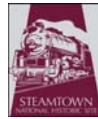




National Park Service
U.S. Department of the Interior

Steamtown National Historic Site
150 South Washington Avenue
Scranton, PA 18503-2018



EXPERIENCE YOUR AMERICA™

Shops Report

Bruce Mowbray, Preservation Specialist

Now that the dark days of winter are here, it is time to turn to maintaining some of our park's major resources, our locomotives and rolling stock. Just as it was when these smoking behemoths plied the rails everyday, these labor intensive machines need to be looked after by skilled people.

In the roundhouse, the locomotives will undergo their federally required annual inspections. A thorough inspection of more than 100 items on each locomotive will reveal work that may need to be done before the next operating season. When inspections are completed, the roundhouse crew will be joining the workers in the locomotive shop.

On the Baldwin #26, the crew is building a new, all-welded firebox to replace the original one which was badly eroded. This involved forming new sheets from plate to make new front, back, top and sides for the box. Fortunately, John Bibalo is skilled at cold-forming these heavy plates of steel on our McCabe flanging machine. Not all of this work is a one man job. Some hot forming of the plates was also done by a small team of preservation specialists. Each man performed a specific task to get the parts shaped before the plate cooled off. Repairs were also made to the boiler as well. Areas that were rusted

away or thinned by the constant blasting of cinders were built up by our own certified welders. This will allow the boiler to operate safely at its original full working pressure. Other items that are being worked on include the ash pan, various operating and safety appliances, and a patch repair on the back head. Soon, the cab will be restored and the frame and running gear will be brought back to "like new" condition.

The B&M #3713 project is also moving ahead. Bruce Mowbray has nearly completed the rebuilding of the smoke box. Areas that were rusted away or badly cracked were cut out, and new parts fabricated and welded or riveted into position. The front of the smoke box received an extensive rebuilding to repair the cinder cut and rusted parts. After the cracks and pitting were repaired, steel wear plates were welded to the inside to prolong the life of this very visible part of the locomotive. Moving to the rear of the locomotive, metal is on hand to fabricate a new firebox to replace the badly cracked original one. The oversized and damaged stay bolt holes on the outside of the firebox are being welded shut by Ron Canfield and Dave Kulesa, and new holes will be drilled and threaded to accept new stay bolts. Patches for the sides of the boiler will be made and welded into position. New sections of the mud ring, the lowest part of the firebox, will be made and welded into position.

The passenger car department is performing ongoing inspections and repairs. The cars are

given a full inspection, looking for any defects that might make the car unsafe to carry passengers. Cracked or badly worn parts are rebuilt or replaced. Rusted areas are treated and painted where necessary. Brake systems are tested by Barbara Klobucar, using our test equipment to be sure of proper brake operation. Even the seats are given the "once over" and are repaired if necessary to insure a safe, comfortable, and memorable ride.

With all of this activity, it has been helpful to have our Volunteers-in-Park, Tom Yeager, Charlie Johns and Rob "Guppy" Fruhling, to lend a hand!

So, if you think that the winter is a slow time at Steamtown, visit the roundhouse or join a tour of the locomotive shop and observe some of the hard work that takes place behind the scenes at our park during the off season.

The Steamtown Timetable is a semi-annual publication of Steamtown National Historic Site.

Comments? Write to:
Superintendent
Steamtown National Historic Site
150 South Washington Avenue
Scranton, PA 18503-2018

www.nps.gov/stea



The Steamtown Timetable



2006 Ice Harvest Train

On January 14th, Steamtown ran its second annual excursion to the Ice Harvest Festival at Tobyhanna. Despite 'warm' temperatures and rain, the Leonard and Saxe families were still able to demonstrate the old-fashioned ways of harvesting ice. The excursion sold-out and guests were able to enjoy a tour of Tobyhanna in partnership with volunteers from the Lackawanna Heritage Valley Authority.



The Park partnered with the Lackawanna Heritage Valley Authority to present the 2005 "Christmas in a Small Town" holiday event, bringing Santa to an estimated 980 along the former D&H mainline between Carbondale and Olyphant!



All photos this page, NPS Photos/K Ganz

2005 Canadian Pacific Holiday Train

For the fourth year, Steamtown NHS served as the kick-off spot for the East Coast tour of the CP's "Holiday Train". About 2,700 viewed the stage show featuring T. Graham Brown, Tracey Brown, and the Ennis Sisters.



United Neighborhood Center Executive Director Mike Hanley reports that more than 1,000 pounds of non-perishable foods and approximately \$1,500 were collected to benefit the regional food banks - triple any previous year, and our most successful year to date! The train featured one of CP's newest locomotives, several freight cars, the stage car, and four private cars for the crews on its 18-day journey. The entire train was festooned with Christmas lights which stayed lit as the train left Scranton bound for Binghamton, NY as it journeyed toward Saskatchewan. Santa Claus, riding the tail end observation car, wished all within earshot a Merry Christmas and Happy Holiday season!

Slocum Hollow's Christmas Magic

For nine nights in late November and early December, Steamtown National Historic Site ran its own train to usher in the holidays. Using Canadian Pacific 2317 and four excursion coaches, the train made several trips to the North Pole with almost 6,000 guests to visit with Santa Claus, Mrs. Claus and the elves, along with a polar bear, a gingerbread man and Rudolph the Red-nosed Reindeer. Mrs. Claus appeared on the train this year as well.



MARINE CORPS STAMP COMMEMERATIVE

America was looking for a few good Marine stamps so the Postal Service delivered four.

During our 10th Anniversary Celebration, we partnered with the US Marine Corps Northeast Detachment and Scranton's US Postal Service to help commemorate the event with a special postal cancellation at the Park on November 12.



From the Desk of the Superintendent

Hello Friends!

As you will see in this issue of the Steamtown Timetable, we had a very busy fall and early winter season with numerous activities for our visitors to participate in. The variety of programs our staff developed and implemented demonstrate the cohesive teamwork of all our paid staff, volunteers, and Park partners. The success of these programs, conducting them safely, economically, and ensuring visitor satisfaction and understanding is dependent upon this level of cooperation, something we are very proud of.

While the winter weather tends to slow down our outside activities, our interpretive program staff developed an

exciting "Winter Lecture Series" that was held on the weekends of January, February and March. This program has brought some notable railroad historians, museum directors, and rail magazine editors to the Park to share special presentations about railroads and railroading for our visitors. These programs were conducted in the comfort of our 250 seat theater. In addition, some of our Park Rangers also conducted presentations about the National Park Service. I personally have attended a few of the sessions and I have to say it was very enjoyable on a cold afternoon and very informative.

We also hosted a successful Volunteers-in-Park (VIP) recruitment drive in November, and look forward to working with our newest VIPs!

In closing, I would especially direct you to our "Shops Report" where you can stay abreast of the hard work these folks perform to keep our live steam program on track. Major repairs to a locomotive, even the routine inspection and maintenance, can be very tasking and time consuming. However, this labor intensive work that our visitor can see on any given day in our back shops is also one our primary interpretive and educational themes in telling the story about steam railroading.

Sincerely,
Kip Hagen
Superintendent



Nancy and C. Bruce Gibson Display Congratulatory Retirement Plaques

Mrs. Gibson served as the Budget Analyst at Steamtown NHS; Mr. Gibson retired from his position as Deputy Superintendent at the Park. We wish them well in retirement at their new home in North Carolina.

Festival of Trees at Electric City Trolley Museum

Michele Mroccka poses with our "2005 Festival of Trees" entry, created in collaboration with Rangers Sue Rozdilski and Tim O'Malley



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Steamtown National Historic Site was established in 1986 to interpret the role that steam railroading played in the development of the United States.

Steamtown National Historic Site
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570.340.5339

Excursion Reservations

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The National Park Service cares for special places saved by the American people so that all may experience our heritage.



Railroad Operations: Volunteers-in-Park

Dick Roden



It has been a very busy season for the Train and Engine people. Starting the end of September, even though we did not go to Portland this year, Seth Corwin, Bob Patterson, Bernie O'Brien, Tom Shore, Dick Roden and Aaron Stout rode to Portland to keep their qualifications on the Pocono Mainline up to date. Conductors Leo Czereck, Andy Ottinger and Bob Tomaine did the same.

In the promotion department, Larry Scucci and Charles Mesnier have been promoted to Yard Conductors, Bernie Sheppard has been promoted to Yard Engineer, and Geoff Wyatt, Jack Emerick III and Don Young have been promoted to position of Excursion Firemen.

By the time you read this newsletter, everyone in Rail Operations will again be going through their annual rules and training classes.



Steamtown National Historic Site was established October 30th, 1986 to further public understanding and appreciation of the role steam railroading played in the development of the United States. It is the only place in the National Park System where the story of Steam Railroading, and the people who made it possible, is told. Here, locomotives and other rolling stock, artifacts, and historic buildings and structures, as well as the skills of that era, are all preserved and protected for the enjoyment and education of our visitors.

The National Park Service cares for special places saved by the American people so that all may experience our heritage.

Fall Steam Excursions Return to Moscow

Tim O'Malley



The traditional peak of the operating season for Steamtown is normally October, and 2005 was no exception. The usual reason for this peak is the coincidence with the peak of the fall foliage. However, the dry summer we experienced this year played a trick on that pattern. The peak was three weeks late, with several trees still green for Halloween. The visitors didn't mind, since this past season offered them a choice of where to travel.

Realizing that not everyone has a full day available to spend on an excursion, Steamtown NHS offered a few train trips to Tobyhanna and others to Moscow. From 1993 to 2003, Moscow was the main destination for excursion trains, with a few other towns added for variety. When it proved that Tobyhanna and the Delaware Water Gap trains sold more seats, a shift was made to longer trains on the mainline, augmented by more frequent short trips in the railroad yard.

Offering fewer mainline trips opened up the chance to expose the yard to visitors. More walking tours of the site allowed the full context of a railroad to be explored. More yard trains allowed for the luxury of riding the "Pullman Experience", plus the bare-bones travel on the Caboose Experience, and the integration of a railroad in an urban

setting aboard the *Scranton Limited*. Very often, all these trips could be taken on the same day. Even repeat visitors liked the chance to see more of the park on a weekend day. In the past, shorter trains were offered on days when the Moscow excursions didn't run.

The return to Moscow saw many changes in the operation. The National Park Service no longer maintains the station buildings or the grounds. The Lackawanna & Wyoming Valley Chapter of the NRHS now leases and maintains the property. The freight station stores the chapter's goods, and is not the oversized restroom it once was. The passenger station is no longer an empty waiting room, but an active shop to purchase t-shirts, calendars and other items to support the restoration of Boston and Maine locomotive #3713. A model train display keeps kids and some adults occupied during the more leisurely paced layover. The barking of sale items such as "hot coffee, hot chocolate and hot tea" is still heard around the complex.

With only five excursions to greet, the chapter decided to keep many of the large windows boarded over for this year. With more trains expected in 2006, they plan to open up even more of the station grounds to welcome visitors.

This past October was one of Steamtown's busiest of the past few years. The mild weather played a big role, but we believe that the offering of a choice of activities was our biggest selling point.