEAR  
 NRHS MEMBERSHIP  
 ANNIVERSARY**

**Dick Thomas  
 CONGRATULATIONS!**

Visit Us on the Web at  
<http://www.cnynrhs.org>





## 611 FIRES UP

On a beautiful spring day, under magnificent blue skies, the Norfolk & Western Class J 611™ underwent its first test fire on March 31! This is the first time 611 has experienced steam since December 1994.

There is still much to do before the Class J 611 can steam home to Roanoke. The mechanical crew, led by Scott Lindsay of Steam Operations Corporation, is working seven days per week to complete the restoration. Stay tuned for more information!

### May Green Block Deadline **APRIL 28**

E-mail inputs to:  
Ed Post, Editor  
[greenblock@cnynrhs.org](mailto:greenblock@cnynrhs.org)  
Or: 7611 Merritt Drive  
Baldwinsville, NY 13027  
315-635-9552

## EUROPEAN TRAIN SHOW & SALE

Sunday, April 26, 2015  
10:00 AM to 3:00 PM

Electric City Trolley Museum  
Cliff Street, Scranton, PA  
Adjacent to Steamtown

For more information please  
contact Gordon Davis at  
[Ghdavis81@Verizon.net](mailto:Ghdavis81@Verizon.net).

## THE GREEN BLOCK IN COLOR

is available free to CNY  
chapter members and  
subscribers as an Email  
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request to:

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## CHAPTER PROGRAMS

NY State Fairgrounds  
Art and Home Building

Wed. Apr. 15, 2015 - 7:30 PM

**“NYO&W’s Northern  
Division Milk Train  
Service”**

**By John Taibi**

Wed. May 20, 2015 - 7:30 PM

**“Memories of the Lehigh  
Valley’s Black Diamond  
Express”**

**By Dick Palmer**

Wed. June 17, 2015 - 7:30 PM

**“Shohola Train Wreck on  
the Erie RR in 1864 as  
Related to the Civil War”**

**By John Goodnough**

## NEW NRHS ADDRESS

**National Railway Historical Society**  
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Capehart & Scatchard, Inc., P. A.  
P. O. Box 5016  
8000 Midlantic Drive, STE 300S  
Mt. Laurel, NJ 08054-5016

**Effective Monday, March 30, 2015**

NRHS is transferring its business operations from Fernley & Fernley. That contractor will no longer have any further responsibilities for maintaining and updating the membership data base, nor will they have anything to do with NRHS finance operations.

On March 31, please discontinue sending anything of any sort to Fernley & Fernley. As we have already told you, NRHS will receive mail from the USPS at the address shown above.

The NRHS telephone number remains 215-557-6606. The FAX machine has been disconnected and the FAX telephone number has been discontinued.

Email addresses, Facebook page, and web site will remain unchanged.

Please discontinue sending anything to Fernley & Fernley, and please do not call them for any reason to better ease our transition away from them.

More details about future operations will be forthcoming throughout the next several months.

Thank you,  
Al Weber, NRHS President

## 2015 NRHS CONVENTION

Rutland, Vermont  
June 14 to June 20, 2015

### Excursions & Events

June 14 - Vermont Rail System (VRS) Photo Freight  
June 15 - Saratoga & North Creek RR Trip  
June 16 - VRS/Green Mt RR Trip to Bellow Falls  
June 18 - VRS Trip to Burlington/Shelburne Museum  
June 19 - Rare Mileage Trip on Clarendon & Pittsford  
June 20 - VRS Excursion to Bennington  
June 21 - Public Excursion on Green Mt RR to Ludlow  
Plus seminars, annual meeting, banquet, and non-rail heritage tours of museums and historic sites.

**Host Hotel: Rutland Holiday Inn**

**For More Information & Tickets:**  
[http://www.nrhs.com/2015\\_Convention](http://www.nrhs.com/2015_Convention)

## KEY, LOCK & LANTERN CONVENTION RR HISTORY EXPO & EXCURSIONS

**Hotel Utica, Utica, New York**

History Expo: June 6, 10 AM to 2 PM  
Adirondack RR to Boonville: June 6, 4 PM  
Railroadiana Auction: June 7, Early Morning  
Cooperstown & Charlotte Valley RR Trip: June 7, 11 AM

**For More Information: [www.klnl.org](http://www.klnl.org)**

## CALENDAR OF EVENTS

**Saturday, April 4 (11:00 AM & 12:15 PM)**

**The Easter Express - 1 Hour Train Ride & Easter Egg Hunt**, Medina RR Museum, Medina, NY

**Sunday, April 12 (10:00 AM to 4:00 PM)**

**Rails Along the Mohawk Train Show**, Main Street (Rte 5), Amsterdam, NY (ALCO Historical Society)

**Wednesday, April 15, 7:30 PM**

**CNY Chapter Member Meeting**,

Art & Home Building, NY State Fairgrounds

**Saturday, April 25 & Sunday, April 26**

**Rutland RR Historical Society Convention**, Norwood, NY ([www.rutlandrr.org/convention/](http://www.rutlandrr.org/convention/))

**Sunday, April 26 (9:30 AM to 3:30 PM)**

**European Train Show & Sale**, Electric City Trolley Museum, Cliff St, Scranton, PA, Adjacent to Steamtown

**Friday, May 1 to Sunday May 3**

**NY Central System Historical Society Convention**, Hotel Utica, Utica, NY (details at [www.nycshs.net](http://www.nycshs.net))

**Wednesday, May 6, 7:00 PM**

**CNY Chapter Board of Directors Meeting**

Art & Home Building, NY State Fairgrounds

**Saturday, May 9, 10 AM & 2 PM**

**LA&L 50th Anniversary Rare Mileage Excursion** Lakeville, NY, For info: [www.rgvrrm.org/LAL50](http://www.rgvrrm.org/LAL50)

**Wednesday, May 20, 7:30 PM**

**CNY Chapter Member Meeting**,

Art & Home Building, NY State Fairgrounds

## CNY CHAPTER 75TH ANNIVERSARY CELEBRATION BANQUET

**EMPIRE ROOM - NY STATE FAIRGROUNDS**

**SATURDAY, JUNE 6, 2015 - 6:00 PM**

**COST PER PERSON: \$25**

**MENU:** Roast Sirloin of Beef, Dijon Chicken, Farfalle Alfredo, Roasted Vegetable du jour, Caesar Salad w/Romaine Hearts, Artisan Rolls w/Butter, Coffee /Tea Commemorative cake (Chapter Provided), Cash bar

**GUEST SPEAKER (TBA) AND VIDEO PRESENTATION OF CHAPTER ACTIVITIES OVER THE YEARS**

## NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY 2015 CONVENTION & MEETING

**Utica, New York**

**May 1 to May 3, 2015**

**Registration Fee: \$179 for Members**

**\$179 plus \$39 in Annual Dues**

**for Non-members**

**For More Information & Registration Form:**

**<http://www.nycshs.net>**

## LINCOLN FUNERAL TRAIN ROUTE & ITINERARY

**By Ed Post**

President Abraham Lincoln died on the morning of April 15, 1865 after being shot at Ford's Theater the previous evening by rabid Southern sympathizer, John Wilkes Booth. An immediate debate broke out over his funeral arrangements. Initially, his widow, Mary Todd Lincoln, wanted him embalmed and shipped straight to Chicago for burial. The Illinois Committee worked to change her mind about having a private funeral. She reluctantly agreed to a state funeral and decided that her late husband should be buried in their hometown of Springfield, Illinois.

A plan was developed for Lincoln's body to travel by train and to have funeral services at several major cities en route. The route selected for Lincoln's return to Illinois was similar to the same route that he had taken on his Inauguration Train Trip to Washington four years earlier in February 1861. The major difference was that Pittsburgh and Cincinnati were deleted and Chicago was added as shown by the map on the next page. (Basic map is from a Lincoln National Museum & Archives Map.)

On the morning of April 21, 1865, the Lincoln Funeral Train, decorated with flags and draped for mourning, departed from Washington, DC with two bodies on-board. One was that of the late President Abraham Lincoln and the other was that of his son William "Willie" who had died in the White House in 1862 at age 11. Willie's body had been disinterred to be buried with his father in Springfield. An Honor Guard accompanied Mr. Lincoln's body.

The funeral train actually consisted of two trains, both under the control of the Federal Government. A pilot train operated ahead of the actual funeral train by about 10 to 15 minutes. When the train entered Illinois, it expanded to three trains, and on the final leg of the journey it consisted of five trains.

The Lincoln funeral train was the biggest single event to happen in the lives of American citizens at the time. At least seven million people witnessed some part of the historic occasion. The funeral train carrying Lincoln's body traveled through more than 440 cities and countless villages and byways in seven states. There were ten planned stops for funerals. At each stop, Lincoln's coffin was taken off the train, placed in an elaborately decorated horse-drawn hearse and led by solemn processions to a public building for viewing. In addition there were funeral services in Washington, D.C. and Springfield, Illinois, the beginning and end points.

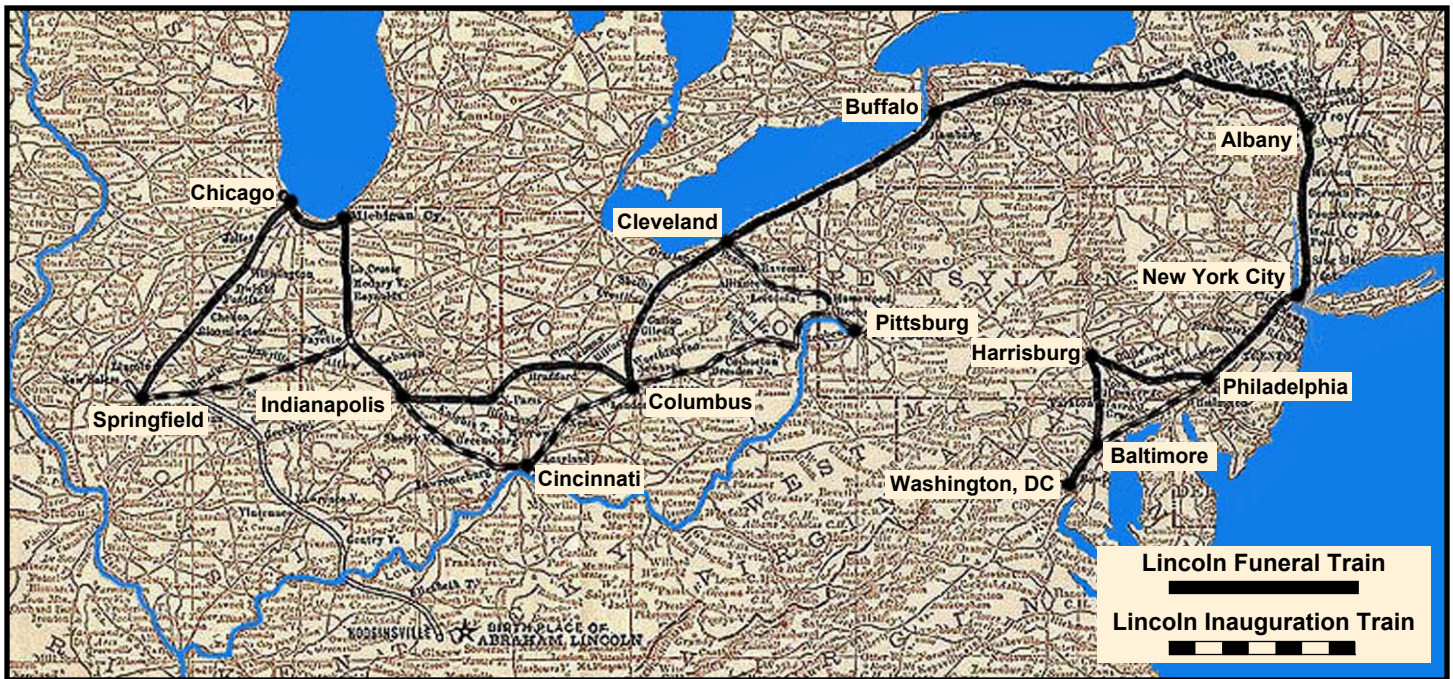
The funeral procession in Springfield was the largest spectacle the Midwest had ever seen. The procession, led by Major General Hooker went from the Illinois State House on a zig-zag route past Mr. Lincoln's home and the Governor's Mansion to the Oak Ridge Cemetery. The coffin was carried in an elegant hearse finished in gold, silver and crystal and loaned to Springfield by the city of St. Louis. Upon arrival at the cemetery, the coffin was laid upon the marble slab inside the tomb. Willie's little coffin was also placed inside the tomb. The funeral oration was given by Bishop Matthew Simpson. Dr. Phineas Densmore Gurley read the benediction.

Mr. Lincoln's only two blood relatives in attendance at the funeral in Springfield were his son, Robert, and his cousin, John Hanks. Mrs. Lincoln was still in mourning at the White House. President Lincoln's body remained in the reception tomb at Springfield's Oak Ridge Cemetery until 1901, when his cemetery monument was completed and then he was officially buried.

*Continued on Next Page*

**APRIL 2015**





## FUNERAL TRAIN ITINERARY

### Friday, April 21, 1865

- Washington, D.C. Departure: 8:00 am
- Baltimore Arrival: 10:00 am
- Viewing at Merchants Exchange Building
- Baltimore Departure: 3:00 pm
- Harrisburg Arrival: 8:30 pm
- Viewing at Pennsylvania State House of Representatives: 9:30 pm

### Saturday, April 22, 1865

- Funeral Procession: 10:00 am
- Harrisburg Departure: 11:15 am
- Philadelphia Arrival: 4:50 pm
- Viewing by Invitation at Independence Hall East Wing

### Sunday, April 23, 1865

- Public Viewing at Independence Hall: Lines formed at 5:00 am

### Monday, April 24, 1865

- Philadelphia Departure: 4:00 am
- Jersey City Arrival: 10:00 am
- Coffin Ferried across the Hudson River
- New York City Arrival: 10:50 am
- Viewing at New York City Hall: 1:00 pm

### Tuesday, April 25, 1865

- Procession up Broadway: 2:00 pm
- New York City Departure: 4:15 pm
- East Albany Arrival: 10:55 pm
- Coffin Ferried across the Hudson River
- Albany Arrival: 12:00 midnight

### Wednesday, April 26, 1865

- Viewing at New York State House: 4:00 am
- Funeral Procession: 12:30 pm
- Albany Departure: 4:00 pm

### Thursday, April 27, 1865

- Buffalo Arrival: 7:00 am
- Viewing at St. James Hall
- Buffalo Departure: 10:00 pm

### Friday, April 28, 1865

- Cleveland Arrival: 7:00 am
- Outdoor Viewing at Cleveland Park
- Cleveland Departure: 12:00 midnight

### Saturday, April 29, 1865

- Columbus Arrival: 7:30 am
- Viewing at Ohio State Capital Building
- Columbus Departure: 8:00 pm

### Sunday, April 30, 1865

- Indianapolis Arrival: 7:00 am
- Viewing at the Indiana State House
- Indianapolis Departure: 12:00 midnight

### Monday, May 1, 1865

- Chicago Arrival: 11:00 am
- Funeral Procession down Michigan Ave
- Public Viewing at Cook County Court House: 6:00 pm

### Tuesday, May 2, 1865

- Hearst Takes Coffin to Station: 8:00 pm
- Chicago Departure: 9:30 pm

### Wednesday, May 3, 1865

- Springfield Arrival: 8:00 am
- Viewing at Illinois State House Hall of Representatives: 10:00 am

### Thursday, May 4, 1865

- State House Doors Closed: 10:00 am
- Funeral Procession & Services
- Entombment at Oak Ridge Cemetery



Lincoln Funeral Train prior to departing from Harrisburg with Pennsylvania Railroad Locomotive 4-4-0 #331. John Gensor Photo. Repaired by Ed Post.



# **THE LINCOLN FUNERAL TRAIN**

## **Part 1 of 2 - New York City to Utica**

### **By Richard Palmer**

The month of April, 2015 marks the 150th anniversary of the passing of the Lincoln funeral train from Washington, D.C. to Springfield, Ill., through Syracuse and Central New York. No event in the history of the United States stirred people to such depths of grief and despair as the assassination of President Abraham Lincoln at Ford's Theatre in Washington, D.C. on Good Friday, April 14, 1865. After the initial shock had subsided, preparations to transport the remains of the late president and his son, Willie, who had died in 1862, back home to Springfield, Illinois, were made within a week.

On April 21, 1865 a special funeral train carrying the remains of the two started the long 1,627-mile journey from Washington, D.C. to Springfield, where they would be buried on May 4. The highly publicized train traveled through cities and towns in seven states over numerous railroads.

In cities where the train stopped, the late president's coffin was removed and placed in an elaborately decorated horse-drawn hearse and taken to some appropriate location such as a state capital building for viewing. This allowed thousands of mourners to pay tribute to their slain leader.

Along the railroads, thousands of people lined the tracks, sometimes waiting for many hours, to view the passing train, dubbed "The Lincoln Special." Essentially, the train traveled the same route as the inaugural run of four years previous, in February, 1861.

This article is based on contemporary newspaper accounts and official government documents. A few reminiscences are included after being checked for accuracy. No railroad company records that might cover this are known to exist. Passage of the train left indelible impressions on the minds of eyewitnesses that remarkably did not fade much with the passage of time.

### **Planning the Trip**

Much planning and coordination between military and railroad officials went into the movement of the pilot and funeral trains to Springfield, including the preparation of special division timetables primarily prepared for the public. Communities along the way hastily prepared for appropriate ceremonies, with parades and other observations. Buildings were draped in black bunting. Local military (National Guard) units were also involved.

Secretary of War Edwin M. Stanton designated Brevet General Edward D. Townsend as his logistical point man. Townsend rode the train to Springfield. Stanton also appointed Ohio Governor John Brough and attorney John W. Garrett as the "Committee of Arrangements" for the trip home.

On April 19, 1865, Stanton wrote and sent this terse telegram to municipal officials and newspapers:

"It has been finally concluded to conform to the arrangements made yesterday for the conveyance of the remains of the late President, Abraham Lincoln, from Washington to Springfield, by way of Baltimore, Philadelphia, Harrisburg, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis and Chicago to Springfield."

The trains operated under the detailed orders and directions of Brigadier General Daniel C. McCallum, capable General Manager

of the U.S. Military Railroads. The entire journey involved some 47 locomotives and 80 passenger cars, all furnished by the respective railroads. Only at the major cities did the train stop for an extended period of time. Other scheduled stops were no more than 15 to 20 minutes duration, which also allowed time to change or refuel engines and crews. Generally the train traveled at no more than 25 miles per hour, which was the average speed limit of regular passenger trains at that time.

Most locomotives of the day used wood as fuel, which required frequent stops. But at least three – the Hudson River's Union and Constitution, and the New York Central's Edward H. Jones, were coal burners. The latter, used between Albany and Utica, was named for the master mechanic at West Albany shops. She was the Central's first coal burner.

### **The Trip through New York State**

In New York State, the train originated at the 30th Street Station of the Hudson River Railroad, then proceeded north to "East Albany," now Rensselaer.

From there the President's remains were transported by ferry across the Hudson River, and taken to the State Capital Building, where thousands paid their respects. At the time there was no railroad bridge at this point. So while President Lincoln lay in state, the train itself was taken north to Troy on the Troy & Greenbush Railroad; then across the bridge to Cohoes and back to Albany on the Rensselaer & Saratoga Railroad.

The Troy & Greenbush was an extension of the Hudson River Railroad, while the R&S eventually became a part of the Delaware & Hudson. Interestingly, Commodore Cornelius Vanderbilt was president of the Hudson River Railroad at the time, but not of the New York Central, which was headed by Dean Richmond. J.M. Toucey was superintendent.

The train headed west to Buffalo on the New York Central mainline. The NYC then consisted of four divisions, each managed by an assistant superintendent who reported directly to Superintendent Harlow W. Chittenden, headquartered in Albany. These were: Albany and Schenectady Division – Ezra A. Foster Jr.; Eastern Division, Schenectady to Syracuse – Zenas C. Priest; Middle Division, Syracuse to Rochester – William G. Lapham; and Western Division, Rochester to Buffalo and Niagara Falls – John Tillinghast. In most cases the same locomotives and train crews were used that were assigned to Lincoln's eastbound inaugural train that operated over this line on Feb. 18, 1861.

In 1865, the Hudson River Railroad was double tracked for 128 miles and was laid with 70-pound rail. The entire New York Central main line was double tracked except 13.9 miles between Port Byron and Clyde, and 14.5 miles between Rochester and Churchville. It was largely laid with 80-pound rail. Speed limits were: Hudson River, passenger trains in motion, 29 mph, and express trains, 30 mph; New York Central, passenger trains in motion, 28 mph and express trains, 30 mph.

### **Operation of Trains**

Considering the primitive condition of railroads in those days, the highly organized and closely monitored twelve-day, 1,654-mile journey to Springfield went remarkably well. On-time performance was maintained to the minute, with a few inevitable exceptions. Coaches were of wood construction, heated by stoves, and lit with oil lamps. Engines were mostly wood burners and cars were connected by link and pin couplers.

*Continued on Next Page*

The train crews were instructed not to exceed 25 miles per hour. The pilot engine, with a coach, preceded the funeral train by ten minutes. Speed past stations was limited to five miles per hour, while the muffled engine bell was tolled.

The following regulations were issued by Stanton:

1. That the time of the departure and arrival be observed as closely as possible.
2. That material detentions at way points be guarded against as much as practicable, so as not to increase the speed of trains.
3. That a pilot engine be kept ten minutes in advance of the train.
4. That the special train, in all cases, has the right of road, and that all other trains be kept out of its way.
5. That the several railroad companies provide a sufficient number of coaches for the comfortable accommodation of the escort, and a special car for the remains; and that all these, together with the engines, be appropriately draped in mourning.
6. That where the running time of any train extends beyond or commences at midnight, not less than two sleeping-cars be added, and a greater number if the road can command them, sufficient for the accommodation of the escort.
7. That two officers of the United States Military Railway Service be detailed, and dispatched at once over the route to confer with the several railway officers, and make all necessary preparations for carrying out these arrangements promptly and satisfactorily.
8. That all station masters, track men, drawbridge tenders, switchmen, and flagmen, will be governed by the general rules and regulations of the railroad company.

Non-commissioned officers of the Veteran Reserve Corps were detailed to act as the body-guard. Selected major generals of the army were directed to ride the train and keep watch, so that at all times during the journey the coffin should be under their special care. Special timetables were printed and widely distributed. They were also published in the newspapers, so the public was kept well informed.

### **New York City to Albany**

At about 1 p.m. on April 25, people who did not wish to be amid the crushing crowd of 500,000 mourners along Broadway and Fifth Avenue in downtown New York City, started to gather around the Hudson River Railroad's 30th Street station. Inside the depot no one was to be seen, except for a few officials lounging around awaiting the procession.

Everything there was very quiet. In the waiting room, small groups of passengers had congregated, waiting for the evening train, No. 10, to leave at 4:30 p.m. This train was allowed to proceed to Albany on time. Passengers included a group of furloughed wounded soldiers returning home. There they waited, verbally re-fighting their battles over again. But everyone spoke in low but earnest tones of the revered late president.

Outside, the pilot and funeral trains, pulled by the highly-decorated and polished locomotives *Constitution* and *Union*, panted with steam up, in their splendor. The funeral car and other rolling stock that were to continue on had been ferried across the Hudson River and were in waiting. Both locomotives were heavily decorated and draped. The *Constitution* was the pilot engine, and would precede the funeral train by ten minutes. Charles Burr was the engineer. The two locomotives were chosen from the railroad's fleet of 75 locomotives.

White and black satin ribbons were also among the decor of the *Union*, while two silken American flags, shrouded in black, were affixed on either side of the smokestack. A portrait of Lincoln was fastened to either side of the cab. William Buchanan, who later became the New York Central's noted superintendent of motive power, was the engineer.

After the delivery of the remains to the charge of the railroad authorities, it was hours before the rear of the procession ceased marching. The funeral train would proceed up along the Hudson River to Albany. The Hudson River Railroad issued the following instructions to govern the route to Albany:

This train has the right of track over all other trains bound in either direction, and trains must reach stations at which they are to meet, or pass at least ten minutes before the special is due.

The official timetable for the Lincoln funeral train shows only three stops in the Hudson Valley: Peekskill (3 minutes), Poughkeepsie (15 minutes), and Hudson (3 minutes) – although other stops may have been made to take on water. The bell of the locomotive *Union* was muffled.

Shortly after the arrival of the cortege, the order was given to clear the platform of all persons who did not hold the necessary passes. In a short time the crowd was reduced from several hundred to twenty. Police swarmed in and about the depot, and their presence kept all intruders away. The honor guard was detailed to keep intruders away. The New York Times of April 26, 1865 noted:

Posted on either platform, drawn saber in hand, these faithful monitors of the dead kept strict watch and ward, and gazed upon the eager and interested spectators with social indifference.

Very few gained entrance to the interior of the car with the exception of reporters, police, and a few railroad officials. None except those assigned to the train or escort were allowed anything more than a mere glimpse of the interior of the car.

Marching down 29th Street and coming from "reverse arms" to the shoulder, the command filed off by companies and formed into a line on the sidewalk fronting the depot. The police formed in ranks on each side to the door through which the casket would pass.

Everything being in readiness, the catafalque approached, and as it neared the door of the depot, there was a clash of arms and flash of steel. The honor guard then placed the casket in the funeral car. The train consisted of eight cars, six of which were furnished by the railroad. The other two were the funeral car and the officers' car.

At 4:15 p.m. the depot bell rang, and Assistant Superintendent J.M. Toucey shouted, "All Aboard!" There was a shrill blast of the whistle from the engine, and the funeral train moved slowly off. As it passed down the platform, those standing upon it removed their hats in honor of the martyred president.

The train then headed toward Albany at 25 miles per hour. As it slowly passed through communities, bells rang, and cannon and guns sounded salutes. From the windows of the train, the funeral party could see a seemingly endless tapestry of bonfires and flickering torches of mourners. Exactly four years, two months and six days after the inaugural train stopped there, the funeral train bearing the body of the murdered President paused for three minutes at Peekskill.

*Continued on Next Page*

## Train proceeds up the Hudson Valley

Towns and villages through the Hudson Valley paid tribute. “Yonkers mourns with the Nation” read a banner decorated with crepe. Women nearby waved their handkerchiefs while tears streamed down their cheeks. This scene was repeated all across New York State. Seven thousand people gathered at the station in Irvington with its draped inscriptions, “The Honored Dead” and “We Mourn the Nation's Loss.” At Tarrytown American flags were arched over the railroad tracks. Two dozen young women in white gowns stood under a flowered dome of black velvet. The train passed under an impressive memorial arch of draped flags spanning the tracks. Thirty-six stars placed across the arch represented the states of the Union. Amid dark-clothed ranks of mourners stood a woman impersonating the white-robed Goddess of Liberty, with a garland of evergreens around her neck.

The Sing Sing Republican of April 27, 1865 reported, “Detective James Jackson, connected with the Sing Sing Prison, was allowed to get on the funeral train and see the body of Lincoln when the train stopped for water.”

The entire student body and professors of the United States Military Academy at West Point crossed the river and assembled at Garrison's Landing on the opposite shore to greet the train. A thousand gray-caped cadets stood at “present arms” with guns reversed, their muzzles pointing down. At Cold Spring a young woman stood, her face black-veiled; at her right, a kneeling boy soldier; at her left, a kneeling sailor boy. Fishkill decorated the motto “In God We Trust” with evergreen boughs. Also crowding both sides of the track were delegations from Newburgh, New Paltz, and other parts of the apple country across the river. At Poughkeepsie thousands thronged at the depot and along the tracks – men with uncovered heads, women and children with miniature mourning flags. A cornet band from the National Business College played. A committee of women received permission to enter the funeral car to lay a wreath of roses on the coffin.

Along the right of way were crowds of tearful mourners with hats removed, bowed (some even prayerfully kneeled) in mourning. The train passed through the countryside that was illuminated by torch formations and lamps. Across the Hudson River there were huge bonfires and naval vessels with flags at half-mast. Cannons boomed at regular intervals. At nearby hotels, windows were illuminated and draped in black bunting. The Hudson River Railroad reportedly had 600 workers on the job that night to ensure flawless operation of the funeral train.

### Arrival at Albany

The train arrived at East Albany at 11 p.m. The depot was elaborately decorated and draped. President Lincoln's coffin was removed from the car and placed aboard the ferry boat New York, commanded by Captain Seth Green, and taken across the river. There was no railroad bridge at this point until 1866. (1)

The short voyage across the river was guided by torch lights. The only sounds emanating were from the steamer's paddle wheels, the peeling of church bells, and the firing of cannons. Once ashore, the procession, flanked by thousands of people, marched from the ferry landing to the capitol building.

The funeral car *United States* containing the body and the coffin of Willie Lincoln, and the officers' car, continued on another six miles to Troy, then across the river, and back to Albany. No record has been found of what locomotive was used. Possibly the locomotive Union continued on to Albany. The rail lines here had

reciprocal trackage rights agreements between Troy and Albany, over the bridge. (1)

The morning of April 26, 1865 dawned, and Engineer Benjamin Evans halted his short train at the ferry landing where the New York Central took over. His engine was switched out and the New York Central's coal-burner, *Edward H. Jones*, Peter Arthur, engineer, was coupled on after the cars were added in the correct position. The consist of the train, in order, was a baggage car, three coaches, three sleeping cars provided by the New York Central, and the funeral and officers' cars. The New York Central equipment had been prepared for the occasion at the West Albany shops, under the direction of Webster Wagner, then general superintendent. The conductor was Homer P. Williams.

Meanwhile, trainloads of mourners had poured into the city from all directions, some from as distant as 200 miles away. The mile-long crowds were very large, estimated at one point to be at more than 50,000 people. The coffin was opened for public viewing from 4 a.m. to 12:30 p.m., followed by a viewing restricted to public officials. It rested on a platform covered in black velvet. It was trimmed in silver bullion, and a silk American flag was draped around it.

Picture taking was forbidden. A procession was then formed, and it marched to the railroad station.

### Through the Mohawk Valley

The pilot engine Chauncey *Vibbard*, Henry Harvey, engineer, and one coach left at 3:50 p.m. followed by the funeral train ten minutes later. Among those aboard the pilot train's coach were Major Zenas C. Priest, assistant superintendent of New York Central's Eastern Division; and Albany telegraph operator Abram L. Whipple, who brought his portable telegraph apparatus. In case some incident occurred, he could connect it with the telegraph wires at any point. A telegrapher with similar equipment was also aboard the funeral train. James Coyle, a mechanic, with appropriate tools, was also sent along in case any repairs had to be made.

Chauncey M. Depew, then Secretary of State and later president of the New York Central, recalled that he represented Governor Reuben E. Fenton, who was unable to ride the train. He wrote:

“I had charge in my official capacity as Secretary of State of the train after it left Albany. It was late in the evening when we started, and the train was running all night through central and western New York. Its schedule was well known along the route. Wherever the highway crossed the railway track the whole population of the neighborhood was assembled on the highway and in the fields.

“Huge bonfires lighted up the scene. Pastors of the local churches of all denominations had united in leading their congregations for greeting and farewell for their beloved president. As we would reach a crossing there sometimes would be hundreds and at others thousands of men, women, and children on their knees, praying and singing hymns.

“This continuous service of prayer and song and supplication lasted over the three hundred miles between Albany and Buffalo, from midnight until dawn.”

At 4:45 p.m. the train passed through Schenectady. Large numbers of people perched on every elevated position imaginable, including trees and on the roof tops to catch a glimpse of the train.

*Continued on Next Page*



Signalmen at the crossings held white square flags, bordered with black. A similar scene occurred at Amsterdam at 5:25 p.m.

The train passed Fonda at 5:55 p.m., Palatine Bridge at 6:25 p.m., Fort Plain at 6:32 p.m., and halted for 13 minutes at the St. Johnsville station. Here, 22 young women, dressed in black skirts, white waists and black scarfs, served lunch to the passengers. All of the contemporary accounts note that the funeral car was painted "a rich, chocolate color." Anson Brown said, "I remember when the New York Central locomotives burned wood and part of the ground on which the present village of St. Johnsville is situated was covered with wood eight feet deep to refuel the wood burners."

The train stopped briefly at Little Falls at 7:35 p.m., where a bouquet of arranged flowers and a wreath were placed on President Lincoln's coffin. A brief stop was then made at Herkimer at 7:50 p.m. Standing by the depot were 36 young women dressed in white with heavy black sashes. On their heads were crowns of flowers. They held small national flags in their hands, draped with crape.

### Arrival at Utica

The pilot train arrived at the 1836-vintage station on the east side of Bagg's Square in Utica five minutes ahead of schedule, at 8:10 p.m. Its appearance was the signal for the firing of salute guns and a cannon called "Old Saratoga," at Miller's Bridge, just east of the station, by Major Frank Keiser. As the funeral train approached the depot, signal rockets were set off, and bells commenced tolling.

Slowly and almost noiselessly the funeral train halted. The bell of the engine Edward H. Jones tolled mournfully as it arrived. When it stopped it was flanked by members of the local National Guard regiment. The train was guarded by soldiers, front to rear. The Utica Brass Band then commenced playing dirges, sung by the German Club, until the train left.

The train paused in Utica for 20 minutes while locomotives were changed. At that time Utica was a division point. The Utica Observer of April 27, 1865 noted that the train paused long enough

to give all a good view of it. All the cars, save the hearse car (and officers' car) were furnished by the New York Central Railroad, and were perhaps the most complete and beautiful ever put upon the road. The managers of the Central road had spared no pains or expense in preparing and decorating them. The hearse car was next to the last on the train, and attracted particular attention.

At 8:35 p.m. the fresh pilot engine, No. 4, Thomas Harritt, engineer, and Thomas Decker, fireman, took the place of the *Chauncey Vibbard*. Ten minutes later the funeral train followed, drawn by the engine Major Priest, Isaac Vrooman, engineer, and George Wrightson, fireman. The Utica Observer reporter wrote: "So silently, as it seemed, did the train move away, that thousands were not aware of its departure until it had been gone several minutes."

### Notes

(1). The Troy and Greenbush Railroad was incorporated May 14, 1845 and opened in June, 1846 between East Albany (Rensselaer) and Troy, six miles. It was leased by the Hudson River Railroad on June 1, 1851. The Hudson River Railroad was consolidated with the New York Central to form the New York Central & Hudson River Railroad in 1869. The first railroad bridge there was built by the Rensselaer & Saratoga Railroad in 1834, but was set afire by sparks from a passing locomotive on May 10, 1862. Along with the bridge, this fire also destroyed most of Troy's downtown area. It was quickly rebuilt. Today, all that is left is the so-called "Troy Industrial Spur" that runs from the Livingston Avenue Bridge in Albany to South Troy, a distance of about three miles, to serve several industries. The old R&S line from Cohoes to Albany remains in service by CP Rail which may be destined to become Norfolk Southern.

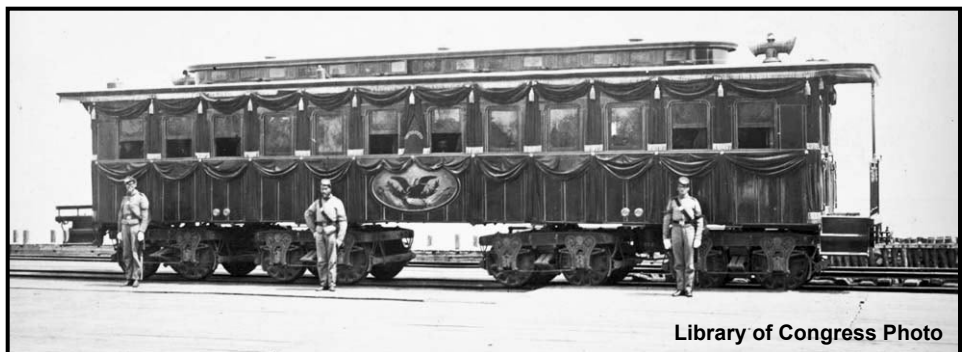
(2) At 4 a.m. April 26th, John Wilkes Booth who assassinated President Lincoln, was trapped in a barn in rural northern Virginia and was shot by Sergeant Boston Corbett. He died three hours later.

## Lincoln Funeral Railcar

By Ed Post

The Funeral Railcar that transported President Lincoln's body to Springfield was to be his private presidential rail car, but he never got to use it before being assassinated. In fact, he was scheduled to inspect the newly finished car, named the "United States," on April 15, 1865, the day he died. The car was the most opulent private rail car of its day, which made the always humble Lincoln somewhat uncomfortable.

After the funeral, the rail car was sold at auction to the Union Pacific Railroad for \$6,850. It was later sold to entrepreneur Franklyn Snow for \$2,000. His effort to use the car as a commercial endeavor was unsuccessful, so he sold the car to Thomas Lowry, former Soo Line president. Lowry restored the Lincoln Funeral Railcar and promoted it as the "most sacred relic in the United States." On March 18, 1911, the car was destroyed in a prairie fire that swept through ten blocks of Columbia Heights, Minnesota where the car was stored.



Fortunately, some original furnishings from Lincoln's Funeral Car are in the Union Pacific Collection at the Western Heritage Museum in Omaha, Nebraska.

Many details about the car are known, but its color was believed to be lost to history as there are no color photographs, lithographs or contemporary paintings of the Railcar. Newspaper articles and other written accounts either do not mention color or are contradictory. Some describe it as chocolate brown and others as a claret red.

Wayne Wesolowski, a chemist at the University of Arizona in Tucson solved the

mystery. He is a former Lincoln Train Project director and built a scale model of the Lincoln Funeral Car in 1995. He knew that chocolate brown was not the correct color because back in those days, chocolate was more reddish in color. Wesolowski was able to locate a Minnesota man who had inherited part of the original railcar's window frame. By chemically analyzing tiny paint chips from this surviving artifact under high-powered microscopes in the lab, he discovered that the true color of the historic railcar was a brownish-red color that he describes as "dark maroon."



## MARATHON MAPLE FESTIVAL

**Text & Photos by Albert Kallfelz**

The CNY Chapter, NRHS participated in the annual Marathon Maple Festival March 21 and 22. This was a real group effort. Jeff Hagan dug our trailer out of the snow. Albert Kallfelz and Charlie Abbott loaded the Chapter sales material and the model RR paraphernalia. Jeff Hagan transported the trailer to Marathon. On Friday, Albert Kallfelz and Charlie Abbott set up our sales display and part of the "Carpet Central" "O" gauge model display. Bill Young set up his sales display. Melanie Boyer (NYS&W) set up an operating Video display (New this year).

Saturday, Albert Kallfelz, Andy Rogers, Bob McNamara and Joe Weinberger finished setting up the model display and manned the sales. Dave Bedus and family set up their sales areas. Melanie Boyer provided a delicious lunch with snacks and drinks both days. Sunday also produced the usual NYS&W freight.

The weather was sunny but cold with occasional flurries and rain on both days. We took in \$227.16 in sales and picked up one new GB subscription.

On Sunday, Al and Joe manned the exhibit and sales with Bob coming in to assist in reloading the trailer. Jeff Hagan brought the trailer back home. **Thanks to all who participated.**



## Theft of Model Trains at Bowser

Over the weekend (March 14-15) someone cut through our outside wall and stole hundreds of Lionel, MTH, Atlas and American Flyer locomotives, sets and other products from our store. Locos and cars were on display tracks so 90% of the items have no boxes. Watch on the internet and at swap meets/railroad shows for these items without boxes.

[gerry@bowser-trains.ccsend.com](mailto:gerry@bowser-trains.ccsend.com)

English's Model Railroad Store, Bowser Manufacturing Company,  
PO Box 322, 1302 Jordan Ave, Montoursville PA 17754

[www.bowser-trains.com](http://www.bowser-trains.com), 1-800-327-5126

## DOUGLAS MCINTYRE PRESTON

**December 6, 1947 – March 14, 2015**

Doug Preston, historian and railroad enthusiast of New Hartford, died at home on Saturday, March 14 after more than four years of treatment for colon cancer. Doug was a founder and a former President of the Utica and Mohawk Valley Chapter, NRHS.

He graduated from Cooperstown Central School in 1965, Syracuse University with a BA in History in 1969, and in 1970, the Cooperstown Graduate Program in History Museum Training.

Doug's family imbued him with a love of history from the time he was a small boy. He worked most of his life in museums, beginning with summer jobs at the former Woodland Museum, the Farmers Museum, and the New York State Historical Association. Doug served 1970-1973 as assistant curator of the Fort Pitt Museum, Pittsburgh. He and his wife moved to Utica in 1973 when the Oneida Historical Society (now Oneida County Historical Society) appointed him director.

Beginning in 1997 and over the next five years, he worked part-time in adult education, tourism, and transportation. Doug found his second calling in 2002 when he joined Birnie Bus Service as a school bus driver, and after 2004, a driver trainer in Utica.

In 1977, Doug joined other area railroad buffs to form the Utica & Mohawk Valley Chapter, NRHS. He served on the chapter board from the start until ill health prompted him to retire. Steam locomotives were Doug's first love and in 1999 he led the effort to purchase the one on display at Union Station. He also volunteered as a car host on the Adirondack Scenic Railroad.

In addition to being dedicated, enthusiastic and competent, Doug will be remembered as a very friendly and engaging guy. He will be missed by all who knew him.

Doug is survived by Margaret, his wife of 45 years, and their two sons and families: John Preston, wife Caroline and daughter Julianne, and David Preston and wife Sarah.

In lieu of flowers, Doug asked anyone wishing to make a donation to consider the American Cancer Society, 100 Lomond Court, Utica, NY 13502; the Friends of Bassett, One Atwell Road, Cooperstown, NY 13326; Hospice, 4277 Middle Settlement Road, New Hartford, NY 13413; or the Utica & Mohawk Valley Chapter of the National Railway Historical Society, PO Box 455, New Hartford, NY 13413.



**New York Central 4-8-4 Niagara #6008 at East Syracuse Roundhouse, 1952, CNY Chapter, NRHS Collection**





## PTC Deadline Extension Bill

The U.S. Senate Committee on Commerce, Science and Transportation approved a bill that would extend the deadline for railroads to comply with positive train control (PTC) implementation by five years.

Sponsored by Sen. Roy Blunt (R-Mo.) and 11 other senators, the Railroad Safety and Positive Train Control Extension Act (S. 650) would extend the federally mandated deadline to Dec. 31, 2020.

It also would provide the U.S. transportation secretary with limited authority to extend the deadline for two more years on a case-by-case basis if safety and operational risk warrant it.

Budget constraints, still evolving technology, access to necessary radio spectrum, timely approval from the Federal Communications Commission and other factors have complicated railroads' efforts to meet the deadline.

The PTC deadline-extension bill will give freight and passenger railroads the time they need to install, test and certify interoperable PTC systems, said AAR President and Chief Executive Officer Edward Hamberger in a prepared statement.

*Progressive Railroading*

## CN Unveils New Intermodal Hub plan

On March 17, CN unveiled a plan to build a \$250 million (in Canadian dollars) intermodal and logistics hub next to its mainline in the town of Milton, Ontario. The Milton area has ready access to major highways that reach key industrial and commercial centers in greater Toronto and Hamilton.

The Milton facility will complement the Brampton Intermodal Terminal, CN's existing intermodal terminal in Brampton, Ontario, near Toronto. CN's intermodal business is one of the railroad's fastest growing business segments. In 2014, the business unit posted revenue of more than \$2.7 billion.

*CN Press Release*

## LIRR Plans for New Colonial Road Bridge

MTA Long Island Rail Road (LIRR) is set to begin a \$45 million project to rebuild the Colonial Road bridge. On March 30, LIRR closed the Colonial Road Bridge in preparation for contractors to begin demolition of the 115-year-old bridge. A new one will be built in its place.

Aimed at improving drainage problems at the track level, the plan involves constructing a new retaining wall and extending an existing pocket track. As a result of the demolition, the bridge will be closed for one year, officials said. The entire project is set for completion by the end of 2018.

The improvements will provide the community with a safer bridge, the extended pocket track will enable the LIRR to turn trains faster and provide better rush hour service from Great Neck and stations west of Great Neck on the busy Port Washington Branch

*Progressive Railroading*

## CSX on Forbes' Best Employers List

CSX has been named one of "America's Best Employers" according to a new survey published by Forbes magazine.

The Class I was deemed a top employer for its commitment to employee development and diversity, combined with consistently high performance in key business areas.

*CSX Press Release*

## NS to Reduce Juniata's Carbon Footprint

Norfolk Southern Railway has launched a \$53 million energy conversion project designed to substantially reduce carbon emissions and water usage at its Juniata Locomotive Shop. NS's plan calls for replacing coal boilers with natural gas heaters and installing a 1.2-megawatt capacity combined heat and power generator that will produce enough electricity to sustain the 70-acre facility's 16 buildings. In addition, the project will add insulation, energy-efficient windows, high-speed roll-up doors on locomotive bays and new roofing.

*NS Press Release*

## Vermont - Montreal Rail Service Agreement

A proposal to restore passenger-rail service between Vermont and Montreal took a major step forward, as U.S. and Canadian officials signed a long-awaited agreement aimed at improving cross-border travel and security between the two countries.

The cross-border agreement was needed before discussions could begin on the creation of a pre-clearance facility at Montreal's Central Station and the resuming of Amtrak train service between Vermont and Montreal. The pre-clearance facility at Montreal's Central Station would eliminate the need for the train to stop at the U.S. border to allow the U.S. Custom Agents and Border Protection Agents to check out passengers.

*Progressive Railroading*

## NC DOT Celebrates Raleigh's First Train

The North Carolina Department of Transportation (NCDOT) on March 21 marked the arrival of the first train in Raleigh 175 years ago. Operating on the Raleigh and Gaston Railroad, now a part of CSX Transportation's lines, the train first arrived on March 21, 1840. It provided a new rail connection to Richmond, Va. and other important cities. The old railroad's route is also expected to be used for the future Southeast High Speed Rail Corridor.

*Progressive Railroading*

## Rail Supplier News

**GE Transportation** has obtained a contract to provide 100 GE C30ACi locomotives to the Instituto Nacional Dos Caminhos de Ferro Angola in Angola over the next three years.

**RailComm** has been chosen to install a yard control system and a wireless communication network at a Class I switching yard. The company uses a Domain Operations Controller workstation designed for users to remotely route trains or control switches.

**Deutsche Bahn** and **Bombardier Transportation** have reached an out-of-court settlement for disputes on several vehicle projects. In March 2013, Deutsche Bahn sued Bombardier due to various defects in both regional and commuter trains, including braking and engine problems.

**Greenbrier** has received orders for 10,100 rail cars valued at \$1.09 billion in the second quarter of its fiscal year ended Feb. 28. The orders comprise a variety of units, including double-stack intermodal cars, covered hopper cars for grain, refrigerated and insulated boxcars, and gondolas and tank cars for crude oil and other commodities.

**Saft** will supply its MRX nickel-based battery system to Stockholm's new fleet of Alstom Coradia Nordic X60 suburban trains. The batteries will serve as high energy backups for the system's 46 new trains, which are capable of moving at nearly 100 miles per hour.

*Progressive Railroading*



Winter Scene in Weedsport, NY of an eastbound tank train on CSX's Chicago Line. Photo by Ed Post, February 27, 2015.

## THE GREEN BLOCK BACK PAGE

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### CHAPTER MEETINGS

Chapter meetings are held on the third Wednesday of each month and the Board of Directors meet the first Wednesday of each month in the Art and Home Center at the New York State Fairgrounds.

### ANNUAL DUES EFFECTIVE JANUARY 1, 2015

<u>Member Category</u>	<u>National</u>	<u>Chapter</u>	<u>Total</u>
Regular	\$50	\$15	\$65
Student	\$16	\$15	\$31
Family	\$7	\$5	\$12
Youth	\$5	\$15	\$20
Additional	-----	\$15	\$15

- Regular Members are adults more than 24 years old.
  - Student Members are ages 13 thru 24.
  - Family Members are family members living in the same household as a Regular or Student Member.
  - Youth Members are children ages 5 thru 12.
  - Additional Members have their main NRHS membership with another NRHS Chapter.
  - Additional and Youth Members do not have CNY Chapter voting privileges.
  - Green Block Subscriptions (Non-members) are \$15.
- Dues and Subscriptions run from Jan. 1 to Dec. 31